Planning Commission
Notice & Agenda
Wednesday, October 19, 2022

CITY COUNCIL CHAMBERS | 11465 WEST CIVIC CENTER DRIVE | AVONDALE, AZ 85323

REGULAR MEETING

6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. OPENING STATEMENT

4. PUBLIC HEARING ITEMS

a. THREE RIVERS RANCH – MAJOR GENERAL PLAN AMENDMENT – APPLICATION PL-22-0050

Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential. As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings at different locations within the municipality to promote citizen participation. The first public hearing was held on September 21, 2022 for discussion only and allowed for the public to comment. There were no public comments at this meeting. This is the second public hearing which provides another opportunity for public comment and the Commission will take action on the request and forward a recommendation to City Council.

Staff Contact: Jani Wertin, Planner 623-333-4045

b. THREE RIVERS RANCH – REZONING TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-22-0110

Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC to rezone approximately 193.98 acres located west of the intersection of Broadway Road and Dysart Road from Rural Residential (RR-43) to Planned Area Development (PAD). The proposed Three Rivers Ranch PAD, if approved, will facilitate development of 530 single-family residential detached home lots, 120 townhomes (attached single-family residential homes), and 311 multi-family residential apartment units (1- and 2-story individual casita style apartment units). The property is currently in the jurisdiction of Maricopa County with annexation to be considered by the City Council on November 21, 2022. The Commission will take appropriate action and forward a recommendation to the City Council.

Staff Contact: Jani Wertin, 623-333-4045

5. DISCUSSION ITEMS

a. PRESENTATION OF ACTIVE TRANSPORTATION PLAN

Staff and our consultant will present a draft of the City-initiated Active Transportation Plan ("ATP") for comment from the Planning Commission. Active Transportation is generally defined as human powered movement such as walking and bicycling or using an assistive mobility device. What was once referred to as 'non-motorized transportation' has now taken on a new title to capture those that walk and bike to and from destinations, not just those that walk and bike for recreation. This item is for discussion only; no action will be taken.

Staff is is seeking feedback on the Draft ATP before finalizing the document and forwarding it to the City Council for their consideration.
Staff Contact: Bryan Hughes, Parks and Recreation Director, (623) 333-2411

6. COMMISSION ANNOUNCEMENTS

7. PLANNING DIVISION REPORT

8. CALENDAR

9. ADJOURNMENT

Members will attend either in person or by telephone conference call. Los miembros asistiran en person o via teleconferencia.

Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the meeting. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta del Concejo.

AGENDA ITEM REPORT

SUBJECT: Three Rivers Ranch – Major General Plan Amendment – Application PL-22-0050

MEETING DATE: 10/19/2022

TO: Planning Commission

FROM: Jani Wertin, Planner 623-333-4045

THROUGH: Jodie Novak, Acting Director of Development & Engineering Services

PURPOSE:
Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential. As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings at different locations within the municipality to promote citizen participation. The first public hearing was held on September 21, 2022 for discussion only and allowed for the public to comment. There were no public comments at this meeting. This is the second public hearing which provides another opportunity for public comment and the Commission will take action on the request and forward a recommendation to City Council.

BACKGROUND:
The 193.98-acre subject property (Exhibits A and B) is located west of the intersection of Broadway Road and Dysart Road, in the jurisdiction of Maricopa County. Due to the proximity of the site to the Agua Fria River and the Avondale Wastewater Treatment Facility, the majority of the site falls within the 100-year flood plain, a small portion to the northwest falling within the regulatory floodway, as well as encroaches into the 1,000-foot Odor Control Easement to the south. Additionally, Western Area Power Authority (WAPA) has a powerline easement with active powerlines bisecting the site.

The property is currently in the jurisdiction of Maricopa County and carries a zoning designation of Rural (RU-43). The RU-43 zoning allows for development of 1-acre single-family residential lots. Approval of this Major General Plan Amendment request will revise the land use designation on the property as described later in this report. Presently, the property's Avondale General Plan 2030 land use category designation is Estate Low Density Residential (ELDR) and Mixed Use (Exhibit C). The ELDR category allows for development of detached single-family residential homes at a density of 1 to 2.5 dwelling units per acre. The target density in ELDR is 1 unit per acre. The Mixed Use category allows for a mixture of residential and commercial and does not have a density range or target density.

The existing uses and zoning of surrounding properties include:
- North: Aqua Fria River, zoned General Industrial (A-1).
- East of Dysart: Vacant school site owned by Tolleson Union High School District, located in unincorporated Maricopa County. Phase 5 of Brookfield Alamar, a master planned community zoned Planned Area

Development and approved for 3,695 total single-family dwellings, 1,145 of which are to be located in Phase 5. The phase near this property (Phase 5) is currently undeveloped, and the construction timeline is unknown.

- Northeast of Site: Harvest HOC of Avondale Dispensary and single-family residential, zoned General Industrial (A-1). Vacant land, zoned Agricultural (AG).
- South: Avondale Wastewater Treatment Facility, zoned Agricultural (AG).
- West: Aqua Fria River, zoned General Industrial (A-1).

Separate applications to annex the subject property into the City of Avondale and rezone the site to Planned Area Development (PAD) have been filed and are in process. Because the General Plan Land Use Map encompasses all property within the City's Municipal Planning Boundary regardless of current jurisdiction, the proposed Major General Plan Amendment can be approved prior to annexation. The proposed rezoning; however, may not be approved until the annexation has been finalized.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Major General Plan Amendment (GPA) to the General Plan 2030 Land Use Map in order to facilitate development, upon approval of the rezoning case, of 530 single-family residential detached home lots, 120 townhomes (attached single-family residential homes), and 311 multi-family residential apartment units (1- and 2-story individual casita style apartment units).

As previously noted, the property has a General Plan land use designation of Estate/Low Density Residential (ELDR) and Mixed Use. The Mixed Use designation currently covers the northern two-thirds of the site, approximately 118.43 acres, while the Estate/Low Density Residential (ELDR) designation covers the southern third of the site, approximately 75.56 acres.

This request for a Major GPA (Exhibit D) will revise the General Plan Land Use Map from Estate/Low Density Residential (ELDR) and Mixed Use to Medium Density Residential (MDR) and Medium/High Density Residential (MHDR). The Medium/High Density Residential (MHDR) designation will cover a strip along Dysart Road, approximately 37.15 acres, while the Medium Density Residential (MDR) designation will cover the remainder of the site, approximately 156.84 acres.

The MDR category accommodates development of suburban detached single-family residential within a density range of 2.5 to 4.0 dwelling units per acre, with a target density of 2.5. The MHDR category accommodates development of a variety of housing choices in a planned and clustered setting unique to Avondale within a density range of 4.0 to 12.0 dwelling units per acre, with a target density of 8.

This proposed GPA is the first step in the development process for the site. There is a statutory requirement that Major General Plan Amendments be heard by the City Council during the same calendar year the application request is filed. This GPA request is scheduled for consideration by Council on November 21, 2022. The PAD rezone is a separate item on this agenda and is also scheduled for City Council on November 21, 2022. The proposed annexation City Council meetings are scheduled for the following 3 dates:

- October 17, 2022 – Council authorization to begin the annexation process.
- November 7, 2022 – Public hearing to discuss the proposed annexation.
- November 21, 2022–Public hearing and vote on the adoption of the ordinance approving the annexation.

Process:

The General Plan 2030 outlines criteria for what constitutes Minor and Major GPAs. The proposed request is considered a Major Amendment because it is necessary for the establishment of a Planned Area Development (PAD) encompassing over 80 gross acres and impacts over 10 percent of the total land area of the PAD being established. Major GPAs vary from the more common Minor GPAs in a few ways, as follows: 60-Day Review: For major GPAs, Statute requires cities to identify a 60-day period in which notice is provided to potentially impacted adjoining jurisdictions and public agencies and comments are solicited from those jurisdictions and agencies. Though notice is often provided out of courtesy, no such formal interagency review is required for minor GPAs.

Planning Commission Process: To encourage greater citizen participation, Major GPAs require two Planning Commission public hearings, one of which must be held at an off-site location. The first hearing is for public comment, and the second hearing is when Commission will take action on the request. Minor GPAs

require a single Planning Commission public hearing. Approval by City Council: Major GPAs require approval by two-thirds majority vote of the City Council.

PUBLIC PARTICIPATION:
The required 60-day notification of potentially impacted adjoining jurisdictions and public agencies, as required by Arizona Statute, was transmitted on June 15, 2022. Sixteen cities, school districts, and other public entities were provided with a short summary of the proposal and a copy of the proposed amendment and asked to provide comments, if any, by August 15, 2022. Staff has not received comments from the agencies, jurisdictions, or districts on the proposal.

A neighborhood meeting (Exhibit E) to discuss the proposal with neighboring property owners and other interested parties was held on August 29, 2022. An overview of the discussion topics is outline in the Neighborhood Meeting Summary, attached as Exhibit E. In addition to City Staff and the applicant's team, four (4) people attended the virtual meeting, two (2) of which were Planning Commissioners.

The neighborhood meeting attendees had general questions regarding: (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions, stating that a traffic impact analysis demonstrates that with the requested improvements the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

All required notifications for the Planning Commission and City Council public hearings have been completed. To date, no public comments regarding this project have been received.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:
The property is located in the service areas of the Littleton Elementary School District (LESD) and the Tolleson Union High School District (TUHSD). LESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Roger Freeman (Exhibit F) which states that the district does not have adequate capacity to accommodate the estimated enrollment from the proposed Three Rivers Ranch development and that the anticipated classroom impact will be addressed by the developer agreement in place. TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Nora Gutierrez (Exhibit F) stating that the district has adequate capacity and no school site within the development is needed.

ANALYSIS:
The Planning Commission must determine that the proposed amendment meets four (4) findings prior to recommending approval. Staff's analysis of each of the required findings is presented below. This is staff's recommendation as to why we feel the proposed Major GPA meets the General Plan analysis findings.

1. The development pattern contained on the Land Use Plan inadequately provides sufficient sites for the use or change proposed in the amendment.

- Most of the City's inventory of undeveloped Medium Density Residential (MDR) land has been planned over the past two (2) to four (4) years, with Alamar (formerly Lakin Ranch), Verde Trails, and Del Rio Ranch III all under construction or moving towards construction. Even with these planned communities, there is significant additional demand for development of single-family residences at a suburban density in Avondale. Because there are no remaining large assemblages of land designated MDR, development of new homes at a suburban density would be limited to these already approved communities.

The General Plan notes that as of 2010, only 4.41 percent of land uses in Avondale were developed as Medium High Density Residential, most of which are developed. The proposed amendment will allow the property to be rezoned to accommodate a combination of single-family (townhomes) and multi-family development (single-family detached, for-rent), which will further the goal of the General Plan to attract a diverse range of housing types that not currently available in the City to allow for a variety of socio-economic levels.

Approval of the proposed GPA would accommodate additional new residential development in southern Avondale.

2. The amendment constitutes an overall improvement in the 2030 Plan and is not solely for the good or benefit of a particular landowner or owners.

- This site has numerous development constraints. Due to the proximity of the site to the Agua Fria river and the Avondale Wastewater Treatment Facility, the majority of the site falls within the 100-year flood plain, a small portion to the northwest falling within the regulatory flood way, as well as encroaches into the 1,000-foot Odor Control Easement to the south. Additionally, Western Area Power Authority (WAPA) has a powerline easement with active powerlines bisecting the site.

Compared to Mixed Use and Estate/Low Density Residential (ELDR) designations, the MDR and MHDR designations are more viable use for the site and can be developed upon entitlement approval.

This amendment is an opportunity to bring this land use in alignment with the current needs and growth of the City, benefitting the community by allowing a development that will provide residents with greater housing options. Development of this site will also mean greater protection from lateral movement of the Agua Fria River, additional tax revenue, and additional spending power to support local businesses.

3. The amendment will not adversely impact the community as a whole and/or a portion of the community by: (1) significantly altering acceptable land use patterns; (2) requiring large and more expensive public infrastructure improvements including, but not limited to roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change, or (3) adversely impacting the existing land use.

- The proposal will not adversely impact the existing land uses in the area. The amendment will allow development of a compatible residential planned community that will enhance the area, as well as promote an active and healthy lifestyle by and community connection among residents.

The proposed amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. Therefore, the amendment will not require larger or more expensive public infrastructure improvements beyond what would be expected for this property if it was developed under the existing land use designations.

4. The amendment is consistent with the overall intent of General Plan 2030 and other adopted plans, codes, and ordinances. The proposed amendment furthers several goals of the General Plan 2030 and other adopted plans, code, and ordinances, including, but not limited to:

- General Plan Land Use Housing Element Goal 2: “Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.”

- The PAD does this by offering a variety of housing types to accommodate a wide range of market segments and life stages. This includes single-family homes to provide more traditional housing opportunities for first time, move up, and empty nester buyers, townhomes to provide young professionals with the opportunity to live within a master planned community at a lower price point, as well as a apartments with private backyards to attract renters who are looking for a housing option that supports a “lock and leave” lifestyle. The overall development provides a sense of place and creates new housing options for the area.

- General Plan Land Use Open Space Element Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle.”

Three Rivers Ranch will embrace the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains. Ample open space will be provided with parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle.

- General Plan Land Use Recreational Element Goal 1: “Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”

Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area.

The apartment community will include fitness amenities available to residents and feature landscaped walking paths wind through the development. Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more. The community will be professionally managed and will provide amenities and recreation activities to the residents, furthering the City's recreational goals.
Thoughtfully located parks provide a robust system of paths and trails that provide safe and convenient alternative access.

DISCUSSION:

The proposal meets the four (4) required findings for General Plan Amendments as detailed in the Analysis section above.

BUDGET IMPACT:

No Budget impacts.

RECOMMENDATION:

Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0050 Three Rivers Ranch, a request for a Major Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of the subject property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential.

PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-22-0050 Three Rivers Ranch, a request for a Major Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of the subject property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential.

Exhibit A

Aerial Photograph

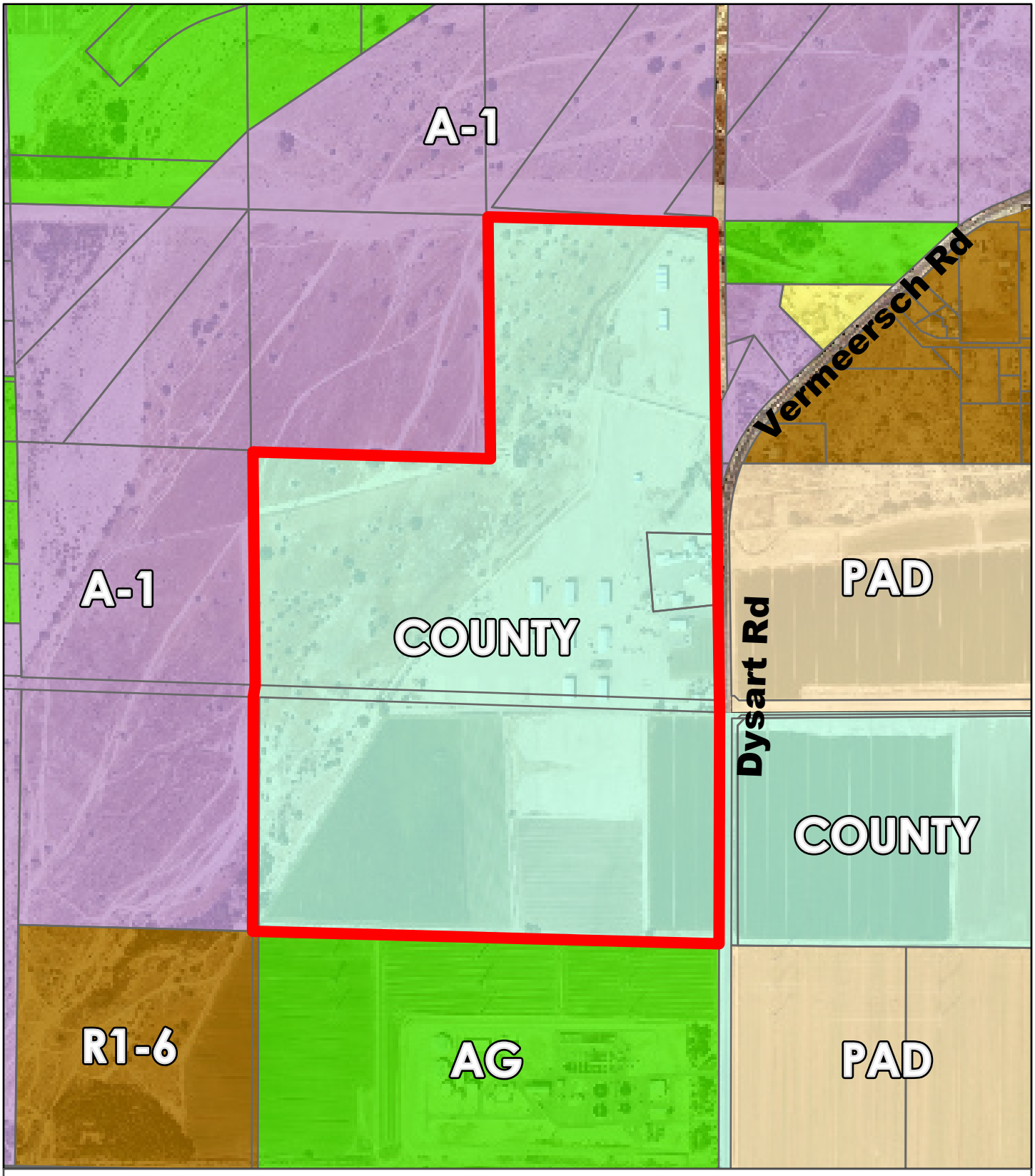
Avondale

Subject Property

N
W E
S

Date: 8/18/2022

Exhibit B



Zoning Vicinity

Avondale

Subject Property

N
W E
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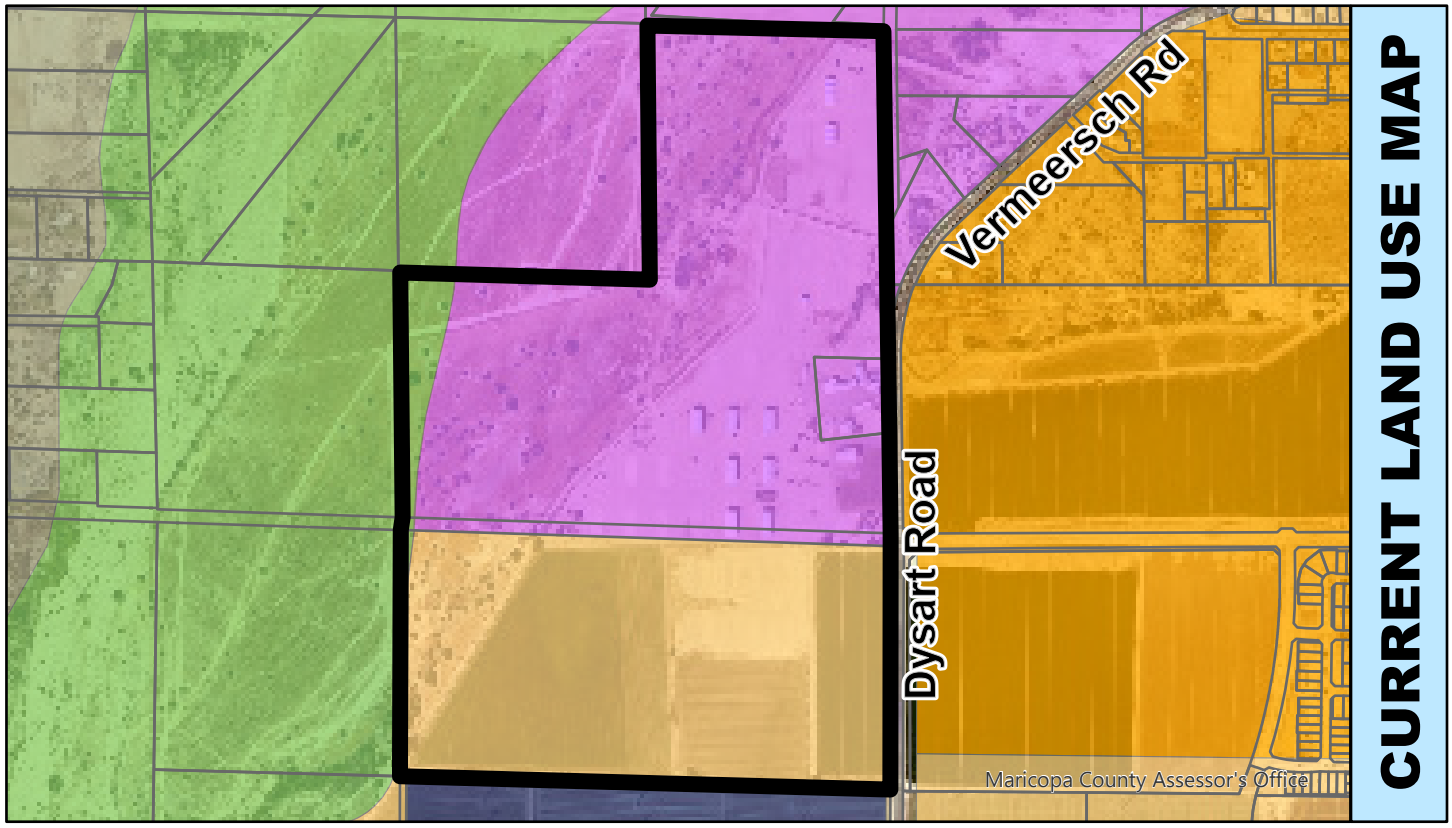
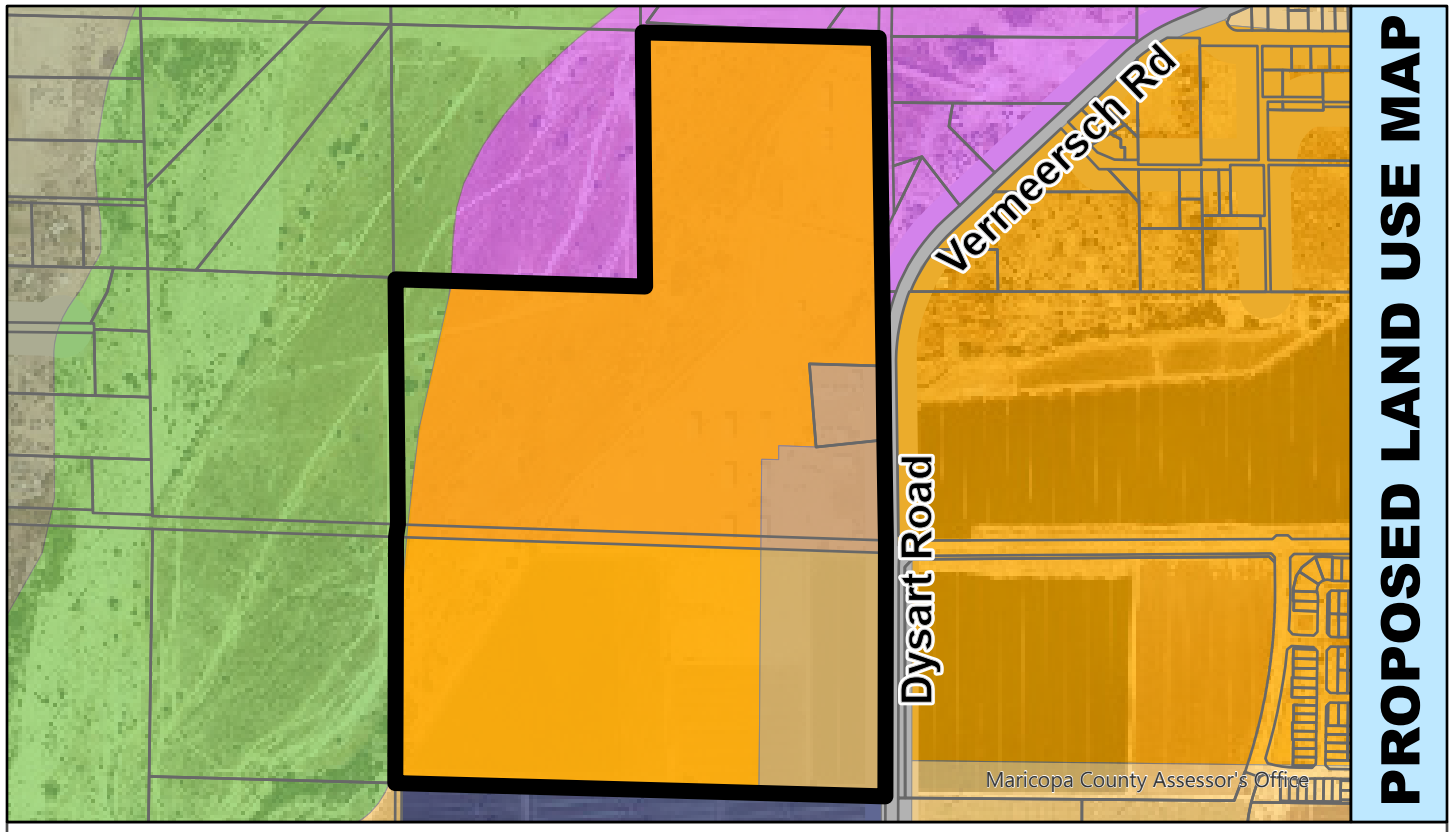
Date: 8/18/2022

Exhibit C





General Plan Land Use

Avondale

- Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- Mixed Use
- Open Space / Parks

Subject Property

N
W E
S

Date: 8/22/2022

Three Rivers Ranch

Major General Plan Amendment Narrative

1st Submittal: February 28, 2022
2nd Submittal: June 6, 2022
3rd Submittal: August 24, 2022

Development Team

Applicant

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EXHIBIT B – EXISTING GENERAL PLAN LAND USE MAP
EXHIBIT C – PROPOSED GENERAL PLAN LAND USE MAP

Location

The Property is approximately 193.98 gross acres located west of the intersection of Dysart Road and Broadway Road, as shown on the attached aerial map (**Exhibit A**). The Property is currently in unincorporated Maricopa County, but within the Avondale planning area.

The property is surrounded by the Agua Fria River to the west and north, vacant and residential land (Brookfield Alamar) to the east and an Avondale wastewater treatment facility to the south.

Request

This is a proposal to amend the Avondale General Plan 2030 Land Use Map for approximately 193.98 net acres. The proposed amendment would change the following:

- 25.70 acres *from* Estate/Low Density Residential *to* Medium/High Density Residential (Parcel 7)
- 11.45 acres *from* Mixed-Use *to* Medium/High Density Residential (Parcel 6)
- 49.86 acres *from* Estate/Low Density Residential *to* Medium Density Residential (Parcels 4 and 5)
- 106.98 acres *from* Mixed-Use *to* Medium Density Residential (Parcels 1, 2, and 3)

See ***Exhibit B, Existing General Plan Land Use Map*** *and* ***Exhibit C, Proposed General Plan Land Use Map.***

The Medium Density Residential category contemplates residential density ranging from 2.5 dwelling units per acre to 4 dwelling units per acre with a target density of 2.5 dwelling units per acre.

The Medium/High Density Residential category contemplates residential density ranging from 4 dwelling units per acre to 12 dwelling units per acre with a target density of 8 dwelling units per acre.

The residential portion of the proposed development provides for an overall net density of approximately 5.05 dwelling units per acre.

Major GPA Review and Analysis

1. Availability of Current and Future Water Supplies

The Project is proposed to tie into the existing City of Avondale water system. A 16-inch water main is proposed in Dysart Road and is being constructed as part of the Alamar subdivision improvements. The Three Rivers Ranch subdivision will loop a 12-inch water main and connect to the proposed 16-inch water main in Dysart Road. An existing 12-inch water main continues in Dysart Road north into Vermeersch Road where it transitions to an existing 6-inch water line.

It is the Applicant's understanding that the Project will not create any issues for current or future water supplies. The companion zoning case includes further information related to water infrastructure and

supports that the existing or planned water infrastructure will be adequate for the Project.

2. Impact on and potential support of the City's transportation system

A Traffic Impact Analysis is being provided with the companion zoning case. The project is expected to widen Dysart Road to meet the City's half-street improvement requirements. Dysart Road will result in a four-lane cross section along the project frontage. The proposed cross section will be striped to provide one through lane in the northbound direction and two through lanes in the southbound direction, separated by a two-way center left turn lane. Additionally the project will construct the Collector Road system from the Broadway Road alignment for internal access to the single family home portions of the development. The collector road will be renamed Three Rivers Parkway and will provide one through lane in each direction of travel separated by a two-way center left turn lane that will serve as a number of primary access points directly into the neighborhood. The intersection at Broadway Road/Dysart Road will offer westbound vehicles entering the site an exclusive left turn lane and a dedicated right turn lane. Secondary access will be provided both north and south of the Collector Road alignment to provide access to Dysart Road. It is not anticipated that the change of land use will have any negative impact on the City transportation system. The project Traffic Impact Analysis addresses the proposed project demands as well as future traffic operations for the project.

The Broadway Road alignment is currently 33' of existing right-of-way internal to the property and under the jurisdiction of Maricopa County. It is not anticipated to extend access west of the property and crossing the Agua Fria River. This project proposes abandonment of the existing Maricopa County right-of-way in coordination with the new Collector Road and City right-of-way dedications to serve the development.

The applicant will comply with the City's current engineering policies and standards and work to provide solutions that will enhance the City's transportation networks as applicable for the development.

3. Impact on the natural environment, including, but not limited to, hillsides, riparian areas, and floodways

The property is currently impacted by existing Agua Fria Floodway easements known as the Floodway Flowage and Floodway Fringe easements. The project intends to relinquish the existing fringe easements with the Flood Control District of Maricopa County (FCDMC) by elevating the site above the Standard Project Flood elevations of the Agua Fria River. These easements are being addressed concurrently with the proposed General Plan Amendment and accompanying zoning cases for the project with the FCDMC right-of-way department. Additionally, an existing Zone AE floodplain encumbers the site. Through the site fill and embankment protection, the project proposes a Conditional Letter of Map Revision (CLOMR) with FEMA and the City to re-map the floodplain and protect the site for development. Improvements to the property will remove a significant portion of the property from flood hazard. Overall, the Project will provide significant improvements to the Property with quality and aesthetically pleasing features, including a meaningful amount of private open space, furthering several goals of the General Plan.

4. *Extent to which the proposal contributes to achieving the (i) job to population ratio, (ii) square foot per capita ratio; and (iii) multi-family housing ratio identified within the GP2030*

The proposed General Plan Amendment will not have an overall negative impact on the City's current job-to-population ratio as over half of the Property's designation is already Mixed Use, which has a target density of 20 du/ac. Because the proposed land use categories have a lower target du/ac, the total du/ac

available in the GP2030 will likely decrease.

Additionally, it is anticipated that with the addition of new residential options, support for existing and future employment and commercial uses will occur. The re-designation of the Property will be in accordance with the City's goals and policies and will be aimed at furthering additional diverse residential housing opportunities in Avondale, which are currently limited.

5. *Impact on City services and facilities including, but not limited to, police, fire, water, and wastewater*

The proposed General Plan Amendment will not have a negative impact on the City's services. It is our understanding there are adequate facilities and/or connections to serve the Project, which will be improved by the developer, as required. Exact infrastructure improvements for the Property will be determined during the platting and/or site plan and design review application phase.

6. *Extent to which the goals of the GP2030 are accomplished*

The proposed development furthers several goals and policies of the General Plan 2030, as further detailed below.

Housing Element

> GOAL 2: *Champion the development of housing types not currently available in the City to allow fora variety of socio-economic levels.*

Three Rivers Ranch will offer a variety of housing types that will accommodate a wide range of market segments and life stages. The single-family homes will provide more traditional housing opportunities for first time, move up, and empty nester buyers. The townhome product will offer the young professional the opportunity to live within a master planned community but with the ability to enter at a lower price point. The proposed single-family rental product provides homes with private backyards and lots, allowing for a "lock and leave" lifestyle which requires less maintenance and promotes the use of the neighborhood common and amenity areas. This increases a sense of place within the neighborhood and ultimately encourages more community interaction. This product type also creates optimal density to support surrounding employment, educational and commercial uses.

> GOAL 4: *Require excellence and innovation in residential design and construction.*
>
> ***Policies:***
>
> *B. Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.*
>
> *C. Utilize the City's Design Manuals to promote quality development and attractive residential communities, updating these documents when necessary to reflect changing preferences and styles.*
>
> *E. Endorse the use of Crime Prevention through Environmental design (CPTED) principles when designing residential communities.*

Three Rivers Ranch will incorporate a number of the City's Design Manual policies to create a layout with ample open space and recreation areas that contain amenities throughout the project. It also ensures quality architecture and will endorse CPTED design.

Open Space Element

> GOAL 1: *Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle.*

Three Rivers Ranch will embrace the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains. Ample open space will be provided with parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle.

Recreational Element

> GOAL 1: *Ensure every person has convenient access to safe public parks and affordable recreation opportunities.*
>
> **Policies:**
>
> A. *Continue to ensure that private development provides local, accessible neighborhood parks and tot lots under the management of a Home Owners Association.*

Three Rivers Ranch is designed to cater to active lifestyles. The community incorporates some pocket park/courtyard planning techniques into its site plan which will contribute to a more livable environment. Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area. The rental home community will include fitness amenities available to residents and feature landscaped walking paths wind through the development.

Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more. The community will be professionally managed and will provide amenities and recreation activities to the residents, furthering the City's recreational goals.

Thoughtfully located parks provide a robust system of paths and trails that provide safe and convenient alternative access. Each trail has been carefully considered within the context of the community. Trees and planting will be incorporated to provide shade, visual appeal, and character, in a manner that does not block views to and from the parks.

Avondale Strategic Five-Year Plan

The Avondale Strategic Five-Year Plan was designed with the vision and guidance from the Avondale City Council, and crafted with input from engaged residents, local businesses, and key personnel across the

City's organization. The Plan represents a cohesive and intelligent approach to continuing on the path to Avondale's vision to create a community that is both family friendly and economically robust. A city that is Aspiring, Achieving and Accelerating.

Three Rivers Ranch provides the opportunity to develop a challenged site along Dysart Road that is compatible with existing development and supports housing diversity opportunities for the area. With the increase of employment, commercial and educational opportunities that are anticipated in the area in the near future, this site will provide a prime location for new residences which will support other land uses. This will complement and support the economic vision of the Strategic Five-Year Plan.

Additionally, the following goals of the Strategic Five-Year Plan will be met with Three Rivers Ranch:

> Initiative #1, Strategic Goal: *Encourage build-out in residential housing opportunities that support diverse housing options.*

With its variety of housing offerings, ranging from townhomes with a modern design focused on an urban living experience and high-quality amenities to traditional single-family homes, the Project will provide a unique and diverse housing opportunity for a wide spectrum of prospective residents. From young, single professionals to families to empty nesters, Three Rivers Ranch will offer a desirable and accommodating product. Three Rivers Ranch contributes to the diversity of housing that the Strategic Five-Year Plan envisions.

> Initiative #2, Strategic Goal, Action Item: *Establish relationships with potential partners for the development of trail and river corridors.*

Three Rivers Ranch will provide connectivity and pedestrian access to the surrounding area with trail linkages and enhanced open spaces. The Developer will ensure access to the surrounding sidewalks and promote connectivity to the larger trails master plan for Avondale, as well as the Tres Rios Specific Plan.

Major GPA Findings Analysis

This request for a Major General Plan Amendment meets or exceeds the required findings established by the City of Avondale, as detailed below.

1. *The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment.*

Three Rivers Ranch offers a development and land use plan that is generally holistically consistent with the overall designation for the Property in the GP2030. However, the Land Use Plan does not provide the appropriate flexibility to allow the proper variety of housing products proposed in the proper locations. The proposed development will not increase the overall targeted residential density for the Property, but rather will provide the highest density where it is most appropriate. In this case, that is in the southwest corner of the Property adjacent to the Avondale Wastewater Treatment Facility. By changing the land use map to Medium/High Density Residential at this location, it provides the perfect opportunity to address the site challenges and provide a unique housing development with a variety of offerings and price points that would otherwise not generally be available here. Additional changes will accommodate the integrated master plan and best allocate appropriate densities and uses.

2. *The amendment constitutes an overall improvement to the GP2030 and is not solely for the good or benefit of a particular landowner or owners*

Three Rivers Ranch will provide a variety of housing that attracts new residents ranging from young professionals to families to empty nesters who are looking for a "lock and leave" lifestyle. The Applicant is excited to provide this array of products, especially those that are underrepresented in the City of Avondale.

This GPA will allow the Applicant to efficiently allocate the proposed densities to their most appropriate locations.

3. *The amendment will not adversely impact the community as a whole and/or a portion of the community by:*

    a. Significantly altering the acceptable land use patterns;

    b. Requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change; or

    c. Adversely impacting the existing land uses.

The amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. The residential community will be developed with lot sizes, product types, and densities that are compatible with and complementary to the Brookfield Alamar master planned community immediately east of Dysart Road. Over half the Property was already designated Mixed-Use, for which the target density of 20 du/ac exceeds the densities of the proposed designations. The proposed land use pattern does not significantly alter the existing land use plan. Rather, it enables the Applicant to respond to market demands in Avondale by providing a greater variety of housing options.

Public infrastructure exists for this development and it will not be a significant burden on the existing systems that are in place.

Lastly, the proposed amendment does not adversely impact existing land uses. With adequate existing infrastructure and additional improvements, the proposed development will be complementary to existing uses and will positively contribute to the economic dynamism of the area.

4. *That the amendment is consistent with the overall intent of the GP2030 and other adopted plans, code and ordinances*

The proposed land use pattern is compatible with the existing land use plan for the Property and is consistent with the overall intent of the GP2030. The amendment does not significantly alter the designated residential densities for the Property but allows for greater flexibility and the ability to offer more variety to prospective residents.

Overall, the amendment consists of an improvement to the General Plan with the overall enhancements as outlined below:

- The Project will create a dynamic and vibrant community that will attract additional investment.

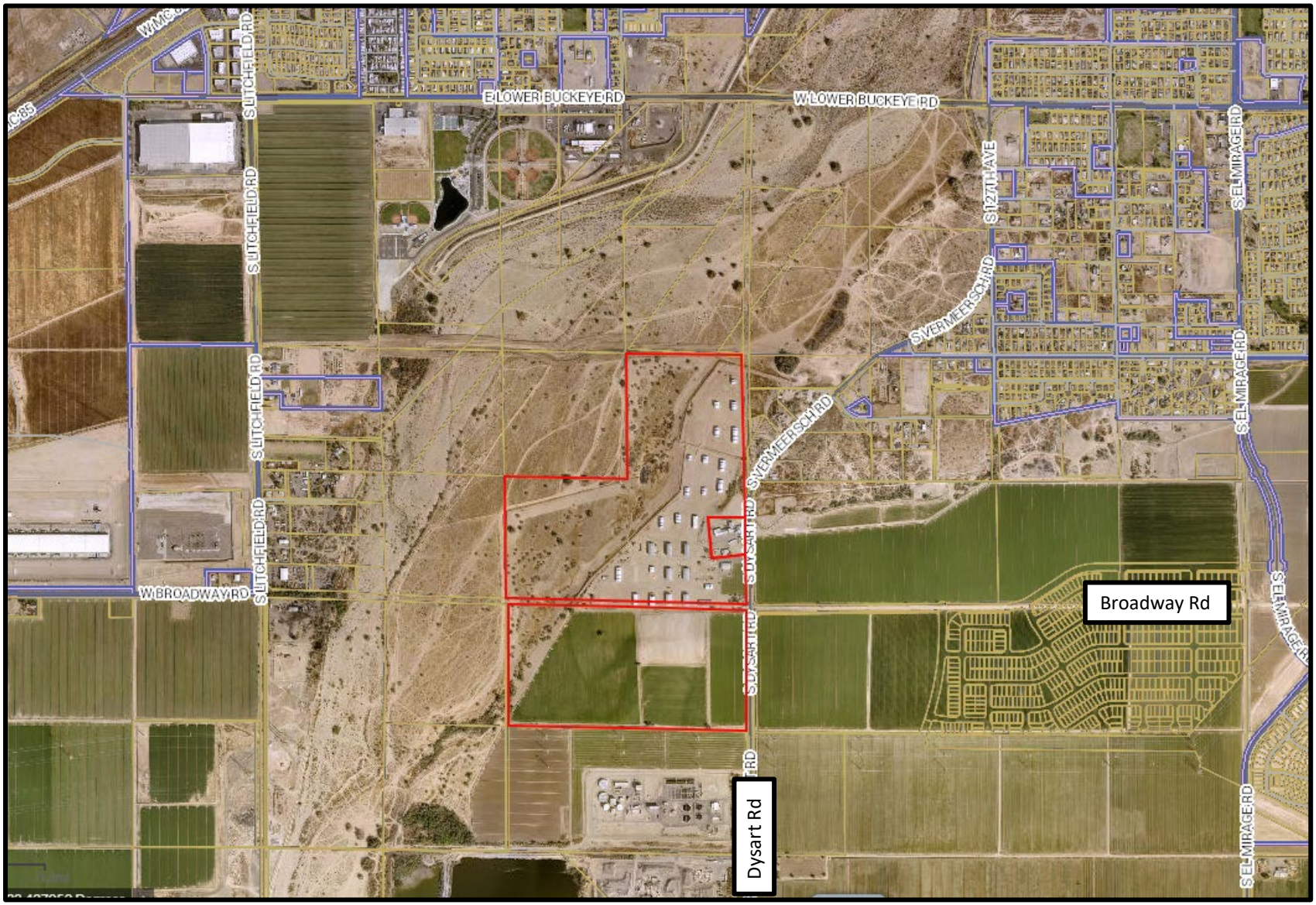
- The Project will provide a variety of quality housing options to accommodate the demographics and market demands of Avondale.
- The Project will foster economic vitality and support future employment uses.
- The Project provides for abundant open space, pedestrian connectivity, and trail linkages and enhancements in furtherance of the Tres Rios Specific Plan, which will positively impact the mental and physical well-being of Three Rivers Ranch residents.

Conclusion

Three Rivers Ranch will provide diverse, high quality housing products that are needed and in high demand within the City of Avondale. This Major General Plan Amendment is intended to provide a framework for development of a complementary land use in this evolving area that is compatible with existing uses and will drive further investment in this corner of Avondale. The proposed amendment is consistent with the overall goals and objectives of the General Plan and will be a positive addition to the area.

EXHIBIT A

Aerial Map

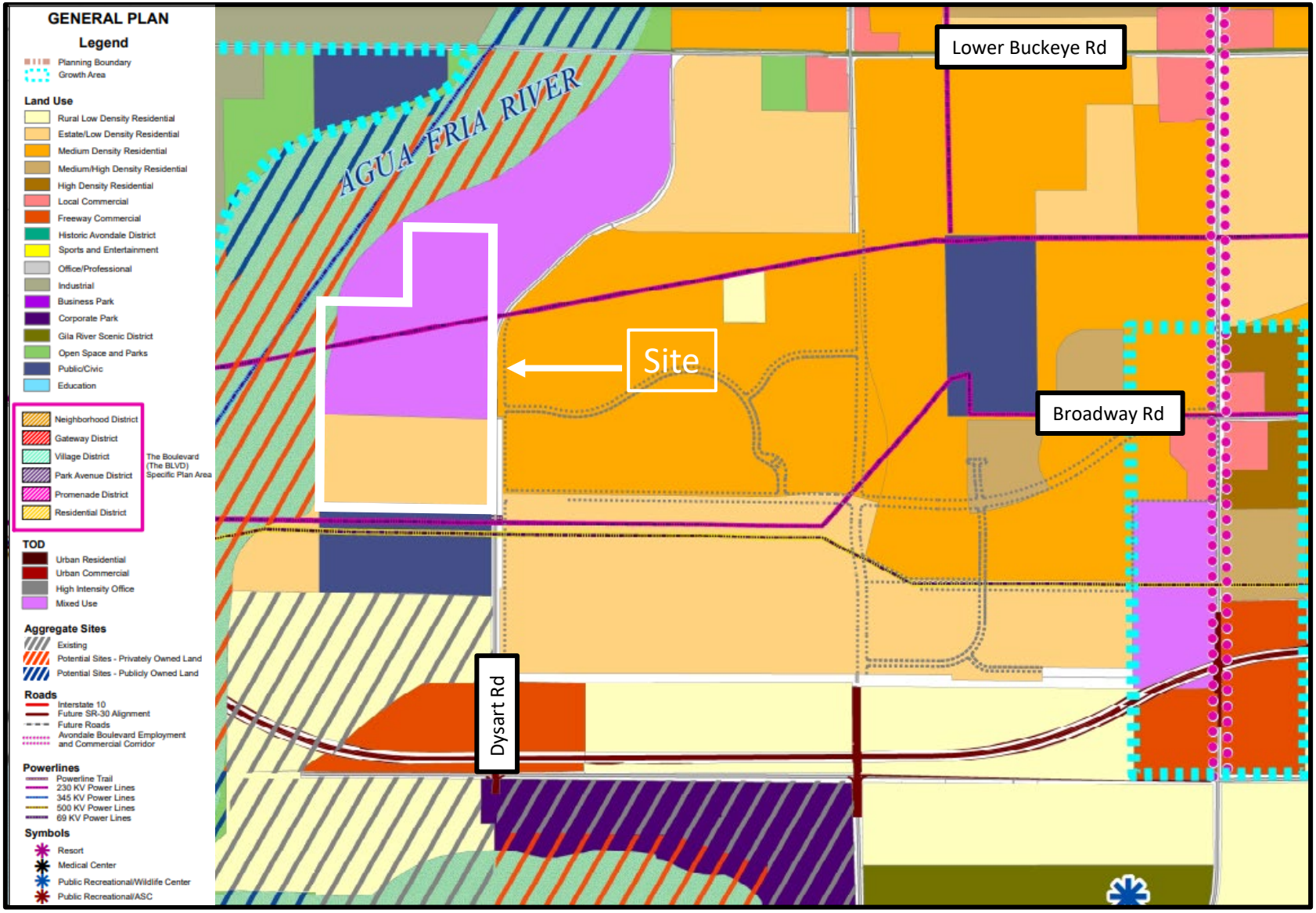


West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

EXHIBIT B

Avondale General Plan Map

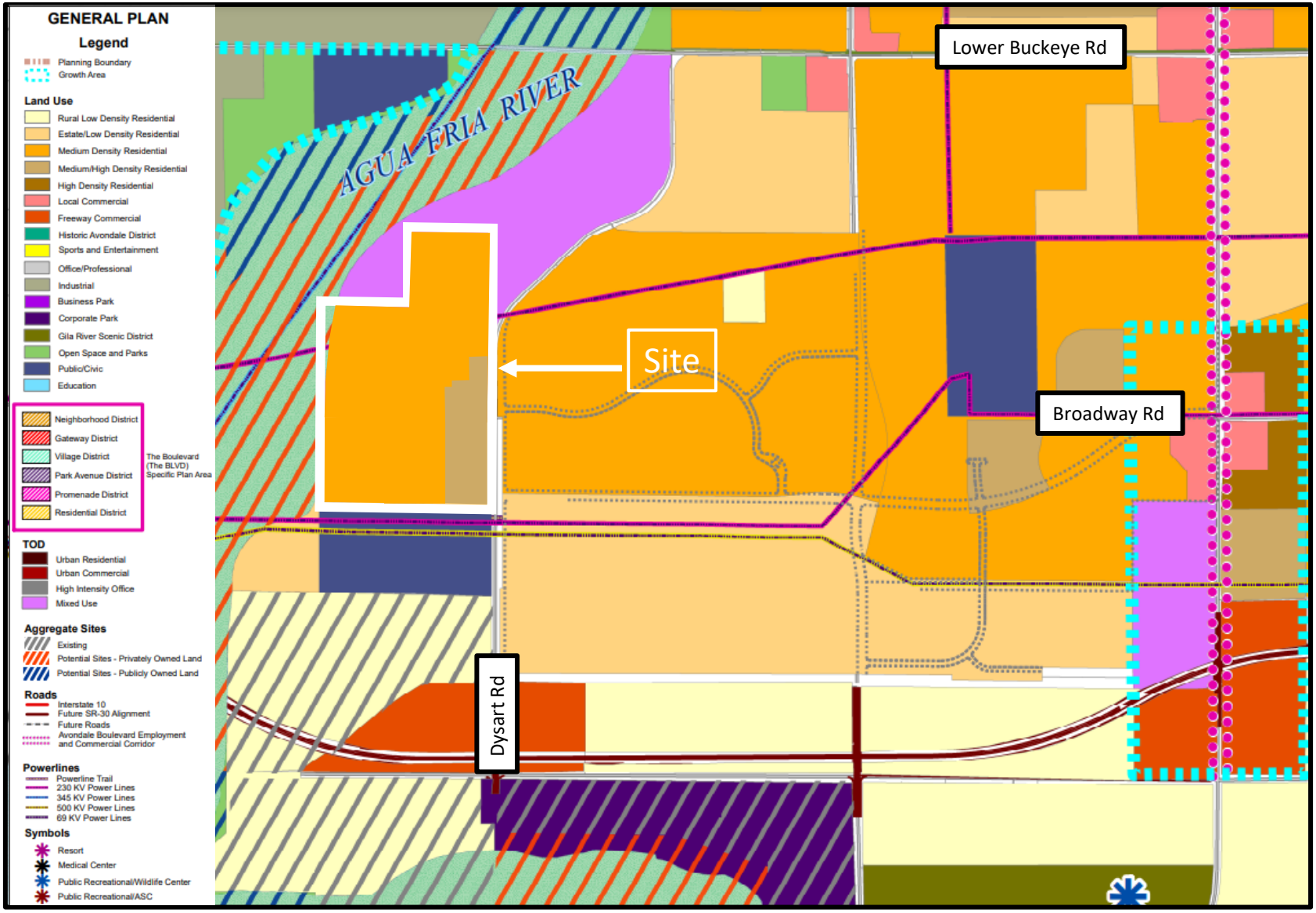


West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

EXHIBIT C

Avondale Proposed General Plan Map



West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

Three Rivers Ranch

Neighborhood Meeting Summary
PL-22-0050/PL-22-0110

Submitted August 30, 2022

A. Date, Time, and Location of the Meeting

The required neighborhood meeting for Case No. PL-22-0050/PL-22-0110 was held on Monday, August 29, 2022 at 6:00 PM. Due to the COVID-19 pandemic, the meeting was held virtually via Zoom.

The neighborhood meeting notification was noticed in accordance with the City's Zoning Ordinance Requirements. The applicant completed the legal newspaper advertisement with a publishing in the August 10, 2022 edition of the Southwest Valley Arizona Republic newspaper. Additionally, the applicant posted a public notice sign on August 10, 2022 and mailed notice letters to property owners within 1,000 feet. The affidavits are enclosed at ***Tab A***.

B. Number of Participants

The applicant, along with the project development team, and a City of Avondale Planning representative attended the virtual neighborhood meeting. Commissioners Arnette and Castillo also attended the meeting in addition to two (2) interested neighbor.

C. Summary of Presentation, Questions and Applicant Responses

The applicant commenced the neighborhood meeting with introductions of the development team followed by an overview of the application request. The applicant provided a description of the surrounding area context, existing land use designations, site challenges and constraints, and specifics regarding the proposed community. The applicant also shared the proposed community plans. The applicant then offered an opportunity for questions and comments.

The neighborhood meeting attendees had general questions regarding: (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions, stating that a traffic impact analysis demonstrates that with the requested improvements the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

The Applicant will continue to be available to discuss the proposal with interested parties throughout the application process.

D. Summary

The feedback received regarding the proposed project was generally neutral with no significant concerns raised. The applicant will continue to be available to discuss the proposal with interested parties throughout the process.

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CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Rezoning and General Plan Amendment has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Three Rivers Ranch
Request: Rezone to PAD
Current Density Allowed: 1 du/ac
Total number of residential units proposed: 961

Project Manager: Jani Wertin
Acreage/Parcel Size: 194 +/-
Density Proposed: 5.05 du ac

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes _____ No _X_

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.
One times capital cost of adding estimated students is $4.5M. Additional ongoing operational costs to adding estimated students is $824K.

Is a school site within the proposed development needed? Yes _____ No _X_
If answered yes, how many acres is needed for the school site? _____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes _X_ ***No*** ____

If answered yes, please explain below:
The developer has signed the standard impact agreement.

If additional writing space is needed, please attach pages to this form

Date Reviewed: 09.06.2022

School District: Littleton Elementary School District #65

District Superintendent: Dr. Roger Freeman

Phone #: (623)759-2628

E-mail: freeman.roger@littletonaz.org

Signature: _____

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

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CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Annexation/Rezone/General Plan Amendment has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Three Rivers Ranch Project Manager: Jani Wertin
Request: Rezone to PAD Acreage/Parcel Size: 224.41
Current Density Allowed: 194 +/- Density Proposed: 4.43
Total number of residential units proposed: 961

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes X No ____

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed? Yes ____ No X
If answered yes, how many acres is needed for the school site? ____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ____ No ____

If answered yes, please explain below:

If additional writing space is needed, please attach pages to this form

Date Reviewed: **July 12, 2022**
School District: **Tolleson Union High School District #214**
District Superintendent: **Nora Gutierrez**
Phone #: **623-478-4000**
E-mail: **nora.gutierrez@tuhsd.org**

Signature: Nora Gutierrez

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

AGENDA ITEM REPORT

SUBJECT: Three Rivers Ranch – Rezoning to Planned Area Development (PAD) – Application PL-22-0110

MEETING DATE: 10/19/2022

TO: Planning Commission

FROM: Jani Wertin, 623-333-4045

THROUGH: Jodie Novak, Acting Director of Development & Engineering Services

PURPOSE:
Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC to rezone approximately 193.98 acres located west of the intersection of Broadway Road and Dysart Road from Rural Residential (RR-43) to Planned Area Development (PAD). The proposed Three Rivers Ranch PAD, if approved, will facilitate development of 530 single-family residential detached home lots, 120 townhomes (attached single-family residential homes), and 311 multi-family residential apartment units (1- and 2-story individual casita style apartment units). The property is currently in the jurisdiction of Maricopa County with annexation to be considered by the City Council on November 21, 2022. The Commission will take appropriate action and forward a recommendation to the City Council.

BACKGROUND:
The 193.98-acre subject property (Exhibits A and B) is located west of the intersection of Broadway Road and Dysart Road, in the jurisdiction of Maricopa County. Due to the proximity of the site to the Agua Fria River and the Avondale Wastewater Treatment Facility, the majority of the site falls within the 100-year flood plain, a small portion to the northwest falling within the regulatory floodway, as well as encroaches into the 1,000-foot Odor Control Easement to the south. Additionally, Western Area Power Authority (WAPA) has a powerline easement with active powerlines bisecting the site.

The property is currently in the jurisdiction of Maricopa County and carries a zoning designation of Rural (RU-43). The RU-43 zoning allows for development of 1-acre single-family residential lots. A separate application to annex the subject property into the City of Avondale is in process. City Council is tentatively scheduled to consider approval of the Three Rivers Ranch annexation on November 21, 2022. If the proposed annexation is approved, the property will be assigned City of Avondale zoning that is equivalent to the site's current Maricopa County zoning, in this case, Rural Residential (RR-43). Approval of the annexation is required in order for the Council to consider approval of this rezoning request.

The property's Avondale General Plan 2030 land use category designation is Estate Low Density Residential (ELDR) and Mixed Use (Exhibit C). The Mixed Use designation currently covers the northern two-thirds of the site, approximately 118.43 acres, while the Estate/Low Density Residential (ELDR) designation covers the southern third of the site, approximately 75.56 acres. The ELDR category allows for development of detached single-family residential homes at a density of 1 to 2.5 dwelling units per acre. The target density in ELDR is 1

unit per acre. The Mixed Use category allows for a mixture of residential and commercial and does not have a density range or target density.

A separate application to amend these designations Estate Low Density Residential (ELDR) and Mixed Use to Medium Density Residential (MDR) and Medium/High Density Residential (MHDR). The Medium/High Density Residential (MHDR) designation will cover a strip along Dysart Road, approximately 37.15 acres, while the Medium Density Residential (MDR) designation will cover the remainder of the site, approximately 156.84 acres.

As the General Plan Land Use Map encompasses all property within the City's Municipal Planning Boundary regardless of current jurisdiction, the proposed Major General Plan Amendment can be approved prior to annexation.

The existing uses and zoning of surrounding properties include:

- North: Aqua Fria River, zoned General Industrial (A-1).
- East of Dysart: Vacant school site owned by Tolleson Union High School District, located in unincorporated Maricopa County. Phase 5 of Brookfield Alamar, a master planned community zoned Planned Area Development and approved for 3,695 total single-family dwellings, 1,145 of which are to be located in Phase 5. The phase near this property (Phase 5) is currently undeveloped, and the construction timeline is unknown.
- Northeast of Site: Harvest HOC of Avondale Dispensary and single-family residential, zoned General Industrial (A-1). Vacant land, zoned Agricultural (AG).
- South: Avondale Wastewater Treatment Facility, zoned Agricultural (AG).
- West: Aqua Fria River, zoned General Industrial (A-1).

SUMMARY OF REQUEST:

Subject to City Council approval of the concurrent Annexation and General Plan Amendment application briefly discussed above, the applicant is requesting to rezone the 193.98-acre property from Rural Residential (RR-43) to Planned Area Development (PAD) for single-family and multi-family residential. The proposed Three Rivers Ranch PAD Narrative, included as Exhibit D, details permitted uses, development standards, open space, conceptual landscape plan, conceptual hardscape details, conceptual wall plan, and other requirements that will guide future development of the site. A total of 961 units are being proposed. Of these units, 530 are to be platted single-family residential home lots, 311 are individual casita style apartment units, and 120 are townhomes, resulting in a density of 5.05 net dwelling units per acre for the overall site.

The development is partitioned into seven (7) parcels (Parcels 1-7). Parcels 1-5 are the 530 single-family residential platted lots developing to R1-6 zoning development standards with deviations to the lot width, lot depth, building coverage, and setbacks, which is further explained in the analysis section of this report. If granted, the requested deviations would result in lots with a dimension of 50 feet wide by 120 feet deep.

Parcels 6 is the 120 townhomes developing to R-3 zoning development standards with deviations to the lot width, lot depth, building coverage, and setbacks, which is further explained in the analysis section of this report. If granted, the requested deviations would result in lots with a dimension of 22 feet by 52 feet.

Parcel 7 is the 311 multi-family residential apartment units developing to R-3 zoning development standards with deviations to the setbacks and open space requirements, which are further explained in the analysis section of this report.

Access to the site will be provided from two (2) entry points off of Dysart Road, currently planned via Three Rivers Ranch Parkway and an unnamed road. Emergency access will be provided through two (2) easements on the site, one to the north through Parcel 2 and one to the south through Parcel 5.

The design theme of the proposed Three Rivers Ranch community takes inspiration from the history and geography of the site, providing offerings that create the look and feel of being in a rural river basin or agricultural community. This theme will be reflected throughout the development's trail system and open space, landscaping, walls, and hardscapes.

In terms of open space and amenities, the Three Rivers Ranch PAD proposes an extensive trail system with connections between each parcel, as well as the Agua Fria River corridor. In addition to the trail system, the development includes a multi-generational park, pocket parks spread throughout the development, and private open space on the apartment community.

Approval of the companion General Plan Amendment request, changing the Land Use Map designation of the property to Medium Density Residential (MDR) and Medium/High Density Residential (MHDR), is required to consider approval of this rezoning request.

PUBLIC PARTICIPATION:
A neighborhood meeting (Exhibit E) to discuss the proposal with neighboring property owners and other interested parties was held on August 29, 2022. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit E. In addition to City Staff and the applicant's team, four (4) people attended the virtual meeting, two (2) of which were Planning Commissioners.

General questions asked were regarding (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions stating that a Traffic Impact Analysis demonstrates the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

All required notifications for the Planning Commission and City Council public hearings have been completed. To date, no public comments regarding this project have been received.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:
The property is located in the service areas of the Littleton Elementary School District (LESD) and the Tolleson Union High School District (TUHSD). LESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Roger Freeman (Exhibit F) which states that the district does not have adequate capacity to accommodate the estimated enrollment from the proposed Three Rivers Ranch development and that the anticipated classroom impact will be addressed by the developer agreement in place.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Nora Gutierrez (Exhibit F) stating that the district has adequate capacity and no school site within the development is needed.

ANALYSIS:
Section 603 of the Zoning Ordinance establishes five (5) criteria that any request for PAD zoning must meet.

Listed below are each of the five (5) criteria followed by an analysis of each:

1. The proposed PAD is in conformance with the General Plan and applicable specific plan(s).
The proposed Three Rivers Ranch PAD is in conformance with the requested Medium/High Density Residential (MHDR) and Medium Density Residential (MDR) designations.
A General Plan Amendment request to change the land use designation of the site Medium/High Density Residential (MHDR) and Medium Density Residential (MDR) is being considered concurrently with this Rezoning request. The Medium/High Density Residential (MHDR) designation will cover a strip along Dysart Road, approximately 37.15 acres, while the Medium Density Residential (MDR) designation will cover the remainder of the site, approximately 156.84 acres. The MDR category accommodates development of suburban detached single-family residential within a density range of 2.5 to 4.0 dwelling units per acre, with a target density of 2.5. The MHDR category accommodates development of a variety of housing choices in a planned and clustered setting unique to Avondale within a density range of 4.0 to 12.0 dwelling units per acre, with a target density of 8. The applicant is proposing a density of 11.99 dwelling units per acre within the section of the development proposed for Medium/High Density Residential (MHDR) (37.15 acre strip along Dysart Road), as well as a density of 3.43 dwelling units per acre within the rest of the development

(remaining 154.84 acres). Over the total 193.98 acres, the proposed density for the entire site is 5.05 dwelling units per acre. The proposed densities are within the ranges of the requested land use designations.

The PAD furthers several goals of the General Plan, most notably:
1. General Plan Land Use Housing Element Goal 2: "Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels."
2. General Plan Land Use Open Space Element Goal 1: "Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle."
3. General Plan Land Use Recreational Element Goal 1: "Ensure every person has convenient access to safe public parks and affordable recreation opportunities."

The PAD does this by offering a variety of housing types to accommodate a wide range of market segments and life stages. This includes single-family homes to provide more traditional housing opportunities for first time, move up, and empty nester buyers, townhomes to provide young professionals with the opportunity to live within a master planned community at a lower price point, as well as a apartments with private backyards to attract renters who are looking for a housing option that supports a "lock and leave" lifestyle.

The Three Rivers Ranch PAD embraces the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains, by providing ample open space through the utilization of parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle. Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area. The apartment community will include fitness amenities available to residents and feature landscaped walking paths wind through the development. Thoughtfully located parks will provide a robust system of paths and trails that provide safe and convenient alternative access.

2. The proposed PAD meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, unless otherwise modified by the PAD Narrative.

- The City's R1-6 and R-3 zoning districts are used as the basis for the PAD's development standards, R1-6 being utilized for the single-family residential detached homes and R-3 being utilized for both the townhomes and multi-family residential apartment units. The uses proposed by the PAD zoning are consistent with these zoning districts, no additional uses or deviations of these uses are being requested at this time.

The developer is, however, requesting modifications to these base zoning development standards as they relate to lot dimensions, building coverage, setbacks, and open space as requested within the Development Standards in Exhibit D:
i. R1-6 (Single-family Residential; Parcels 1-5) - Reduce the minimum lot width from 65 feet to 50 feet, Increase the maximum building coverage from 45 percent to 57 percent, and Reduce the minimum side yard setbacks from 8 feet to 5 feet and the minimum total side yard setbacks from 18 feet to 10 feet.
b. R-3 (Townhomes; Parcel 6) - Reduce the minimum lot width from 50 feet to 22 feet, Reduce the minimum lot depth from 100 feet to 52 feet, Increase the maximum building coverage from 45 percent to 100 percent, Reduce the minimum front yard setback from 25 feet to 0 feet, Reduce the minimum side yard setback from 15 feet to 0 feet, Reduce the minimum street side yard setback from 20 feet to 0 feet, and Reduce the minimum rear yard setback from 20 feet to 2 feet.
c. R-3 (Multi-family Residential Apartment Units; Parcel 7) - Reduce the minimum front yard setback from 25 feet to 10 feet, Reduce the minimum side yard setback from 15 feet to 10 feet, Reduce the minimum street side yard setback from 20 feet to 0 feet, and Reduce the minimum rear yard setback from 15 feet to 10 feet.
The lot sizes proposed by the PAD are in character with the proposed and existing suburban developments in the surrounding area and have been designed as such to provide a diverse lot mix throughout the proposed community.

The PAD meets all applicable planning, zoning, and engineering requirements and regulations or provides for alternate standards that achieve the City's goals for quality development.

3. That adequate public infrastructure and services exist to serve the proposed development or all

necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD.

- As noted previously, primary access to Three Rivers Ranch will be from two (2) entrances off Dysart Road. Both driveways will be full access. The developer will also construct a southbound right-turn deceleration lane with a minimum 50 feet of storage, as well as contribute fifty (50) percent of the design and construction costs for a future traffic signal at Dysart Road and Three Rivers Ranch Parkway.

In addition to street improvements, the developer will construct the water and sewer system improvements necessary to serve the future residents of Three Rivers Ranch.
As the requested land use is proposing an allowable density that is less than the current designation, additional water rights will not be required.

4. The proposed PAD will result in compatible land use relationships within the proposed development and with adjacent properties.

- Located east of Dysart Road is the vacant school site owned by Tolleson Union High School District, as well as Phase 5 of Brookfield Alamar, a master planned community zoned Planned Area Development. Phase 5 proposes 1,145 single-family dwellings with a variety of lot configurations. The majority of lots within proximity to Three Rivers Ranch and along Dysart Road being 45-foot by 120-foot lots and 50-foot by 120-foot lots. The proposed Three Rivers PAD and lot configurations are consistent with the Alamar master planned community located to the east of the site.

5. The development standards of the proposed PAD are consistent with or exceed the desired character of development for the area.

- As noted in the analysis of Finding #2, the City's R1-6 and R-3 zoning districts are used as the basis for the PAD's development standards. Where modifications are proposed, they are consistent with previously approved developments in proximity to the Three Rivers Ranch site, such as Alamar. By developing in accordance with the design and development standards contained within the PAD, the proposed Three Rivers Ranch community will help to further Avondale's goals and objectives as they relate to development in the southeastern portion of the City.

STRATEGIC PLAN:

Strategic Area: Creative and Sustainable Community Development

Strategy: Develop diverse housing options, to include housing that is affordable to workers and close to their jobs. And, maintain and expand quality infrastructure and improve connectivity to city amenities.

DISCUSSION:

The proposal meets the five (5) required findings for PAD Rezoning requests as detailed in the Analysis section above.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0110 Three Rivers Ranch, a request to rezone approximately 193.98 acres from Rural Residential (RR-43) to Planned Area Development (PAD), subject to the following five (5) conditions of approval:

1. Development shall conform to the Three Rivers Ranch Planned Area Development Narrative date stamped September 7, 2022, except as modified by these conditions.
2. All development shall be completed in accordance with the City of Avondale General Engineering

Requirements (GER) Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details unless a standards deviation has been approved.

3. All required off-site improvements shall be completed in the first phase of development prior to issuance of the first Certificate of Occupancy for the project.

4. Developer shall contribute fifty (50) percent of the design and construction costs for a future traffic signal at Dysart Road and Three Rivers Ranch Parkway.

5. Approval of a Final Plat will be required prior to the City issuing any permit for construction of the proposed Three Rivers Ranch development.

PROPOSED MOTION:
I move that Planning Commission recommend **APPROVAL** of Application PL-22-0110 Three Rivers Ranch, a request to rezone approximately 193.98 acres from Rural Residential (RR-43) to Planned Area Development (PAD), subject to five (5) recommended conditions of approval as listed in the staff report.

Exhibit A

Aerial Photograph

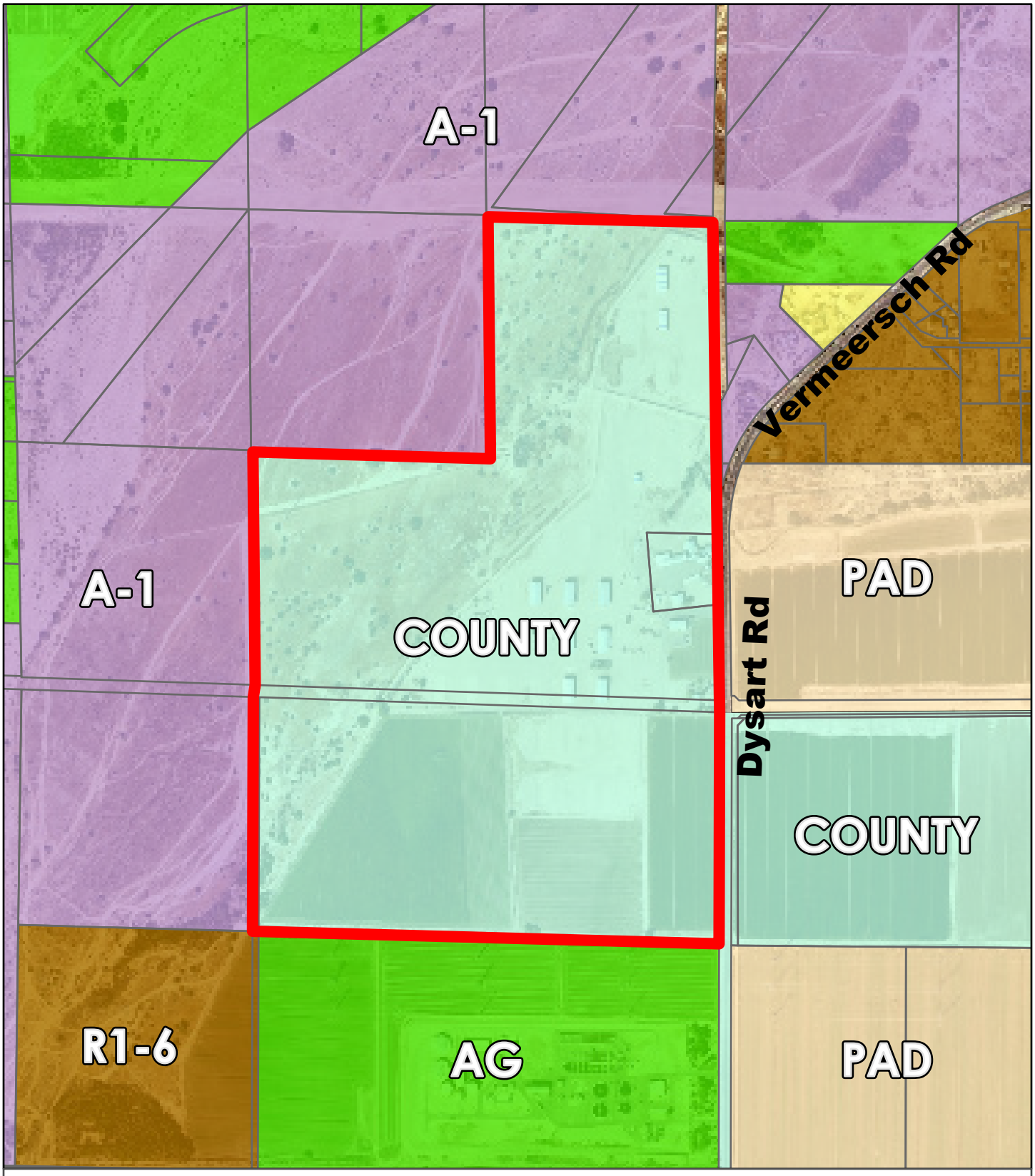
Avondale

Subject Property

N
W E
S

Date: 8/18/2022

Exhibit B



Zoning Vicinity

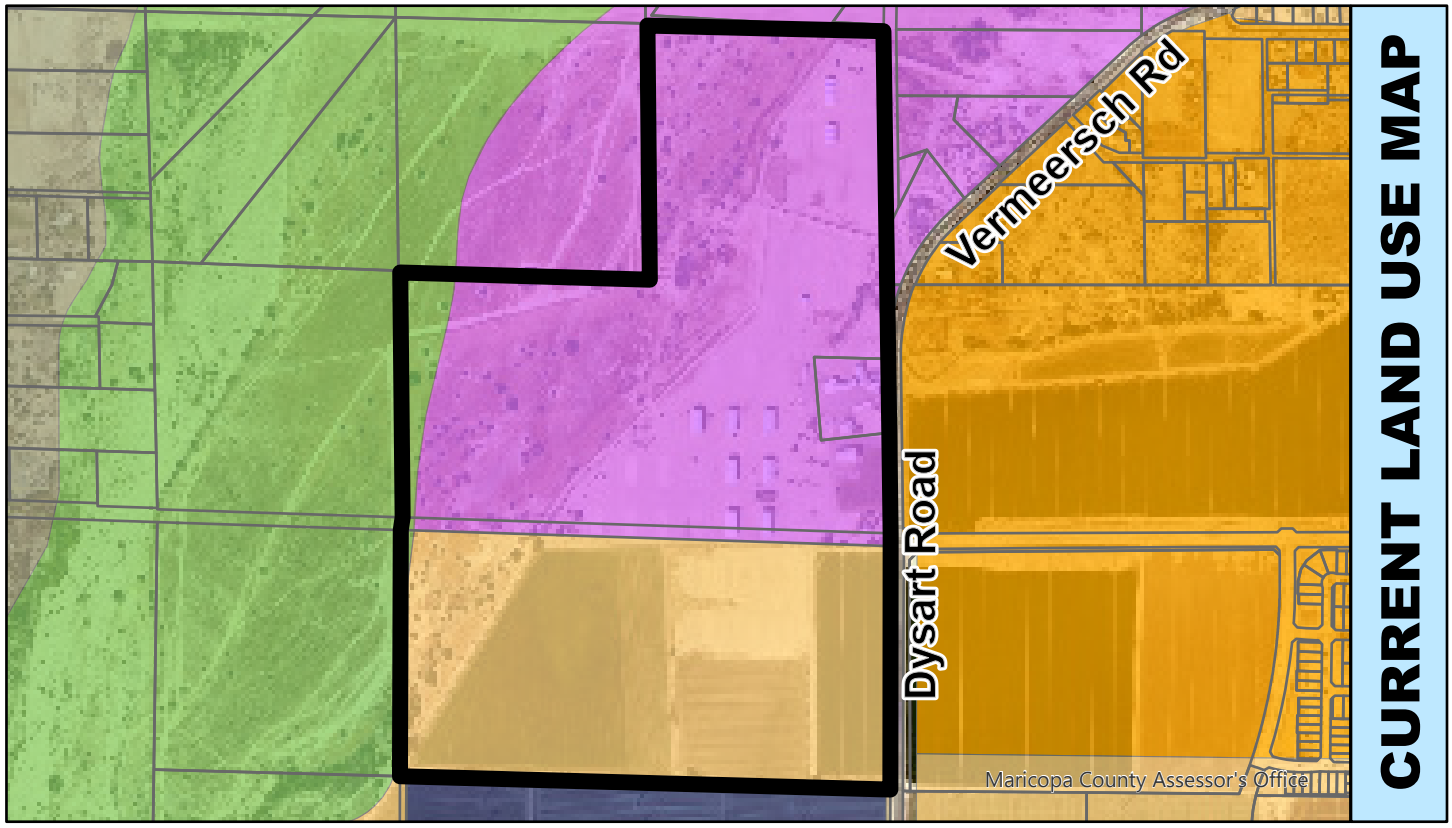
Avondale

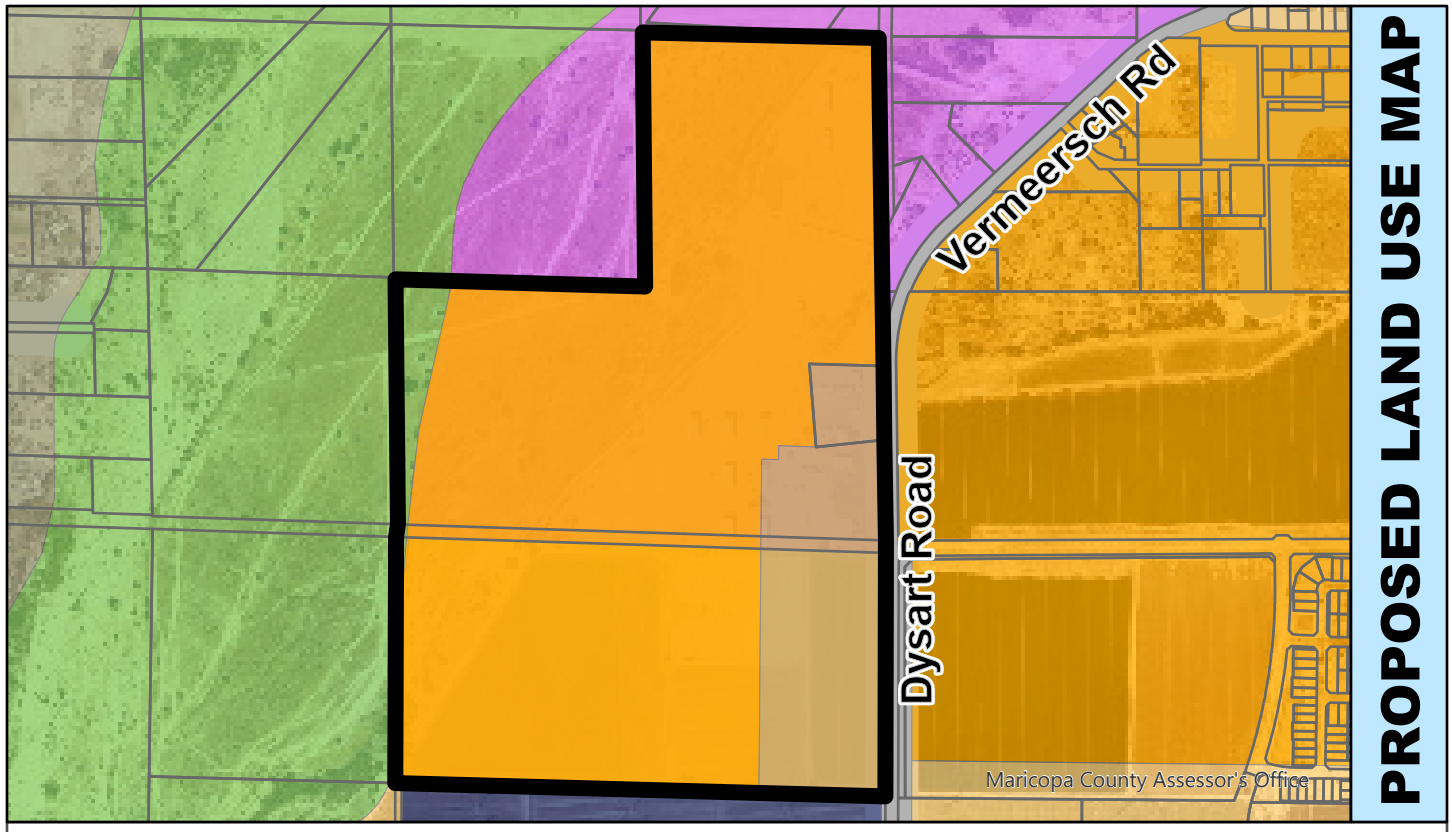
Subject Property

N
W E
S

Date: 8/18/2022

Exhibit C





General Plan Land Use

Avondale

- Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- Mixed Use
- Open Space / Parks

Subject Property

N
W E
S

Date: 8/22/2022

Three Rivers Ranch

Major General Plan Amendment Narrative

1st Submittal: February 28, 2022
2nd Submittal: June 6, 2022
3rd Submittal: August 24, 2022

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EXHIBIT C – PROPOSED GENERAL PLAN LAND USE MAP

Location

The Property is approximately 193.98 gross acres located west of the intersection of Dysart Road and Broadway Road, as shown on the attached aerial map (**Exhibit A**). The Property is currently in unincorporated Maricopa County, but within the Avondale planning area.

The property is surrounded by the Agua Fria River to the west and north, vacant and residential land (Brookfield Alamar) to the east and an Avondale wastewater treatment facility to the south.

Request

This is a proposal to amend the Avondale General Plan 2030 Land Use Map for approximately 193.98 net acres. The proposed amendment would change the following:

- 25.70 acres *from* Estate/Low Density Residential *to* Medium/High Density Residential (Parcel 7)
- 11.45 acres *from* Mixed-Use *to* Medium/High Density Residential (Parcel 6)
- 49.86 acres *from* Estate/Low Density Residential *to* Medium Density Residential (Parcels 4 and 5)
- 106.98 acres *from* Mixed-Use *to* Medium Density Residential (Parcels 1, 2, and 3)

See ***Exhibit B, Existing General Plan Land Use Map*** *and* ***Exhibit C, Proposed General Plan Land Use Map.***

The Medium Density Residential category contemplates residential density ranging from 2.5 dwelling units per acre to 4 dwelling units per acre with a target density of 2.5 dwelling units per acre.

The Medium/High Density Residential category contemplates residential density ranging from 4 dwelling units per acre to 12 dwelling units per acre with a target density of 8 dwelling units per acre.

The residential portion of the proposed development provides for an overall net density of approximately 5.05 dwelling units per acre.

Major GPA Review and Analysis

1. Availability of Current and Future Water Supplies

The Project is proposed to tie into the existing City of Avondale water system. A 16-inch water main is proposed in Dysart Road and is being constructed as part of the Alamar subdivision improvements. The Three Rivers Ranch subdivision will loop a 12-inch water main and connect to the proposed 16-inch water main in Dysart Road. An existing 12-inch water main continues in Dysart Road north into Vermeersch Road where it transitions to an existing 6-inch water line.

It is the Applicant's understanding that the Project will not create any issues for current or future water supplies. The companion zoning case includes further information related to water infrastructure and

supports that the existing or planned water infrastructure will be adequate for the Project.

2. Impact on and potential support of the City's transportation system

A Traffic Impact Analysis is being provided with the companion zoning case. The project is expected to widen Dysart Road to meet the City's half-street improvement requirements. Dysart Road will result in a four-lane cross section along the project frontage. The proposed cross section will be striped to provide one through lane in the northbound direction and two through lanes in the southbound direction, separated by a two-way center left turn lane. Additionally the project will construct the Collector Road system from the Broadway Road alignment for internal access to the single family home portions of the development. The collector road will be renamed Three Rivers Parkway and will provide one through lane in each direction of travel separated by a two-way center left turn lane that will serve as a number of primary access points directly into the neighborhood. The intersection at Broadway Road/Dysart Road will offer westbound vehicles entering the site an exclusive left turn lane and a dedicated right turn lane. Secondary access will be provided both north and south of the Collector Road alignment to provide access to Dysart Road. It is not anticipated that the change of land use will have any negative impact on the City transportation system. The project Traffic Impact Analysis addresses the proposed project demands as well as future traffic operations for the project.

The Broadway Road alignment is currently 33' of existing right-of-way internal to the property and under the jurisdiction of Maricopa County. It is not anticipated to extend access west of the property and crossing the Agua Fria River. This project proposes abandonment of the existing Maricopa County right-of-way in coordination with the new Collector Road and City right-of-way dedications to serve the development.

The applicant will comply with the City's current engineering policies and standards and work to provide solutions that will enhance the City's transportation networks as applicable for the development.

3. Impact on the natural environment, including, but not limited to, hillsides, riparian areas, and floodways

The property is currently impacted by existing Agua Fria Floodway easements known as the Floodway Flowage and Floodway Fringe easements. The project intends to relinquish the existing fringe easements with the Flood Control District of Maricopa County (FCDMC) by elevating the site above the Standard Project Flood elevations of the Agua Fria River. These easements are being addressed concurrently with the proposed General Plan Amendment and accompanying zoning cases for the project with the FCDMC right-of-way department. Additionally, an existing Zone AE floodplain encumbers the site. Through the site fill and embankment protection, the project proposes a Conditional Letter of Map Revision (CLOMR) with FEMA and the City to re-map the floodplain and protect the site for development. Improvements to the property will remove a significant portion of the property from flood hazard. Overall, the Project will provide significant improvements to the Property with quality and aesthetically pleasing features, including a meaningful amount of private open space, furthering several goals of the General Plan.

4. *Extent to which the proposal contributes to achieving the (i) job to population ratio, (ii) square foot per capita ratio; and (iii) multi-family housing ratio identified within the GP2030*

The proposed General Plan Amendment will not have an overall negative impact on the City's current job-to-population ratio as over half of the Property's designation is already Mixed Use, which has a target density of 20 du/ac. Because the proposed land use categories have a lower target du/ac, the total du/ac

available in the GP2030 will likely decrease.

Additionally, it is anticipated that with the addition of new residential options, support for existing and future employment and commercial uses will occur. The re-designation of the Property will be in accordance with the City's goals and policies and will be aimed at furthering additional diverse residential housing opportunities in Avondale, which are currently limited.

5. *Impact on City services and facilities including, but not limited to, police, fire, water, and wastewater*

The proposed General Plan Amendment will not have a negative impact on the City's services. It is our understanding there are adequate facilities and/or connections to serve the Project, which will be improved by the developer, as required. Exact infrastructure improvements for the Property will be determined during the platting and/or site plan and design review application phase.

6. *Extent to which the goals of the GP2030 are accomplished*

The proposed development furthers several goals and policies of the General Plan 2030, as further detailed below.

Housing Element

> GOAL 2: *Champion the development of housing types not currently available in the City to allow fora variety of socio-economic levels.*

Three Rivers Ranch will offer a variety of housing types that will accommodate a wide range of market segments and life stages. The single-family homes will provide more traditional housing opportunities for first time, move up, and empty nester buyers. The townhome product will offer the young professional the opportunity to live within a master planned community but with the ability to enter at a lower price point. The proposed single-family rental product provides homes with private backyards and lots, allowing for a "lock and leave" lifestyle which requires less maintenance and promotes the use of the neighborhood common and amenity areas. This increases a sense of place within the neighborhood and ultimately encourages more community interaction. This product type also creates optimal density to support surrounding employment, educational and commercial uses.

> GOAL 4: *Require excellence and innovation in residential design and construction.*
>
> ***Policies:***
>
> *B. Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.*
>
> *C. Utilize the City's Design Manuals to promote quality development and attractive residential communities, updating these documents when necessary to reflect changing preferences and styles.*
>
> *E. Endorse the use of Crime Prevention through Environmental design (CPTED) principles when designing residential communities.*

Three Rivers Ranch will incorporate a number of the City's Design Manual policies to create a layout with ample open space and recreation areas that contain amenities throughout the project. It also ensures quality architecture and will endorse CPTED design.

Open Space Element

> GOAL 1: *Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle.*

Three Rivers Ranch will embrace the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains. Ample open space will be provided with parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle.

Recreational Element

> GOAL 1: *Ensure every person has convenient access to safe public parks and affordable recreation opportunities.*
>
> **Policies:**
>
> A. *Continue to ensure that private development provides local, accessible neighborhood parks and tot lots under the management of a Home Owners Association.*

Three Rivers Ranch is designed to cater to active lifestyles. The community incorporates some pocket park/courtyard planning techniques into its site plan which will contribute to a more livable environment. Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area. The rental home community will include fitness amenities available to residents and feature landscaped walking paths wind through the development.

Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more. The community will be professionally managed and will provide amenities and recreation activities to the residents, furthering the City's recreational goals.

Thoughtfully located parks provide a robust system of paths and trails that provide safe and convenient alternative access. Each trail has been carefully considered within the context of the community. Trees and planting will be incorporated to provide shade, visual appeal, and character, in a manner that does not block views to and from the parks.

Avondale Strategic Five-Year Plan

The Avondale Strategic Five-Year Plan was designed with the vision and guidance from the Avondale City Council, and crafted with input from engaged residents, local businesses, and key personnel across the

City's organization. The Plan represents a cohesive and intelligent approach to continuing on the path to Avondale's vision to create a community that is both family friendly and economically robust. A city that is Aspiring, Achieving and Accelerating.

Three Rivers Ranch provides the opportunity to develop a challenged site along Dysart Road that is compatible with existing development and supports housing diversity opportunities for the area. With the increase of employment, commercial and educational opportunities that are anticipated in the area in the near future, this site will provide a prime location for new residences which will support other land uses. This will complement and support the economic vision of the Strategic Five-Year Plan.

Additionally, the following goals of the Strategic Five-Year Plan will be met with Three Rivers Ranch:

> Initiative #1, Strategic Goal: *Encourage build-out in residential housing opportunities that support diverse housing options.*

With its variety of housing offerings, ranging from townhomes with a modern design focused on an urban living experience and high-quality amenities to traditional single-family homes, the Project will provide a unique and diverse housing opportunity for a wide spectrum of prospective residents. From young, single professionals to families to empty nesters, Three Rivers Ranch will offer a desirable and accommodating product. Three Rivers Ranch contributes to the diversity of housing that the Strategic Five-Year Plan envisions.

> Initiative #2, Strategic Goal, Action Item: *Establish relationships with potential partners for the development of trail and river corridors.*

Three Rivers Ranch will provide connectivity and pedestrian access to the surrounding area with trail linkages and enhanced open spaces. The Developer will ensure access to the surrounding sidewalks and promote connectivity to the larger trails master plan for Avondale, as well as the Tres Rios Specific Plan.

Major GPA Findings Analysis

This request for a Major General Plan Amendment meets or exceeds the required findings established by the City of Avondale, as detailed below.

1. *The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment.*

Three Rivers Ranch offers a development and land use plan that is generally holistically consistent with the overall designation for the Property in the GP2030. However, the Land Use Plan does not provide the appropriate flexibility to allow the proper variety of housing products proposed in the proper locations. The proposed development will not increase the overall targeted residential density for the Property, but rather will provide the highest density where it is most appropriate. In this case, that is in the southwest corner of the Property adjacent to the Avondale Wastewater Treatment Facility. By changing the land use map to Medium/High Density Residential at this location, it provides the perfect opportunity to address the site challenges and provide a unique housing development with a variety of offerings and price points that would otherwise not generally be available here. Additional changes will accommodate the integrated master plan and best allocate appropriate densities and uses.

2. *The amendment constitutes an overall improvement to the GP2030 and is not solely for the good or benefit of a particular landowner or owners*

Three Rivers Ranch will provide a variety of housing that attracts new residents ranging from young professionals to families to empty nesters who are looking for a "lock and leave" lifestyle. The Applicant is excited to provide this array of products, especially those that are underrepresented in the City of Avondale.

This GPA will allow the Applicant to efficiently allocate the proposed densities to their most appropriate locations.

3. *The amendment will not adversely impact the community as a whole and/or a portion of the community by:*

    a. Significantly altering the acceptable land use patterns;

    b. Requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change; or

    c. Adversely impacting the existing land uses.

The amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. The residential community will be developed with lot sizes, product types, and densities that are compatible with and complementary to the Brookfield Alamar master planned community immediately east of Dysart Road. Over half the Property was already designated Mixed-Use, for which the target density of 20 du/ac exceeds the densities of the proposed designations. The proposed land use pattern does not significantly alter the existing land use plan. Rather, it enables the Applicant to respond to market demands in Avondale by providing a greater variety of housing options.

Public infrastructure exists for this development and it will not be a significant burden on the existing systems that are in place.

Lastly, the proposed amendment does not adversely impact existing land uses. With adequate existing infrastructure and additional improvements, the proposed development will be complementary to existing uses and will positively contribute to the economic dynamism of the area.

4. *That the amendment is consistent with the overall intent of the GP2030 and other adopted plans, code and ordinances*

The proposed land use pattern is compatible with the existing land use plan for the Property and is consistent with the overall intent of the GP2030. The amendment does not significantly alter the designated residential densities for the Property but allows for greater flexibility and the ability to offer more variety to prospective residents.

Overall, the amendment consists of an improvement to the General Plan with the overall enhancements as outlined below:

- The Project will create a dynamic and vibrant community that will attract additional investment.

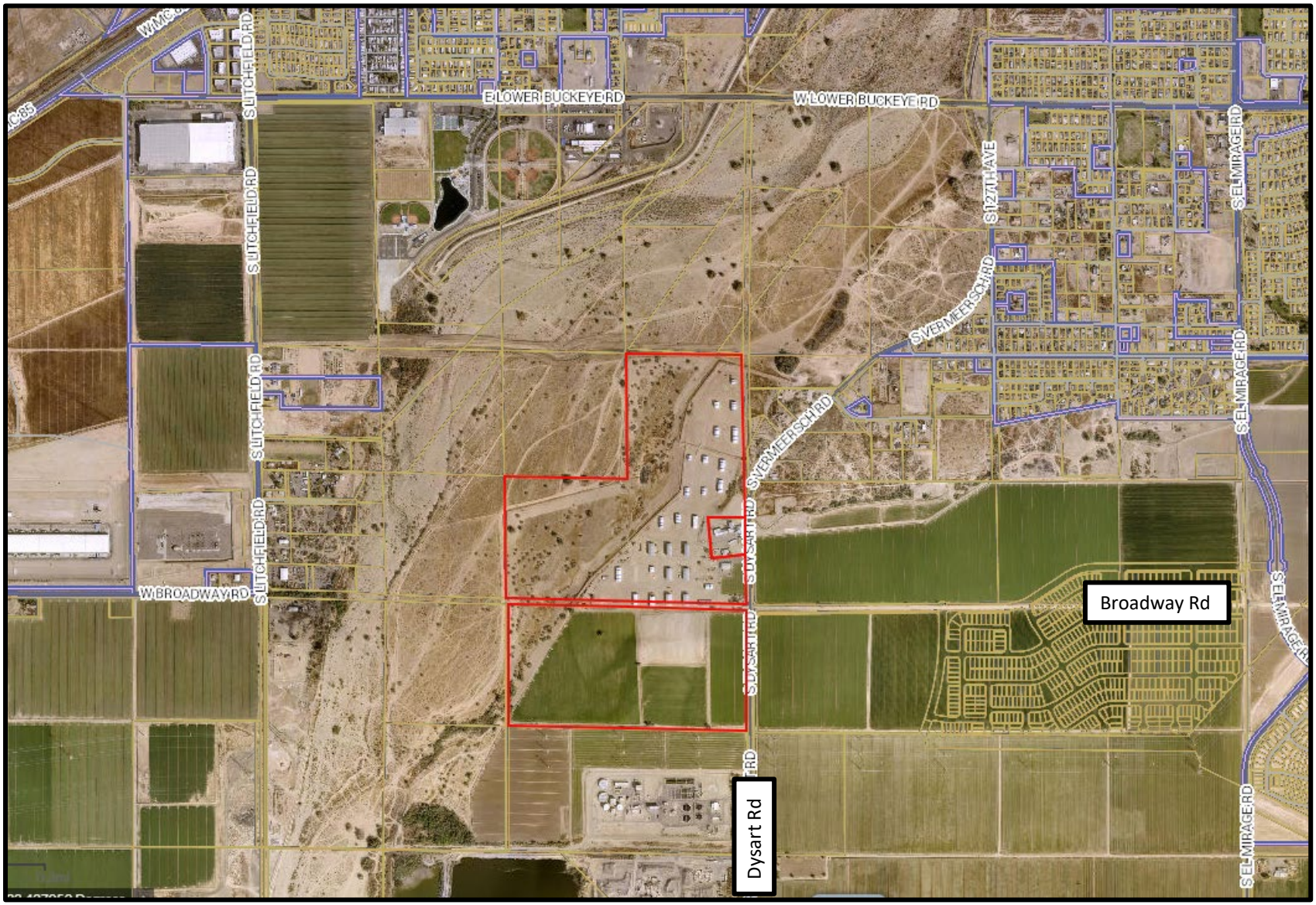
- The Project will provide a variety of quality housing options to accommodate the demographics and market demands of Avondale.
- The Project will foster economic vitality and support future employment uses.
- The Project provides for abundant open space, pedestrian connectivity, and trail linkages and enhancements in furtherance of the Tres Rios Specific Plan, which will positively impact the mental and physical well-being of Three Rivers Ranch residents.

Conclusion

Three Rivers Ranch will provide diverse, high quality housing products that are needed and in high demand within the City of Avondale. This Major General Plan Amendment is intended to provide a framework for development of a complementary land use in this evolving area that is compatible with existing uses and will drive further investment in this corner of Avondale. The proposed amendment is consistent with the overall goals and objectives of the General Plan and will be a positive addition to the area.

EXHIBIT A

Aerial Map

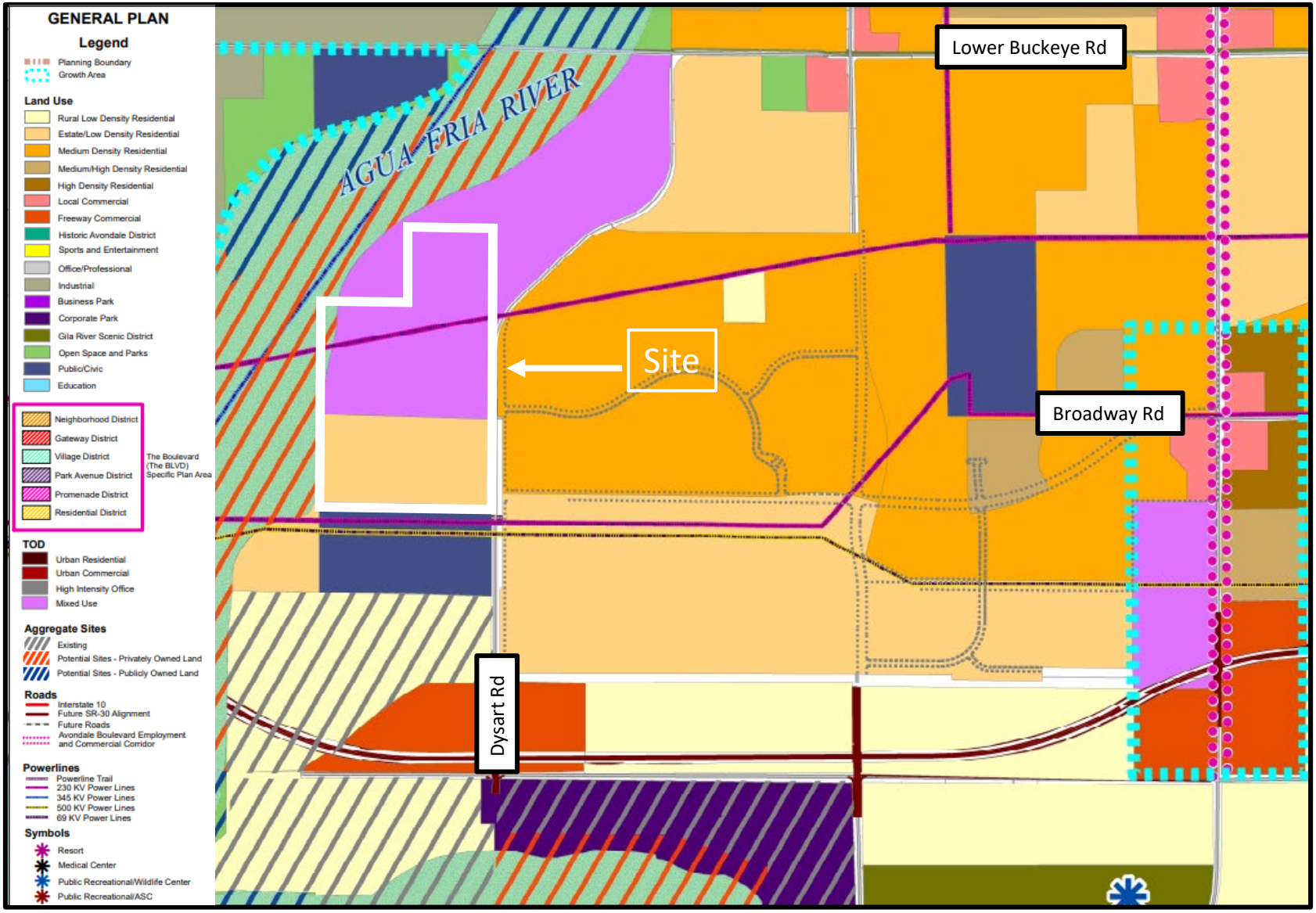


West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

EXHIBIT B

Avondale General Plan Map

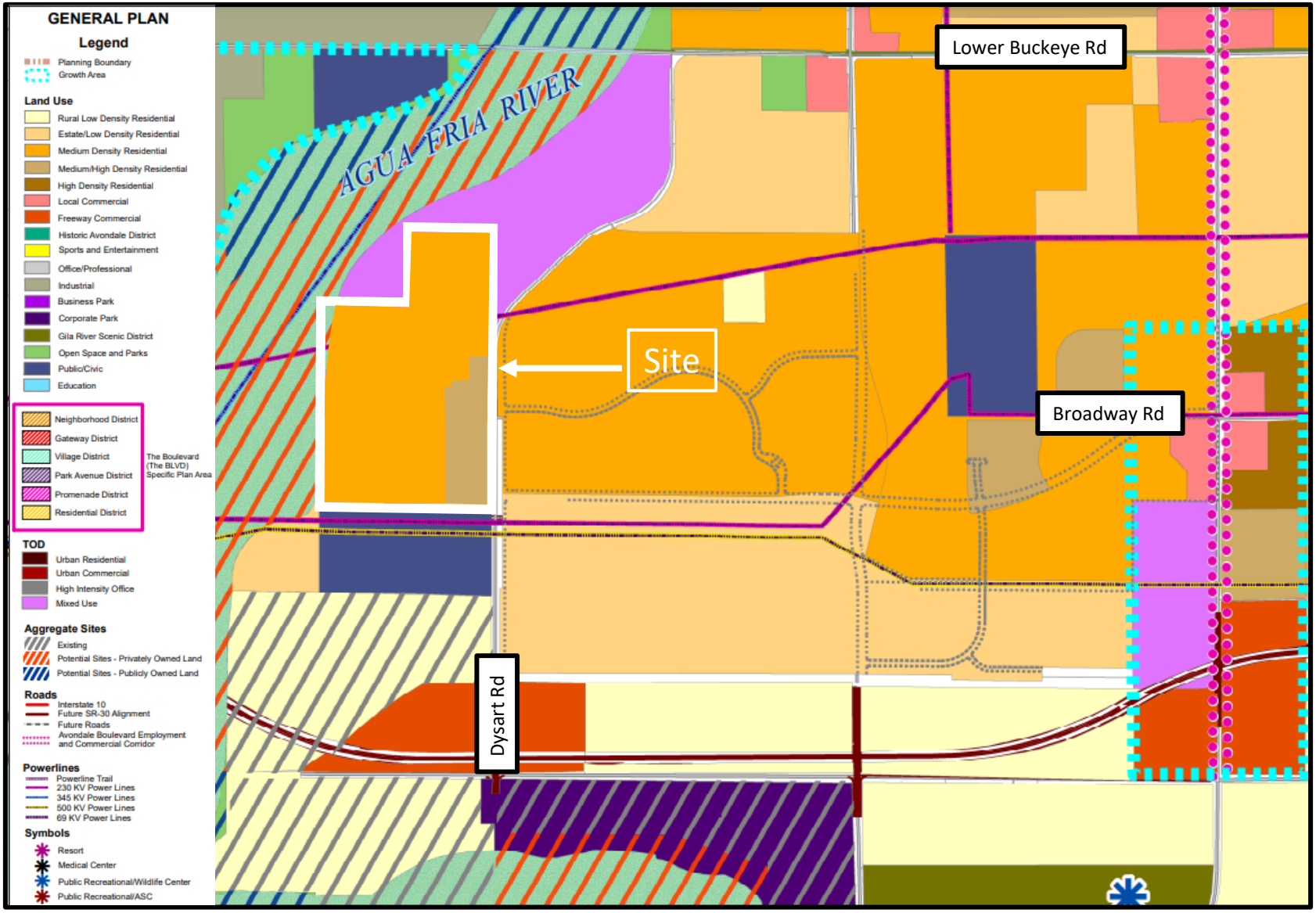


West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

EXHIBIT C

Avondale Proposed General Plan Map



West of Intersection of Dysart Road and Broadway Road, Maricopa County

N

Three Rivers Ranch

Neighborhood Meeting Summary
PL-22-0050/PL-22-0110

Submitted August 30, 2022

A. Date, Time, and Location of the Meeting

The required neighborhood meeting for Case No. PL-22-0050/PL-22-0110 was held on Monday, August 29, 2022 at 6:00 PM. Due to the COVID-19 pandemic, the meeting was held virtually via Zoom.

The neighborhood meeting notification was noticed in accordance with the City's Zoning Ordinance Requirements. The applicant completed the legal newspaper advertisement with a publishing in the August 10, 2022 edition of the Southwest Valley Arizona Republic newspaper. Additionally, the applicant posted a public notice sign on August 10, 2022 and mailed notice letters to property owners within 1,000 feet. The affidavits are enclosed at ***Tab A***.

B. Number of Participants

The applicant, along with the project development team, and a City of Avondale Planning representative attended the virtual neighborhood meeting. Commissioners Arnette and Castillo also attended the meeting in addition to two (2) interested neighbor.

C. Summary of Presentation, Questions and Applicant Responses

The applicant commenced the neighborhood meeting with introductions of the development team followed by an overview of the application request. The applicant provided a description of the surrounding area context, existing land use designations, site challenges and constraints, and specifics regarding the proposed community. The applicant also shared the proposed community plans. The applicant then offered an opportunity for questions and comments.

The neighborhood meeting attendees had general questions regarding: (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions, stating that a traffic impact analysis demonstrates that with the requested improvements the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

The Applicant will continue to be available to discuss the proposal with interested parties throughout the application process.

D. Summary

The feedback received regarding the proposed project was generally neutral with no significant concerns raised. The applicant will continue to be available to discuss the proposal with interested parties throughout the process.

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CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Rezoning and General Plan Amendment has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Three Rivers Ranch
Request: Rezone to PAD
Current Density Allowed: 1 du/ac
Total number of residential units proposed: 961

Project Manager: Jani Wertin
Acreage/Parcel Size: 194 +/-
Density Proposed: 5.05 du ac

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes _____ No _X_

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.
One times capital cost of adding estimated students is $4.5M. Additional ongoing operational costs to adding estimated students is $824K.

Is a school site within the proposed development needed? Yes _____ No _X_
If answered yes, how many acres is needed for the school site? _____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes _X_ ***No*** ____

If answered yes, please explain below:
The developer has signed the standard impact agreement.

If additional writing space is needed, please attach pages to this form

Date Reviewed: 09.06.2022

School District: Littleton Elementary School District #65

District Superintendent: Dr. Roger Freeman

Phone #: (623)759-2628

E-mail: freeman.roger@littletonaz.org

Signature: _____

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

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CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Annexation/Rezone/General Plan Amendment has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Three Rivers Ranch Project Manager: Jani Wertin
Request: Rezone to PAD Acreage/Parcel Size: 224.41
Current Density Allowed: 194 +/- Density Proposed: 4.43
Total number of residential units proposed: 961

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes X No ____

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed? Yes ____ No X
If answered yes, how many acres is needed for the school site? ____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ____ No ____

If answered yes, please explain below:

If additional writing space is needed, please attach pages to this form

Date Reviewed: **July 12, 2022**
School District: **Tolleson Union High School District #214**
District Superintendent: **Nora Gutierrez**
Phone #: **623-478-4000**
E-mail: **nora.gutierrez@tuhsd.org**

Signature: Nora Gutierrez

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Avondale

Aspiring. Achieving. Accelerating.

City of Avondale
Active Transportation Plan

Draft Final Report

October 2022

Michael Baker

INTERNATIONAL

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1 INTRODUCTION

PURPOSE & OBJECTIVES

The City of Avondale (Avondale) is preparing a city-wide Active Transportation Plan (ATP). The project study area for this project will include the areas within the incorporated limits of the Avondale, which is approximately 34 square miles.

This ATP is a follow-up effort to the recently completed Avondale Parks, Recreation, Libraries and Trails Master Plan which was not tasked with evaluating and recommending a comprehensive and cohesive network of on-street and off-street bicycle facilities and pedestrian paths - The Avondale ATP seeks to fill that need.

The objectives of the Avondale ATP include:

- Conduct a city-wide inventory and gap analysis of all existing bicycle and pedestrian facilities in Avondale;
- Recommend a comprehensive and cohesive series of city wide on street and off-street bicycle facility types and pedestrian facility types;
- Develop policies and procedures necessary to create a system for bicycle and pedestrian traffic in an integrated, safe and efficient multimodal transportation system;
- Identify locations where Avondale bicycle and pedestrian facilities connect to regional facilities;
- Establish a hierarchy of bicycle facilities and pedestrian path/trail types and planning level cost estimates; and
- Establish a formal ATP to better position Avondale to apply and compete for MAG and other government agency design assistance funding.

STUDY AREA CONTEXT

Avondale is part of the west Phoenix metropolitan area that has established itself as a manufacturing and healthcare hub as well as a world-class sports and entertainment destination for residents and visitors alike.

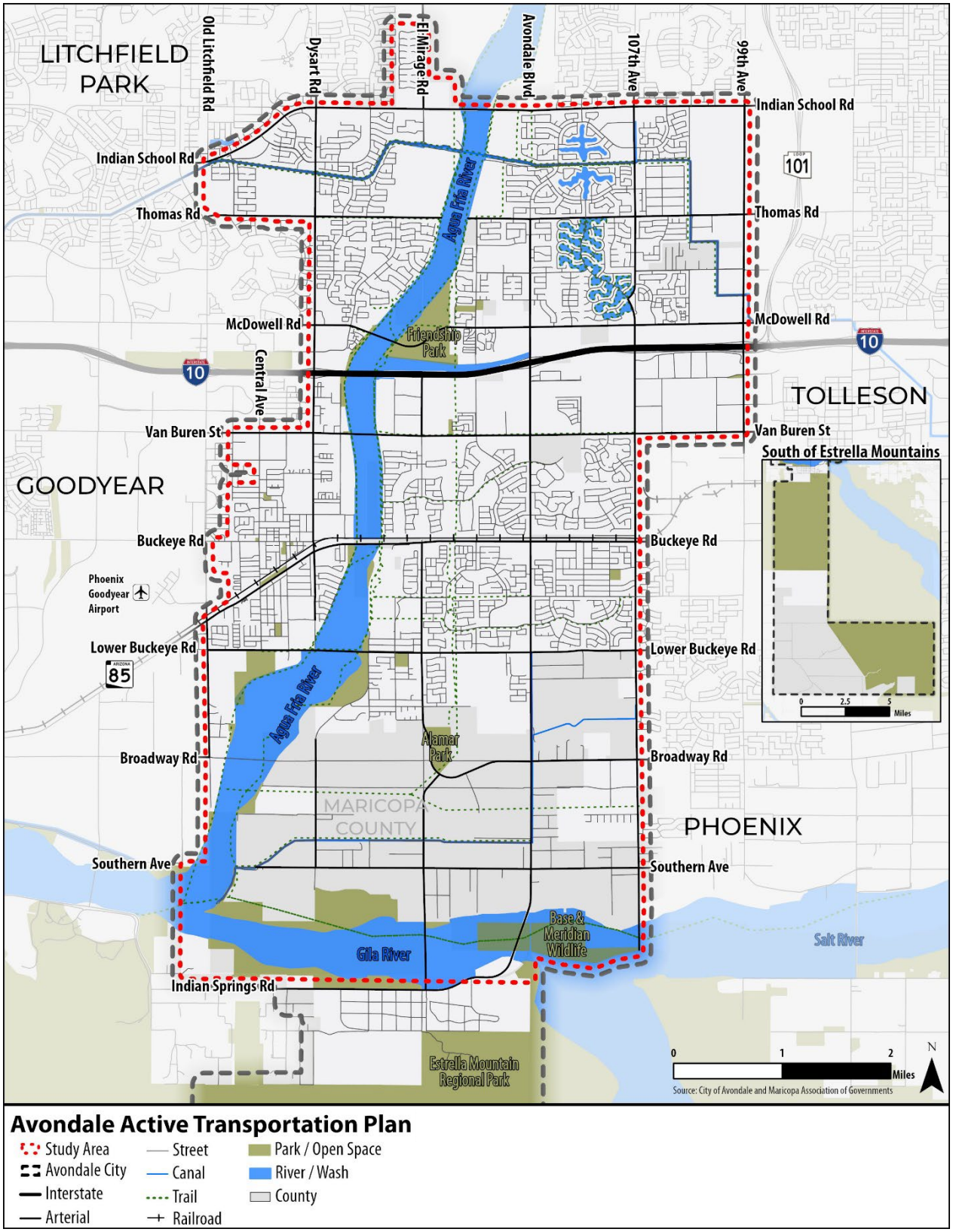
Rapid residential development in Avondale during the local and national housing boom in the 1990s and early 2000s quickly transformed what had been a farming community into a major suburb of Phoenix. This accelerated growth brought the population from just 8,000 in 1980 to over 87,000 in 2020. During this span, Avondale has welcomed a consistent influx of small businesses and large corporations that have created a unique blend of big-city amenities with a small-town charm.

The Historic Avondale area along Western Avenue preserves the historic business district and safeguards opportunities for small, independent businesses. The public art installations around Avondale and the family-friendly community events hosted by the city create a welcoming cultural environment. From events such as Cycle Avondale, to the Tres Rios Nature Festival, to Billy Moore Days, the events celebrate and highlight the communities, businesses, facilities, and natural environment of the city.

Once an important supply stop for travelers heading west, Avondale is now a destination for many entertainment and recreation options in the Phoenix area. Nearby Estrella Mountain Regional Park and Avondale's 255 acres of additional parks and open spaces provide residents and visitors with dedicated places to exercise, fish, skate, play, and gather. Avondale is home to the Phoenix Raceway, which hosts two NASCAR race weekends annually, and the American Sports Center, which is one of the largest multi-sports facility in the state and welcomes more than 500,000 visitors to its soccer, volleyball, and basketball facilities every year.

Avondale's Municipal Planning Area (MPA) is approximately 94.4 square miles and is roughly bounded by Indian School Road in the north, Litchfield Road and Dysart Road in the west, 99th Avenue and 107th Avenue in the east, and extends far south, wrapping around the Estrella Mountain Regional Park and Gila River Indian Community, as depicted in Figure 1-1. Forecasted growth in the MPA over the next 25 years, however, is anticipated to occur in the portion of the MPA located north of the Estrella Mountains. Therefore, the study area defined for this ATP is within the municipal limits of Avondale.

Figure 1-1: Study Area Map



WHAT IS AN ACTIVE TRANSPORTATION PLAN?

Active Transportation is generally defined as human powered movement such as walking and bicycling or using an assistive mobility device. What was once referred to as 'non-motorized transportation' has now taken on a new title to capture those that walk and bike to and from destinations, not just those that walk and bike for recreation. What works for recreation, does not always work for destination-based travel. For example, recreational trails often do not connect major employers, nor connect community to community. Both non-motorized recreational use facilities and destination-based non-motorized transportation facilities are part of a successful active transportation network.

Active transportation is an important component to the overall mobility of a community and region, providing a low-cost (relative to traditional vehicular infrastructure) and accessible form of transportation. Investing in walking, biking, and other forms of active transportation results in a more balanced, accessible transportation system. Active transportation benefits also include the alleviation of socioeconomic and health disparities, the support of economic diversity and prosperity, and assists in creating a more livable and sustainable community.

WHY IS ACTIVE TRANSPORTATION IMPORTANT?

There are many benefits from active transportation that contribute positively to our quality of life. Infrastructure investments in trails, sidewalks, traffic-calming, and public transit support active travel and increase routine physical activity, which improves health, the quality of the environment and livability of communities. The following are just a few of the benefits of active transportation.

Heathy & Active Community

There is a clear-cut connection between health and the built environment. Individuals are at an increased risk of many health problems - predominantly obesity, diabetes, and heart disease - with the absence of physical activity in their lifestyle. Active transportation allows people to seamlessly integrate physical activity into everyday life by enabling them to walk or bike to their destinations. Implementing walking and biking facilities creates access to places where residents can be physically active and provides more opportunities for social interaction and community cohesion that have positive impacts for mental health.

Transportation Modal Shift

There is a current paradigm shift occurring that is evident from people altering the way they travel between origins and destinations through a change in travel behaviors, evolving technologies, and social trends. Recent studies suggest that younger and emerging generations are driving less, owning fewer cars, and/or not obtaining a driver's license. As a result, abundant and adequate active transportation infrastructure and options will continue to become more important in communities across the country.

Environmental Benefits

As previously mentioned, as more and more people shift from vehicular trips to active transportation trips, there will be environmental benefits along with the community health benefits. Vehicular travel one of the highest producers of greenhouse gases, and as active travel replaces some vehicular trips, there can be a reducing in car-related emissions, noise pollution, and traffic congestion. Other environmental benefits include energy savings, less water pollution, reduced dependency on fossil fuels, and even reduced pressure to develop agricultural and open spaces.

Economic Prosperity

New Tourism Opportunities

Investment in active transportation facilities such as trails and on-street bike lanes can create new tourism opportunities. These facilities provide recreational activities for residents and visitors. A bike-friendly community with multiple recreational options for biking and walking can encourage return visits. Bicycle related events can be held with additional bicycle facilities, which can attract bicycle tourists.

Talent Attraction

An efficient multi-modal transportation system that includes active transportation options with Complete Streets and bike lanes and trails for both recreation and daily transportation helps create a vibrant city that can attract workforce talent and new companies.

Higher Property Values

Communities with strong Active Transportation Networks typically have a strong tourism economy, attract higher profile employers and a talented, educated workforce, benefit from increased property values, and maintain a strong small business culture. Complete Streets projects are specifically reported as resulting in increased property values.

Capital Savings

The personal automobile in America once meant freedom and status, but vehicle costs can be burdensome, and behaviors are changing as a result. According to the U.S. Department of Labor's U.S. Bureau of Labor Statistics (September 2018), the average vehicle costs $9,576 per year to own and operate ($4,054 for purchasing, $1,968 in gasoline and motor oil expenses, and $3,554 in other vehicle-related costs). During the last recession, bicycle commuting saw a major increase as drivers opted for a less expensive form of travel. Using alternative modes including transit saves money but riding a bike or walking can save vehicle costs as well as fitness related expenses resulting in an increased savings for the user. As personal vehicle and individual health costs decrease, disposable income increases allowing for more money to be funneled back into the local economy.

Community Livability

Baby boomers, retirees, and millennials are increasingly moving to locations where they can walk or ride a bike to access their daily needs. Research conducted by the Bureau of Transportation Statistics shows that nearly two-thirds of homebuyers consider the walkability of an area in their purchase decision. Furthermore, employers are increasingly looking for locations that offer their employees walkable and bikeable communities in which to live, work, and play.

HOW IS ACTIVE TRANSPORTAION PLANNING DEVELOPED?

The following framework is a comprehensive approach to active transportation planning. As unequal access has been discovered as a significant factor in a user's commute, "Equity" was recently added to the original 5 E's. The expanded 6 E's are as follows:

- Engineering: Create pedestrian and bicycle improvements throughout communities and neighborhoods that provide safety and connectivity, keeping in mind that physical environment is key to use. Provide options for all non-motorized users and level of skill, as well as bike parking.

- Education: Provide bicycle safety education classes at the community level to ensure knowledge and confidence in all ages. Inform the community about their multi-modal options (maps/ ad campaigns) and educate the community about pedestrian and bicycle friendly driving habits.

- Encouragement: Host event-based walking and bicycling promotion such as a walk-a-thon or ciclovia. Open Streets events attract participants of all ages and encourage local spending. National events provide an easy opportunity for encouragement through schools and employers such as National Walk to Work Day (April), National Bike to Work Day (May) and National Walk and Bike to School Day (October).

- Enforcement: Ensure law enforcement training is current and increase law enforcement in areas of conflict to enforce traffic and safety laws. Ensuring there is accurate and ample signage in place for pedestrians and bicyclists is also key.

- Equity: Work to support safe, active, and healthy opportunities in underrepresented and vulnerable communities. Incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safe and equitable outcomes.

- Evaluation: Like equity, this step is applied to all other E's throughout the process. From gathering existing conditions data to conducting surveys gauging community perception, the issues and challenges must first be understood. Trends must be monitored throughout the process, and the success of outcomes must be measured.

2 EXISTING & FUTURE CONDITIONS FRAMEWORK

An existing and future conditions evaluation can offer insight and guidance on opportunities and constraints for active transportation improvements in Avondale. After identifying a viable candidate corridor for pedestrian or bicycle improvements and exploring existing opportunities, various concepts can be developed. These concepts can help both the public and stakeholders envision potential improvements and drive the decision-making process. In the past two decades, the City has seen tremendous growth, and as a result, the current active transportation infrastructure does not connectivity across the entire community. Inventory and analysis will be an integral element and essential to the creation of this ATP.

This section provides a contextual understanding of Avondale, which includes gaining an understanding of the history of the city, in order to establish the framework, objectives and goals for the ATP. As part of the planning process, a thorough gathering of information included assembling electronic information balanced with aerial photography and field review verification.

The information gathered and presented in this Section will ultimately be provided to Avondale in a GIS database. The electronic data gathering was focused on collecting and verifying infrastructure with the intention of adding to the City's current GIS database relative to components and features that may influence the development of an active transportation plan.

This electronic data was reviewed, and associated mapping was balanced against a field appraisal of existing conditions to better ascertain the physical and environmental opportunities and constraints associated with each potential active transportation corridor.

The GIS data provided by the City identified areas of concern that have been physically evaluated. The site field work included review of the known gaps in pedestrian connectivity throughout Avondale as well as evaluating connections that are a potential link to City identified activity centers or areas of known interest as voiced by local residents and the Parks & Recreation Advisory Board.

EXISTING PLANS, STUDIES & RELEVANT INFORMATION

There are a variety of existing studies and reports that influence and inform the preparation of the Avondale ATP. The studies outlined in Table 2-1 were reviewed for applicable bicycle and pedestrian facilities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Avondale. A detailed review of the key studies is included in Appendix A.

Table 2-1: Inventory of Existing Plan, Studies, & Relevant Information Reviewed

	Plan Title		Plan Type	Year	Key Study
City of Avondale Plans	Avondale Transportation Master Plan		Transportation	2017	✓
	Avondale General Plan 2030		General Plan	2012	✓
	Avondale Strategic Plan		Strategic Plan	2021	✓
	Avondale Parks, Recreation, Libraries and Trails Master Plan Update		Recreation & Trails	2017	✓
	Avondale Wayfinding Master Plan		Active Transportation	2015	✓
	City of Avondale 5-year CIP				✓
	El Rio Design Guidelines & Planning Standards		Design	2015	✓
	Public Art Master Plan		Community	2014	
	North Avondale Specific Plan		Community	2013	✓
	The BLVD Specific Plan		Community	2019	✓
	Healthy Lifestyle Plan		Community	2011	✓
	Freeway Corridor Specific Plan		Transportation	2015	✓
	Tres Rios Greenway Specific Plan		Community	2002	✓
	Old Town, Cashion, Las Ligas/Rio Vista Specific Area Plan		Community	2021	✓
	Municipal Sustainability Plan		Community	2014	✓
	Street Tree Master Plan		Community	2014	
	Safe Routes to School Plans	*Completed:* Canyon Breeze, Michael Anderson, Estrella Vista, Garden Lakes, Littleton	Active Transportation	Ongoing	✓
		Ongoing: Lattie Coor, Eliseo C Felix, Corte Sierra, Rio Vista, Avondale Middle Schools			
	Stormwater Management Plan		Design	2016	
	Avondale General Engineering Requirements Manual		Design	2018	✓
Regional Plans	MAG Active Transportation Plan		Active Transportation	2020	✓
	MAG Multimodal Level-of-Service Study		Active Transportation	2017	✓
	MAG 2040 Regional Transportation Plan Update		Transportation	2017	
	MAG Regional Bikeway Master Plan		Active Transportation	2007	✓
	MAG Regional Pedestrian Plan		Active Transportation	2000	✓
	MAG West Valley Multimodal Transportation Corridor Plan		Transportation	2001	
County Plans	MCDOT 2035 Regional Transportation System Plan (2040 Update underway)		Transportation	2014	
	MCDOT Active Transportation Plan		Active Transportation	2018	✓
	Maricopa County Regional Trail System Plan		Trails	2004	✓
State Plans	ADOT Bicyclist Safety Action Plan		Active Transportation	2018	✓
	ADOT Pedestrian Safety Action Plan		Active Transportation	2017	✓
	ADOT An Economic Impact Study of Bicycling in Arizona		Economic	2013	

COMMUNITY PROFILE

Current Land Ownership

As noted in Table 2-2 and Figure 2-1, Avondale's MPA covers approximately 94.4 square miles of land owned and maintained by numerous sources, though privately-owned property is the majority ownership category covering over 36 percent of all land in the Avondale MPA.

The Bureau of Land Management (BLM) is the second largest landowner with nearly almost 30 percent of Avondale's MPA located in far south Avondale within and adjacent to Estrella Mountain Regional Park. There are also about 15.5 square miles of other public lands, or about 16 percent.

A map of the current land ownership is illustrated in Figure 2-2.

Table 2-2: Land Ownership Distribution

Land Ownership Category	Percent	Square Miles
Private	38.9%	36.8
Bureau of Land Management (BLM)	29.3%	27.7
Other Public Lands	16.4%	15.5
Arizona State Land Department (ASLD)	14.5%	13.6
US Fish and Wildlife (FWS)	0.7%	0.6
Bureau of Indian Affairs (BIA)	0.2%	0.2
Total	100.0%	94.4

Source: Bureau of Land Management, 2021

Figure 2-1: Land Ownership Distribution

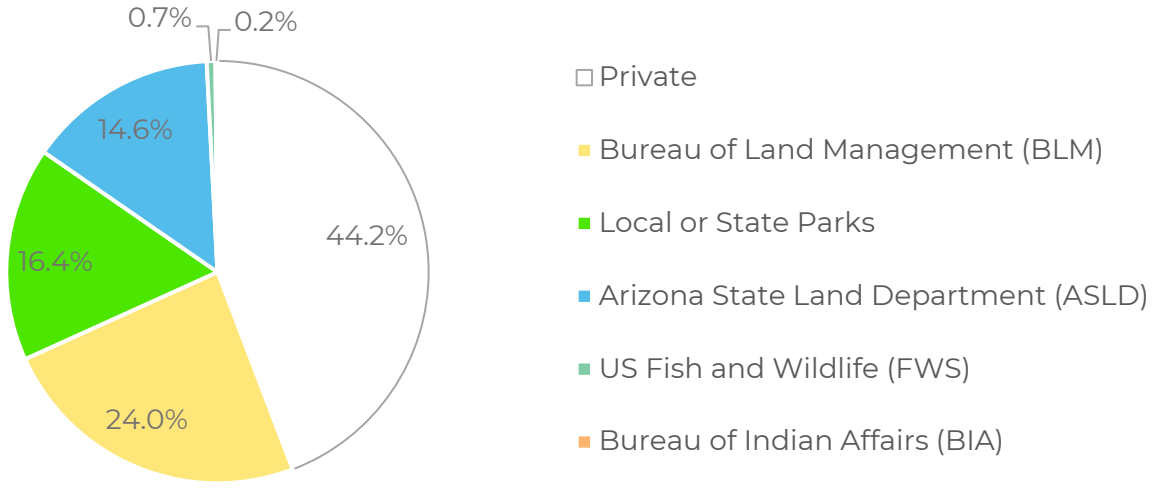
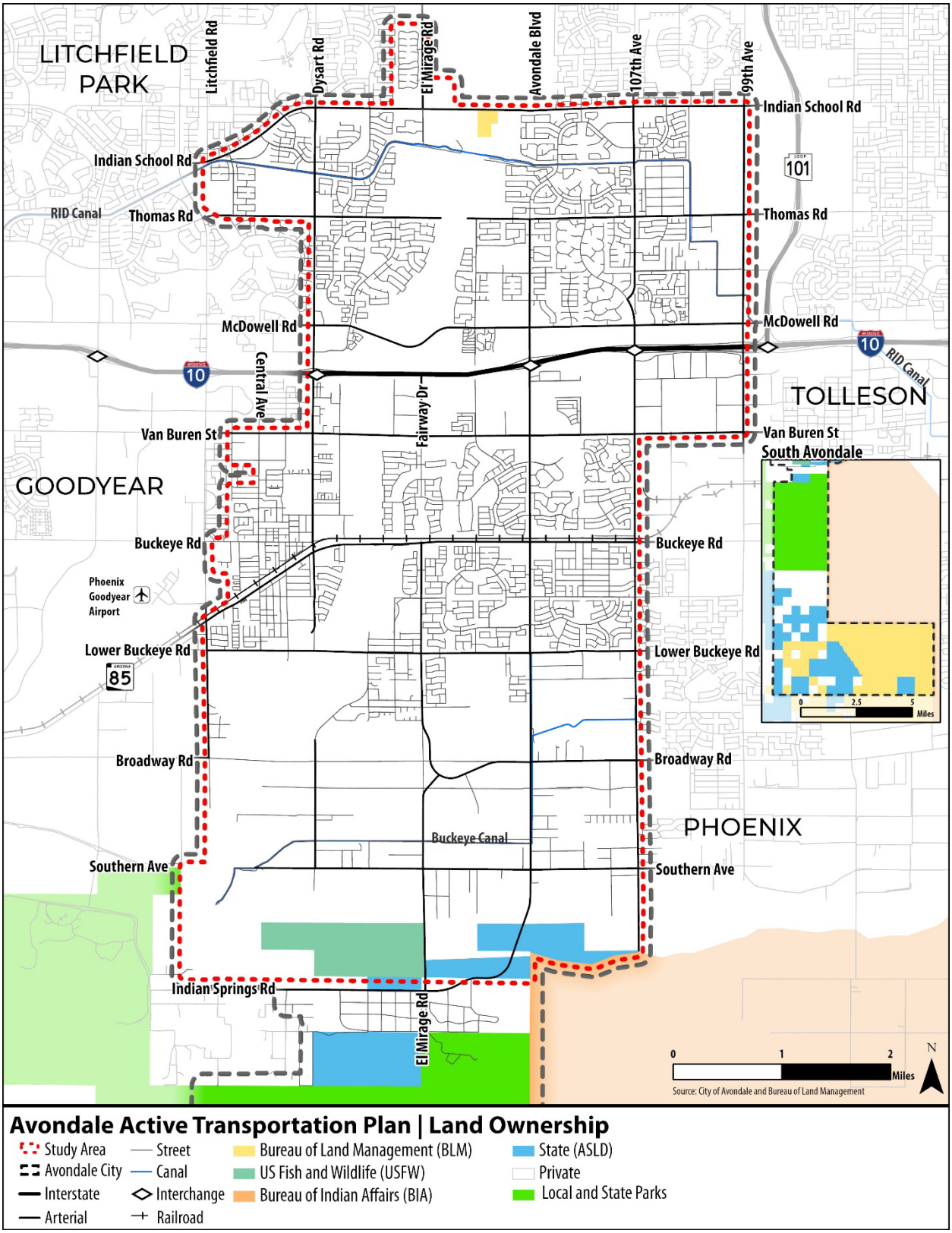


Figure 2-2: Land Ownership Map



Existing Land Use

As shown in Table 2-3 and Figure 2-3, the existing land use composition in Avondale is predominately open space (52.5 percent) and vacant (22.0 percent). Although this is largely due to the large swaths of land of open space that is located within the Estrella Mountain Regional Park, Aqua Fria, Salt, and Gila Rivers, there is vast potential for urban growth within Avondale private land ownership areas. To further reinforce said statement, agriculture land uses account for 6.6 percent of the land within Avondale which present additional opportunities for urban development.

Outside of open space, vacant, and agricultural land, the most predominant lane use is traditional single family development accounting for 10.3 percent of the total land within Avondale.

A map of the existing land use in Avondale is provided in Figure 2-4.

Table 2-3: Existing Land Use Distribution

Land Use Category	Square Miles	Percent
Agriculture	6.2	6.6%
Commercial	1.1	1.2%
Industrial	0.6	0.6%
Multi-Family Residential	0.5	0.5%
Office	0.1	0.1%
Open Space	49.4	52.5%
Other/Public Employment	4.4	4.5%
Single Family Residential	9.8	10.3%
Transportation	1.7	1.7%
Vacant	20.6	22.0%
Total	94.4	100.0%

Source: Maricopa Association of Governments (2020)

Figure 2-3: Existing Land Use Distribution

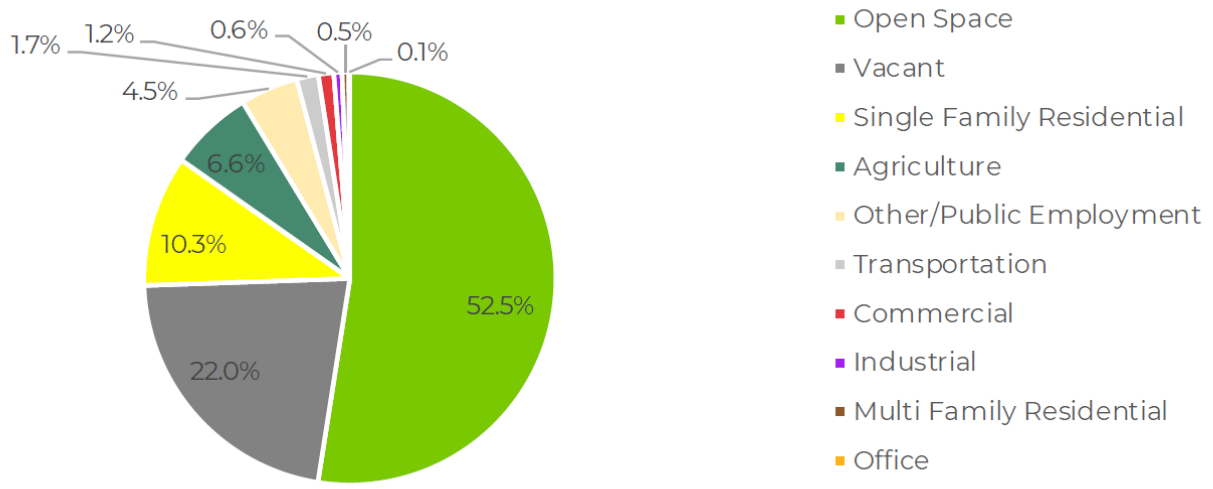
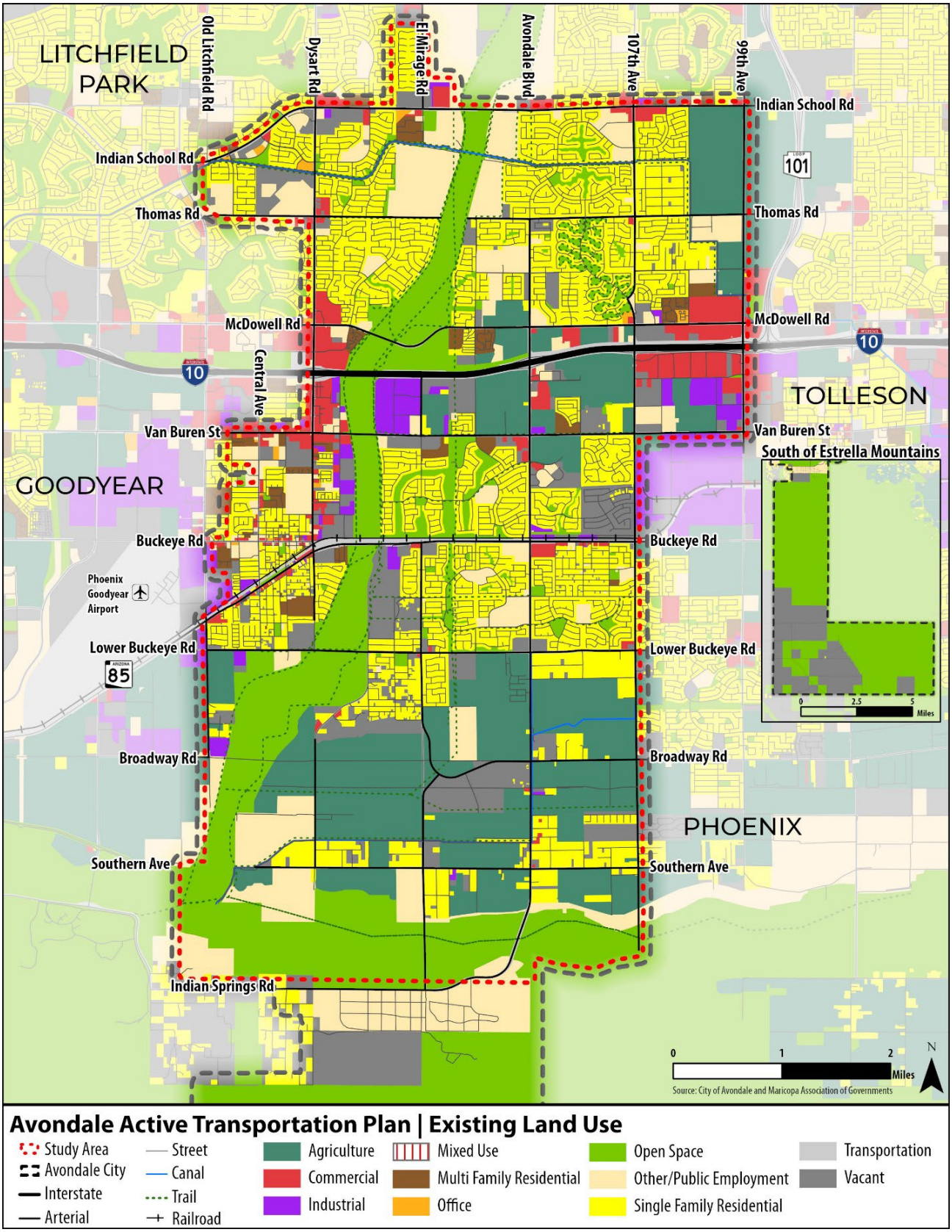


Figure 2-4: Existing Land Use Map



Zoning

Zoning districts in Avondale are established in order to promote the orderly development of the City and in order to classify, regulate, restrict, and separate the use of land, buildings and structures. While the General Plan offers guidance on Avondale's future growth for the entire municipal planning area (94.4 square miles), an evaluation of the existing zoning districts within the Avondale's municipal limits (32.8 square miles) begins to offer a more precise indicator of the existing and future mix, density and intensity of land uses that can be expected in the Avondale ATP study area. Avondale currently contains the following zoning districts within their municipal limits. A breakdown of the various districts and their respective square miles are shown in Table 2-4. Refer to Figure 2-5 for a map illustrating the existing zoning districts.

Table 2-4: Zoning Distribution

Zoning Districts	Square Miles	Percent
Agriculture	9.7	29.7%
Cashion Business District	<0.1	<0.1%
City Center District	0.1	0.4%
Commerce Park	0.1	0.2%
Commercial Office	<0.1	<0.1%
Community Commercial	0.6	1.8%
Community Commercial with Historic Avondale Infill Overlay	<0.1	<0.1%
Freeway Commercial	0.1	0.1%
General Industrial	1.8	5.5%
Historic Avondale Infill Overlay	<0.1	<0.1%
Major Sports and Entertainment District	1.0	2.9%
Manufactured Home Park	0.3	0.8%
Multi-Family Residential	0.5	1.6%
Neighborhood Commercial	<0.1	<0.1%
Old Town Avondale Business	<0.1	<0.1%
Planned Area Development	15.1	46.0%
Rural Residential	1.3	4.0%
Special Use District	0.1	0.4%
Suburban Residential	1.8	5.5%
The BLVDD	0.3	0.9%
Total	32.8	100.0%

Source: City of Avondale, 2021

Nearly half of Avondale consists of the Planned Area Development (PAD) zoning district. The PAD zoning district is primarily designed to accommodate master planned communities that typically consist of a mixture of land uses. The purpose of PADs in Avondale is to promote the development of mixed-use developments and/or residential subdivisions that include residential, commercial or business park development according to an overall development plan.

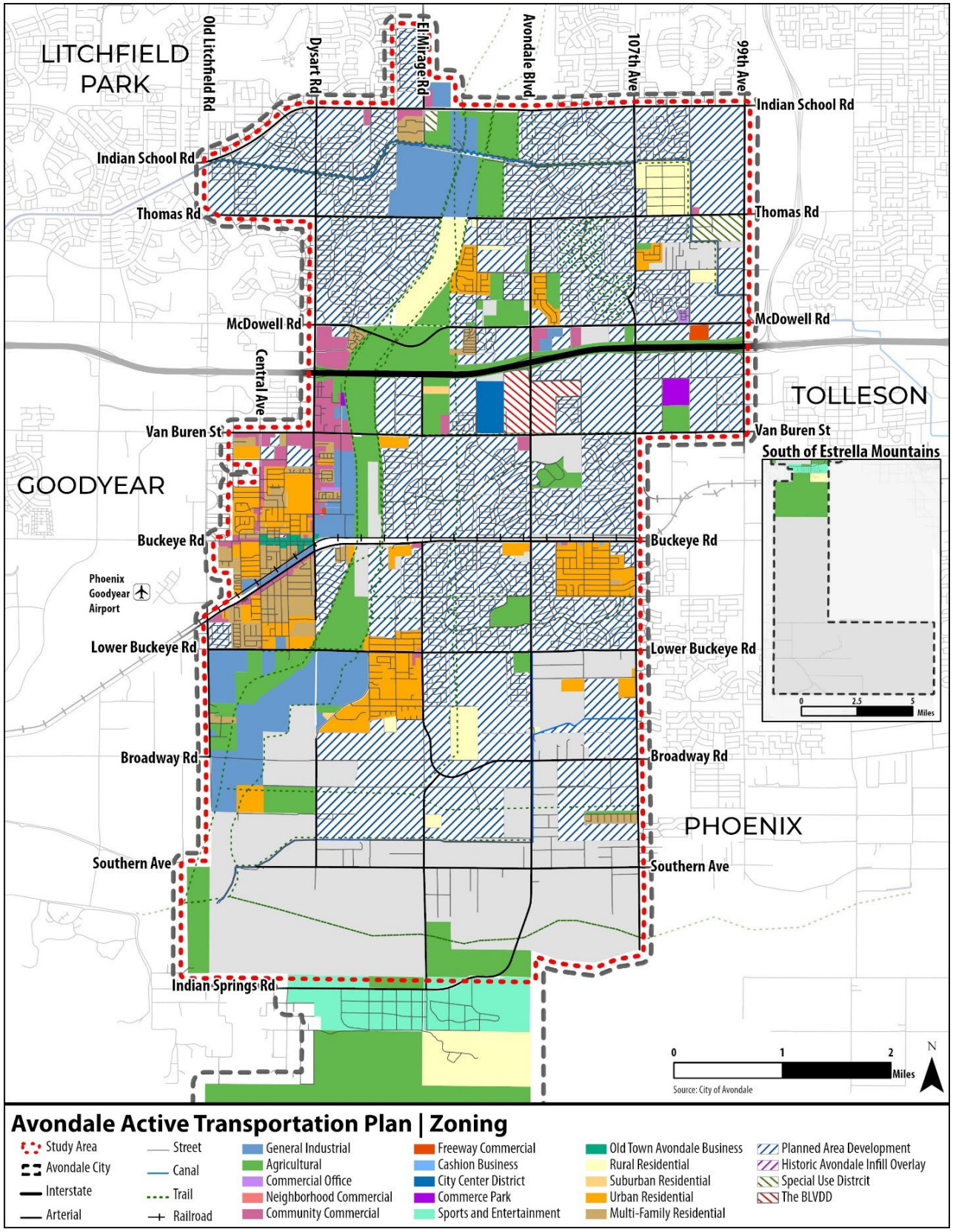
The lands in the western and parts of northern Avondale maintain a greater mixture of zoning designations. Old Town Avondale, along Western Avenue from Main Street to Dysart Road, has its own zoning designation classified as Old Town Avondale Business District (OTAB). The OTAB is to further the revitalization of the City's original town site and its immediate vicinity by encouraging pedestrian-oriented development and by emphasizing a unique

mix of uses intended to make Old Town a destination, with street level activity that takes one back to an earlier place in Avondale's history.

The residential zoning surrounding the OTAB is a higher density of residential land uses which consist of Multi-Family and Urban Residential zoning designations. The Urban Residential zoning districts include R1-7, R1-6, and R1-5 with the intended purpose of providing a variety of single-family detached residential dwelling types at an urban density. The Multi-Family zoning designation include R-2, R-3, and R-4 zoning districts with the intended purpose of providing a mixture of higher density housing. The R-2 zoning district distinctly provides more of a transition from Single-Family Residential neighborhoods to a mixture of higher intensity land uses found in the other Multi-Family zoning districts. Properties in R-2 zoning districts are intended to be developed as single-family detached and attached, townhomes and patio homes. The R-3 zoning district is intended to provide for townhome, condominium and apartment uses, while the R-4 zoning district intended to be located near high activity commercial areas of Avondale and providing for high intensity townhome, condominium, apartment, and loft apartments.

Another notable area with unique zoning designations is around the BLVD District (BLVDD) near the center of the City at Avondale Boulevard ad Van Buren Street. The BLVD Specific Plan ("The BSP") was created to implement the City Council's vision of creating a vibrant, urban, mixed-use environment that will become a premier destination for shopping, dining, entertainment, employment and various types of residential uses. The BLVDD is intended to complete the vision expressed in The BSP by prescribing building form, site design and architectural standards for The BLVD area. The BLVDD area is divided into six different sub-districts which include Village, Park Avenue, Residential, Neighborhood, and Promenade Districts. The adjacent City Center District (CCD) and the related City Center Specific Plan (CSP_ were the precursors to the BLVDD and the BSP. The CCD and CSP have similar intentions of the BLVDD and BSP such as creating a high-density, mixed-use environment that will become a premier destination for shopping, dining, entertainment, employment and various types of residential uses for the area.

Figure 2-5: Zoning Map



Subdivisions

Subdivisions are the act of dividing land into parcels that are easier to sell or otherwise develop, usually via a plat. Subdivisions may be simple, involving only a single seller and buyer, or complex, involving large tracts of land divided into many smaller parcels.

As illustrated in Figure 2-6, Avondale has a mixture of subdivisions throughout the City that have either been completed, currently in progress, or planned to be developed. Much of northern Avondale consists of completed residential subdivisions while central and southern Avondale contains more of the residential subdivisions in progress of being completed or planned to be completed.

Avondale currently has 29 completed subdivisions, seven subdivisions in process of being completed, and eight subdivisions planned to be completed.

Floodplain

Floodplain Delineation Studies identify land areas (floodplains) subject to inundation by a flood that has a one percent probability of being equaled or exceeded in any given year, also known as a 100-year flood. The results of a Floodplain Delineation Study are often submitted to the Federal Emergency Management Agency (FEMA) in order for the study to be incorporated onto the Flood Insurance Rate Maps.

Any development in an area that is determined to be in a FEMA-designated floodplain must meet the requirements of local, state and federal regulations. One of these requirements is to build the structure so the lowest floor is above the base flood elevation. The Base Flood Elevation (BFE) is the predicted highest flood water elevation expected to occur at a location during a 100-year flood event. New habitable construction must be built above the BFE.

As illustrated in Figure 2-7, the existing floodplains within Avondale predominately follow the regulatory floodways of the Agua Fria Rivers and the Gila/Salt River. These floodplain corridors often present opportunities for regional active transportation facilities due to their inviting natural open space features and their length and separation from roadways. In fact, the completion of a segment of trail along the Agua Fria Trail was completed in 2021. This segment of the Agua Fria Trail is located approximately a half mile north of Van Buren Street along the Agua Fria River east levee, beneath the I-10 overpass. The work consists of constructing asphaltic concrete and a cement concrete pathway, soil cement bank protection, landscaping and other related work. Access to businesses and residential properties will be maintained throughout the duration of the project, and there will be no impact to travel lanes as most of the work will be in the Agua Fria River levee.

Figure 2-6: Subdivisions Map

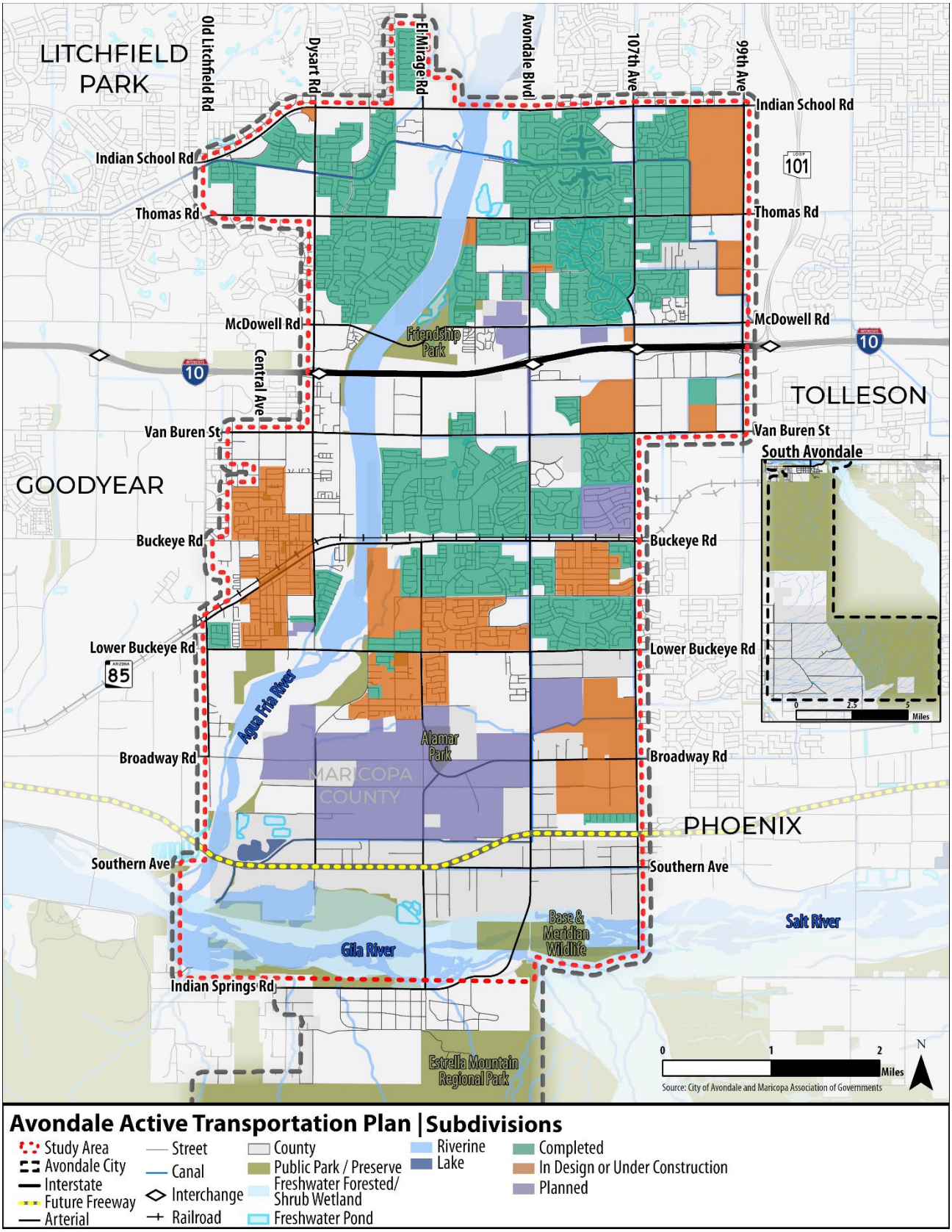
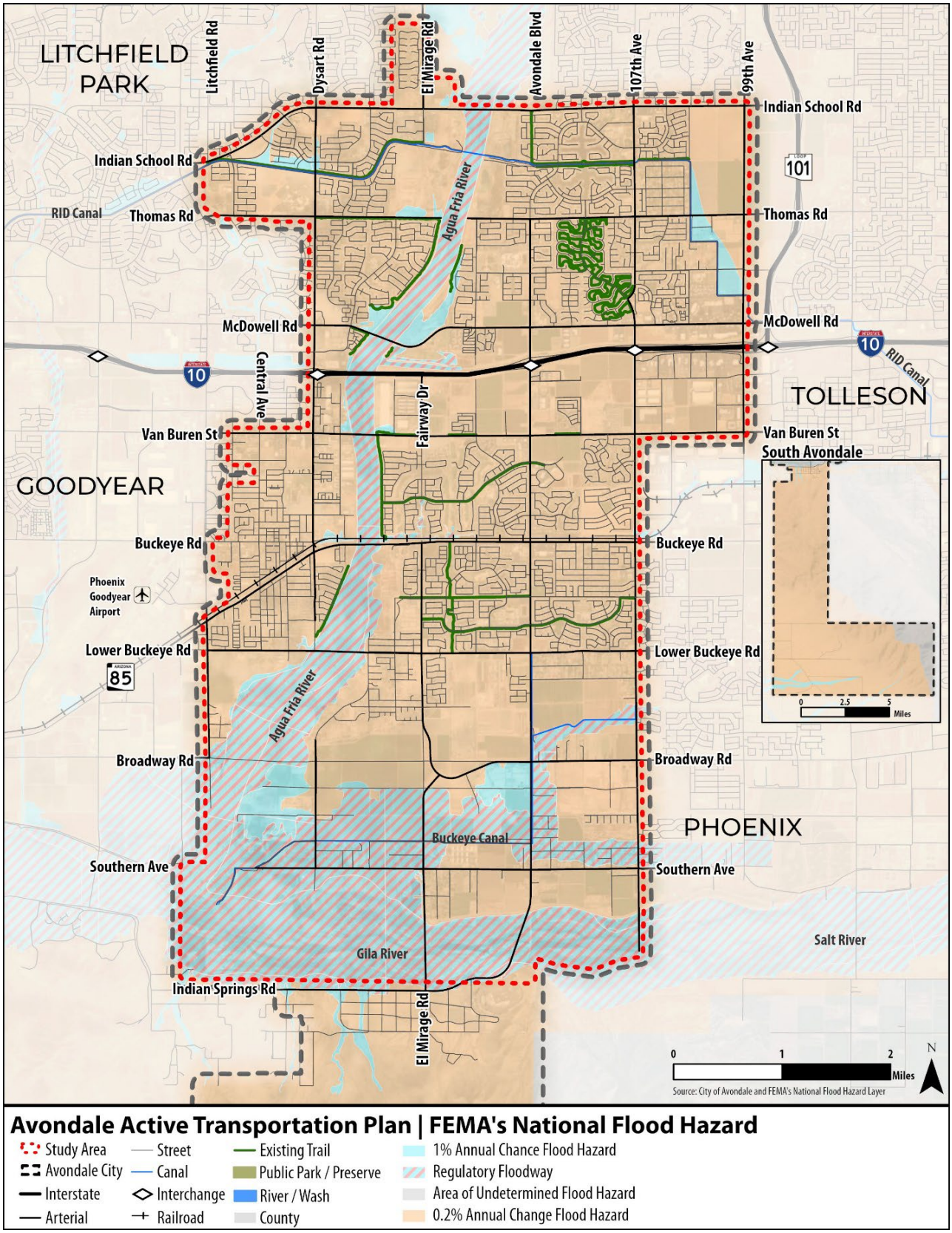


Figure 2-7: Flood Hazard Map



Future Land Use

Open space remains the most predominant land use under the Avondale General Plan future land use plan. The vast amounts of open spaces are largely attributable to the presence of the Aqua Fria and Gila Rivers and Estrella Mountain Regional Park in Avondale. The location and configuration of future planned land uses will provide vast opportunity for recreational trails to navigate throughout the entire City by leveraging the linear nature of the Agua Fria and Gila Rivers. The majority of the developable land (current vacant and agricultural land) under the existing land use scenario is projected to develop into single family residential (except along the I-10 corridor) with an additional 21.6 square miles of new residential development – more than tripling the amount in the current condition. As more residential development occurs, it will result in greater demand for safe, connected active travel infrastructure and implementation of safety measure to ensure motorists traverse the roadway network safety and efficiently with the modes of active transportation. Refer to Table 2-5 and Figure 2-8 for a summary of the future land use distribution, and Figure 2-9 for a map illustrating the future land uses.

Table 2-5: Future Land Use Distribution

Land Use Category	Square Miles	Percent
Commercial	2.6	3%
Industrial	1.1	1%
Mixed Use	1.5	2%
Multi-Family Residential	0.9	1%
Office	0.2	0%
Open Space	50.0	53%
Other/Public Employment	5.0	5%
Single Family Residential	31.4	33%
Transportation	1.7	2%
Total	*94.4*	*100%*

Source: Maricopa Association of Governments (2020)

Figure 2-8: Future Land Use Distribution

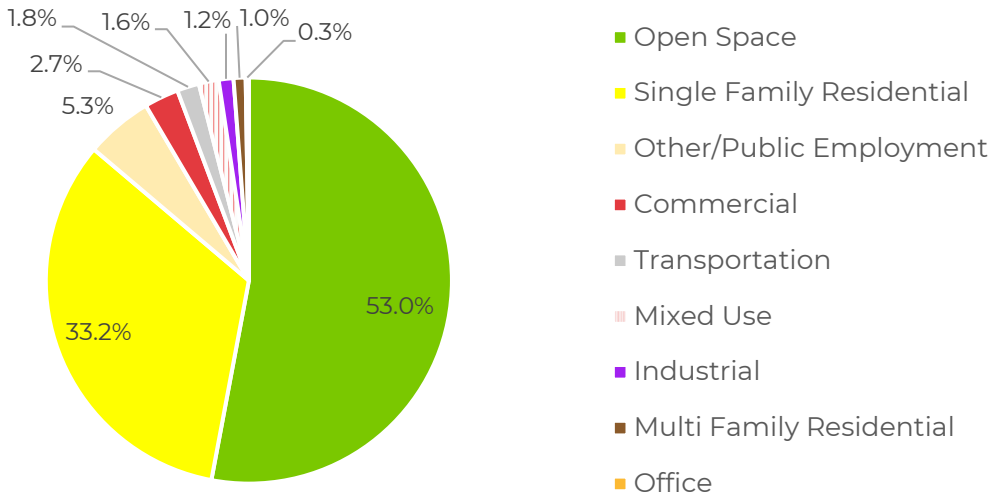
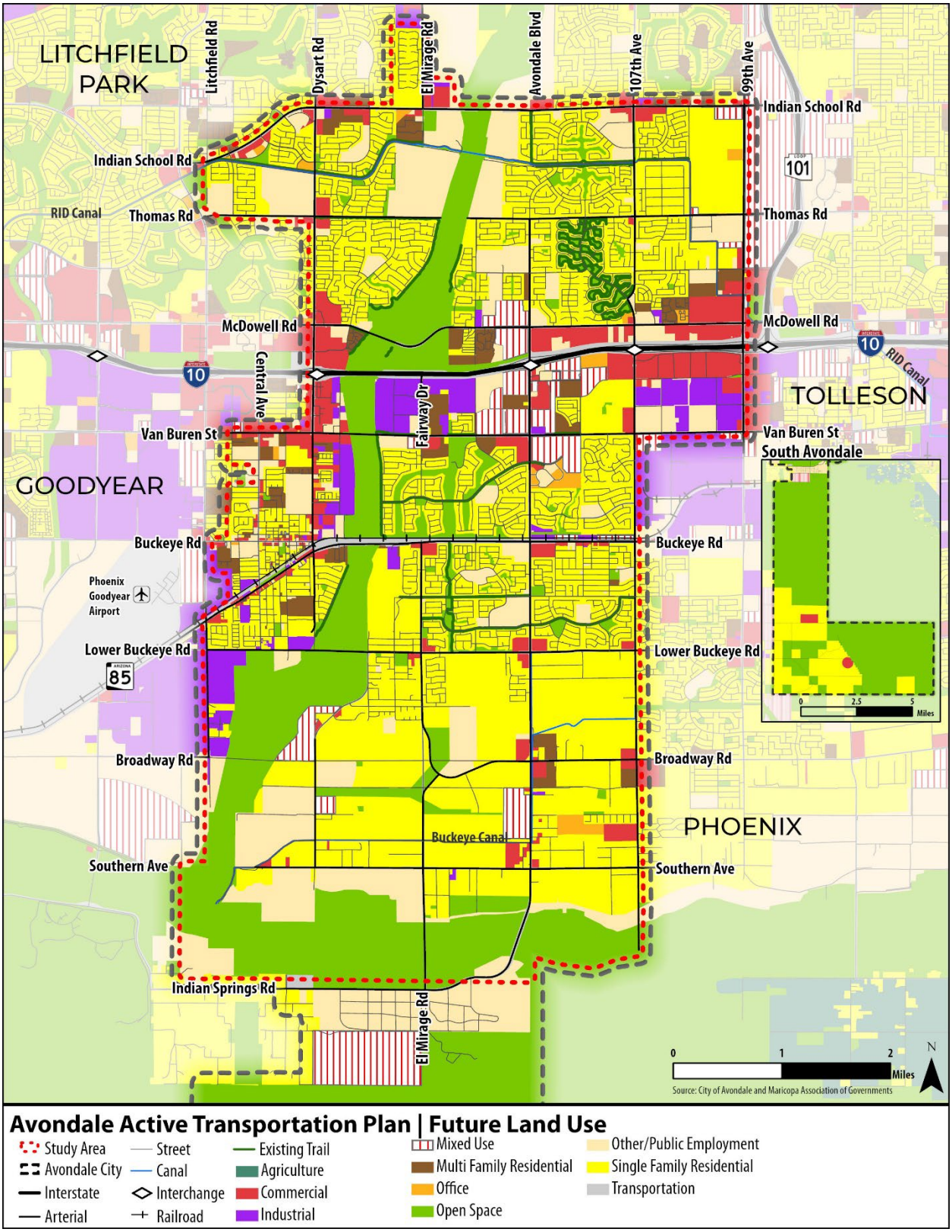


Figure 2-9: Future Land Use Map



DEMOGRAPHIC & SOCIOECONOMIC CONDITIONS

A thorough understanding of the existing and projected demographic and socioeconomic conditions in Avondale can help influence, determine and prioritize areas of Avondale where new or improved active transportation infrastructure should be considered. In addition, this analysis and inventory can aid the identification of active transportation user needs, behaviors and tendencies.

This section includes an inventory of various demographic and socioeconomic conditions which is summarized in Table 2-6.

Population & Jobs

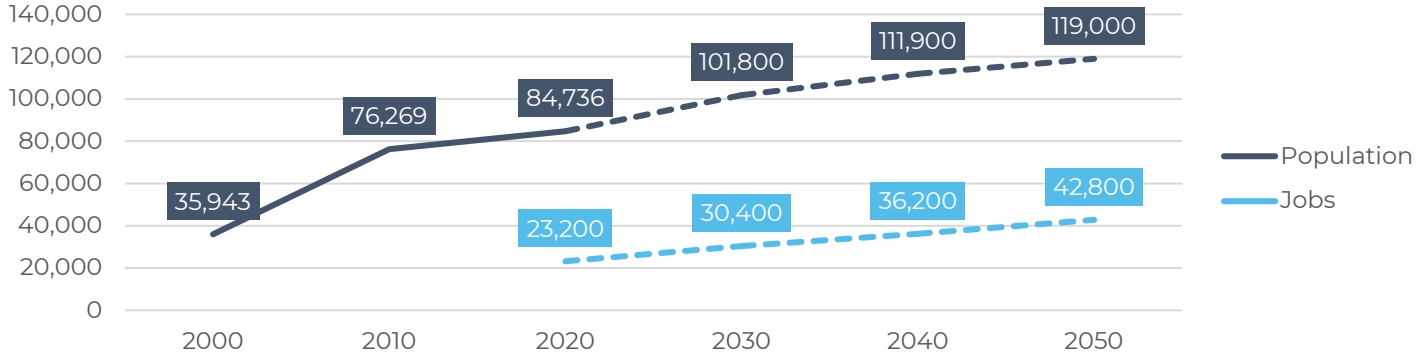
According to MAG, 84,736 people lived in Avondale in 2020 with a population of approximately 898 people per square mile with a median age of approximately 30 years old, substantially younger than the median age of 36 in Maricopa County.

Per MAG projections (Figure 2-10), the population is expected to reach approximately 101,800 in 2030, 111,900 in 2040, and 119,00 by 2050. Similar to much of metro Phoenix, Avondale experienced rapid growth between 2000 and 2010 with a total population increase of approximately 112 percent. Since 2010, the rate of population growth recessed some to 11 percent with an increase of 8,467 people from 2010 to 2020. Population in Avondale is expected to increase by around 20 percent between 2020 and 2030 and then begin to plateau thereafter with a population growth of 10 percent and six percent between 2030 and 2040, and 2040 and 2050 as the community nears build out.

As illustrated in Figure 2-11, the density of population throughout Avondale is fairly consistent within the MPA with the areas of highest density of population being near Old Town Avondale and few other residential areas north and south of I-10.

As of 2020, there were approximately 23,200 jobs within Avondale and MAG is forecasting a 31 percent increase in jobs, with the city reaching approximately 30,400 jobs by 2030. The rate of job growth is projected to slow with 36,200 jobs projected in 2040, a 10 percent increase from 2030 projections; and ultimately reaching around 42,800 jobs by 2050, a six percent increase from 2040. With the amount of population and employment growth expected to occur in Avondale over the next 20 to 30 years, now is the time to plan, prioritize and invest to incrementally develop bicycle and pedestrian facilities that will help Avondale become a premier community for livability and active transportation.

Figure 2-10: Population & Job Growth



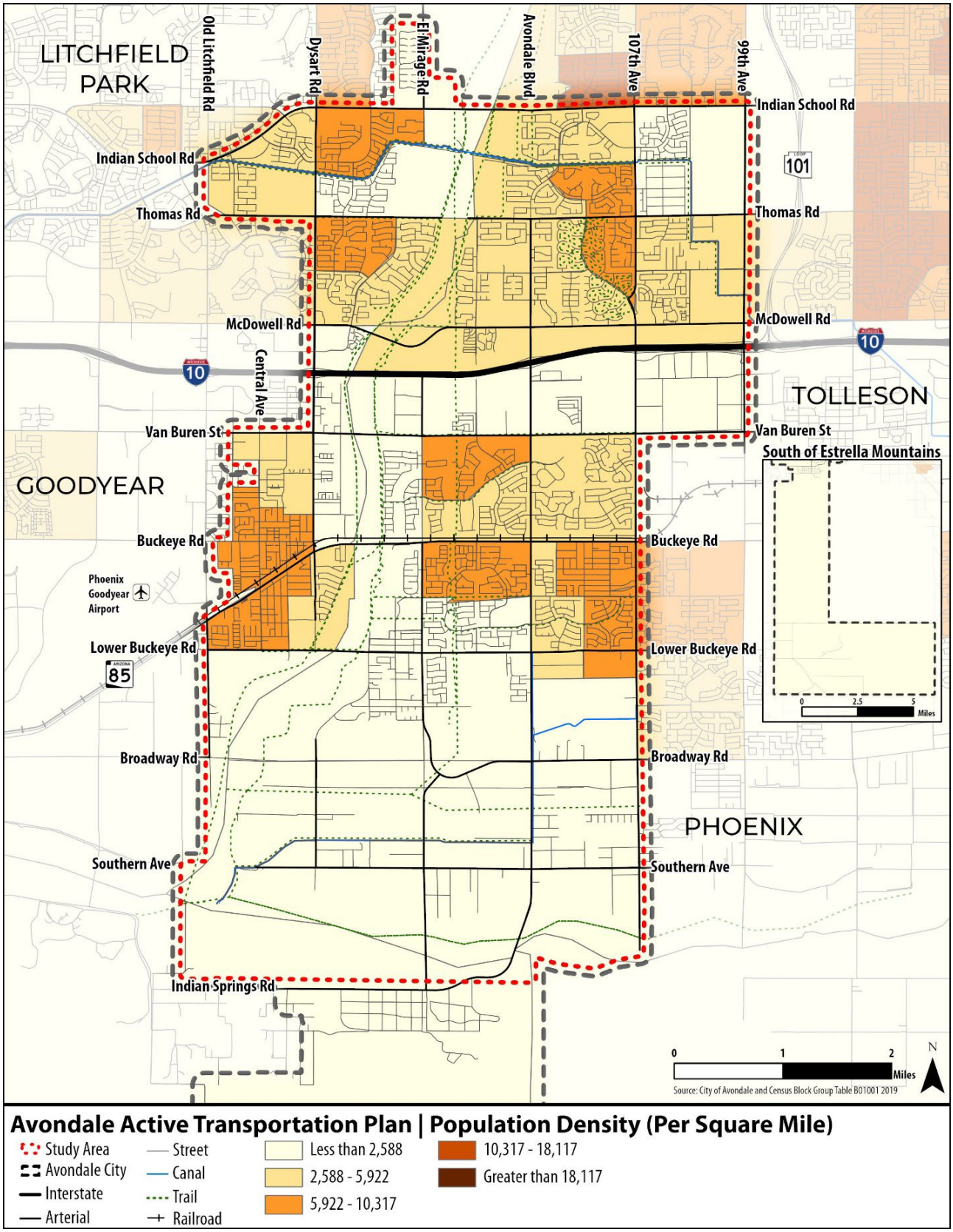
Source: Maricopa Association of Governments, 2020

Table 2-6: Demographic & Socioeconomic Conditions Summary

Demographic & Socioeconomic Conditions	City of Avondale	Maricopa County
Population		
Population	84,736	4,328,810
Population Density (per square mile)	897.72	469.39
Median Age	30.8	36.4
Housing & Households		
Median Household Income	$61,825.00	$64,468.00
Households	26,067	1,552,096
Renters	45.00%	37.80%
Mobile Homes	3.80%	4.50%
Families with Female Head of Household	18.08%	12.22%
Income Below Poverty	11.90%	12.11%
No-Vehicle Households	4.80%	5.94%
One-Vehicle Households	29.97%	35.33%
Title VI		
Minority (% of total population)	69.01%	44.76%
Age 65 and older (% of total population)	8.43%	16.09%
Age 17 and younger (% of total population)	30.57%	24.31%
Disability: Households with person(s) with a disability	10.40%	11.20%
Limited English Proficiency (% of population 5 and older)	11.30%	8.80%
Commuting		
Workers 16 years and older	39,960	2,040,912
Car or Truck - drive alone	78.69%	76.00%
Car or Truck - carpool	13.51%	11.00%
Public transportation	0.73%	2.00%
Bicycle	0.40%	0.80%
Walked	1.50%	1.50%
Other means (taxicab, motorcycle, etc.)	1.20%	1.70%
Work at home	7.70%	7.00%

Source: Maricopa Assortation of Governments and US Census Bureau, 2020

Figure 2-11: Existing Population Density Map



Housing

In 2020, approximately 26,067 households existed within Avondale at a median household size of 3.24 people and a median household value of $215,100 dollars. The median household income in Avondale is $61,802 dollars, slightly lower than Maricopa County average of $64,498. The median household income is consistent across the City with the most affluent area being north of I-10. Refer to Figure 2-12 for a map of Avondale with the median household income.

Title VI

To help inform the "Equity" component of the Six E's throughout the study process, the following vulnerable populations groups were analyzed in Avondale:

- Minority Population
- Poverty Status
- Age 65 and older
- Age 17 and younger
- Disabled
- Limited English Proficiency

As noted in Table 2-6, approximately 69 percent of the population in Avondale is a minority which is higher than the Maricopa County ratio of nearly 45 percent. The percent of the population age of 65 or older is just over eight percent which is lower than the county's 16 percent of the population; while the percent of the population age 17 and younger is around 30 percent which is higher than the county's percentage of 24 percent. This means that Avondale has a much higher percentage of a younger population while the amount of older population is less when compared to Maricopa County as a whole. Refer to Figure 2-13 and Figure 2-14 for a map illustrating where the younger and older populations live within Avondale. Approximately 10.5 percent of the households within Avondale have at least one person with a disability which is slightly lower than Maricopa County at 11.2 percent. The percent of the population at the age of 5 and older with limited English proficiency in Avondale is over 11 percent which is higher than the County's percent of 8.8 percent.

Zero-Vehicle Households

The percent of no-vehicle households in Avondale is roughly 4.8 percent which is lower than the County's 5.9 percent. The no-vehicle ownership data shown in Figure 2-16 reflects areas around Old Town Avondale and on the east boarder south of Buckeye Road having the highest percentage of households without access to a personal vehicle, equating to roughly one-fifth to over one-third of the households in those areas. Areas adjacent to I-10 and south of the railroad tracks along MC 85 also have a higher percentage of no-vehicle households than the County ranging from 11 to 20 percent of the homes in those areas not having access to a personal vehicle.

Existing Communing Patterns

According to the 2020 US Census Bureau, an estimated 40,545 people in Avondale are employed that commute either within Avondale or to the surrounding areas. Refer to Figure 2-17, Figure 2-18, and Figure 2-19 for maps of people who commute to work by either walking, biking or taking public transit.

Figure 2-12: Median Household Income Map

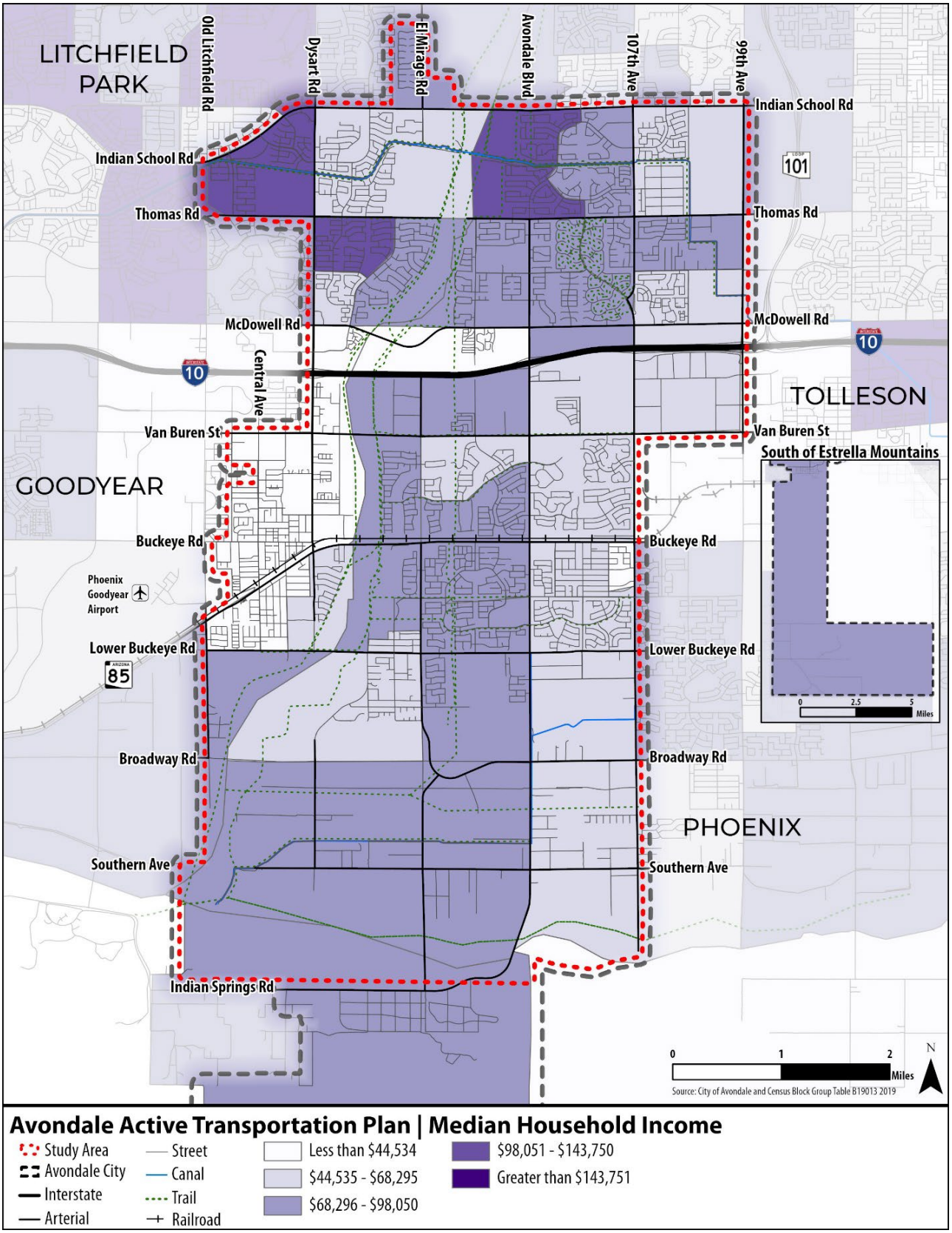


Figure 2-13: Population of 65 Years & Older Map

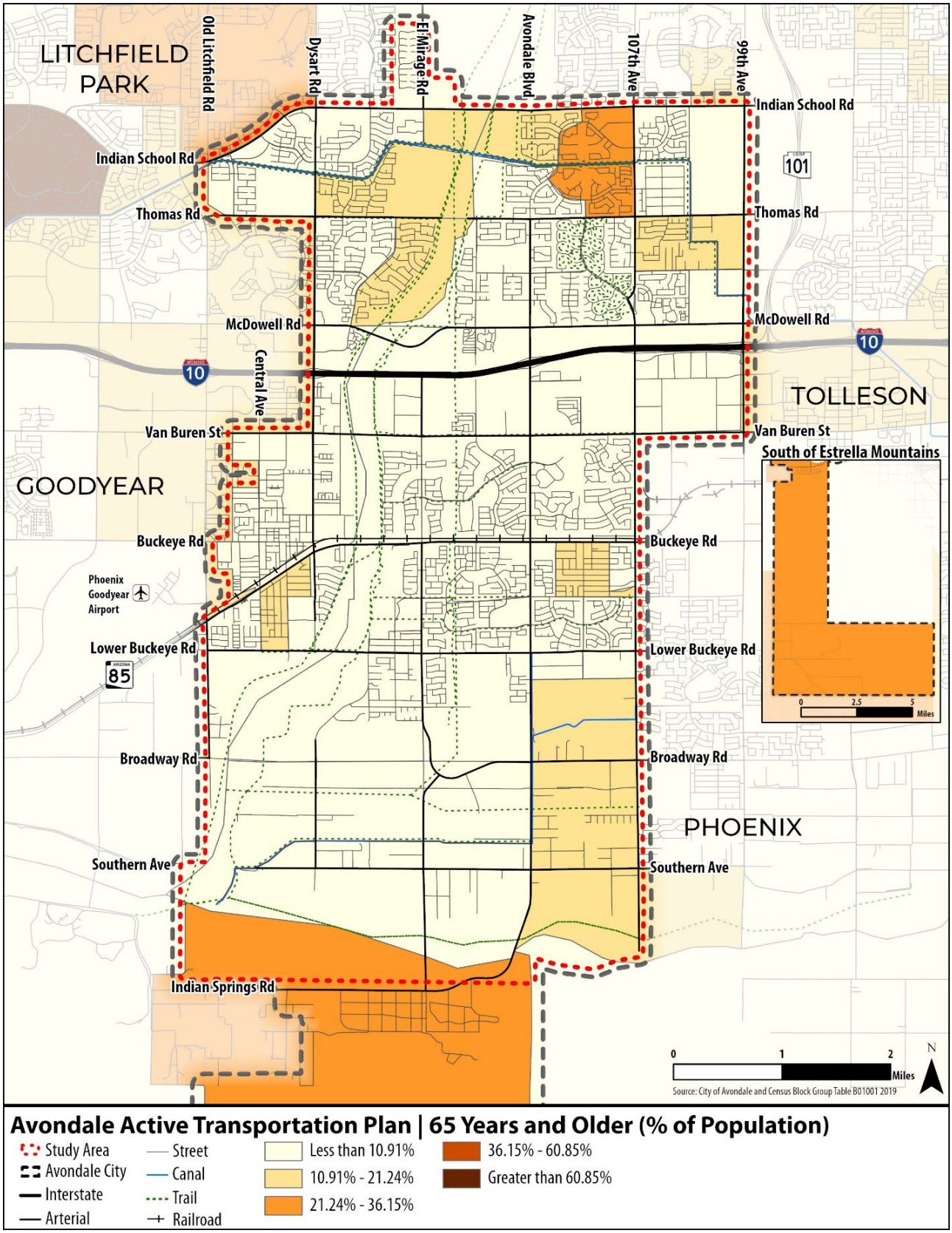


Figure 2-14: Population of 17 Years &Younger Map

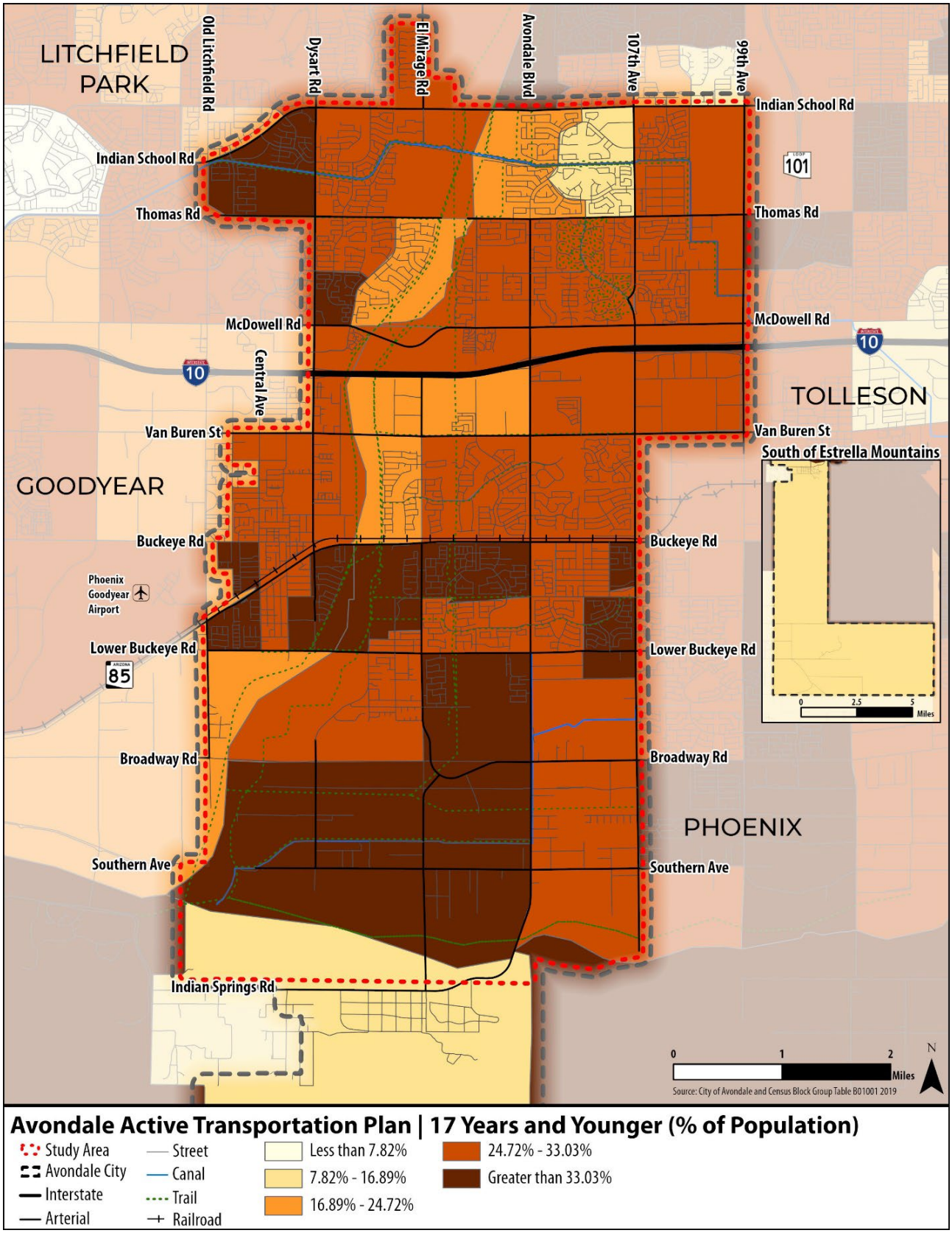


Figure 2-15: Poverty Map

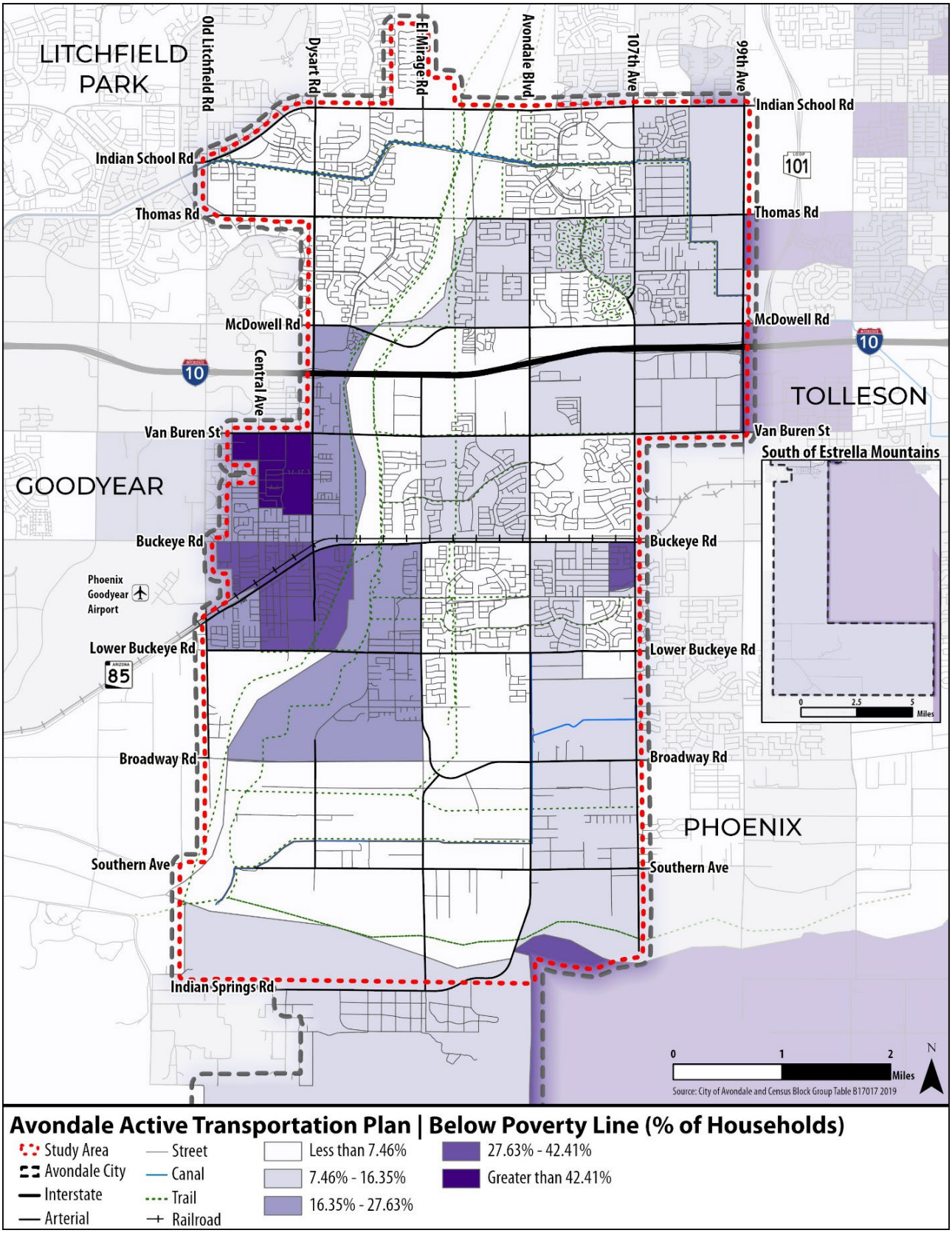


Figure 2-16: Zero-Vehicle Households Map

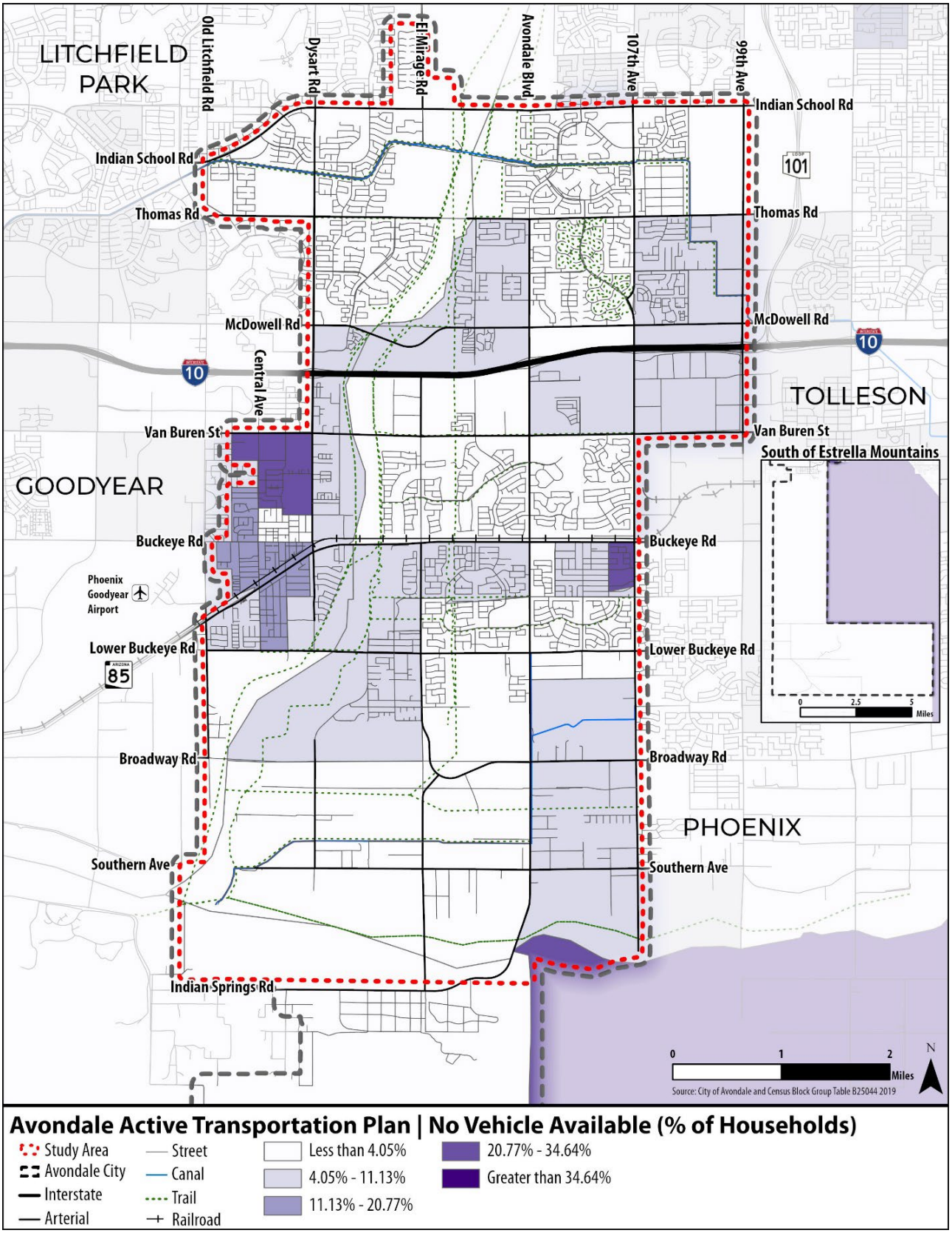


Figure 2-17: Percent of Population that Walk to Work Map

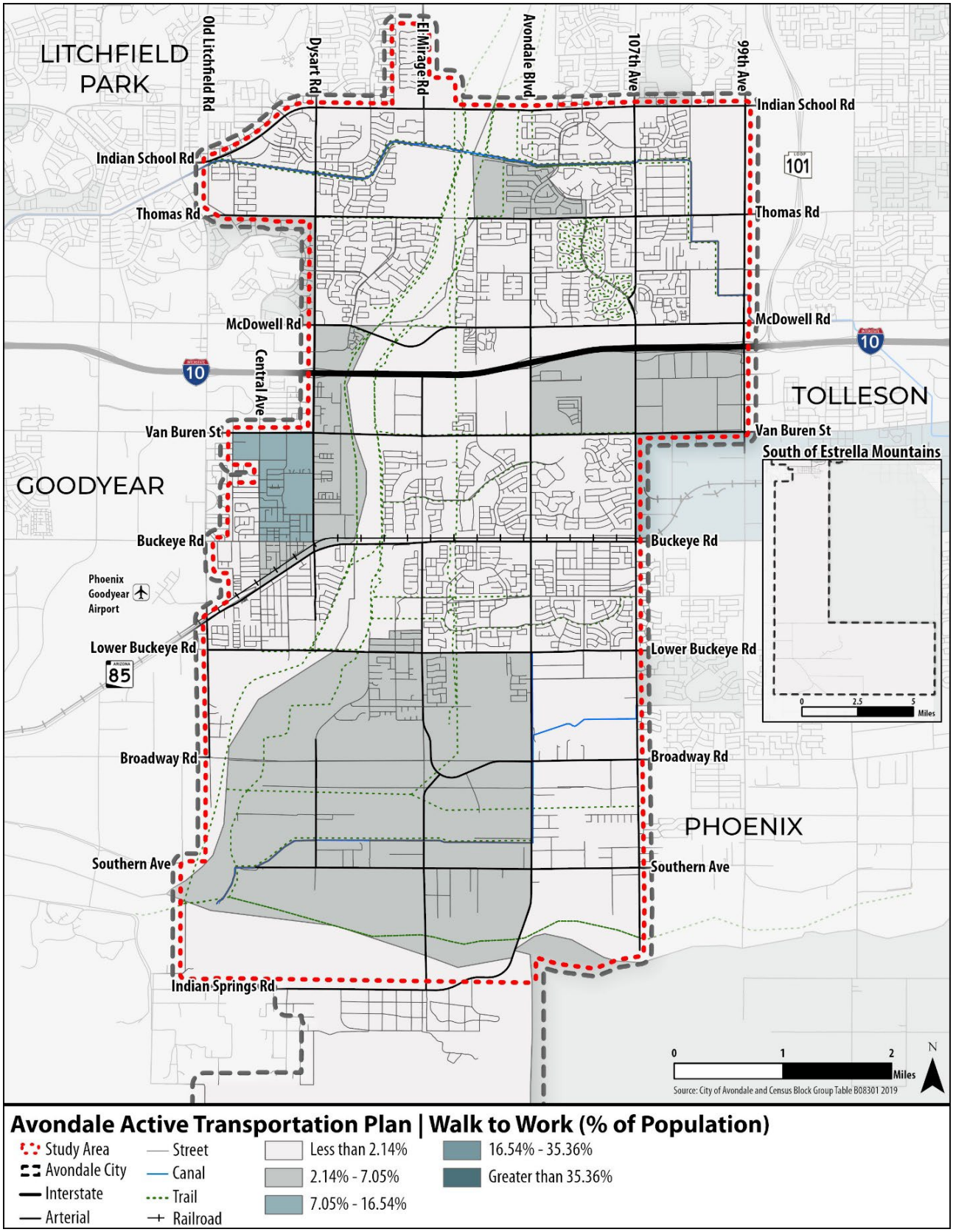


Figure 2-18: Percent of Population that Bike to Work Map

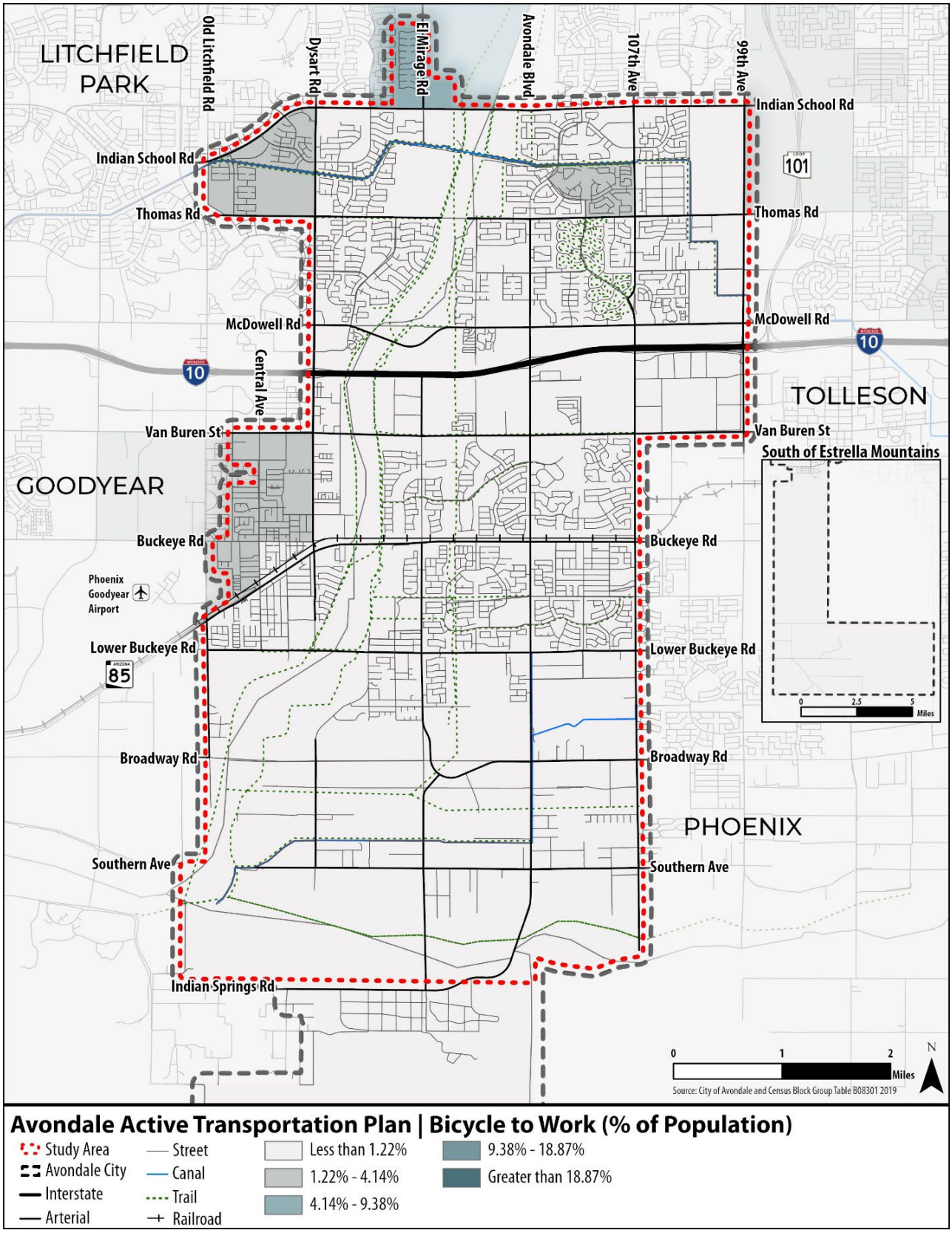
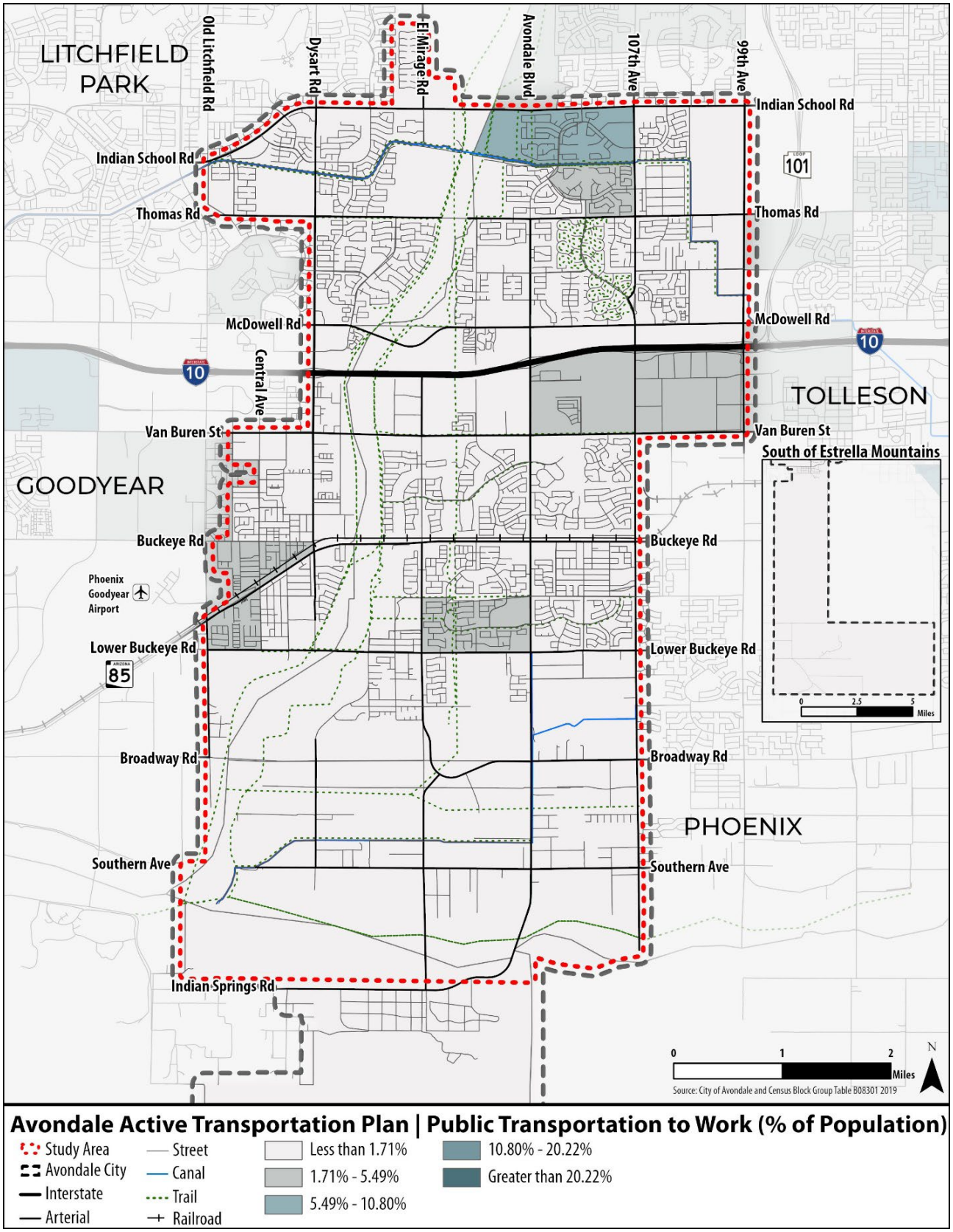


Figure 2-19: Percent of Population that take Public Transportation to Work Map



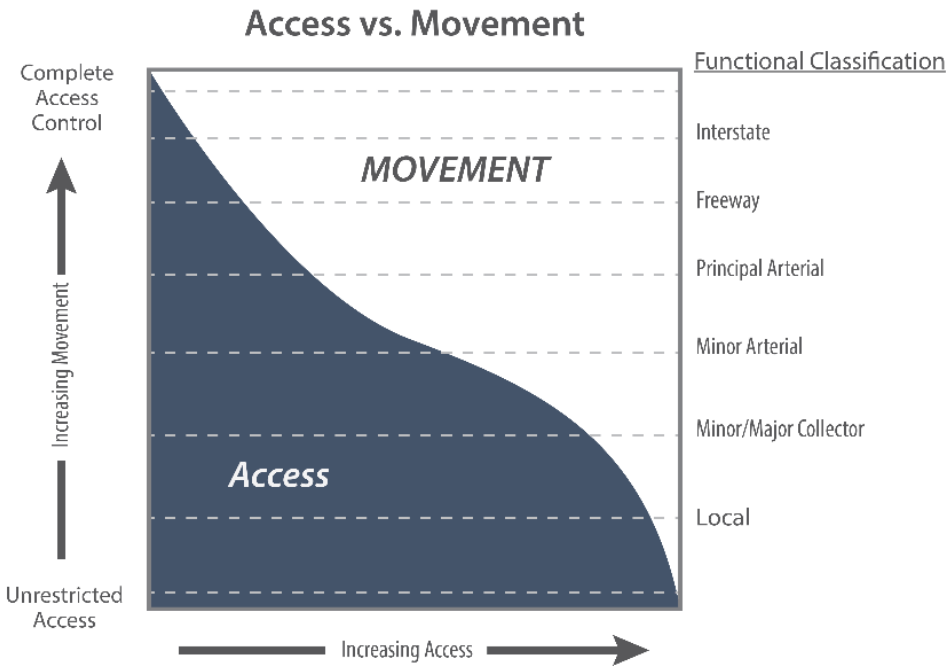
TRANSPORTATION NETWORK

The existing and planned Avondale transportation network was reviewed taking an in-depth analysis of the existing roads, bikeways, sidewalks, and transit system within the Avondale MPA boundary. The existing transportation infrastructure helped guide the needed expansion of the proposed network and specific bicycle and pedestrian infrastructure improvements presented in *Section 4 – Project Recommendations*.

Existing & Planned 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 2-20. Both functions are vital, and no trip is made without both. 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.

Figure 2-20: Access versus Movement Graphic



Functional classification is used by the planners and engineers to establish a roadway's design standards, speed, capacity, access management features, and land use development. Functional classification also impacts a roadway's eligibility for federal transportation funds for roadway improvements and maintenance.

Per the Avondale's General Engineering Requirements Manual, there are four primary functional classifications, which include:

- Interstates/freeway facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities – only via traffic interchanges.
- 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 noted in Table 2-7, of the total 395.2 linear miles of roads within the Avondale MPA, there are nine miles of interstates/freeways/state routes, 65.7 miles of arterial roads, 41.5 miles of collector roads, and 279 miles of local roads. This distribution of functionally classified roads is typical for a suburban community such as Avondale.

Table 2-7: Roadway Functional Classification

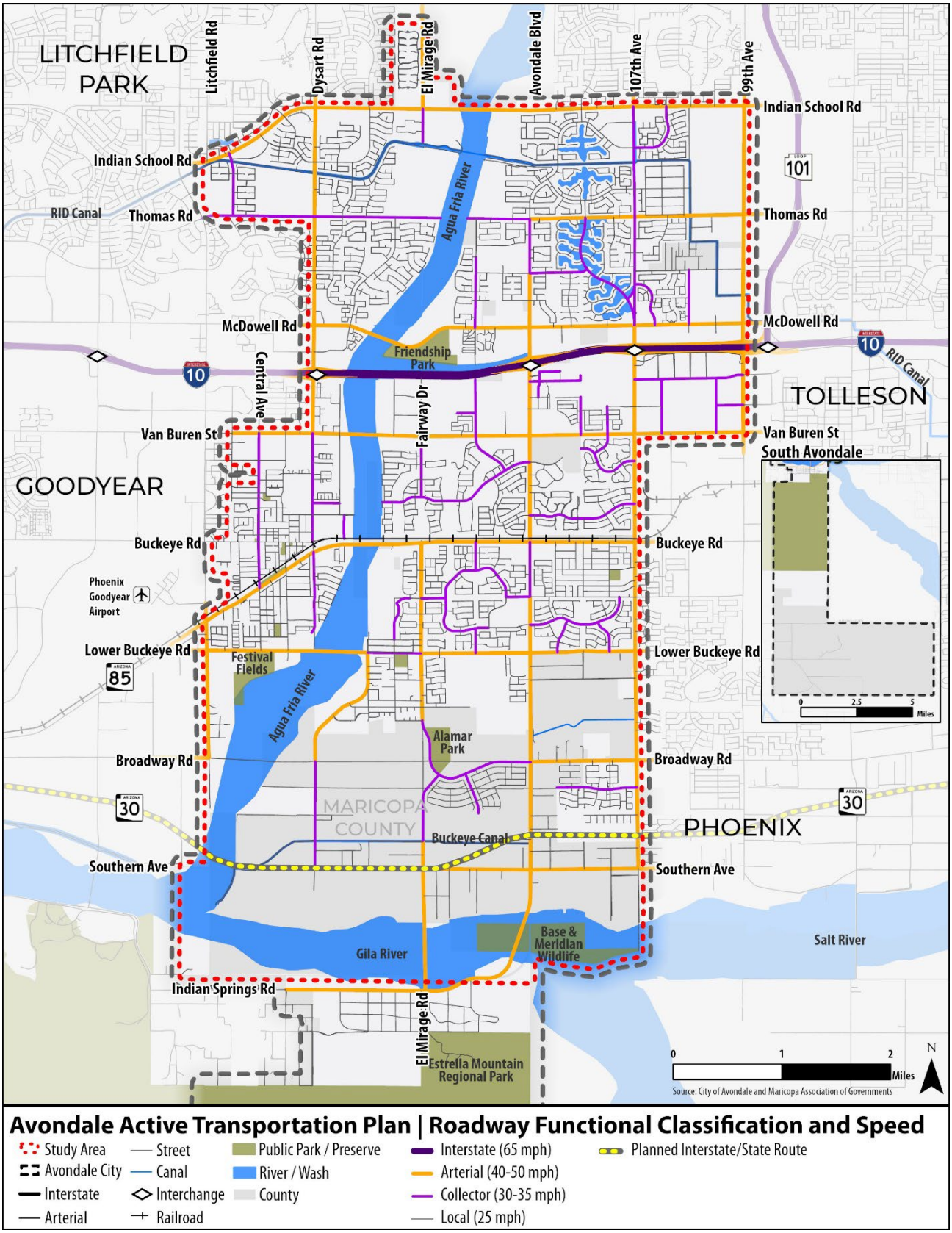
Functional Classification	Length (Linear Miles)
Interstate/State Route	9
Arterial	65.7
Collector	41.5
Local	279
Total	395.2

Illustrated in Figure 2-21, the interstate classified roadway facility in Avondale includes only I-10 which traverse the community east to west between 99th Avenue, and Dysart Road with traffic interchanges at 99th Avenue, 107th Avenue, Avondale Boulevard, Fairway Drive (partial access), and Dysart Road. I-10 has a speed limit of 65 miles per hour (MPH) throughout the entire length that spans through Avondale. Although no active transportation infrastructure will be planned or developed on I-10, it is important to understand how other surface streets – particular the arterial network – interface with the interstate to ensure safe crossings for pedestrian and bicyclists.

The arterial roadway network is an important street type to ensure adequate facilities for pedestrians and bicycles because they provide access to the highest variety of destinations; However, balancing the access and safety on arterial streets is a challenge between motorists and other users of the roadways. The north-south arterial roads within Avondale include Dysart Road, Fairway Drive/El Mirage Road, 99th Avenue, Avondale Boulevard and 107th Avenue. The major east-west arterials are Indian School Road, Thomas Road from 99th Avenue to Avondale Boulevard, McDowell Road, Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road from 99th Avenue to Avondale Boulevard, and Southern Avenue. The speed limit on the arterial network ranges from 40 to 50 mph. Collector roadways offer a balance of mobility and access, and for this reason, they provide some of the ideal conditions for bicyclists and pedestrian due to the increased level of access when compared to local roads, and the reduced speed limits and vehicular traffic volume when compared to arterial roads. Collectors tend to lie on the midsection line while arterial roads fall on the section lines; However, some roads on the section line are classified as collectors, such as Thomas Road from Avondale Boulevard to the west MPA boundary (no bridge crossing over the Aqua Fria River), 107th Avenue from McDowell Road to Indian School Road, and Dysart Road south of Van Buren Street. Another primary collector road includes Central Avenue in the Old Town Avondale area.

The balance of the roadway network includes local roads which are typically two-lane facilities that include on-street parking at times. Local roads provide the highest level of comfort for pedestrian, bicyclists, and other active transportation users due to the lower speed limits and vehicular traffic volumes. However, since the speed limits and traffic volumes are lower, there are often not very wide sidewalks and typically no dedicated bike facilities are located on local roads.

Figure 2-21: Roadway Functional Classification Map



State Route 30

As shown in Figure 2-21, the only future roadway not yet constructed within the Avondale MPA is State Route 30 (SR-30) which is currently in the planning process. In April 2020, The Arizona Department of Transportation (ADOT) released the Final Location/Design Concept Report (L/DCR) for SR-30 which included the selected alternative/alignment. In November 2020, the Final Environmental Assessment and Finding of No Significant Impact (FONSI) was issued, resulting in the selected alternative to move forward to the next study phases and future implementation process.

The purpose of SR-30 is to alleviate traffic congestion on I-10, often referred to as the "I-10 reliever". The future facility is located approximately 4.5 miles south of I-10 and will run parallel to I-10 for about 13 miles (5 miles within Avondale). The ultimate configuration of SR-30 is expected to be 10 lanes – four travel lanes and one high occupancy vehicle (HOV) lane in each direction – with the mainline predominately having an at-grade profile with the freeway crossing over the crossroads. Each arterial crossroad was evaluated on a case-by-case basis to determine the need for an interchange. The L/DCR identifies potential traffic interchanges within Avondale to include 107th Avenue, Avondale Boulevard, El Mirage Road, and Dysart Road.

Bicycle and Pedestrian Considerations: Bicycle and pedestrian facilities in the corridor generally fall into two categories – those that fall on the arterial roadways and those that have dedicated trails or paths. The intent of the SR-30 corridor is to perpetuate and/or accommodate all existing and planned bicycle and pedestrian facilities that cross the SR 30 corridor.

Along the arterials, each City's ultimate planned cross sections (according to the Cities' general plans and roadway classification maps) is accommodated at each crossing. If the City's section includes space for sidewalks, paths, or bike lanes, that space is perpetuated through the planned freeway crossing.

Existing and planned trails and pathways also cross the SR 30 corridor. Many of this follows or are planned to follow other existing features such as canals, washes, rivers, and powerlines. Since SR 30 must cross each of these elements, it is the intent that the existing or planned trails and pathways that would cross SR 30 would also be spanned to preserve the continuity of the trail or pathway. Additional coordination will be needed during final design with the local agencies on how to accommodate all the bicycle and pedestrian facilities crossing the corridor. It should be noted that no trail or pathway is included in and along the SR 30 corridor.

It is important to note that House Bill 2685 (Proposition 400) was vetoed by the Governor in July 2022, and as a result, the SR-30 and other major highway/roadway projects are currently on-hold until further notice and/or supplemental funding sources are identified.

State Route 30 Active Transportation Conceptual Plan

As previously noted, MAG in partnership with the ADOT have been studying the SR-30 proposed freeway The project spans about 13 miles and roughly follows the Rio Salado and the Lower Gila River. During the development of this Plan, MAG kicked-off the SR-30 Active Transportation Conceptual Plan which is aiming at developing a strategy and conceptual plan to integrate active transportation infrastructure and routes along the proposed SR-30 corridor as well as routes that insect with the proposed facility.

In September, 2022, MAG closed a survey that to help develop a vision for alternative transportation options along future SR-30 corridor. Survey results would help inform development of a vision and conceptual plans for an active transportation facility alongside SR-30.

SR 30 Active Transportation CONCEPTUAL PLAN

Existing Bikeways

Bicycling is an essential component of any transportation system and yields benefits in numerous ways including health, economics, environment, and equity. As Avondale has grown over the last two decades, the City has made steady progress in providing bicycle facilities along its maintained arterial and collector roadways.

Location & Types of Bicycle/Multi-Use Facilities

As shown in Table 2-8, there are 92.3 centerline miles of bike lanes and routes and 1.5 miles of paved shoulders within Avondale. In addition, there are 34.5 miles of multi-use paths that are either paved or unpaved. As illustrated in Figure 2-22, bike lanes and routes are primarily located on arterial and collector streets. 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 Irrigation District (RID) Canal.

Table 2-8: Existing Bicycle & Multi-Use Facilities

Bikeway Facility Type	Length (Miles)
Bike Lane Miles	88
Bike Route	4.3
Multi-Use Path – Paved	20.5
Multi-Use Path – Unpaved	14
Paved Shoulder	1.5
Recreation Trails	23.7
Total	152

Source: Maricopa Association of Governments, 2020

Currently, Avondale's General Engineering Requirements Manual does not contain specific design guidelines for bicycle facilities and only notes that all arterial and collector roads are required to include a bike lane. For the purposes of the active transportation inventory, typical bicycle facilities available in the Avondale ATP study area include:

- Bike Lane – striped lane (4 ft or wider) with pavement markings and a designated buffer space separating the bike lane from motor vehicle travel lanes. Facilities may have curb and gutter present or a flush shoulder (the gutter pan may be included in the 4 ft width).
- Bike Route – signed, shared roadway without pavement markings that provides shared use for bicyclist and vehicles.
- Paved Shoulder – wide shoulder adjacent to the roadway that provides a functional space for bicyclists to travel. Typically, does not have curb and gutter.
- Multi-Use Path - bidirectional pathway (8 ft or wider) that is physically separated from motorized vehicular traffic by an open space or barrier. Multi-use paths may be used by pedestrians, bicyclists, skaters, wheelchair users, joggers and other nonmotorized user.

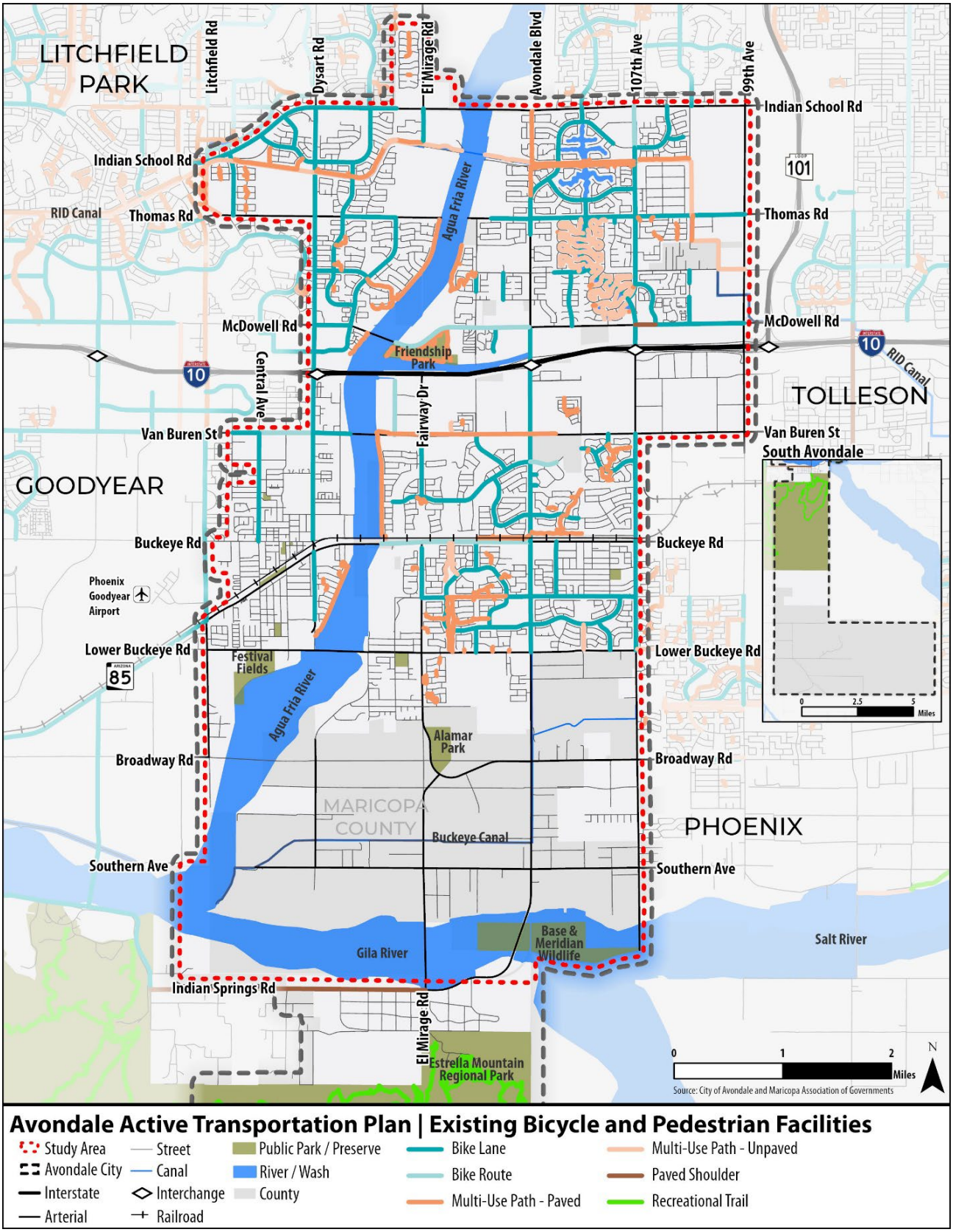
Regional Bikeway Networks

Regional bicycle networks help to resolve complex, interrelated issues concerning traffic congestion, air quality, public health, and livability. Avondale's bicycle network is supported by a larger, regionwide network of bicycle facilities that has been partially developed and is maintained by the numerous municipalities and agencies in the region. Collectively, this regional bicycle network consists of a combination of bike lanes, bike routes, paved shoulders, and multi-use paths. While the network is vast and far-reaching, Avondale has a tremendous opportunity to collaborate with neighboring jurisdictions to expand the region's bicycle network through the current canal network and the Agua Fria and the Salt/Gila River corridors.

Off-Street Paths and Trails

When bicycle and pedestrian facilities are connected to recreational areas they act as an extension of the transportation system. Connecting parks, open spaces and other recreational facilities via bicycle and pedestrian facilities is a way to make parks and open spaces more accessible and provide a safe and convenient means for residents to explore the recreational system. Off-street paths and trails are open to bikers, walkers, hikers, runners, and often equestrians. Figure 2-22 illustrates the locations of major local and regional trails.

Figure 2-22: Existing Bicycle & Multi-Use Facilties Map



Examples of Bicycle & Multi-Use Facilities

Bike Lane

- Striped lane with pavement markings and signs that designate an exclusive lane for bicycle use.
- Typically 5-6 ft or greater in width.

Buffered Bike Lane

- Increases riding space and comfort by adding a painted buffer to a standard bike lane.
- Typically 5-6 ft or greater in width.

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.

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.

Multi-Use Path

- Off-street facility dedicated exclusively for nonmotorized travel that can be paved or unpaved.

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 open space and don't connect to urban destinations.

Bike Lane Conditions

From field verification and aerial review, an inventory of the existing conditions of the bike lanes to help inform recommendations and identify deficiencies was conducted.

As illustrated in Figure 2-23, approximately 7 percent of the bike lanes in Avondale have some level of barrier or buffer between bicyclists and motorists. The existing buffered bike lanes are along Garden Lakes Parkway and two short segments at the intersection of McDowell Road and 107th Avenue. Central Avenue has a protected bike lane with a physical landscaped median between the travel lane and the bike lane. The majority of the arterial roads with bike lanes do not have a buffer, and with the typical traffic volume and speeds they support, they are prime candidates for improved bike lanes with a buffer.

The on-street bike lanes range in width from 5 ft to 8 ft, as shown in Figure 2-24. Over 70 percent of the bike lanes in Avondale are 5 ft wide and almost 30 percent are 8 ft wide. The minimum width of a bike lane is 4 ft, meaning the majority of the bike lanes in Avondale are generally regarded as sufficient and similar to conditions throughout other comparable cities but could be widened for enhanced comfort and increased safety of cyclists. More than 97 percent of the roads with bike lanes have them included in both directions. Avondale Boulevard from McDowell Road to I-10 only has a bike lane in the northbound direction largely due to the undeveloped parcel on the west side of the roadway.

Bikeway Network Gaps

The existing bicycle network facilities are scattered and lack connectivity in some areas of Avondale, limiting their function to the community. The on-street bicycle facilities are often isolated and missing mode separation safety features. As for the off-street facilities gaining traction, linear parks which extend along local waterways and provide access to green space and connectivity away from traffic. Although Avondale does have some facilities and potential to grow, there are still areas in portions of Avondale that lack any bikeway facility.

As shown in Figure 2-25, there is considerable opportunity for new on-street bike facilities. In fact, almost 45 miles (roughly 41 percent) of arterial and collector roadways do not have any on-street bike facility. Some of the primary arterial roads with gaps in the on-street bike facility network include:

- Indian School Road from 99th Avenue to El Mirage Road;
- Thomas Road from Litchfield Road to Santa Fe Trail;
- McDowell Road from Rancho Santa Fe Boulevard to Harbor Shore Boulevard; and
- Van Buren Street from Central Avenue to Dysart Road, on the Agua Fria River bridge, and from Avondale Boulevard to 99th Avenue.

Figure 2-23: On-Street Bike Facility Types Map

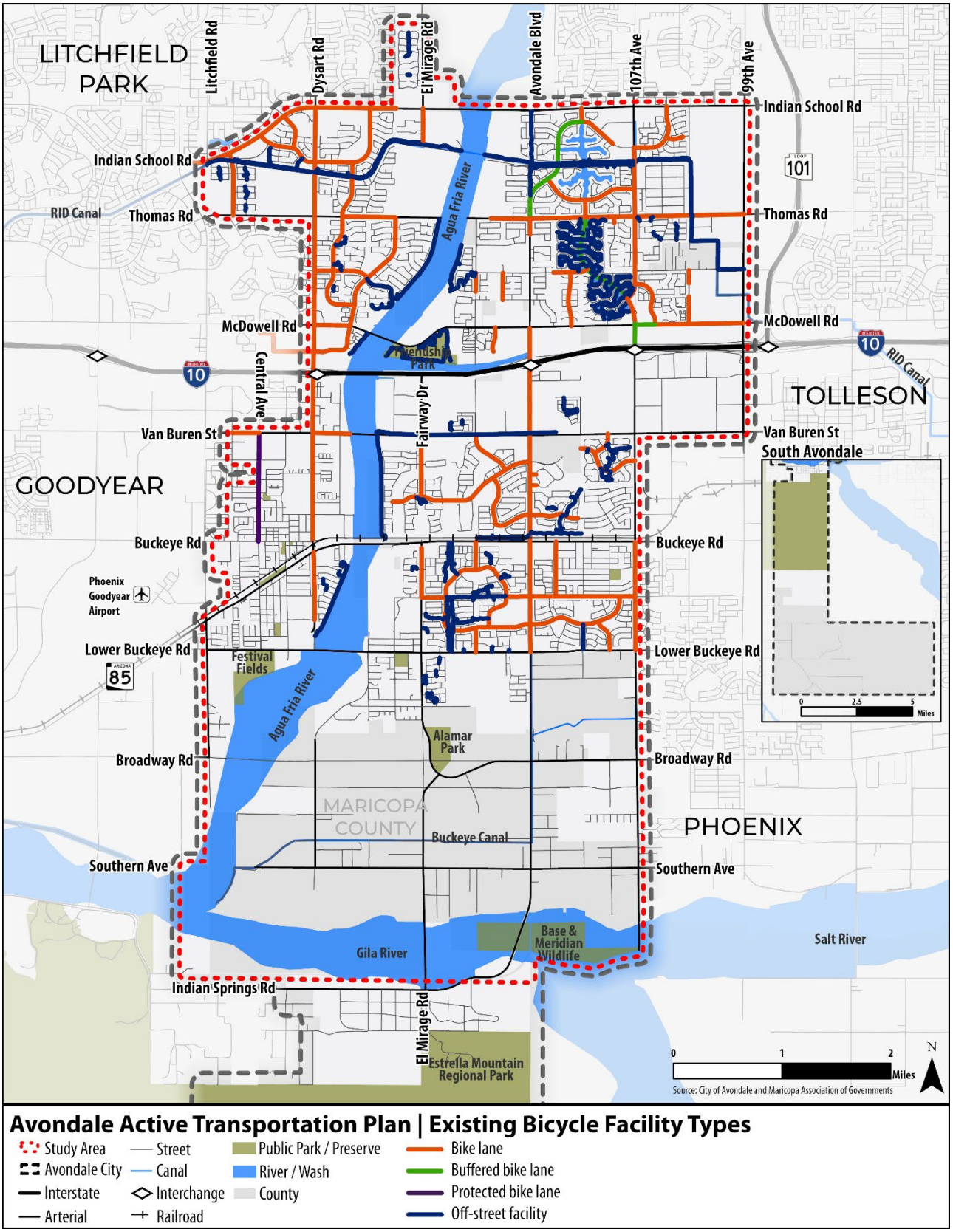


Figure 2-24: On-Street Bike Facility Widths Map

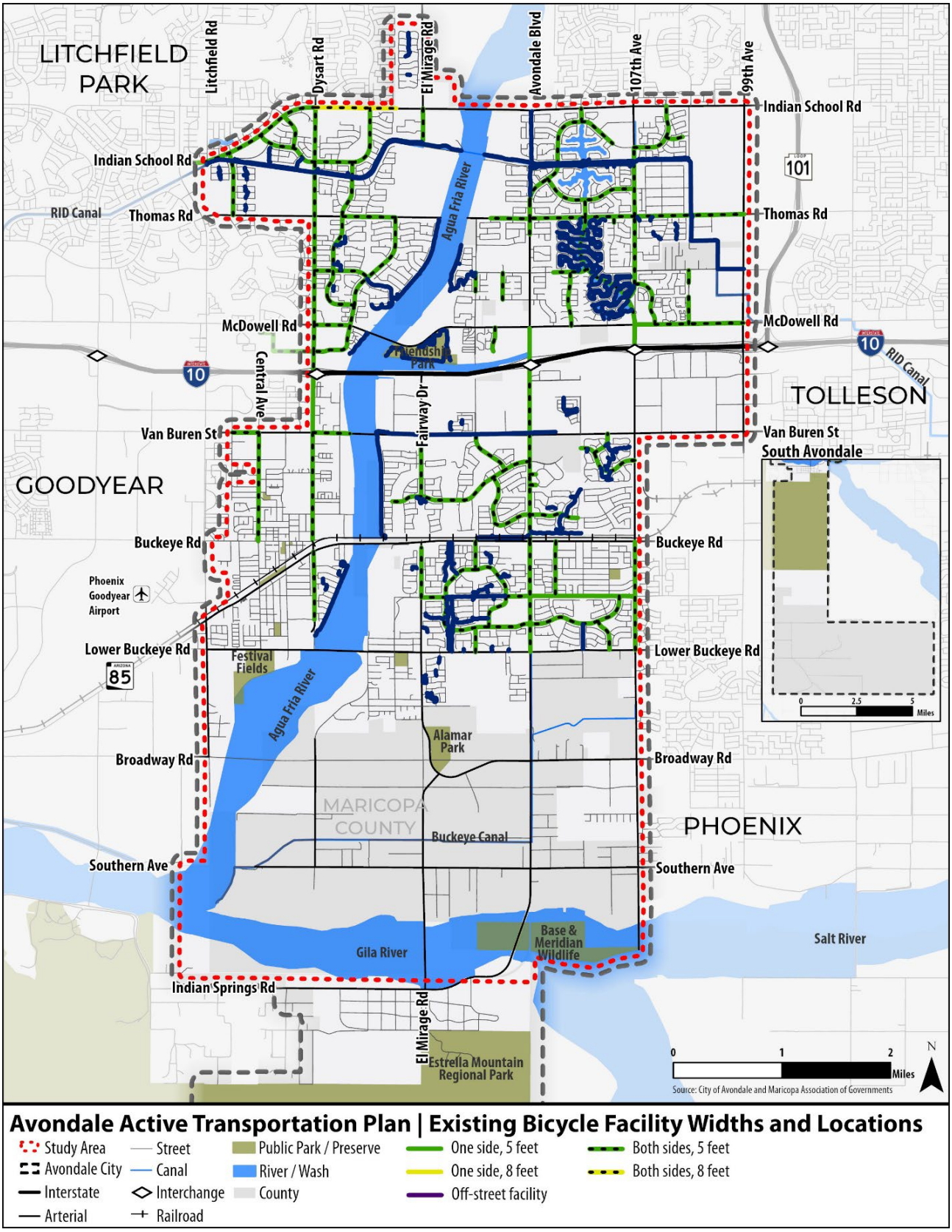
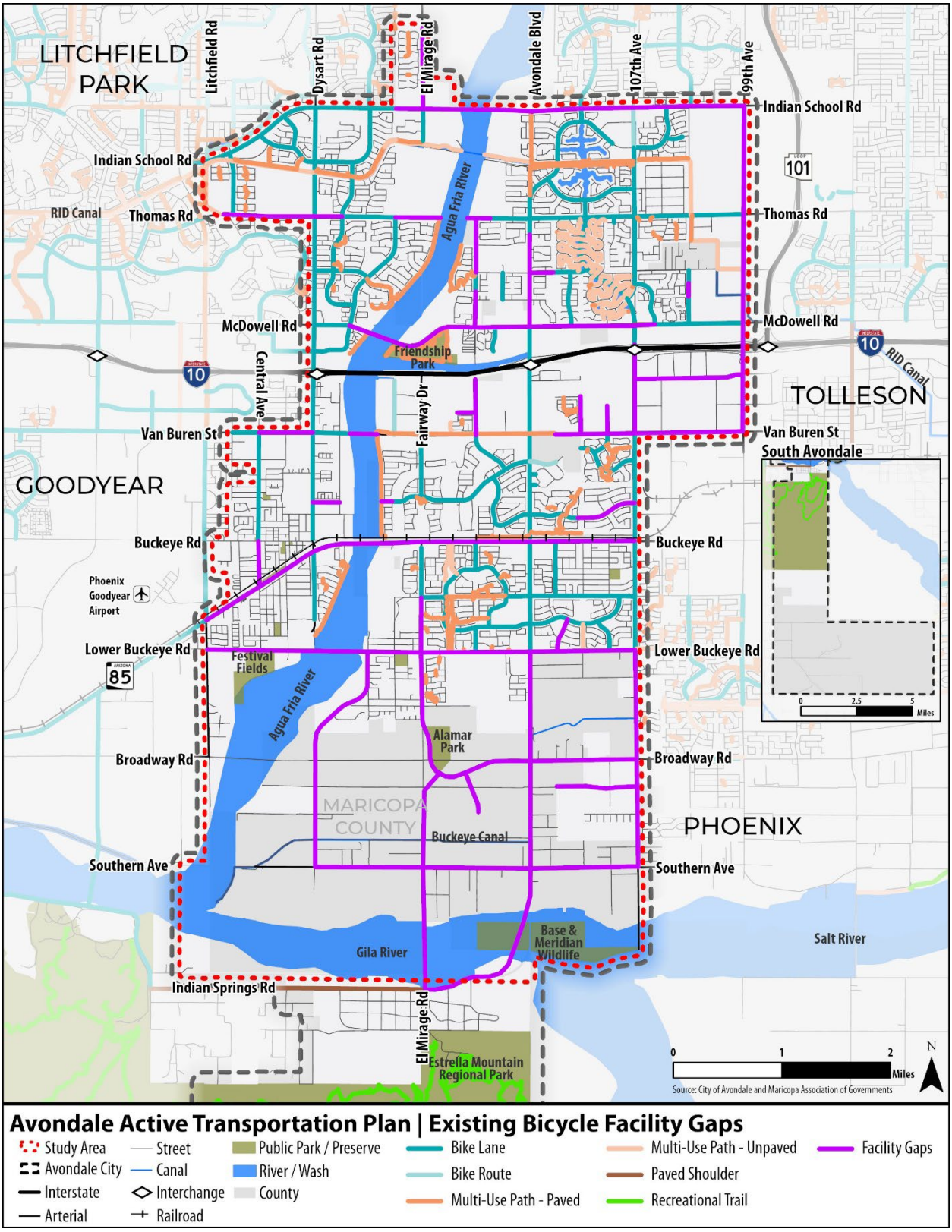


Figure 2-25: Bicycle & Multi-Use Facility Gap Map



Existing Sidewalk Facilities

Sidewalks provide a place for people to walk for commuting or recreational purposes; they are especially important for providing independence to the mobility impaired or persons without access to a vehicle. In addition to sidewalks, pedestrian facilities such as crossings, curb ramps, curb extensions, traffic calming features, and other improvements help create a more comfortable walking environment. In order to understand the walking environment in Avondale, an extensive mapping exercise and inventory of sidewalks was conducted. Currently,

The vast majority of Avondale planned residential communities have sidewalks on both sides of street; However, as illustrated in Figure 2-26, there are locations of where sidewalks existing on one side of the road or not all. Sporadic corridor and business development has caused gaps in Avondale's existing pedestrian network, which creates barriers to pedestrian travel. Currently there are:

- 243.6 miles of roadways with sidewalks on both sides of the road;
- 34.4 miles of roadways with sidewalks on one side of the road; and
- 67.4 miles of roadways with no sidewalks at all.

Intersection Traffic

To complete the pedestrian network, sidewalks are supported by a collection of facilities to create a more visible, navigable, and enjoyable walking experience. Facilities include signage, crosswalks, curb ramps, median refuge islands, overpasses, and signalized pedestrian crossings. At signalized intersections, it is essential that are signals phased and timed to allow pedestrians of all abilities to cross the roadway, including those who are typically slower (children, senior citizens, people with limited mobility). At the same time, signal delay must be minimized to reduce the amount of illegal and unsafe crossing that occurs when pedestrians get impatient waiting for the signal to change.

Sidewalk Widths

Figure 2-27 illustrates the widths of all existing sidewalks. Avondale's General Engineering Requirements provides standards for sidewalks, which includes:

- Arterial Streets: 6 feet detached sidewalks (except for adjacent to a school, which requires 10-foot detached sidewalks), two bicycle lanes,
- Collector Streets: 6-foot detached sidewalks and striped bicycle lanes. For industrial collectors, sidewalks may be attached, and bike lane markings may be deleted with the City Traffic Engineer's approval.
- Local Streets: 5feet wide detached sidewalk
- Sidewalks abutting schools require a minimum width of 10 feet. Sidewalks along designated safe routes to schools may be required to have wider than minimum width as directed by the City. Additional right-of-way or a sidewalk easement may be required to accommodate the extra width sidewalk.

Examples of Sidewalks & other Pedestrian Facilities

Arterial Road Sidewalks

- Pathway along major travel routes with
- high vehicle volumes.
- Intermediate and long-distance travel.
- Access to many destinations.
- Typically 5-6 ft or greater in width.

Collector Road Sidewalks

- Pathway that connects residential and commercial areas to arterials with medium to low vehicle volumes.
- Typically 5-6 ft or greater in width.

Local Road Sidewalks

- Pathways on low volume roads that provide local access to homes, business, schools, etc. Low vehicle speeds.
- Usually includes a combination of standard and rolled curbs.
- Typically 4-5 ft in width.

Buffered Sidewalks

- Pathways offset from a roadway by a landscape, rock, or natural buffer. In this case, the striped bike lane also adds to the sidewalk buffer.
- Most suitable on roads with high speeds and traffic volumes.

Curb Ramps and Shade Structures

- Curb ramps provide a detectable warning for physically impaired pedestrians.
- Decorative crosswalks and shade are amenities that offer a more comfortable experience for walkers.

Crosswalks

- Crosswalks improve the visibility of pedestrians walking across a road.

Figure 2-26: Existing Sidewalks Map

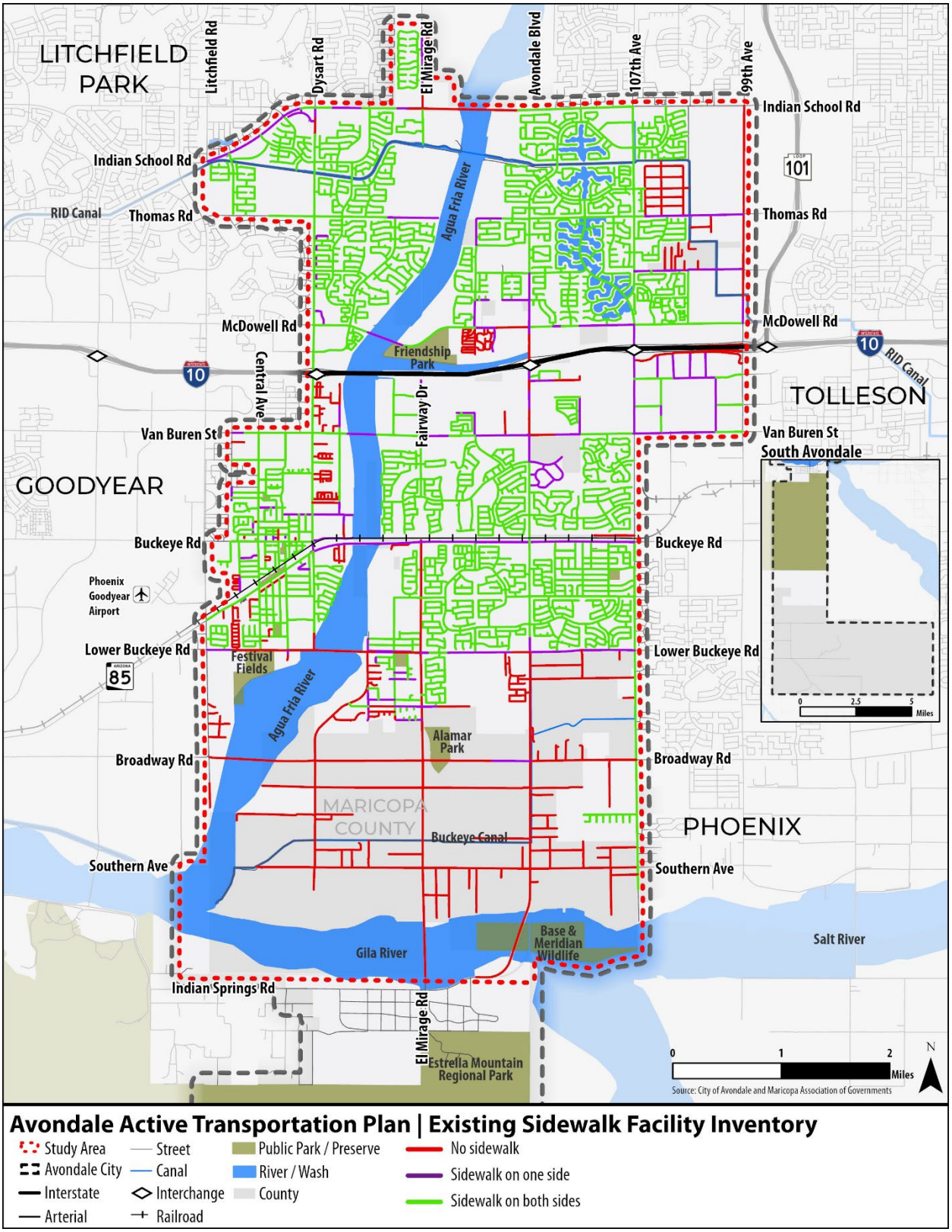


Figure 2-27: Existing Sidewalk Widths Map

TRANSIT SERVICES

Understanding the location of transit routes and stops is critical when developing a walking and biking network, because almost every transit trip begins or ends with walking and/or biking. Often people who could potentially utilize transit choose to drive because no transit stops are conveniently located near their starting points or final destinations. Establishing walking and biking facilities along "first and last mile" paths expands a person's transportation choices by making transit more accessible. Integrating active transportation networks and transit helps to create a balanced and efficient multimodal transportation network that makes transportation affordable, convenient, and flexible for all users regardless of their age, ability, or socioeconomic status.

As shown in Figure 2-28, there are four types of transit services available provided by Valley Metro, the regional transit authority in the Valley:

- ZOOM: a local neighborhood circulator system that connect residential areas to major destinations and the regional transit network. All ZOOM vehicles are wheelchair accessible and include bicycle racks. A one-way fare costs rider $0.50.
- Fixed Route: three fixed-routes – Routes, 3, 17, and 41 - operate in Avondale primarily along arterial roads including Van Buren Street, McDowell Road, and Indian School Road. Service hours and frequency vary by route, as well as the condition of bus stops.
- Express bus: one express bus routes – route 563 - provides peak hour service to and from downtown Phoenix during the week.
- Rural Connector: the Ajo Express – Route 685 – provides transit service between downtown Phoenix and rural community of Ajo southwest Arizona.

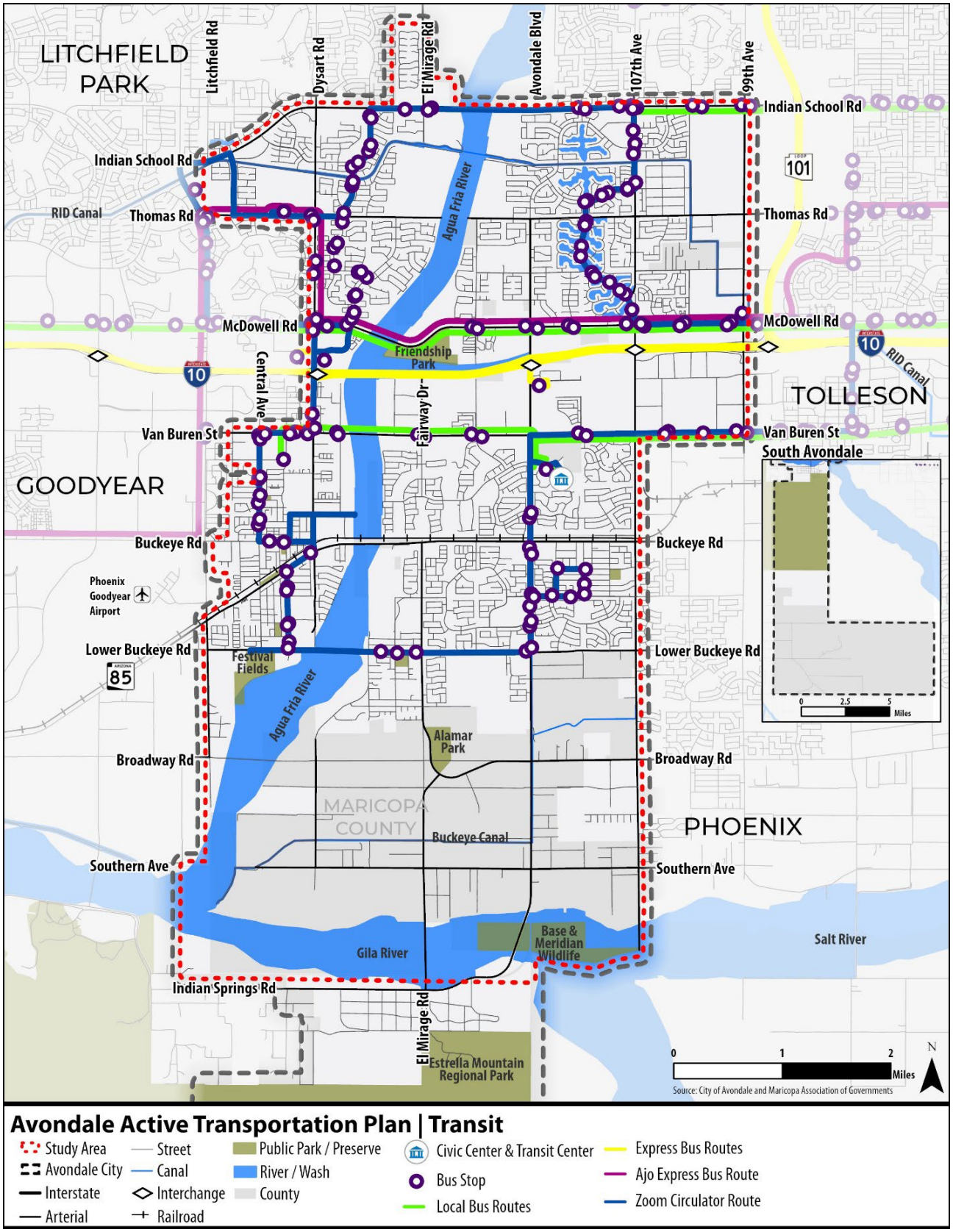
Bus Stops

Bus stops provide a safe boarding location for passengers while each route provides options for Avondale residents and visitors to access nearby and regional destinations. Typically bus stops are located at one-quarter mile intervals for convenience.

In 2017, Valley Metro conducted a bus stop inventory to determine what types of facilities are present at each stop. Data developed by Valley Metro was verified and updated to reflect existing conditions in Avondale. Within the study area, there are 124 bus stops with varying amenities. Typical facilities found within the study area include:

- Bus Shelters: 34 bus stops are sheltered.
- Bicycle Racks: 2 bus stops are equipped with bicycle racks.
- Benches: 35 bus stops have benches.
- Trash receptacles: 27 bus stops have a trash receptacle.
- Lighting: 3 bus stops have enhanced lighting.
- Bus Bay: 10 bus stops have a bus bay.
- Sidewalk Connectivity – 77 bus stops have sidewalk, while 47 bus stops don't have sidewalks and fall on a sidewalk gap.

Figure 2-28: Existing Transit Service Map



Ridership

Ridership information (Table 2-9) provides important information on where people are accessing transit. Due to the decline in ridership during the COVID-19 pandemic, 2019 ridership data was used in this inventory. In 2019, 303,007 people boarded a bus in within the Avondale MPA; and of those riders, 8,933 where bicyclists and 2,000 were wheelchair users – accounting for roughly 2.9 percent and 0.7 percent of the total riders in Avondale.

Table 2-9: Current Bus Ridership

Bus Route	Total Boarding's	Bikes	Wheelchair
3 – Van Buren Street	56,200	2,105	234
17 – McDowell Road	38,423	1,593	202
41 – Indian School Road	26,599	755	92
563 – Express Route	8,214	4	0
ZOOM	173,571	4,476	1,472
Total	303,007	8,933	2,000

Source: Valley Metro, 2019

Future Transit Service

As noted previously, the SR-30 freeway corridor is in the planning process. With a capped five-lane freeway footprint, there is recognition that the SR-30 corridor will require a next generation high-capacity mode of transportation to serve this unmet travel demand. In addition, with the proliferation of high-speed rail corridors around the country, it is not hard to imagine that a high-speed rail corridor between southern California and the Phoenix area could be built someday. Geography limits the options where this type of facility could be feasibly built. The SR-30 corridor is the most likely route. In response, a 50-foot-wide future transit corridor is being preserved in the proposed SR-30 ROW using geometry sufficient to accommodate all known current modes of transit, including the most restrictive high speed rail option. This future transit corridor will generally follow the south ROW except at the system interchanges with SR-303L and SR-202L, where the corridor will transition into the median of SR-30 to pass through them.

The Final L/DCR does not attempt to define the transit mode or the technology to be used in this future transit corridor. At the speed at which technology changes, any attempt to do so with today's knowledge would almost certainly be wrong in the future. It is also unclear when or if this transit corridor would be built, because it is not funded. However, the travel demand need will clearly exist, so it is imperative that the SR-30 planning process includes provisions in the design so that future generations can respond to this demand in a cost-effective manner.

Avondale-Goodyear Transit Study

The Avondale-Goodyear Transit Study evaluated the need for new and/or improved transit service in the cities of Avondale and Goodyear. In addition to traditional, fixed-route bus service, the study considered emerging alternatives such as microtransit, flex routes, mobility hubs, and other flexible options.

The study included a review of existing conditions, a best practices report, a market analysis, route and service recommendations, and public and stakeholder outreach throughout the project. The year-long effort kicked off in the summer of 2020 and concluded in the summer of 2021.

MAG facilitated this transit study for the cities of Avondale and Goodyear, with support from our consultant team and input from Valley Metro. More information about the results of the Study can be referenced on the project website.

SAFTEY ANALYSIS & CRASH STATISTICS

Analysis of pedestrian and bicycle-related crash data provides Avondale with important safety information to help make informed decisions on future, potential improvements. A thorough analysis of the crash data will demonstrate if there are any identifiable trends, patterns, predominant crash types and if there are any locations for re-occurring crashes that trigger notable bicycle and pedestrian safety concerns.

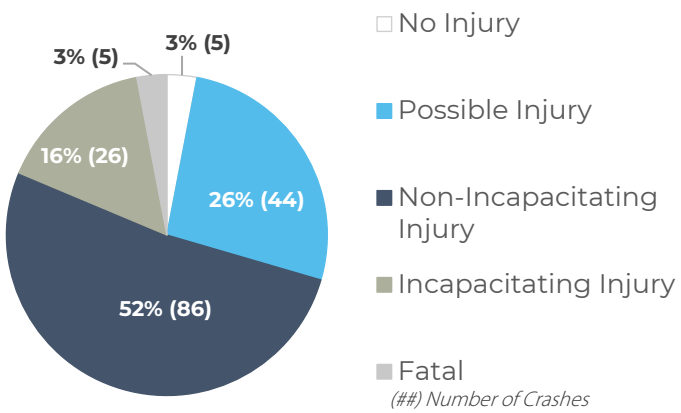
A crash data analysis of pedestrian- and bicycle-related crashes over a five-year period (2016 to 2020) was conducted. Figure 2-29 shows the number of total pedestrian- and bicycle-related crashes by injury severity.

Crash information is based on historical crash records reported by the Arizona Department of Transportation (ADOT), and although Figure 2-31 shows crashes within and adjacent to Avondale, the data presented herein only includes crashes within the Avondale MPA, which may include crashes adjacent to, but not located on, Avondale roads.

During the five-year analysis period, there were a total of 166 pedestrian- and bicycle-related crashes located on or adjacent to Avondale roads. As illustrated in Figure 2-30, of the 166 crashes, three percent (five crashes) resulted in no injury, 26 percent (44 crashes) resulted in a possible injury, 52 percent (86 crashes) resulted in a non-incapacitating injury, 16 percent (25 crashes) resulted in an incapacitating injury, and three percent (five crashes) resulted in a fatality.

After a nearly a 70 percent increase in bicycle- and pedestrian-related crashes between 2016 and 2017 (an increase of 19 crashes), Avondale has been experiencing a decline in the number of crashes since peaking in 2017 with 41 in 2018, 37 in 2019 and 19 in 2020.

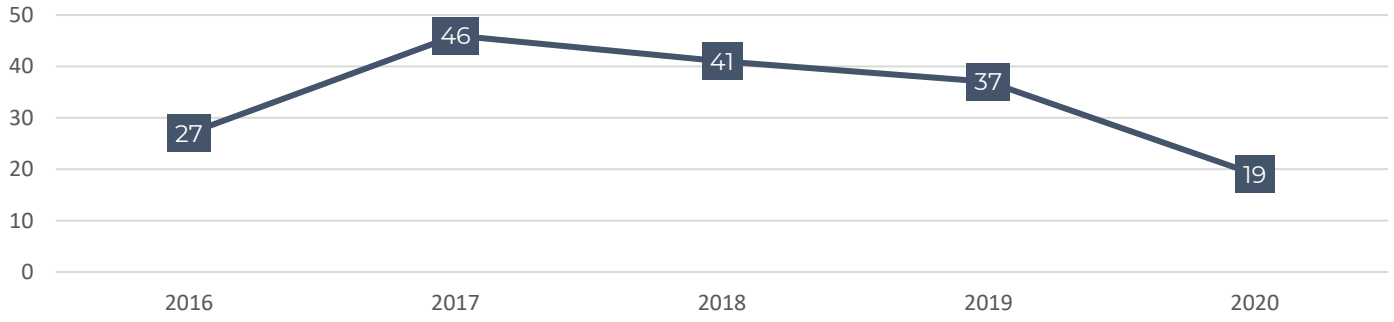
Figure 2-29: Bicycle & Pedestrian Crash Injury Severity Distribution



(##) Number of Crashes

Source: ADOT, 2021

Figure 2-30: Bicycle & Pedestrian Crashes by Year



Source: ADOT, 2021

Crash Locations

The location of pedestrian- and bicycle-related crashes that have occurred in Avondale are illustrated in Figure 2-31. Over 67.4 percent of the 166 pedestrian- and bicycle-related crashes in the Avondale MPA occurred at an intersection. The highest number of crashes occurred at the intersection of Dysart Road and Van Burren Street. Corridors and intersections with a higher number of pedestrian- and bicycle-related crashes include:

- Dysart Road and Van Burren Street intersection;
- Dysart Road from Indian School Road to Buckeye Road;
- Van Buren Street from Central Avenue to Dysart Road;
- Buckeye Road and Riley Drive;
- Buckeye Road and Dysart Road intersection;
- •Buckeye Road from Central Avenue to Dysart Road; and
- Lower Buckeye Road from Dysart Road to Fairway Drive.

Crash Trend

Roughly 25 percent of all pedestrian- and bicycle-related crashes occurred when a motor vehicle was turning right. This maneuver, often called a "right hook," takes place when a driver cuts off a bicyclist or pedestrian by turning right across their path onto a road or a driveway. In addition, over 10 percent of pedestrian- and bicycle-related crashes occurred when motorists made a left turn. Left turn crashes are commonly due to a motorist not seeing a pedestrian or bicyclist when turning left onto a road or intersection

A full inventory of the pedestrian- and bicycle-related crashes during the analysis period can be found in Appendix B.

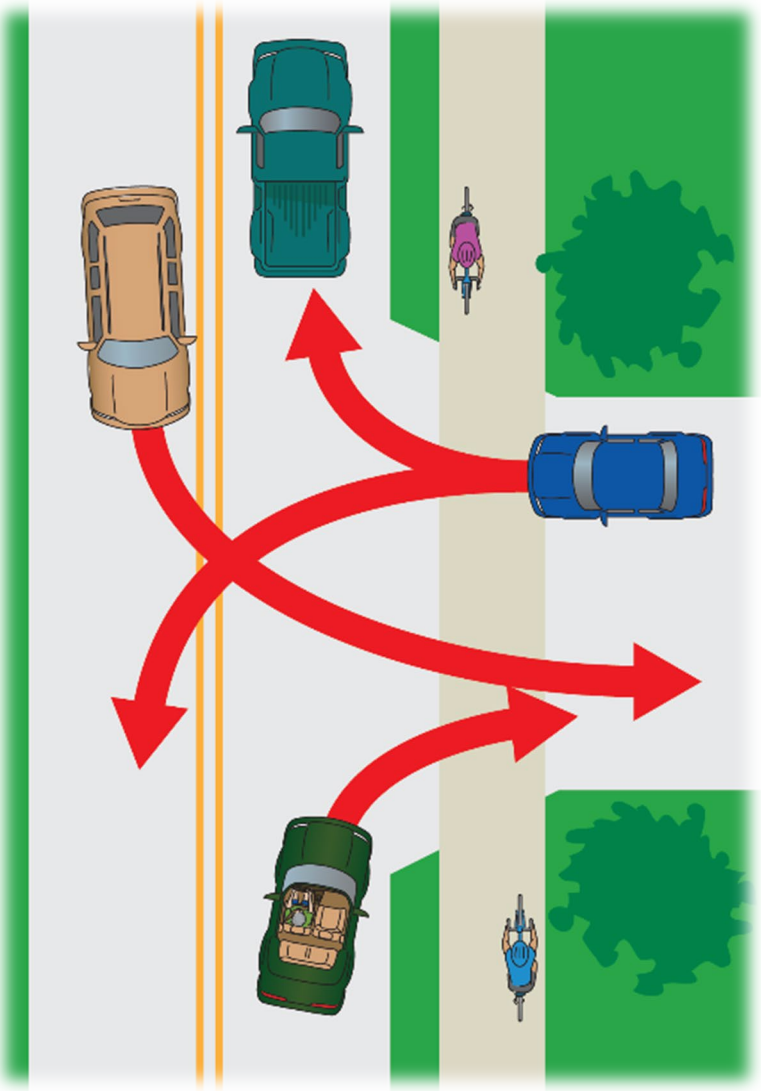
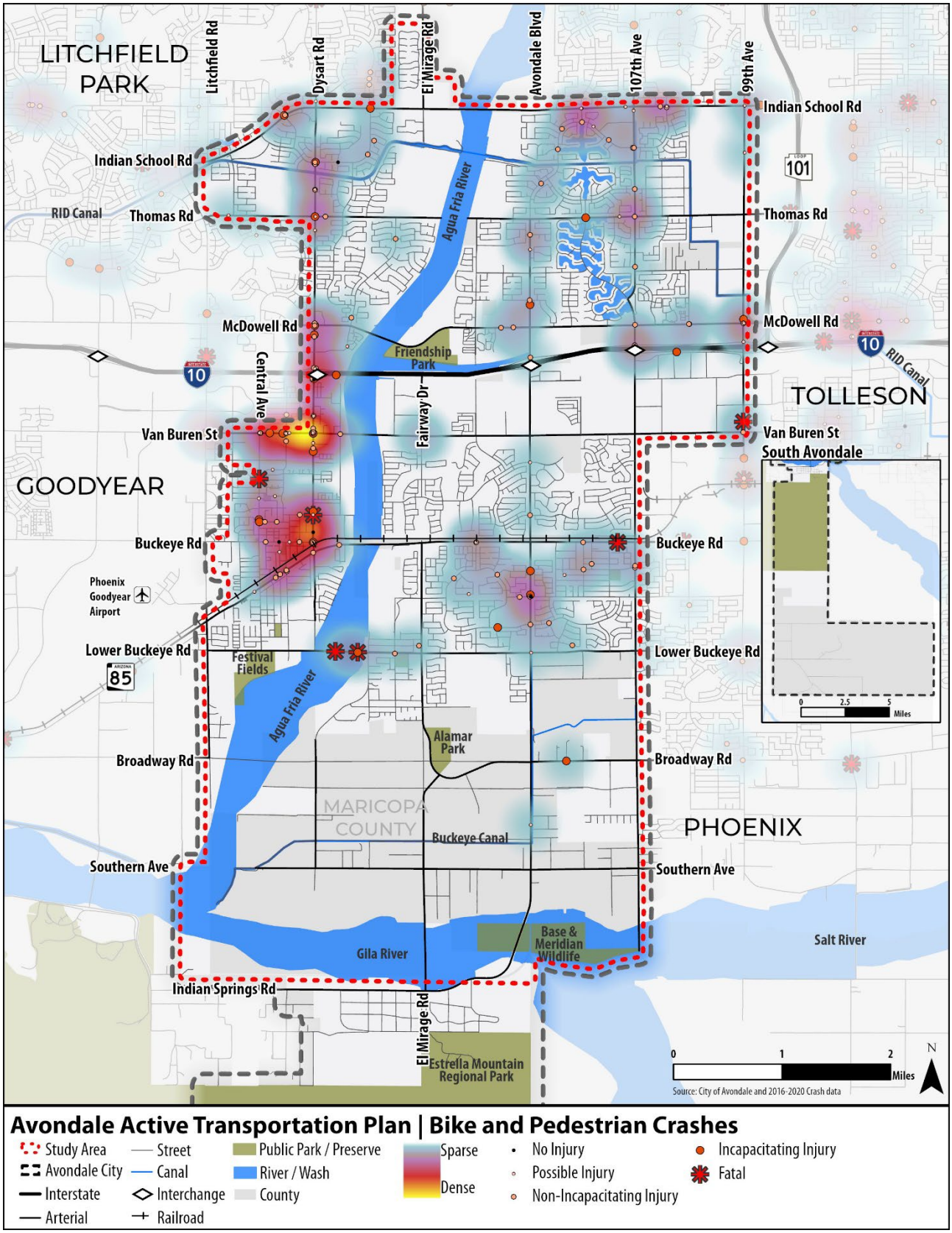


Figure 2-31: Bicycle & Pedestrian Crash Location Map



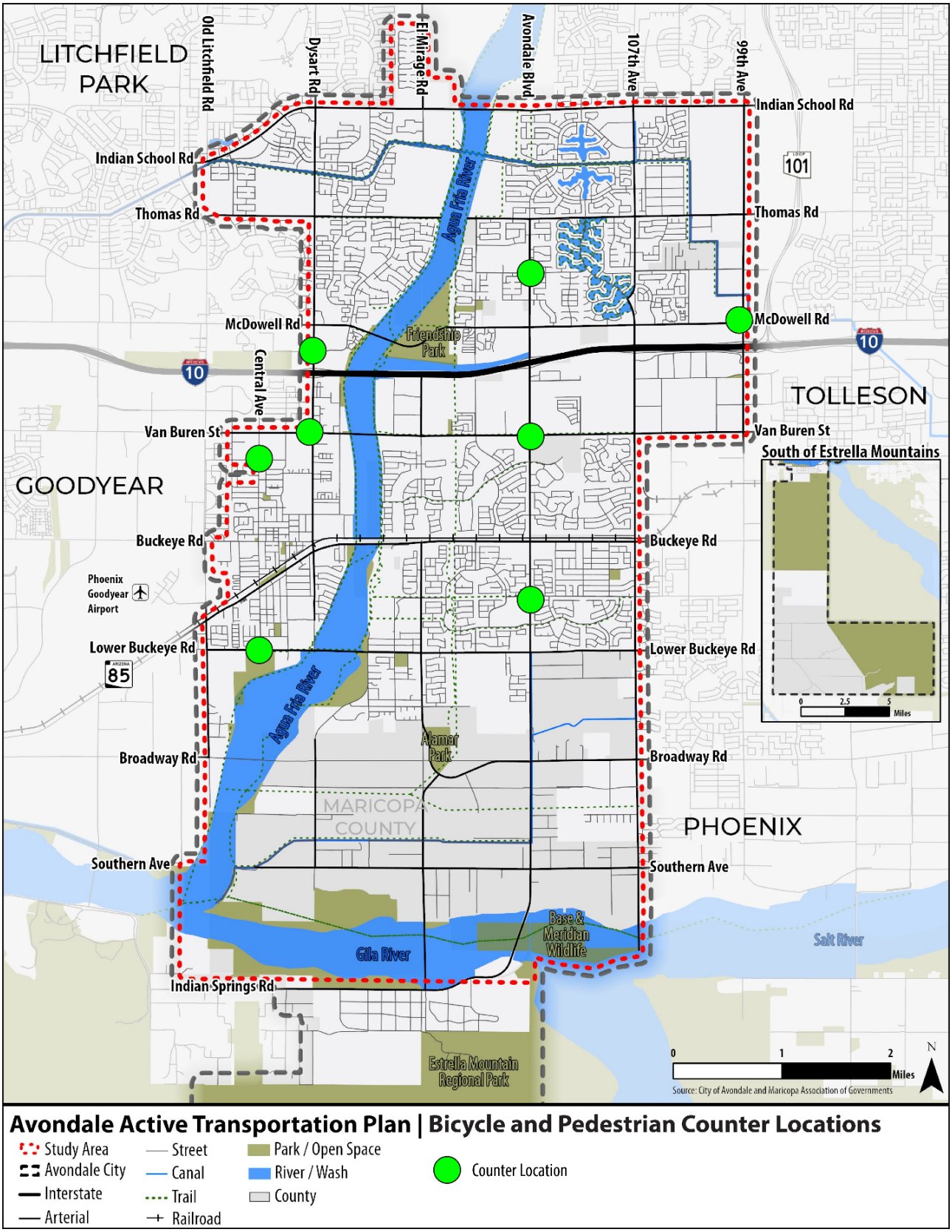
PEDESTRIAN & BICYCLE VOLUMES

As part of the inventorying process for the Avondale ATP, pedestrian and bicycle counts were conducted at eight strategic locations in (see Figure 2-32). 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. The study team collected 24-hour bicycle and pedestrian turning movement counts in fifteen-minute intervals at the following locations on Thursday, December 9, 2021:

1. Dysart Road and Van Buren Street
2. Dysart Road and Ranch Santa Fe Road
3. 99th Avenue and McDowell Road
4. Avondale Boulevard and Van Buren Street
5. Central Avenue and Lower Buckeye Road (in the vicinity of Festival Fields Park)
6. Avondale Boulevard and Encanto Boulevard
7. Avondale Boulevard and Durango Street
8. Central Avenue and La Canada Boulevard

The pedestrian and bicycle counts at the above-mentioned locations were collected on the roadways and also within the existing crosswalks. See Appendix C for details for a full detailed report of the bicycle and pedestrian count results. The following subsections provides a brief synopsis of the results.

Figure 2-32: Bicycle & Pedestrians Count Locations Map



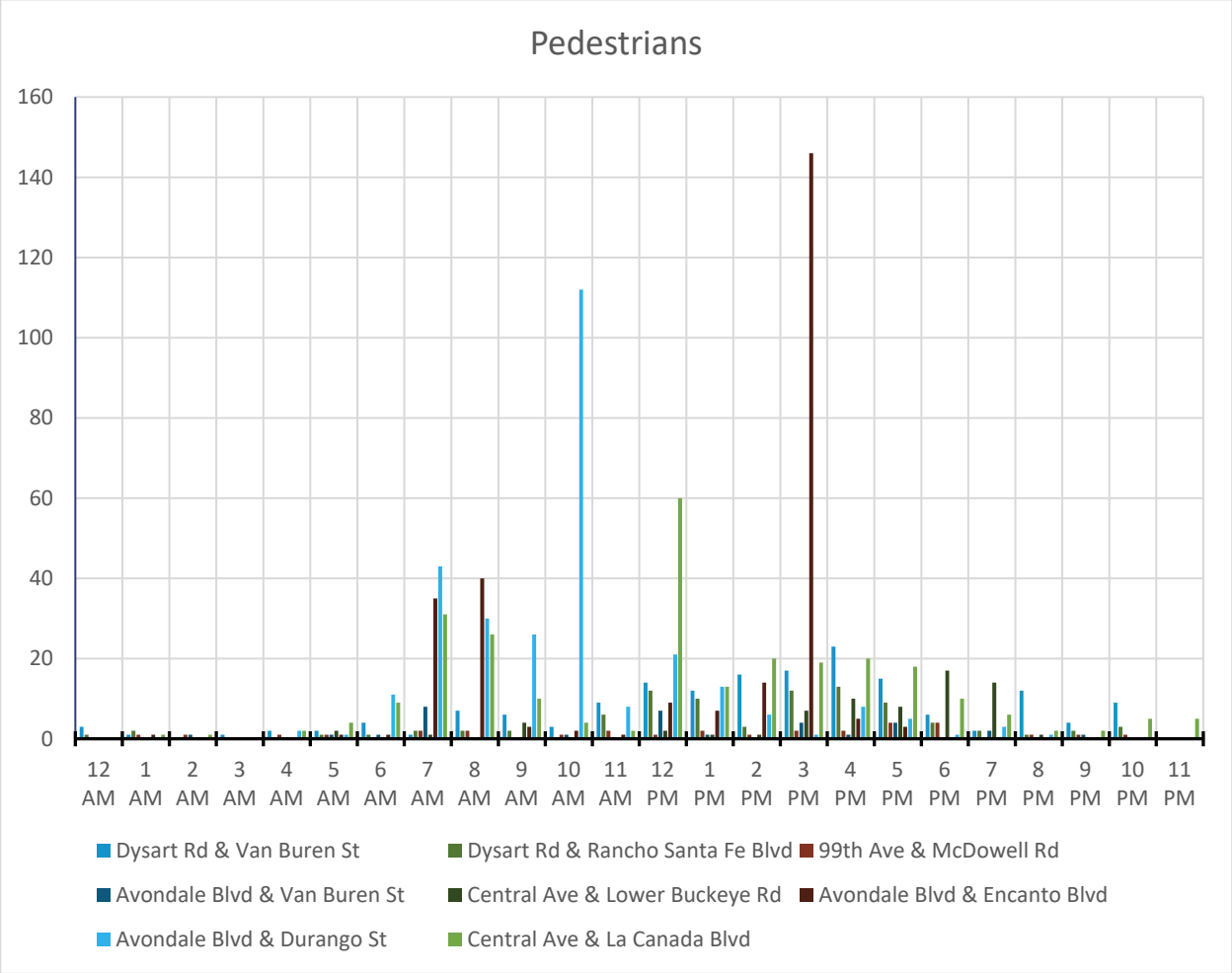
Pedestrian Counts

Table 2-10 and Figure 2-33 together illustrate a summary of the pedestrian counts conducted at the eight locations in one-hour segments over the 24-hour period. A total of 1,217 pedestrians were counted at all eight of locations over the 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 208 pedestrians, while the most active time of the day was during the AM peak period from 7:00 to 11:00 AM with 432 pedestrians over that four-hour time span. The three locations with the highest level of pedestrian activity included Avondale Boulevard and Durango Street with 292 pedestrians, Central Avenue and La Canada Boulevard with 270 pedestrians, and Avondale Boulevard and Encanto Boulevard with 268 pedestrians. The other five locations ranged from 30 to 169 pedestrians over the 24-hour period.

Table 2-10: Pedestrian Count Results

Time	Dysart Rd & Van Buren St	Dysart Rd & Rancho Santa Fe Blvd	99th Ave & McDowell Rd	Avondale Blvd & Van Buren St	Central Ave & Lower Buckeye Rd	Avondale Blvd & Encanto Blvd	Avondale Blvd & Durango St	Central Ave & La Canada Blvd	*Total*
12:00 AM	3	1	0	0	0	0	0	0	*4*
1:00 AM	1	2	1	0	0	1	0	1	*6*
2:00 AM	0	0	1	1	0	0	0	1	*3*
3:00 AM	1	0	0	0	0	0	0	0	*1*
4:00 AM	2	0	1	0	0	0	2	2	*7*
5:00 AM	2	1	1	1	2	1	1	4	*13*
6:00 AM	4	1	0	1	0	1	11	9	*27*
7:00 AM	1	2	2	8	1	35	43	31	*123*
8:00 AM	7	2	2	0	0	40	30	26	*107*
9:00 AM	6	2	0	0	4	3	26	10	*51*
10:00 AM	3	0	1	1	0	2	112	4	*123*
11:00 AM	9	6	2	0	0	1	8	2	*28*
12:00 PM	14	12	1	7	2	9	21	60	*126*
1:00 PM	12	10	2	1	1	7	13	13	*59*
2:00 PM	16	3	1	0	1	14	6	20	*61*
3:00 PM	17	12	2	4	7	146	1	19	*208*
4:00 PM	23	13	2	1	10	5	8	20	*82*
5:00 PM	15	9	4	4	8	3	5	18	*66*
6:00 PM	6	4	4	0	17	0	1	10	*42*
7:00 PM	2	2	0	2	14	0	3	6	*29*
8:00 PM	12	1	1	0	1	0	1	2	*18*
9:00 PM	4	2	1	1	0	0	0	2	*10*
10:00 PM	9	3	1	0	0	0	0	5	*18*
11:00 PM	0	0	0	0	0	0	0	5	*5*
Total	169	88	30	32	68	268	292	270	*1,217*

Figure 2-33: Pedestrian Count Results



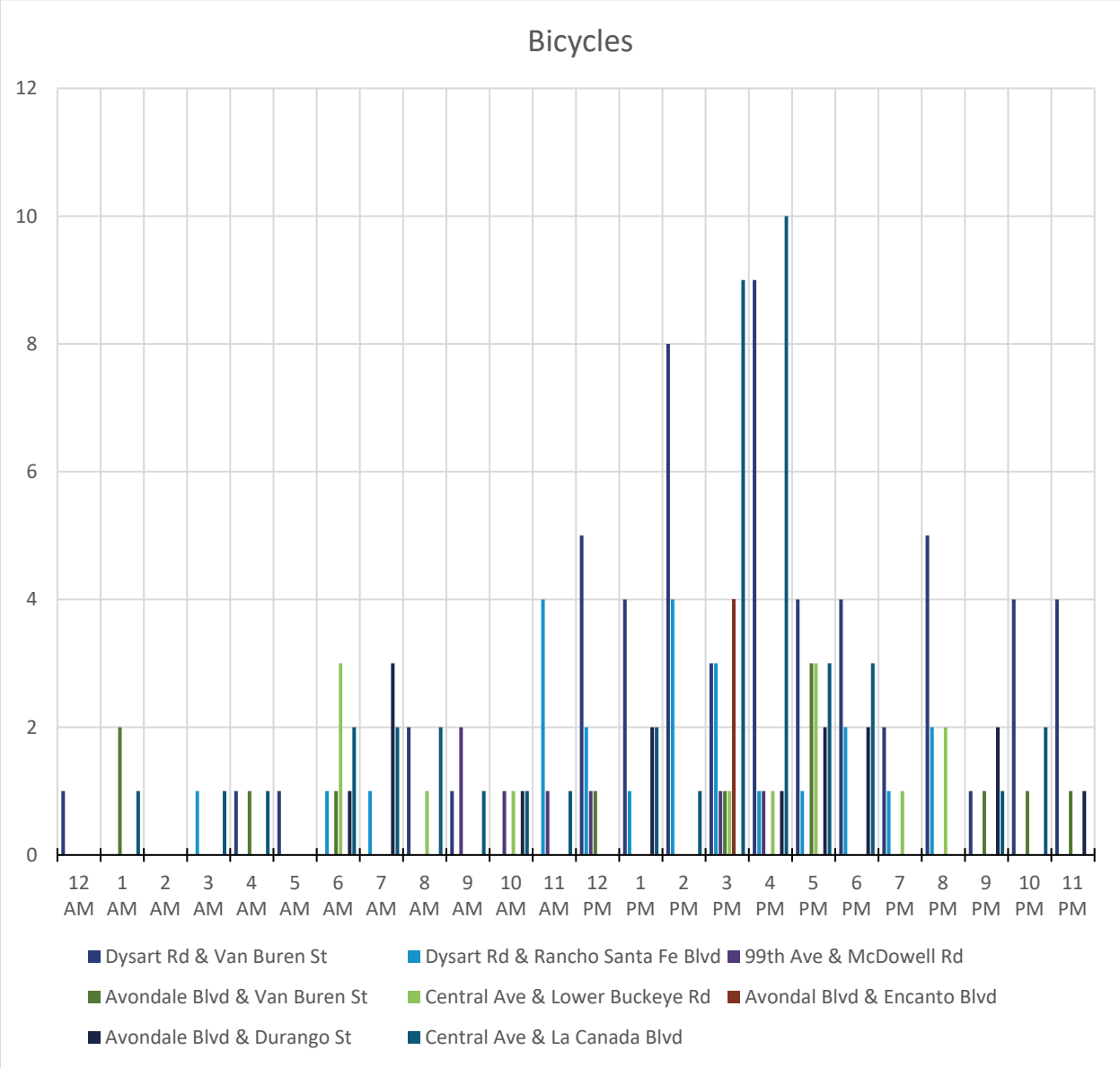
Bicycle Counts

Table 2-11 and Figure 2-34 provide a summary of the bicycle counts conducted at the eight locations in one-hour segments over the 24-hour period. A total of 177 bicycles were counted at all eight of locations over the 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 23 bicyclists, while the most active time of the day was during the PM peak period from 2:00 to 6:00 PM with 74 bicyclists over that four-hour time span. The three locations with the highest amount of bicycle activity included Dysart Road and Van Buren Street with 59 bicyclists, Central Avenue and La Canada Boulevard with 43 bicyclists, and Dysart Road and Ranch Santa Fe Road with 24 bicyclists. The other five locations ranged from 4 to 15 bicyclists over the 24-hour period.

Table 2-11: Bicyclist Count Results

Time	Dysart Rd & Van Buren St	Dysart Rd & Rancho Santa Fe Blvd	99th Ave & McDowell Rd	Avondale Blvd & Van Buren St	Central Ave & Lower Buckeye Rd	Avondale Blvd & Encanto Blvd	Avondale Blvd & Durango St	Central Ave & La Canada Blvd	*Total*
12:00 AM	1	0	0	0	0	0	0	0	*1*
1:00 AM	0	0	0	2	0	0	0	1	*3*
2:00 AM	0	0	0	0	0	0	0	0	*0*
3:00 AM	0	1	0	0	0	0	0	1	*2*
4:00 AM	1	0	0	1	0	0	0	1	*3*
5:00 AM	1	0	0	0	0	0	0	0	*1*
6:00 AM	0	1	0	1	3	0	1	2	*8*
7:00 AM	0	1	0	0	0	0	3	2	*6*
8:00 AM	2	0	0	0	1	0	0	2	*5*
9:00 AM	1	0	2	0	0	0	0	1	*4*
10:00 AM	0	0	1	0	1	0	1	1	*4*
11:00 AM	0	4	1	0	0	0	0	1	*6*
12:00 PM	5	2	1	1	0	0	0	0	*9*
1:00 PM	4	1	0	0	0	0	2	2	*9*
2:00 PM	8	4	0	0	0	0	0	1	*13*
3:00 PM	3	3	1	1	1	4	0	9	*22*
4:00 PM	9	1	1	0	1	0	1	10	*23*
5:00 PM	4	1	0	3	3	0	2	3	*16*
6:00 PM	4	2	0	0	0	0	2	3	*11*
7:00 PM	2	1	0	0	1	0	0	0	*4*
8:00 PM	5	2	0	0	2	0	0	0	*9*
9:00 PM	1	0	0	1	0	0	2	1	*5*
10:00 PM	4	0	0	1	0	0	0	2	*7*
11:00 PM	4	0	0	1	0	0	1	0	*6*
Total	*59*	*24*	*7*	*12*	*13*	*4*	*15*	*43*	*177*

Figure 2-34: Bicyclist Count Results



3 PUBLIC & STAKEHOLDER INPUT

Actively informing and engaging the public and stakeholders throughout the Avondale ATP process has been critical to the success of the Avondale ATP. Public and stakeholder input, including a public survey, helped ensure that decisions were informed and influenced by public and stakeholder input, and the plan recommendations reflected community needs and desires. Opportunities to participate were continuous throughout the study schedule to keep open lines of communication, build relationships, encourage mutual understanding, and improve the outcomes of the plan.

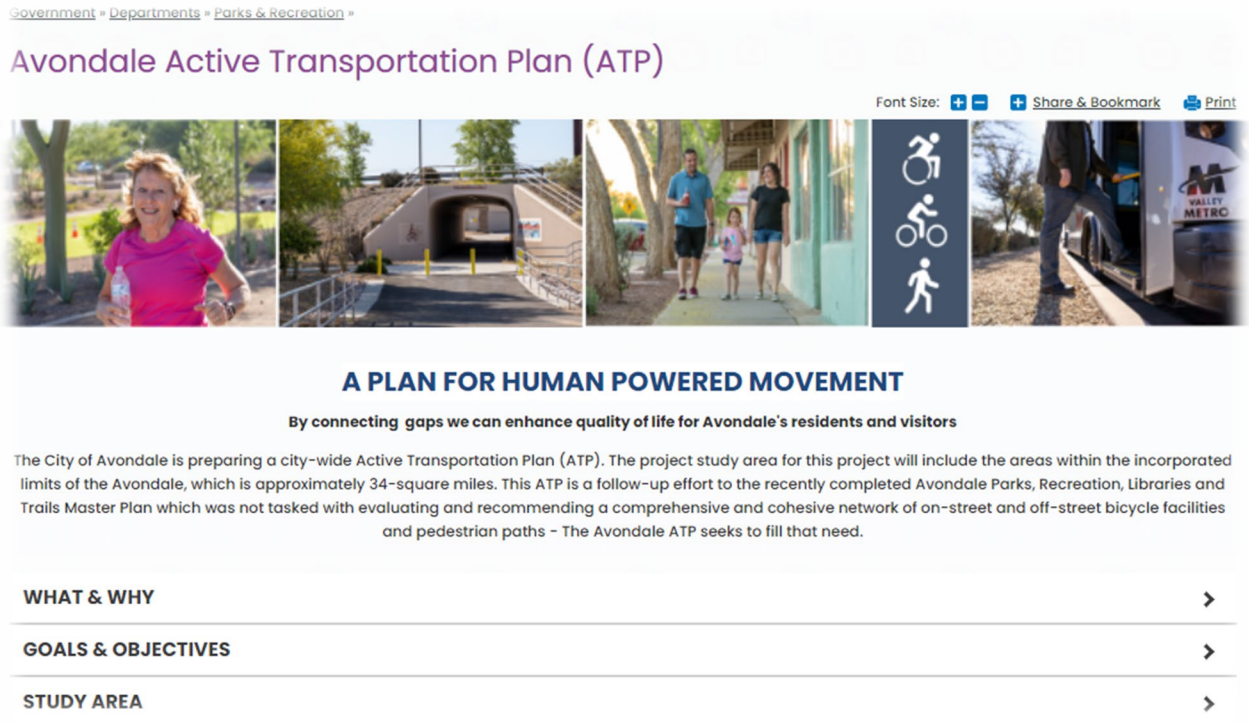
The City of Avondale consists of a collection of many individuals, stakeholders, groups and neighborhoods. This section provides an overview the public and stakeholder involvement that has been employed over the course of the Avondale ATP process. Please reference Appendix D to view the Public Involvement Plan (PIP) for additional detail and structure of the public and stakeholder engagement process.

PROJECT WEBSITE

The City of Avondale's website was utilized as a project information hub to distribute information about the ATP and provided a digital platform to house and share presentations and draft and final documents for the public and stakeholders to review. The project website, svmpo.org/transportation-planning/short-range-transit-plan-update/ and shown in Figure 3-1, included the following elements:

- A description of the Avondale ATP and the goals.
- Links to the public survey.
- Links to each of the Avondale ATP documents as they were completed.
- Links to presentations given to stakeholders and the public.

Figure 3-1: Avondale ATP Project Website



PUBLIC & STAKEHOLDER ENGAGEMENT MILESTONES

City Council

City Council has been informed of the ATP process over two briefings during the ATP process. The first briefing introduced the project and obtain input and guidance from Council. The second briefing focused on a review of preliminary recommendations while also seeking feedback and guidance on suggested project prioritization.

Project Work Group Meetings

A Project Work Group (PWG) was established to guide and coordinate the day-to-day efforts throughout the course of the Avondale ATP process. The PWG was comprised of Avondale city staff members from various departments to help provide input and oversight to developing a plan that achieves cross department needs and objectives. The PWG held four meetings at key project milestones to provide feedback.

Parks & Recreation Advisory Board Meetings

The Avondale Parks & Recreation Advisory Board will be briefed to seek input on key elements of the ATP. The first briefing, already conducted on November 10, 2021, introduced the project and obtain input and guidance from board members. The second briefing will focus on a review of the Draft ATP seeking feedback on recommendations, bike facility and pedestrian path/trail types and locations, evaluation criteria results), and prioritization.

Planning & Zoning Commission

The second briefing focused on a review of preliminary recommendations while also seeking feedback and guidance on suggested project prioritization

Public Open House #1 (Virtual)

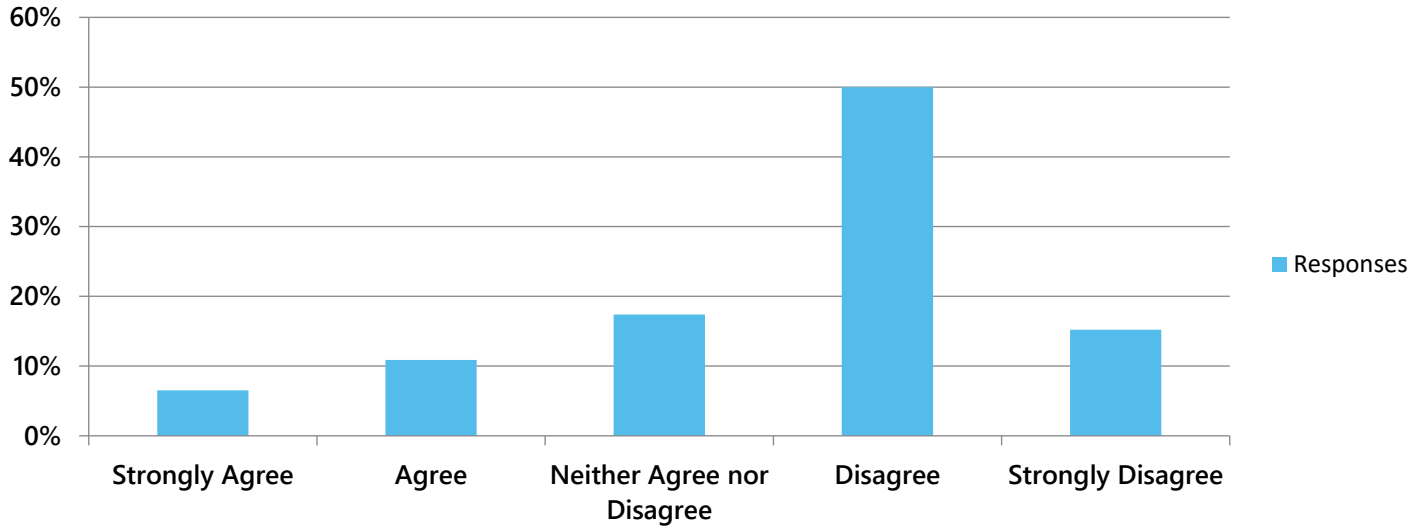
The first public open house meeting, held on March 2, 2022, reviewed existing and future conditions, identified deficiencies as compared to plan objectives and sought public input on their preferences and desires for bicycle and pedestrian facility types, locations and priorities. The meeting consisted of a presentation followed by an open house style meeting with information stations and interactive exercises to engage participants input.

Online Survey

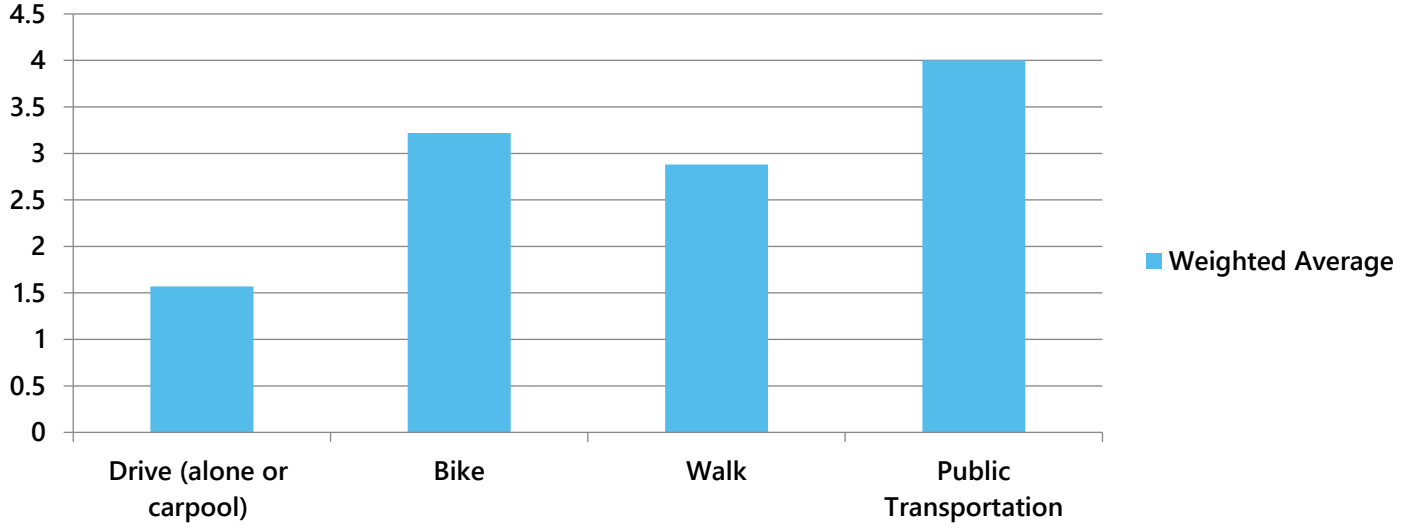
An online survey for the community at-large was provided and conducted to gauge the public's interest, use, and suggestions for active transportation facilities, as well as to guide the direction and recommendations of this Plan. The resident turnout for the survey was considered favorable, with a total of 46 residents responding to the survey.

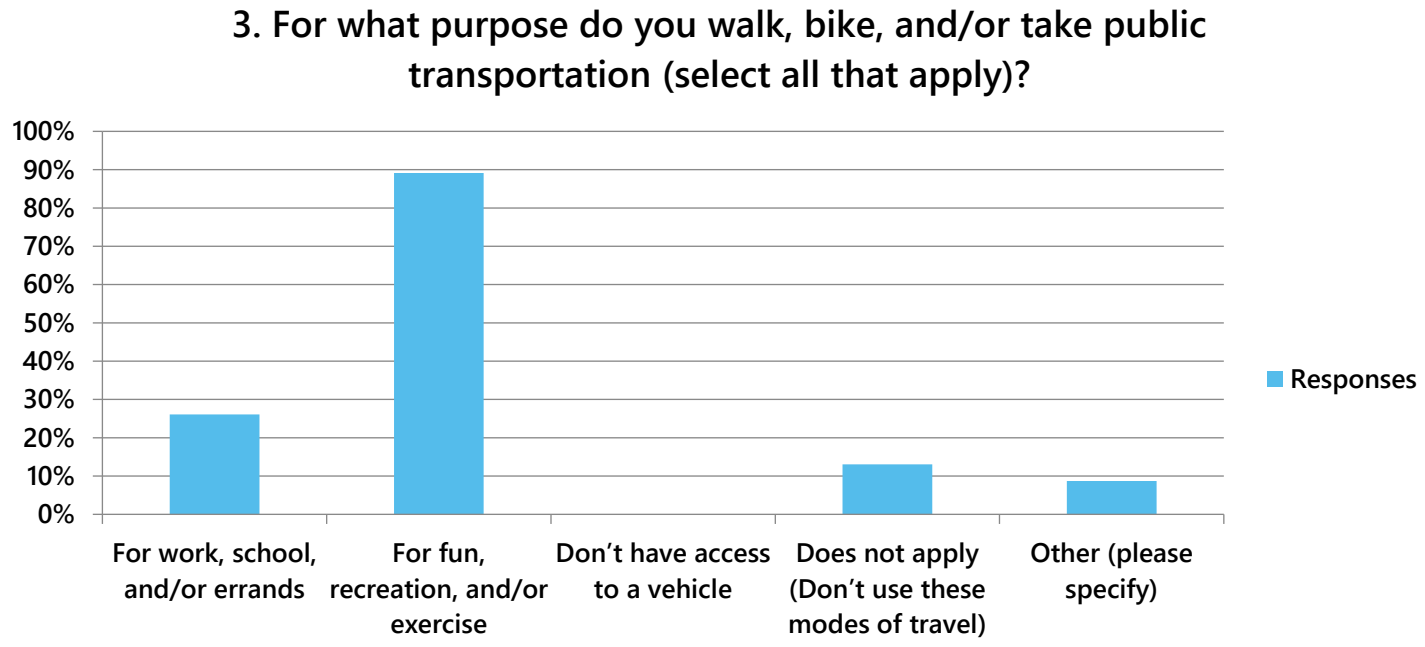
The survey was available online through the project website and was distributed via several of the City's social media platforms. The survey included 16 questions, with seven required questions focusing active transportation while the remaining eight questions were socioeconomic-related questions to gain additional insight about the nature of the respondents. The responses show a strong desire for the expansion of walking and cycling infrastructure that can be used by all ages and abilities. Improving safety and lighting is another priority identified through the survey. The results of the survey are summarized in this section while the complete survey results are included in the Appendix E.

1. Walking and biking in Avondale is a safe and convenient means of traveling from one place to another?



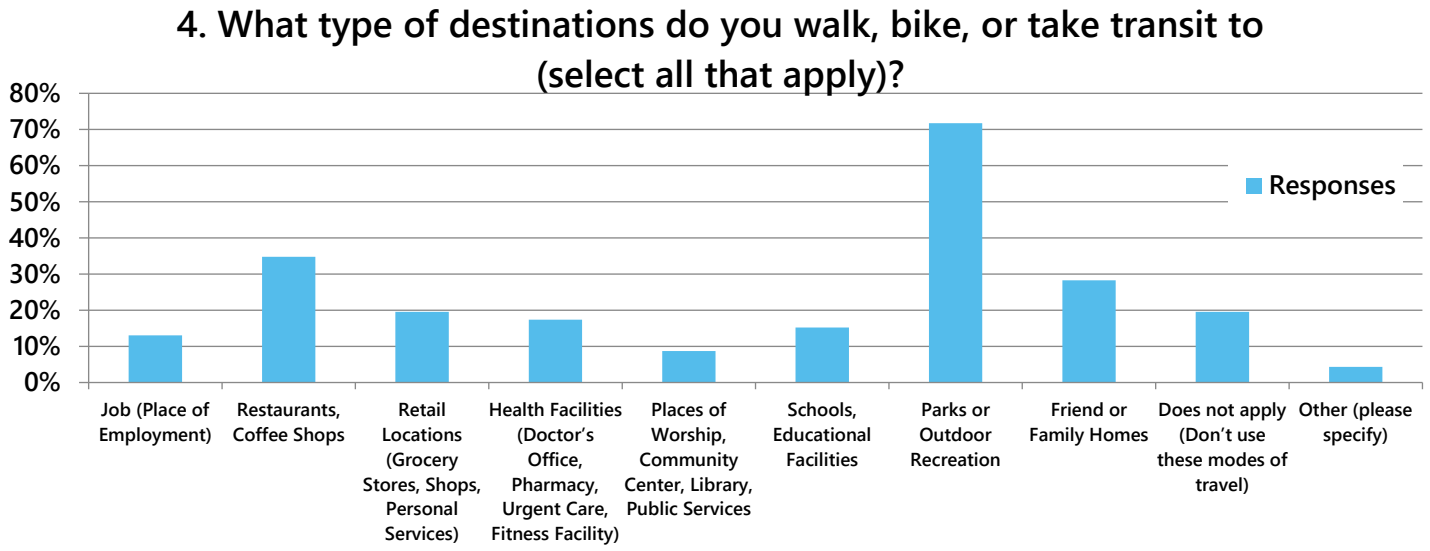
2. During a typical week, how many days do you use the following modes of transportation?





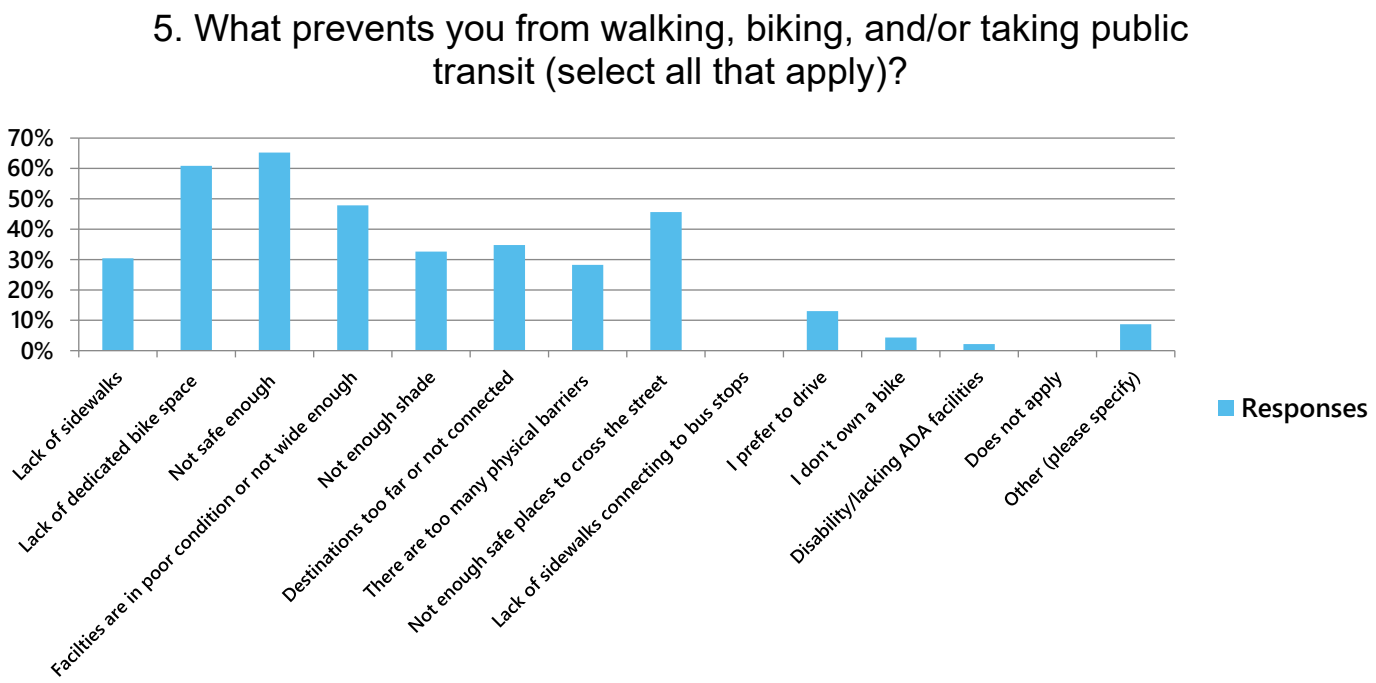
Other responses:

- My kids walk to their school bus stop. Pedestrians are not safe when walking here
- To save gas running errands
- Walking pets



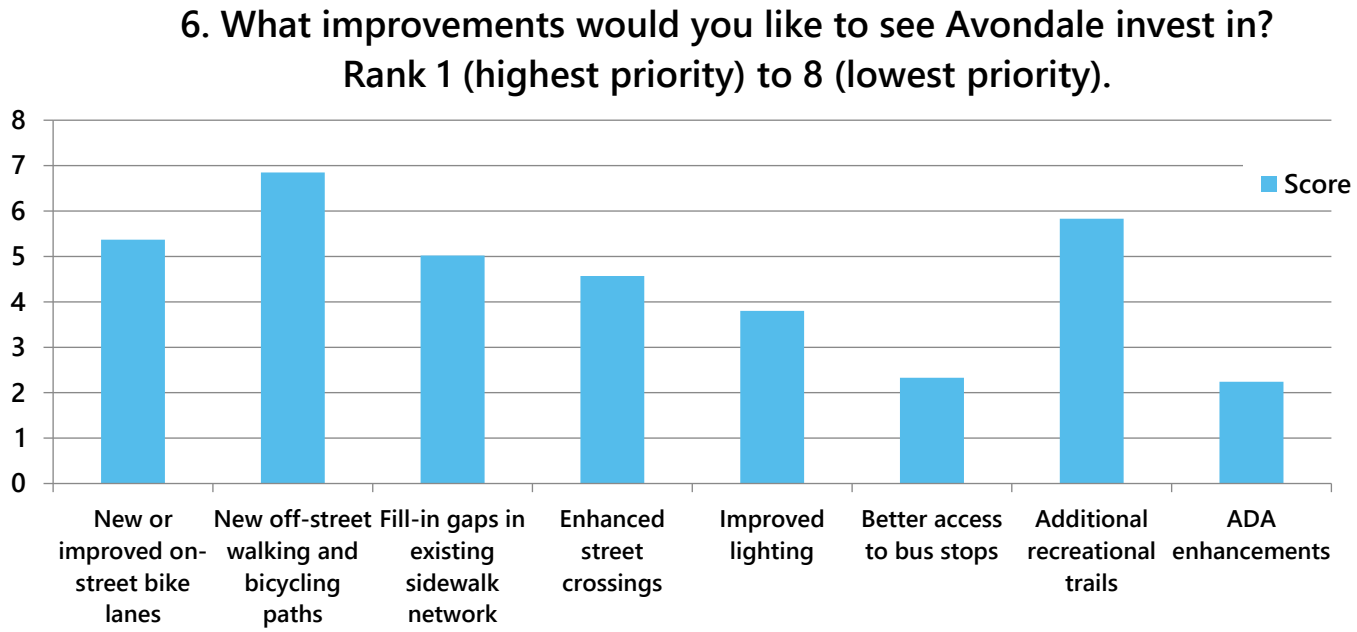
Other responses:

- Exercise only
- "Use trail system from Glendale to Peoria for biking"



Other responses:

- Motorists don't give cyclists respect! They drive to close, flip us off, blow exhaust smoke at us.
- My work does not provide a safe place to store my bike.
- Bus service too infrequent, does not connect to places I need to go



7. What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Avondale?

- Safety of paths lack of lights
- The number of people driving that are not obeying the speed limit makes me feel unsafe.
- Red light runners, people who don't yield to bicycles when using crosswalks, cars going way over the speed limit, cars not looking for bicycles even though you are at an intersection
- places I would walk to are too far from residential area
- Sidewalks that don't connect
- Safe bike lanes
- Lots of homeless around Central Ave. Very little light.
- No sidewalks
- Safety, designated bike lane, lack of enforcement of 3 feet law, driver education programs that bikes share the road.
- Distracted Drivers. Bikers and walkers need a better safe space than right next to cars.
- Crossing I-10 & main roads without bike lanes
- The lack of Safe and maintained bike lanes. Also trail heads that are closed, not marked or difficult to identify. I've called Parks and rec about the trailhead in friendship park and none of the employees knew what I was talking about.
- Cars
- Clearly marked bike lanes on streets.
- Safety. Riding a bicycle on most roads in the west valley isn't for the inexperienced. Dedicated space/lanes like other cities have helps significantly create a safe way to ride.
- Bike lanes are inconsistent and not interconnected. So, I might be able to ride one or two miles on a bike lane, but then the lane ends for a mile or two and then picks back up again. It's very difficult or impossible to plan a route, and have it be safe. Additionally, bike lanes are sometimes not well maintained and have debris and potholes, which make them dangerous.
- Motorists
- Safety along biking/walking paths. They all need barriers like landscaping or poles. Curbs that run flat into the street aren't safe because they encourage cars to cut corners and drive recklessly!
- It's not safe
- Continuous bike paths
- Lack of trails that connect to other trails or pathways.
- The bike path that follows Agua Fria is great. We need more paths like that. Keeps motorists and cyclists / walkers separated from each other. It's safer for everyone.
- There aren't a lot of safe places to ride and the destinations aren't connected.
- Motorized vehicles
- Lack of sidewalks and insufficient or non-existent bike lanes. This is more evident south of I10.
- Traffic, mostly at stop signs
- Shade during summer, city sprawl means locations are far apart
- Crossing major intersections
- Street lighting

- Neighbor areas are not connected to walking paths
- Providing parking to use the trail system and the system is not connected from southern to northern parts of Avondale and connected to Glendale
- Safety
- Lack of bike lanes and few off street bike/walking paths.
- Speeding cars
- High speed and dense traffic conditions.
- The coffee shops or other restaurants are kind of far away for walking or biking
- Lighting, traffic and overall safety
- We need more light systems. There is so much development and new housing. We need traffic lights and speed zones so families feel comfortable walking/riding bikes.
- Bike lanes
- Lighting and continuous sidewalks
- Unfamiliar with available paths and not enough paths / connection
- Safety- crime, and people drive crazy - speeding/unauthorized parking/etc.
- Stores are so far apart and sidewalks don't go everywhere. McDowell west of Avondale is all dirt for a while and my husband, and I both got flat tires when we tried to bike there
- Dangerous intersections and lack of sidewalks completed throughout the path I want to take. Unsafe to take children and cross major roads.
- We need the trail along the Agua Fria River at the I-10 to connect to Friendship Park and then on to Peoria's New River trail. Once that happens the whole valley is open to bike travel.

4 PROJECT RECOMMENDATIONS

Avondale's current and future active communities deserve a safe, connected, and substantive active transportation network that builds upon the existing infrastructure and provides a balance of utilitarian and recreational facilities. The Avondale ATP project recommendations will assist the City in bicycle and pedestrian project decision making and prioritization, resource allocation, design, implementation, and maintenance of the proposed multimodal network. Avondale's active transportation network should include options that provide a variety of choices for users of varying ages and capabilities. This includes existing users such as road cyclists that ride scenic routes to younger cyclists that ride shorter distances recreationally, as well as pedestrians throughout the region. Bicycling and walking infrastructure are most effective when destinations are nearby, as is the case in mixed-use developments, and when multiple transportation options are available for residents near employment centers. A multi-use trail system is also an important element of the proposed active transportation network and can improve community-wide mobility and connectivity, promote economic development efforts and enhance the overall appeal of Avondale.

The Avondale ATP recommends carefully integrating pedestrian, bicycle, and transit planning to ensure an effective and truly connected active transportation system. Connecting both walking and bicycling to transit increases the "catchment area" of transit stations and increases the total possible trip length for all users, which replaces longer car trips and can lead to reduced emissions.

The proposed active transportation network was developed with a focus on connecting people to places and using a place-based approach. The proposed network was developed by documenting the existing infrastructure, reviewing proposed bicycle projects from previous plans and studies, evaluating public and stakeholder inputs and survey responses, and analysis of existing data. The network was carefully designed by developing routes that connect with regional destinations or other multimodal facilities, while ensuring routes were placed with a conscious focus on safety and accessibility.

This section provides a summary of recommendations for new and improved active transportation infrastructure; as well as, recommendations that go beyond the "Engineering", but also take into account on the other five E's of active transportation: Evaluation, Education, Encouragement, Enforcement, and Equity. It is important to keep in mind when planning and implementing active transportation projects and programs, nearly all recommendations in this Plan require a collaborative effort between public, private, non-profit organizations, and local businesses and residents. There must be support and leadership from a network of strong and willing partners in order to implement the recommendations of this Plan.

The active transportation project recommendations included in this Section outline projects that can be implemented over the next 20 years to create a safe and equitable active transportation network that is accessible and well-connected throughout the region. The recommendations were built around the following considerations:

- Building a functional pedestrian/bicycle transportation network;
- Coordinating previous planning efforts;
- Connecting pedestrians and bicyclist to public transit; and
- Improving signage.

The recommendations are broken down into three categories or project types:

1. On-street bicycle network;

2. Off-Street multi-use network; and
3. Pedestrian network.

ON-STREET BICYCLE NETWORK

A primary objective of this Plan is to create a well-connected bicycle network through a series of loops, spines, branches, and protected lanes. An additional objective of the Plan is to focus on investing and creating a connected network of active transportation facilities, not isolated facilities.

Many of the recommendations from previous planning efforts are reiterated and complement the newer and expanded aspects of this Plan. Based on the assessment of bicycle transportation needs and practices in the region, recognition as budget priorities to the recommendations presented in this Plan are necessary to support the City's vision to attract more residents to use alternative modes of transportation.

Methods for creating a safe and desirable bicycle network include the process of making priority destinations accessible. Bicycle networks should strive to accommodate a wide range of bicyclists in the community. Common trends in bicycle networks across the United States are incorporating design features to accommodate for all ages and abilities. Designing an interconnected and accessible network for all ages and abilities provides the entire community a safe alternative mode of transport.

The proposed bicycle network is based on the notion that bike lanes address the desire for efficient bicycle transportation with more cyclist's comfort when compared to sharing the same travel lane with vehicular traffic. This would appeal to those who are not as comfortable to ride in traffic but are frustrated by factors such as indirectness and frequent stops and starts. Creating a high-quality, connected network appeals to a broader range of residents.

The proposed bike facility projects could be implemented incrementally by building on Avondale's existing base of on-street bikeways over the next 20 years to achieve the long-term network.

The proposed on-street bicycle recommendations include adding bike lanes to roads currently lacking a dedicated bicycle facility and implementing wayfinding signage. Some roads currently have no bike lanes on either side of the roadway while some only have a bike lane one side of the road. These gaps can be the result of the development process – vacant parcels yet to develop their roadway and other frontage improvements such as bike lanes and sidewalks. The proposed on-street bicycle network ensures all arterial and collector roadways within Avondale have bike lanes on both side of the road. The proposed and existing on-street bicycle facilities illustrated in Figure 4-1. Table 4-1 (in no particular order) provides a complete list of the on-street bicycle recommendations.

In total, there are 71 proposed on-street bicycle recommendations which include three projects that would add a bike lane on one side of the street, 53 projects that would add bike lanes on both sides of the street, and 15 wayfinding signage projects.

Currently there are a total of 93.8 miles of on-street bike ways in Avondale, and the proposed on-street bicycle recommendations would add an additional 91.2 miles of bike lanes to the overall on-street network, yielding roughly 185 linear miles of bike lanes in Avondale. As adoption of this Plan, Avondale's General Engineering Requirements Manual does not contain specific design guidelines for bicycle facilities and only notes that all arterial and collector roads are required to include a bike lane. For the purposes of the Avondale ATP, the typical bicycle lane envisioned would consist of a striped lane (4 ft or wider) with pavement marking and a designated buffer space separating the bike lane from motor vehicle travel lanes. Facilities may have curb and gutter present or a flush shoulder.

Figure 4-1: On-Street Bicycle Network Recommendations Map

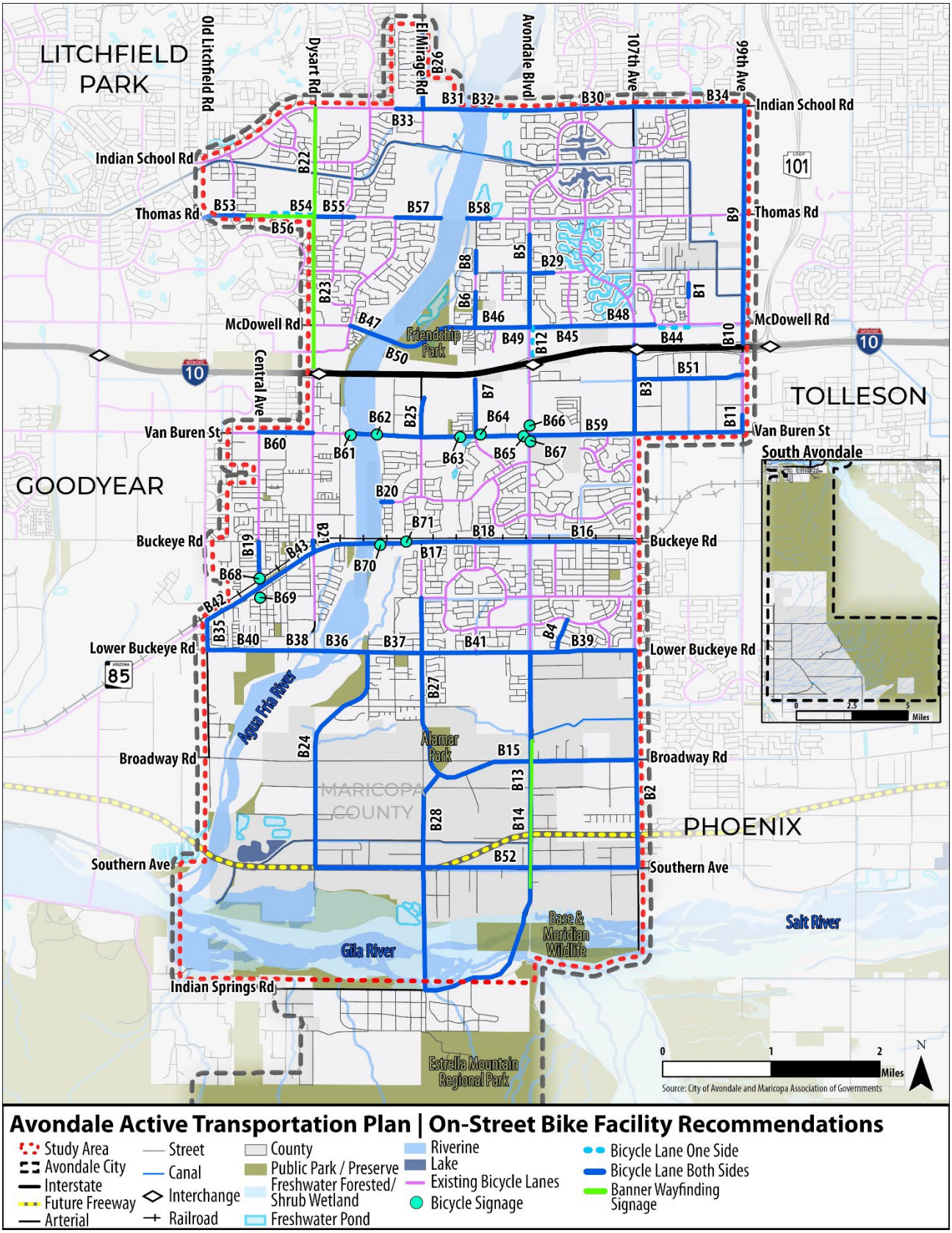


Table 4-1: On-Street Bicycle Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
B1	103rd Ave	Bicycle Lane Both Sides	0.13	Zinc Apartment Parcel	Zinc Apartment Parcel
B2	107th Ave	Bicycle Lane Both Sides	1.99	Lower Buckeye Rd	Southern Ave
B3	107th Ave	Bicycle Lane Both Sides	0.81	I-10	Van Buren St
B4	112th Lane	Bicycle Lane Both Sides	0.32	Whyman Ave	Lower Buckeye Rd
B5	115th Ave	Bicycle Lane Both Sides	0.84	Roanoke Dr	McDowell Rd
B6	119th Ave	Bicycle Lane Both Sides	0.33	Monte Vista Rd	McDowell Rd
B7	119th Ave	Bicycle Lane Both Sides	0.51	I-10	Van Buren St
B8	119th Ave	Bicycle Lane Both Sides	0.20	Thomas Rd	Encanto Blvd
B9	99th Ave	Bicycle Lane Both Sides	2.00	Indian School Rd	McDowell Rd
B10	99th Ave	Bicycle Lane Both Sides	0.19	McDowell Rd	I-10
B11	99th Ave	Bicycle Lane Both Sides	0.16	820 feet North Van Buren St	Van Buren St
B12	Avondale Blvd	Bicycle Lane One Side	0.28	McDowell Rd	I-10
B13	Avondale Blvd	Banner Wayfinding Signage	1.35	Broadway Rd	Southern Ave
B14	Avondale Blvd	Bicycle Lane Both Sides	3.74	Lower Buckeye Rd	Southern Ave
B15	Broadway Rd	Bicycle Lane Both Sides	1.85	El Mirage Rd	107th Ave
B16	Buckeye Rd	Bicycle Lane Both Sides	0.96	Avondale Blvd	107th Ave
B17	Buckeye Rd	Bicycle Lane Both Sides	0.35	1000 ft West El Mirage Rd	760 ft East El Mirage Rd
B18	Buckeye Rd	Bicycle Lane Both Sides	0.86	121st Lane	Avondale Blvd
B19	Central Ave	Bicycle Lane Both Sides	0.42	Western Ave	Main St
B20	Coldwater Springs Blvd	Bicycle Lane Both Sides	0.10	126th Ave	125th Ave
B21	Dysart Rd	Bicycle Lane Both Sides	0.11	Western Ave	Buckeye Rd
B22	Dysart Rd	Banner Wayfinding Signage	1.00	Indian School Rd	Thomas Rd
B23	Dysart Rd	Banner Wayfinding Signage	1.39	Thomas Rd	I-10
B24	Dysart/Vermeersch Rd	Bicycle Lane Both Sides	2.19	Lower Buckeye Rd	Southern Ave
B25	El Mirage Rd	Bicycle Lane Both Sides	0.36	Garfield St	Van Buren St
B26	El Mirage Rd	Bicycle Lane Both Sides	0.74	Highland Ave	Indian School
B27	El Mirage Rd	Bicycle Lane Both Sides	1.65	Durango St	Broadway Rd
B28	El Mirage Rd	Bicycle Lane Both Sides	2.02	Broadway Rd	Indian Springs Rd
B29	Encanto Blvd	Bicycle Lane Both Sides	0.22	115th Ave	112th Lane
B30	Indian School Rd	Bicycle Lane Both Sides	1.99	El Mirage Rd	103rd Ave
B31	Indian School Rd	Bicycle Lane Both Sides	0.17	1000 ft East El Mirage Rd	Agua Fria River Bridge
B32	Indian School Rd	Bicycle Lane Both Sides	0.31	Agua Fria River West	Agua Fria River East
B33	Indian School Rd	Bicycle Lane Both Sides	0.25	124th Ave	El Mirage Rd
B34	Indian School Rd	Bicycle Lane Both Sides	0.50	103rd Ave	99th Ave
B35	Litchfield Rd	Bicycle Lane Both Sides	0.28	Main St	Lower Buckeye Rd

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
B36	Lower Buckeye Rd	Bicycle Lane Both Sides	0.57	Agua Fria River West	Agua Fria River East
B37	Lower Buckeye Rd	Bicycle Lane Both Sides	0.49	127th Ave	El Mirage Rd
B38	Lower Buckeye Rd	Bicycle Lane Both Sides	0.16	4th St	Agua Fria River West
B39	Lower Buckeye Rd	Bicycle Lane Both Sides	0.97	Avondale Blvd	107th Ave
B40	Lower Buckeye Rd	Bicycle Lane Both Sides	0.75	Litchfield Rd	4th St
B41	Lower Buckeye Rd	Bicycle Lane Both Sides	1.01	El Mirage Rd	Avondale Blvd
B42	Main St	Bicycle Lane Both Sides	0.28	Litchfield Rd	Hummingbird 2 MPH
B43	Main St / Buckeye Rd	Bicycle Lane Both Sides	1.69	Hummingbird 2 MPH	1000 ft West El Mirage Rd
B44	McDowell Rd	Bicycle Lane One Side	0.31	Harbor Shores Blvd	103rd Ave
B45	McDowell Rd	Bicycle Lane Both Sides	0.48	Avondale Blvd	515 ft East 112th Ave
B46	McDowell Rd	Bicycle Lane Both Sides	0.19	119th Ave	117th Ave
B47	McDowell Rd	Bicycle Lane Both Sides	0.20	Rancho Santa Fe	Agua Fria River
B48	McDowell Rd	Bicycle Lane Both Sides	0.67	112th Ave	Harbor Shores Blvd
B49	McDowell Rd	Bicycle Lane Both Sides	0.31	117th Ave	Avondale Blvd
B50	McDowell Rd	Bicycle Lane Both Sides	1.04	Agua Fria River West	119th Ave
B51	Roosevelt St	Bicycle Lane Both Sides	1.00	107th Ave	99th Ave
B52	Southern Ave	Bicycle Lane Both Sides	2.97	Dysart Rd	107th Ave
B53	Thomas Rd	Bicycle Lane Both Sides	0.63	Litchfield Rd	Estrella Mountain CC
B54	Thomas Rd	Bicycle Lane One Side	0.38	Estrella Mountain CC	Dysart Rd
B55	Thomas Rd	Bicycle Lane Both Sides	0.37	Dysart Rd	560 ft East Santa Fe Trl
B56	Thomas Rd	Banner Wayfinding Signage	0.62	136th Ave	Dysart Rd
B57	Thomas Rd	Bicycle Lane Both Sides	0.42	Rancho Santa Fe Blvd	Agua Fria River West
B58	Thomas Rd	Bicycle Lane Both Sides	0.21	Agua Fria River East	118th Dr
B59	Van Buren St	Bicycle Lane Both Sides	3.62	Agua Fria River West	99th Ave
B60	Van Buren St	Bicycle Lane Both Sides	0.49	Central Ave	Dysart Rd
B61	Van Buren St	Bicycle Signage	-	Van Buren St and Agua Fria River EB	.
B62	Van Buren St	Bicycle Signage	-	Van Buren St and Agua Fria River WB	.
B63	Van Buren St	Bicycle Signage	-	Van Buren St and 120th Ave EB	.
B64	Van Buren St	Bicycle Signage	-	Van Buren St and 120th Ave WB	.
B65	Van Buren St	Bicycle Signage	-	Van Buren St and Avondale Blvd EB	.
B66	Avondale Blvd	Bicycle Signage	-	Avondale Blvd and Van Buren St SB	.
B67	Avondale Blvd	Bicycle Signage	-	Avondale Blvd and Van Buren St NB	.
B68	Central Ave	Bicycle Signage	-	Central Ave and Main St SB	.
B69	Central Ave	Bicycle Signage	-	Central Ave and Harrison Dr NB	.
B70	Buckeye Rd	Bicycle Signage	-	Buckeye Rd and Agua Fria River EB	.
B71	Buckeye Rd	Bicycle Signage	-	Buckeye Rd and Agua Fria River WB	.

OFF-STREET MULTI-USE NETWORK

Existing and new paths will serve the on-street bicycle network. These off-street multi-use facilities were selected because they provide an enhanced level of safety considering they are not sharing a road with automobiles. The paths along the Agua Fria and the Gila/Salt Rivers act like spines connecting to other bicycle and pedestrian facilities within the City, while the paths also can provide a regional conduit connecting to neighboring municipalities and destinations outside of Avondale.

The proposed and existing off-street multi-use facilities are illustrated in Figure 4-2; and, Table 4-2 provides a complete inventory of all of the on-street bicycle recommendations. There are a total of 11 proposed off-street multi-use facility recommendations which include either a multi-use path or a trail segment.

The proposed off-street multi-use paths provide facilities on both sides of the Agua Fria River and on the north side of the Gila/Salt River throughout the City. In addition, there are three proposed multi-use paths outside of the river basins; one along the Durango Street alignment just east of El Mirage Road that connects to a proposed Agua Frida River multi-use path (MU7), another along the future State Route 30, and a proposed multi-use path connecting an existing path within the Del Rio community to Alamar Park to the south starting from Lower Buckeye Road and ultimately connecting to the a proposed Agua Fria River path to the west.

Currently there are a total of 34.5 miles of off-street multi-use paths in Avondale, and the proposed off-street multi-use facility recommendations would add an additional 22.7 miles of multi-use paths to the overall off-street facility network, yielding roughly 57.2 linear miles of off-street multi-use paths and 23.7 linear miles of recreation trails across the city upon buildout.

Figure 4-2: Off-Street Multi-Use Network Recommendations Map

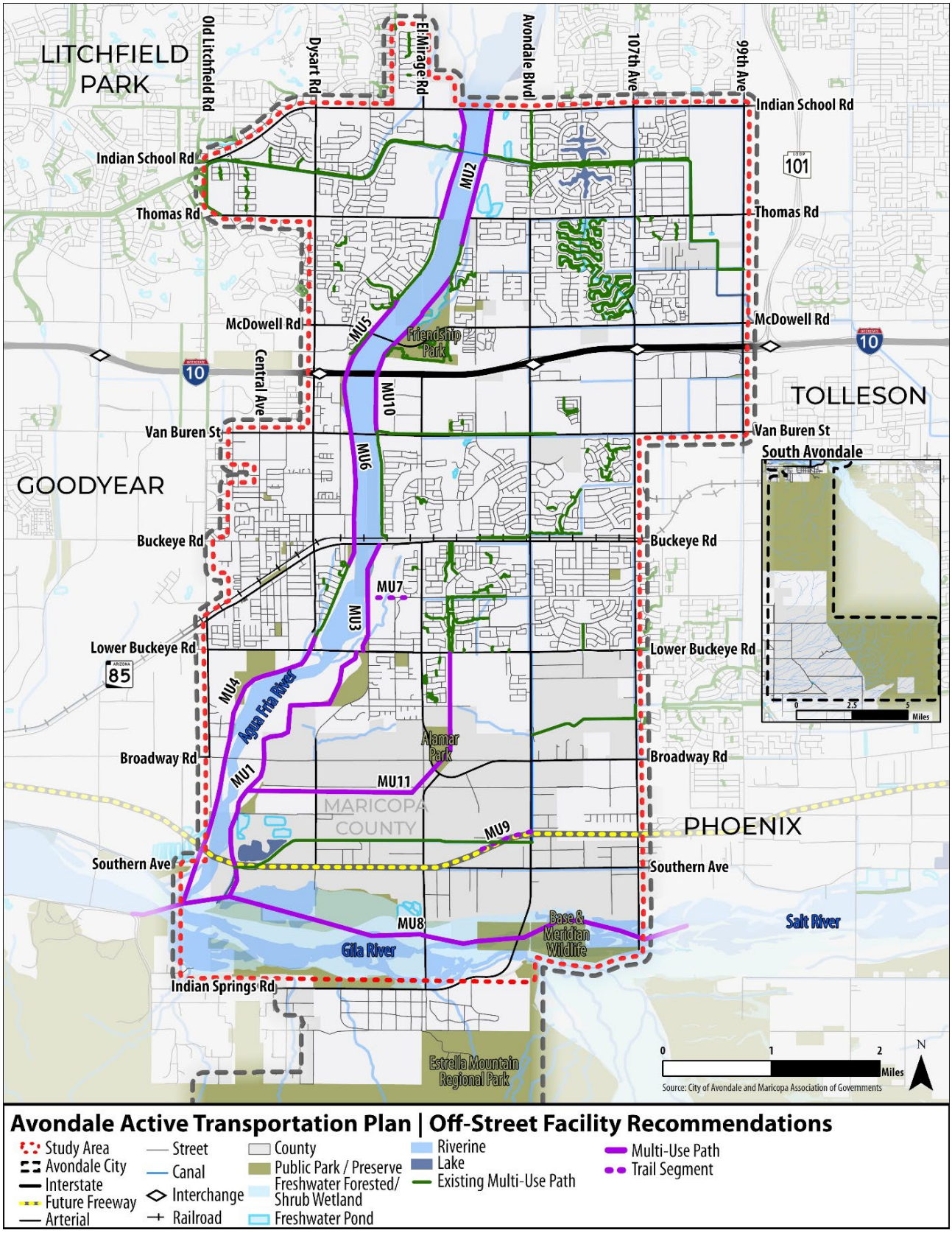


Table 4-2: Off-Street Multi-Use Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
MU1	Agua Fria River East	Multi-Use Path	2.97	Lower Buckeye Rd	Gila River
MU2	Agua Fria River East	Multi-Use Path	2.07	Indian School Rd	McDowell Rd
MU3	Agua Fria River East	Multi-Use Path	1.01	Buckeye Rd	Lower Buckeye Rd
MU4	Agua Fria River West	Multi-Use Path	2.81	Lower Buckeye Rd	Gila River
MU5	Agua Fria River West	Multi-Use Path	1.87	Indian School Rd	I-10
MU6	Agua Fria River West	Multi-Use Path	1.92	I-10	Lower Buckeye Rd
MU7	Durango Street	Trail Segment	0.32	125th Ave	Agua Fria Trail
MU8	Gila River	Multi-Use Path	5.27	143rd Ave	East of 107 Ave
MU9	SR-30	Trail Segment	0.57	119th Ave	Avondale Blvd
MU10	Agua Fria River	Multi-Use Path	0.88	McDowell Rd	Van Buren St
MU11	Transmission Lines	Multi-Use Path	2.95	Lower Buckeye Rd	Broadway Rd / Agua Fria River

PEDESTRIAN NETWORK

A priority of this Plan is to ensure residents have safe, secure, reliable, accessible, and connected sidewalks.

The approach to developing the proposed pedestrian network focused on closing existing sidewalk gaps and providing a safe and comfortable experience for users of all ages and abilities. In addition, the proposed pedestrian network aimed to include accessible sidewalk connections to all transit stops equipped with shelters, signage, and education resources should be considered, as well as incorporating accessible boarding and alighting for those with mobility issues.

The existing and proposed pedestrian network is illustrated in Figure 4-3, while Table 4-3 provides a complete inventory of all of sidewalk network recommendations. The result of the proposed pedestrian network would ensure sidewalks are offered on both sides of the street on all roads within Avondale. The proposed pedestrian network would more than 100 miles of new sidewalks within the city – nearly a 20 percent increase from the existing condition.

Sidewalks provide many benefits including safety, mobility, and healthier communities. In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. By providing sidewalks on both sides of the street, numerous midblock crossing crashes can be eliminated.

By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses. Moreover, we can better serve our local populations. Many people cannot drive a car and are reliant on walking and public transit for transportation. Children, older adults, and people with disabilities make up a substantial portion of the population. Other people might choose to walk if they had better accommodations. Providing sidewalks, widened paved shoulders, or stabilized shoulders—particularly when providing access to transit and schools—can increase the transportation options for these individuals. Additionally, by moving pedestrians off the travel lanes, motorists' operations are improved and capacity increased. Research also indicates that people will walk for recreational purposes if a facility is provided. Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day.

Figure 4-3: Pedestrian Network Recommendations Map

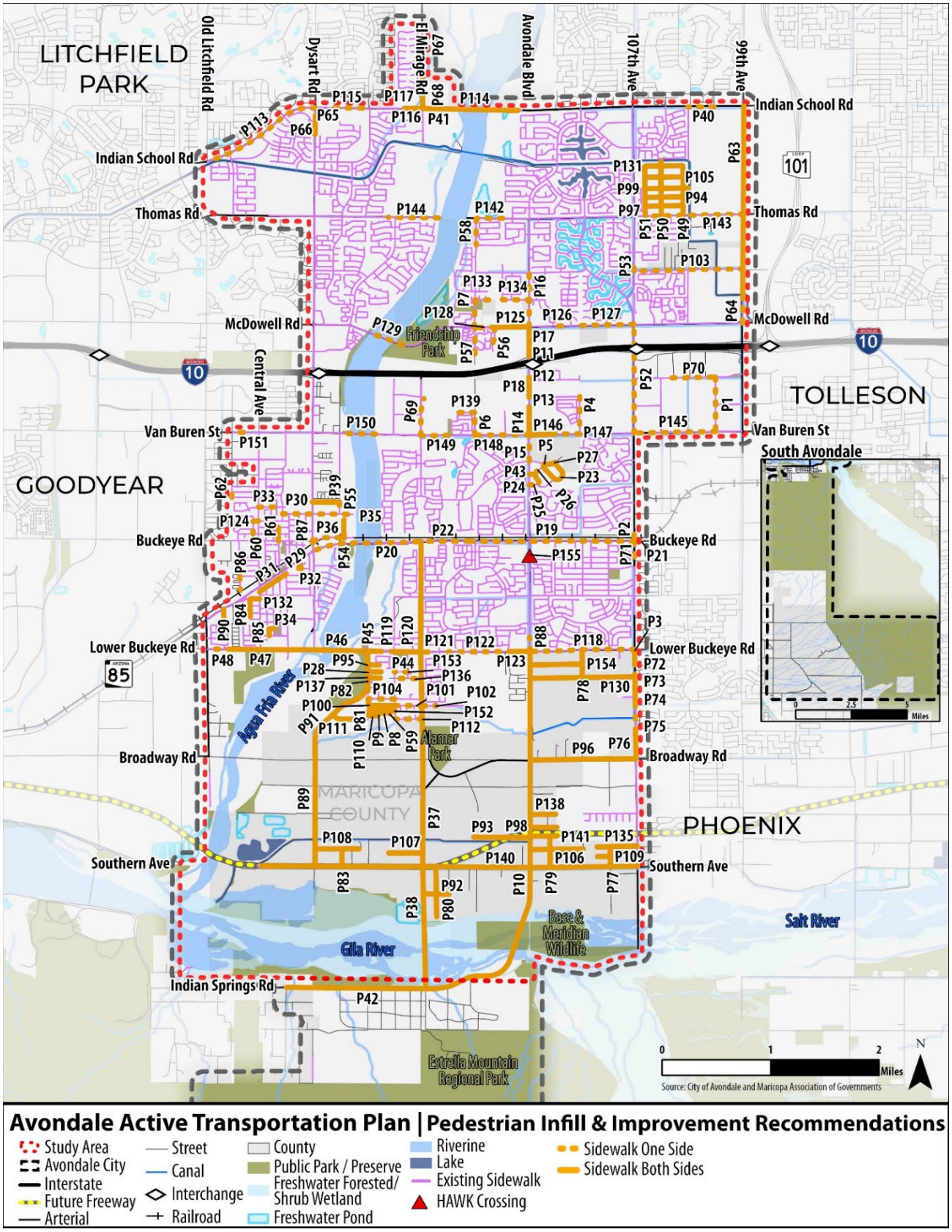


Table 4-3: Pedestrian Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P19	Buckeye Rd	Sidewalk One Side	1.53	119th Ln	107th Ave
P124	W Madden Dr	Sidewalk Both Sides	0.05	1st Ave	Central Ave
P87	S 8th St	Sidewalk One Side	0.10	Western Ave	Buckeye Rd
P113	W Indian School Rd	Sidewalk One Side	1.13	Litchfield Park	Dysart Rd
P52	N 107th Ave	Sidewalk One Side	1.00	McDowell Rd	Van Buren St
P46	Lower Buckeye Rd	Sidewalk Both Sides	0.72	4th St	127th Ave
P16	Avondale Blvd	Sidewalk One Side	0.49	Encanto Blvd	McDowell Rd
P31	E Brooke Pl	Sidewalk Both Sides	0.30	Central Ave	4th St
P143	W Thomas Rd	Sidewalk One Side	0.91	106th Ave	99th Ave
P20	Buckeye Rd	Sidewalk One Side	0.97	Dysart Rd	El Mirage Rd
P60	N 1st Ave	Sidewalk One Side	0.12	Madden Dr	Hill Dr
P35	E Riley Dr	Sidewalk One Side	0.65	4th St	420 ft East Eliseo C Felix Jr Way
P71	S 107th	Sidewalk One Side	0.15	350 north Buckeye Rd	2nd St
P36	E Western Ave	Sidewalk One Side	0.29	Dysart Rd	Eliseo C Felix Jr Way
P14	Avondale Blvd	Sidewalk Both Sides	0.23	City Center Dr	Van Buren St
P15	Avondale Blvd	Sidewalk One Side	0.24	Van Buren St	Coldwater Springs Blvd
P61	N 3rd St	Sidewalk Both Sides	0.13	Kinderman Dr	Hill Dr
P126	W McDowell Rd	Sidewalk One Side	0.08	113th Dr	113th Ave
P127	W McDowell Rd	Sidewalk One Side	0.50	415 ft East 112th Ave	107th Ave
P21	Buckeye Rd	Sidewalk Both Sides	0.06	107th Ave	320 ft East 107th
P64	N 99th Ave	Sidewalk One Side	0.22	Palm Ln	McDowell Rd
P12	Avondale Blvd	Sidewalk One Side	0.10	I-10	Roosevelt St
P29	E Agua Fria Ln	Sidewalk One Side	0.08	Corral St	Dead End
P32	E Corral St	Sidewalk One Side	0.10	Corral St	7th St
P2	107th Ave	Sidewalk One Side	0.07	350 ft north Buckeye Rd	Buckeye Rd
P155	Avondale Blvd	HAWK Crossing	-	Avondale and Littleton Elementary	.
P10	Avondale Blvd	Sidewalk Both Sides	3.73	Lower Buckeye Rd	El Mirage Rd
P125	W McDowell Rd	Sidewalk Both Sides	0.32	117th Ave	Avondale Blvd
P129	W McDowell Rd	Sidewalk One Side	0.34	Agua Fria River West	Agua Fria River East
P84	S 1st Ave	Sidewalk Both Sides	0.16	Overlin Ln	Whyman Ave
P65	N Dysart Rd	Sidewalk One Side	0.10	Indian School Rd	500 ft south of Dysart Rd
P148	W Van Buren St	Sidewalk One Side	0.50	119th Ave	Avondale Blvd
P149	W Van Buren St	Sidewalk One Side	0.25	Fairway Dr	120th Ln
P13	Avondale Blvd	Sidewalk One Side	0.17	515 ft south Roosevelt St	City Center Dr
P18	Avondale Blvd	Sidewalk Both Sides	0.10	Roosevelt St	515 ft south Roosevelt St

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P150	W Van Buren St	Sidewalk One Side	0.27	Agua Fria River West	Agua Fria River East
P37	S El Mirage Rd	Sidewalk Both Sides	4.12	Buckeye Rd	Indian Springs Rd
P118	W Lower Buckeye Rd	Sidewalk One Side	0.97	Avondale Blvd	107th Ave
P40	Indian School Rd	Sidewalk One Side	0.24	100th Ave	103rd Ave
P41	Indian School Rd	Sidewalk Both Sides	0.07	El Mirage Rd	El Mirage Rd to East .07 miles
P117	W Indian School Rd	Sidewalk Both Sides	0.14	745 ft West El Mirage Rd	El Mirage Rd
P86	S 3rd Ave	Sidewalk One Side	0.13	Rhodes Ave	Dead End
P90	S Greenleaf Ln	Sidewalk Both Sides	0.08	Main St	Dead End
P132	W Overlin Ln	Sidewalk Both Sides	0.09	1st Ave	Central Ave
P146	W Van Buren St	Sidewalk Both Sides	0.24	Avondale Blvd	1/4 mile west 111th Ave
P63	N 99th Ave	Sidewalk Both Sides	1.78	Indian School Rd	Palm Ln
P151	W Van Buren St	Sidewalk One Side	0.10	137th Ave	535 ft east of 137th Ave
P121	W Lower Buckeye Rd	Sidewalk One Side	0.07	El Mirage Rd	460 ft East El Mirage Rd
P11	Avondale Blvd	Sidewalk Both Sides	0.22	290 ft south McDowell Rd	I-10
P66	N Dysart Rd	Sidewalk Both Sides	0.15	500 ft south of Dysart Rd	Fairmount Ave
P22	Buckeye Rd North	Sidewalk One Side	0.47	West of El Mirage Rd	West of 119th Ave
P53	N 107th Ave	Sidewalk One Side	0.10	320 ft North Encanto Blvd	Encanto Blvd
P116	W Indian School Rd	Sidewalk One Side	0.11	125th Dr	745 ft West El Mirage Rd
P128	W McDowell Rd	Sidewalk One Side	0.18	119th Ave	117th Ave
P48	Lower Buckeye Rd	Sidewalk One Side	0.21	Litchfield Rd	300 ft East of 5th Ave
P33	E Ludlow Dr	Sidewalk One Side	0.17	Central Ave	3rd St
P3	107th Ave	Sidewalk Both Sides	0.02	Lower Buckeye Rd	125 ft south Lower Buckeye Rd
P44	Lower Buckeye Rd	Sidewalk Both Sides	0.03	125th Ave	125th Ave East .01 miles
P115	W Indian School Rd	Sidewalk One Side	0.29	700 ft east Dysart Rd	320 ft east Santa Fe Trl
P34	E Park Dr	Sidewalk Both Sides	0.05	1st St	2nd St
P85	S 1st St	Sidewalk Both Sides	0.06	Park Dr	Elm Ln
P47	Lower Buckeye Rd	Sidewalk Both Sides	0.52	300 ft East of 5th Ave	4th St
P68	N el Mirage Rd	Sidewalk Both Sides	0.16	825 ft north Indian School Rd	Indian School Rd
P51	N 106th Ave	Sidewalk Both Sides	0.46	Mulberry Dr	Thomas Rd
P134	W Palm Ln	Sidewalk One Side	0.25	116th Ln	Avondale Blvd
P30	E Brinker Dr	Sidewalk Both Sides	0.25	Dysart Rd	Eliseo C Felix Jr Way
P17	Avondale Blvd	Sidewalk One Side	0.06	McDowell Rd	290 ft south McDowell Rd
P88	S Avondale Blvd	Sidewalk One Side	0.13	Rio Vista Ln	Lower Buckeye Rd
P122	W Lower Buckeye Rd	Sidewalk One Side	0.59	121st Dr	116th Ave
P123	W Lower Buckeye Rd	Sidewalk Both Sides	0.17	116th Ave	Avondale Blvd
P103	W Encanto Blvd	Sidewalk One Side	1.01	107th Ave	99th Ave
P145	W Van Buren St	Sidewalk One Side	0.75	107th Ave	101st Ave

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P114	W Indian School Rd	Sidewalk Both Sides	0.81	380 ft East El Mirage Rd	Copenhagen Dr
P69	N el Mirage Rd	Sidewalk One Side	0.34	Garfield St	Van Buren St
P142	W Thomas Rd	Sidewalk One Side	0.24	119th Ave	116th Ave
P49	N 103rd Ave	Sidewalk Both Sides	0.46	Mulberry Dr	Thomas Rd
P50	N 105th Ave	Sidewalk Both Sides	0.50	Mulberry Dr	Thomas Rd
P94	W Avalon Dr	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P97	W Catalina Dr	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P45	Lower Buckeye Rd	Sidewalk Both Sides	0.08	127th Ave	127th Ave East .07 miles
P82	S 127th Ave	Sidewalk Both Sides	0.31	Lower Buckeye Rd	Superior Ave
P153	W Whyman St	Sidewalk One Side	0.12	125th Ave	124th Ave
P120	W Lower Buckeye Rd	Sidewalk Both Sides	0.21	175 ft East 125th Ave	El Mirage Rd
P105	W Flower St	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P131	W Mulberry St	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P147	W Van Buren St	Sidewalk One Side	0.22	1/4 mile west 111th Ave	111th Ave
P39	Elisio Felix Jr Way	Sidewalk One Side	0.11	Brinker Dr	Riley Dr
P62	N 4th Ave	Sidewalk One Side	0.10	Loma Linda Blvd	Brinker Dr
P99	W Earll Dr	Sidewalk Both Sides	0.40	106th Ave	103rd Ave
P91	S Vermeersch Rd	Sidewalk Both Sides	0.67	Superior Ave	1.5 miles south Superior Ave
P96	W Broadway Rd	Sidewalk Both Sides	0.98	Avondale Blvd	107th Ave
P67	N El Mirage Rd	Sidewalk One Side	0.58	<Null>	825 ft north Indian School Rd
P144	W Thomas Rd	Sidewalk One Side	0.46	350 ft West Rancho Santa Fe Blvd	Agua Fria River West
P6	119th Ave	Sidewalk One Side	0.21	Roosevelt St	Van Buren St
P7	119th Ave	Sidewalk One Side	0.26	Palm Ln	McDowell Rd
P23	Civic Center Dr	Sidewalk Both Sides	0.31	400 ft southeast 114th Ave	Coldwater Springs Blvd
P24	Civic Center Dr	Sidewalk One Side	0.09	Avondale Blvd	Madison St
P56	N 117th Ave	Sidewalk One Side	0.22	McDowell Rd	1/4 mile south McDowell Rd
P57	N 119th Ave	Sidewalk One Side	0.24	McDowell Rd	Roosevelt Ave
P139	W Roosevelt St	Sidewalk One Side	0.16	120 Dr	119th Ave
P1	101st Ave	Sidewalk One Side	0.50	Roosevelt St	Van Buren St
P70	Roosevelt St	Sidewalk One Side	0.40	103rd Ave	101st Ave
P28	County Line Rd	Sidewalk Both Sides	0.12	127th Ave	Dead End
P95	W Bohne St	Sidewalk Both Sides	0.11	127th Ave	Dead End
P119	W Lower Buckeye Rd	Sidewalk One Side	0.16	126th Ave	125th Ave
P54	N 10th St	Sidewalk Both Sides	0.14	435 ft south Riley Dr	Western Ave
P55	N 10th St	Sidewalk One Side	0.08	Riley Dr	435 ft south Riley Dr
P81	S 127th Ave	Sidewalk One Side	0.28	Vermeersch Rd	Illini St
P101	W Elwood St	Sidewalk One Side	0.25	125th Ave	El Mirage Rd

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P5	114th Ave	Sidewalk One Side	0.04	Coldwater Springs Blvd	Civic Center Dr
P25	Civic Center Dr	Sidewalk Both Sides	0.09	Madison St	Jefferson St
P26	Civic Center Dr	Sidewalk One Side	0.17	Jefferson St	400 ft southeast 114th Ave
P27	Coldwater Springs Blvd	Sidewalk Both Sides	0.10	114th Ave	Civic Center Dr
P43	Jefferson St	Sidewalk One Side	0.06	Avondale Blvd	Civic Center Dr
P58	N 119th Ave	Sidewalk One Side	0.24	Thomas Rd	Virginia Ave
P42	Indian Springs Rd	Sidewalk Both Sides	1.28	133rd Ave	El Mirage Rd
P136	W Pioneer St	Sidewalk One Side	0.19	125th Ave	330 ft east 124th Ave
P137	W Pioneer St	Sidewalk Both Sides	0.12	127th Ave	Dead End
P154	W Winslow Ave	Sidewalk Both Sides	0.48	Avondale Blvd	111th Ave
P140	W Southern Ave	Sidewalk Both Sides	3.47	Buckeye Canal	107th Ave
P72	S 107th Ave	Sidewalk Both Sides	0.09	125 ft south Lower Buckeye Rd	600 ft south Lower Buckeye Rd
P73	S 107th Ave	Sidewalk One Side	0.14	600 ft south Lower Buckeye Rd	Miami Ave
P74	S 107th Ave	Sidewalk Both Sides	0.25	Miami Ave	1/4 Mile south Miami Ave
P4	111th Ave	Sidewalk One Side	0.34	Roosevelt St	Van Buren St
P152	W Warner St	Sidewalk Both Sides	0.24	127th Ave	125th Ave
P133	W Palm Ln	Sidewalk One Side	0.12	119th Ave	650 ft East 119th Ave
P112	W Illini St	Sidewalk One Side	0.25	125th Ave	El Mirage Rd
P8	126th Ave	Sidewalk Both Sides	0.03	Warner St	Dead End
P9	126th Dr	Sidewalk Both Sides	0.04	Warner St	Illini St
P59	N 125th Dr	Sidewalk Both Sides	0.03	Warner St	Dead End
P100	W Elwood St	Sidewalk Both Sides	0.24	127th Ave	125th Ave
P104	W Florence St	Sidewalk One Side	0.25	127th Ave	125th Ave
P110	W Illini St	Sidewalk Both Sides	0.09	127th Ave	126th Dr
P111	W Illini St	Sidewalk Both Sides	0.19	Vermeersch Rd	Dead End
P38	el Mirage Rd	Sidewalk Both Sides	0.26	Alta Vista Rd	Gila River
P75	S 107th Ave	Sidewalk One Side	0.26	1/4 Mile south Miami Ave	Jones Ave
P76	S 107th Ave	Sidewalk Both Sides	0.25	Jones Ave	Broadway Rd
P89	S Dysart Rd	Sidewalk Both Sides	1.24	1.5 miles south of Superior St	Southern Ave
P78	S 111th Ave	Sidewalk Both Sides	0.26	Lower Buckeye Rd	Miami Ave
P130	W Miami Ave	Sidewalk Both Sides	0.97	Avondale Blvd	107th Ave
P102	W Elwood St	Sidewalk One Side	0.13	El Mirage Rd	122nd Ave
P77	S 109th Ave	Sidewalk Both Sides	0.19	Pecan Rd	Southern Ave
P79	S 114th Ave	Sidewalk Both Sides	0.29	Sunland Ave	Southern Ave
P80	S 122nd Ave	Sidewalk Both Sides	0.45	Southern Ave	Gila River
P83	S 129th Ave	Sidewalk Both Sides	0.16	Hidalgo Ave	Southern Ave
P92	W Alta Vista Rd	Sidewalk Both Sides	0.24	El Mirage Rd	121st Ave

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P93	W Atlanta Ave	Sidewalk Both Sides	0.52	1/2 Mile west Avondale Blvd	Avondale Blvd
P98	W Chambers Ave	Sidewalk Both Sides	0.25	Avondale Blvd	350 ft east 114th Ave
P106	W Hidalgo Ave	Sidewalk Both Sides	0.49	Avondale Blvd	111th Ave
P107	W Hidalgo Ave	Sidewalk Both Sides	0.31	1/4 mile El Mirage Rd	El Mirage Rd
P108	W Hidalgo Ave	Sidewalk Both Sides	0.40	Dysart Rd	830 ft east of 129th Ave
P109	W Hidalgo Ave	Sidewalk Both Sides	0.12	630 ft west of 109th Ave	109th Ave
P135	W Pecan Rd	Sidewalk Both Sides	0.37	625 ft west 109th Ave	107th Ave
P138	W Roeser Rd	Sidewalk Both Sides	0.24	Avondale Blvd	350 ft east 114th Ave
P141	W Sunland Ave	Sidewalk Both Sides	0.25	Avondale Blvd	350 ft east 114th Ave

SUPPORTING POLICY CONSIDERATIONS

In addition to improving Avondale's active transportation network through tangible projects and engineering solutions, a holistic perspective of supporting policy, programmatic, education, enforcement, and encouragement elements will be critical for implementing and sustaining a pedestrian- and bicycle-friendly network. The following supporting policy and programming recommendations are categorized in the six E's of active transportation.

Engineering

Creating safe and convenient places to ride and walk

- Continue to evaluate the City's Capital Improvement Programs annually to include priority projects and programs recommended in the ATP.
- Upgrade roadway design standards to include more modern bicycle pedestrian facility types and conditions.
- The average person feels most comfortable walking or riding a bike off the roadway, particularly with children in-tow. For this reason, residential PUD's or MPC's should be required to improve bicycle and pedestrian facilities within new subdivisions well as connection between subdivisions (or residential communities) in the subdivision platting process. In addition, pedestrian connections should be made to cul- de-sac, and around (not through) retention and detention basins. All connections should be complete with equitable ADA transitions and signage providing access for all abilities. Additional considerations should be made to incorporate a "Behind the Wall" trail system/design connecting neighborhoods and amenities including City-planned paths and trails
- Retrofit existing facilities to incorporate ADA compliant facilities, as needed.
- Canopies, awnings, and similar architectural features that shade public and private sidewalks and accentuate entries should be incorporated into the design of buildings, where appropriate.
- In conjunction with routine roadway maintenance and/or pavement management system, implement a roadway re-striping program to include provisions for bike lanes when and where feasible.
- Coordinate with Phoenix, Tolleson and Goodyear to achieve continuity of bike lanes across jurisdictional boundaries.
- Consider the creation a Vision Zero Policy and attach a date: recommended 2040 (consistent with the plan horizon of the Avondale Transportation Planning Study). Vision Zero was created to reduce traffic related pedestrian deaths, with the ultimate goal of zero.
- In relation to the ongoing General Plan update, consider a policy that encourages housing at greater densities within transit corridors and transit stops to facilitate walkable neighborhoods that encourage healthy lifestyles.
- Create an ordinance to prohibit illegal uses on the path and trail systems and establish fines that serve as a substantial deterrent. Require removable bollards at entrances to all multi-use paths to prevent OHV's and other forms of unwarranted motorized vehicles (including e-bikes of a certain speed threshold) from entering and to provide access for maintenance vehicles.
- Continue to ensure bicycle racks are placed in public areas and pedestrian activity centers. These areas include, but are not limited to parks, civic uses, churches, and schools. These efforts should consist of the City placing bike racks or working with other public institutions to have them placed on site. The City should add minimum bike parking requirements to their

zoning codes for private developments. Typically bike parking requirements should be 10 to 20 percent of the number of off-street spaces that are required with a minimum of two bike parking spaces provided on-site (one inverted U rack). This provision could be waived if public facilities are available nearby. The inverted U is the preferred type of bike rack.

- Formulate a policy to consider access and ways to activate the space along and/or adjacent to canals with all incoming developments
- In high pedestrian activity areas, evaluate pedestrian crossing times to ensure that pedestrians have ample time to cross.
- Create an ordinance or policy that either allows or disallows private companies from operating a bike or scooter share in the City of Avondale. If desired, the City's ordinance can serve as an attractor to such companies.
- The term "Complete Streets" refers to the practice of designing streets so that people of all ages and abilities can choose and use their travel mode safely (i.e. take transit, use a wheelchair or other mobility device, drive a car, walk, ride a bicycle) and not be confined to one choice. The City should consider adopting a Complete Streets policy to ensure that all users are considered, if not accommodated, with each opportunity for changing streets within Avondale City Limits. Some recommended aspects of such policy include, but are not limited to:
    - Drinking fountains/ water bottle fillers (dogs too!) and trash receptacles
    - Shade (art, landscaping, architecture)
    - Lighting and seating
    - Wayfinding
- Identify best practices for all implemented facilities regarding striping, sealing, reconstruction, and environmental damage repair. Utilize volunteer and community service organizations for trail maintenance and litter abatement activities on a quarterly basis.
- Work with the Parks and Recreation Department to install signage on routes that connect to parks and trailheads.
- Collaborate with MAG and local jurisdictions to incorporate wayfinding for regional bicycle routes.

Education

Giving people of all ages and abilities the skills and confidence to ride and walk

- Design and launch a broad reaching bike skills training and bike lock/safety gear distribution initiative.
- Launch a professional driver education program.
- Improve the reach of safety outreach campaigns to drivers.
- Public Service Announcements - Visual Trainings to educate all ages on important safety topics.

Evaluation & Planning

Evaluate use of the active transportation network and impact of implemented projects, programs and polices

- Increase local capacity for pedestrian/bike project planning, implementation, and evaluation.
- Establish a set of performance measures to annually evaluate and report on the progress of active transportation network improvements and mode shift.
- In tandem with developing performance measure, create a "data dashboard" of key metrics and evaluate progress towards walk and bike mode goals and performance measure.

Encouragement

Creating a strong culture that welcomes and celebrate multimodal users

- Expand the landscape of encouragement events to offer new, and more frequent programming.
- Host targeted events and programs to engage underrepresented groups, such as women and seniors.
- Grow awareness of and participation in existing Transportation Demand Management Programs.

Enforcement

Ensuring safe roads for all users

- Revise crash reporting protocol to collect more robust data for crashes involving people walking or biking.
- Increase collaboration between local law enforcement agencies, emergency service providers, City departments, and local organizations.

Equity

Supporting safe, active, and healthy opportunities in underrepresented and vulnerable communities

- Expand education efforts and access to low income and minority communities
- Consider location equity in distributing walk/bike improvements across Avondale's neighborhoods.
- Safeguard against discriminatory enforcement.

5 IMPLEMENTATION PLAN

This section outlines a sequence to help appropriately and effectively implement the recommended active transportation infrastructure. Successfully implementing the Plan's recommendations will help achieve the Avondale's vision for a safe and accessible active transportation network. The implementation framework focuses on an equitable and systematic prioritization of projects to determine the Plan's implementation over a timeframe that spans 20 years. The goal is to incrementally implement as many of the projects as possible while recognizing fiscal limitations and other municipal budgetary needs will influence the specific implementation of the many projects identified in this ATP.

PRIORITIZATION & IMPLEMENTATION TIMELINE

Project Prioritization Approach

Creating a prioritization framework assists in directing Avondale design efforts and funding considerations towards areas which are in the highest need, and likely to yield the highest return on investment in bicycling, walking, and using transit once facilities are installed or upgraded. These areas are prioritized based on factors such as safety, proximity to schools, neighborhoods, jobs, and cultural institutions as well as areas where bicycling, walking, and using transit may be the predominant mode of travel for socioeconomic reasons.

A prioritization model was developed to inform the intended implementation process. The prioritization tool was created to be dynamic and flexible by accommodating updates in the future as the recommendations are implemented and new needs arise. Through the application of quantitative and qualitative evaluation criteria, the results of the prioritized recommendations provide clear, pragmatic, and justifiable guidance on the order of which recommendations should be implemented.

During the creation of the prioritization model, five evaluation criteria were identified, and weights were assigned based on stakeholder inputs received. Table 5-1 provides a description of each evaluation criteria and the corresponding weight.

Table 5-1: Evaluation Criteria & Weighting

Evaluation Criteria	Weight
Proximity & Connectivity: a project that fills a gap or connects to the network and is adjacent to key destinations.	20
Safety: a project that may improve the safety and potentially reduce pedestrian- or bicycle-related crashes	30
Comfort: a project creating a more comfortable experience for pedestrians and bicyclists by mitigating the negative effects of vehicular speed, traffic volume, and the number of potential conflicts.	20
Social Equity: a project providing access to or located within an underserved geography where bicycling, walking, and using transit may be the predominant mode of travel based on socioeconomic conditions.	15
Deliverability & Constructability: a project that is more likely to be implanted based on other factors such as roadway ownership, estimated cost, and previously recommended improvement from prior planning efforts.	15

The results of the prioritization process are not intended to preclude projects from receiving funding or from being incorporated into a new development or other roadway project. All recommended improvement projects have merit and should be implemented as timely and cost-effective opportunities arise regardless if they are initiated by Avondale or other government agency, a land owner or other entity.

Prioritization Sub-Criterion & Scoring

Four additional metrics (Sub-Criteria) were developed for each of previously mentioned evaluation criteria to score and rank the recommendations and projects. The evaluation criteria and sub-criteria resulted in an objective and equitable scoring system that measures each project. Both qualitative and quantitative metrics were used creating an intuitive and clear, data-driven format that meets the needs of the community and the objectives of this Plan.

The possible score for each sub-criterion is determined by the weight of the corresponding evaluation criterion. There are four sub-criteria with each evaluation criterion, and the possible scores of the metric are equal within the evaluation criteria. For example, if an evaluation criterion was assigned a weight of 20, each of the sub-criteria had a highest possible score of 5. Depending on the sub-criterion and the results of the evaluation, each sub-criterion scored a project under two or three scoring thresholds. The lowest possible score a project could receive for any sub-criterion is 1. And the sub-criterion with a three-tier scoring threshold used an intermediate score of half of the total possible points. Using the same example, if the total possible score for a sub-criterion is five, projects falling within the middle scoring threshold would receive 2.5 points.

Table 5-2 through Table 5-6 describe the project prioritization sub criteria scoring utilized. Ultimately, the sub criteria scores for each project are combined to generate an overall project score. A high priority project (a project with a higher overall score) provides the greatest benefit for the criteria identified. Avondale staff should regularly revisit the project list and reapply the prioritization methodology to help schedule short-term improvements.

Table 5-2: Proximity & Connectivity Evaluation/Scoring Framework

Proximity & Connectivity				
Fills a gap or connects to the network and adjacent to key destinations				
Weight	**Sub-Criteria Description**	**Metric**	**Scoring Thresholds**	
20	Project addresses infrastructure gaps or connects to the current system to create a continuous network.	Spatial overlay to determined connections to the existing/planned network.	5	Yes = 5
				No = 1
	Project connects people within City neighborhoods and/or across adjacent jurisdictions.	Spatial inventory of total connections.	5	7 to 12 = 5
				4 to 6 = 2.5
				0 to 3 = 1
	Project improves direct access to critical facilities such as schools and medical services.	Spatial inventory of the total number of critical facilities within 1/4 mile.	5	5 to 7 = 5
				2 to 4 = 2.5
				0 to 1 =1
	Project improves access to transit stops and surrounding destinations.	Spatial inventory of bus stops located within 1/4 mile.	5	8 to 13 =5
				2 to 7 = 2.5
				0 to 1 =1

Table 5-3: Safety Evaluation/Scoring Framework

Safety				
May improve the safety and potentially reduce pedestrian- or bicycle-related crashes				
Weight	**Sub-Criteria Description**	**Metric**	**Scoring Thresholds**	
30	Project may address areas with a high number of pedestrian/bicycle related crashes.	Spatial inventory of pedestrian and or bicycle related crashes within 250 Ft.	7.5	7 to 17 =7.5
				2 to 6 =3.75
				0 to 1 =1
	Project may address areas with a higher number of crashes resulting in serious injuries for bicyclists and pedestrians.	Spatial inventory of crashes within 250 ft that resulted in a bicyclist or pedestrian fatality or incapacitating injury.	7.5	2 to 3 =7.5
				1 = 3.75
				0 = 1
	Project may address areas with a high number of all types of crashes.	Spatial inventory of all crash types and severity within 250 ft.	7.5	273 to 779 = 7.5
				80 to 272 = 3.75
				0 to 79 = 1
	Project has a high likelihood of reducing bicycle and pedestrian crashes.	The facility type has a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse.	7.5	Yes = 7.5
				No = 1

Table 5-4: Comfort Evaluation/Scoring Framework

Comfort				
Creates a more comfortable experience for pedestrians and bicyclists by mitigating the negative effects of vehicular speed, traffic volume, and the number of potential conflicts.				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
20	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with higher amount of traffic lanes.	Average number of vehicular traffic lanes adjacent to a project.	5	4.3 to 6 = 5
				2.1 to 4.2 = 2.5
				0 to 2 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher posted speed limit.	Average speed limit on roads adjacent to a project.	5	31 to 50 = 5
				1 to 30 = 2.5
				0 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher amounts of traffic volumes.	Average daily traffic volumes on roads adjacent to a project.	5	23,512 to 53,711 = 5
				9,859 to 23,511 =2.5
				0 to 9,858 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher frequency of conflict points (i.e. intersections, driveways, and railroad crossings).	Total number of potential conflict points within project limits.	5	9 to 19 = 5
				4 to 8 =2.5
				0 to 3 = 1

Figure 5-1 shows examples of comfort for multimodal roadway users by facility type and condition.

Figure 5-1: Multimodal Roadway User Comfort Level Scale

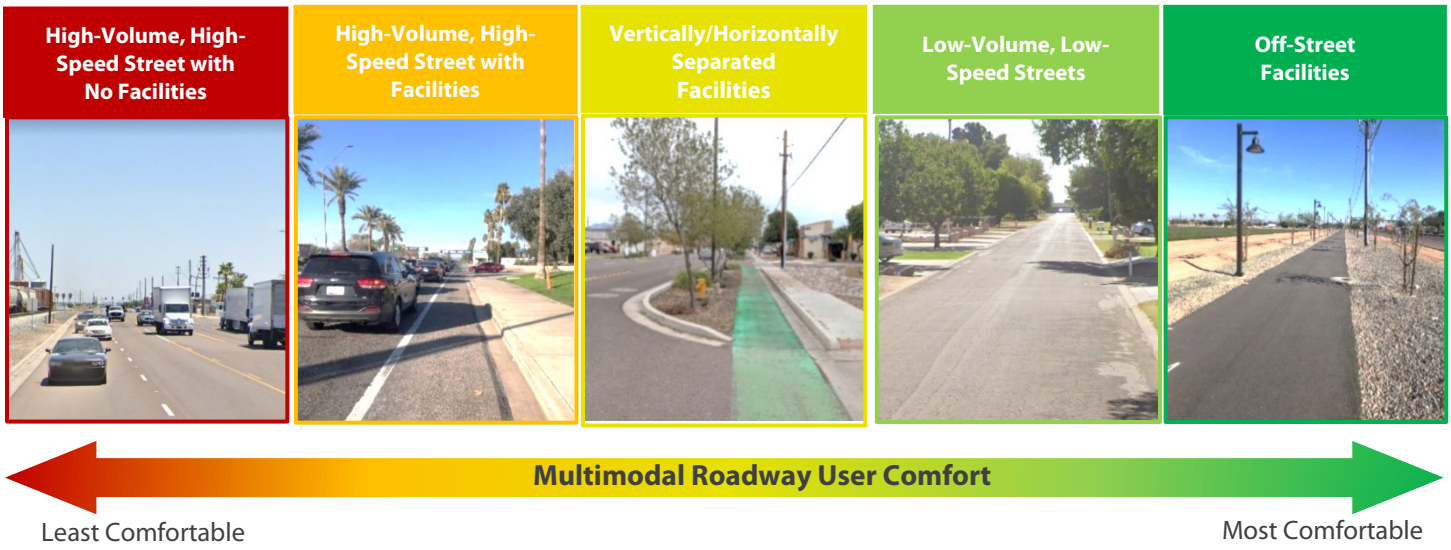


Table 5-5: Social Equity Evaluation/Scoring Framework

Social Equity				
Provides access to underserved geography where bicycling, walking, and using transit may be the predominant mode of travel based on socioeconomic conditions.				
Weight	**Sub-Criteria Description**	**Metric**	**Scoring Thresholds**	
15	Project serves an area with high number of low income and zero-car household populations.	Total number of people below the poverty level or without access to an automobile within 1/4 mile.	3.75	832 to 20,666 = 3.75
				307 to 831 = 1.875
				3 to 306 = 1
	Project serves an area with a high number of individuals with disabilities.	Total number of people with disabilities within 1/4 mile.	3.75	603 to 1,401 =3.75
				235 to 602 = 1.875
				3 to 234 = 1
	Project serves an area with a disproportionate rate of vulnerable users (i.e. children, elderly, and minorities).	Total population of potential vulnerable roadway users within 1/4 mile.	3.75	5,607 to 9,613 = 3.75
				2294 to 5,606 =1.875
				18 to 2,293 = 1
	Project provides active transportation facilities in an area where residents more frequently commute by alternative modes of transportation.	The average percent of the population within 1/4 mile who commute to work by walking, biking, or taking public transportation.	3.75	6.68% to 21.66% = 3.75
				2.27% to 6.67% = 1.875
				0% to 2.26% = 1

Table 5-6: Deliverability & Constructability Evaluation/Scoring Framework

Deliverability & Constructability				
Higher likelihood of implementation based on other factors such as roadway ownership, estimated cost, and previously recommended improvement from prior planning efforts.				
Weight	**Sub-Criteria Description**	**Metric**	**Scoring Thresholds**	
15	Project was previously recommended prior to this Plan.	Project is derived from a previous locally or regionally adopted plan or report - Yes or No.	3.75	Yes = 3.75
				No = 1
	Project cost estimate for construction.	The total planning-level cost estimate for construction relative to other projects.	3.75	$3k to $2.09M = 3.75
				$2.09M to $6.49M = 1.875
				$6.49M to $16.49M = 1
	Projected maintenance cost.	Estimated level of ongoing maintenance based on the project type.	3.75	Low = 3.75
				Medium = 1.875
				High = 1
	Roadway ownership status.	Project is located on a roadway owned and maintained by the City.	3.75	Fully Owned = 3.75
				Partially Owned = 1.875
				No Owned = 1

Project Prioritization & Implementation

This section summarizes the project scores derived from the application of the evaluation criteria and the projects total score and rank. Refer to Appendix F for the full inventory of the results from the project prioritization model, which includes the detailed results of the inputs and outputs for each of the sub-criteria and the resulting score for each project. A total of 240 recommended active transportation projects were identified as part of this Plan. Each of the projects were scored through the previously mentioned evaluation criteria on a scale from 0 to 100. The highest ranked project received a score of 82 points while the lowest ranked project scored 35.63 points.

The projects identified in this Plan can each be considered segments of the full proposed network. Creating the vision for the proposed full network is a multi-year process; implementation of the full proposed network will be phased over the next 20 years and beyond, with the goal of more than doubling the miles of improved and interconnected on-street and off-street routes within the network over the next 20+ years. All 240 projects have been prioritized and divided into three different implementation timeframes based on the results of the evaluation criteria and project ranking. The three implementation timeframes include:

- Short-Term: 0-5 Years
- Mid-Term: 5-20 Years
- Long-Term 20+ Years

Projects considered high priority within the short-term period are proposed to be developed within the first five years after Plan adoption. It is highly recommended that at least eight projects be completed each year to meet this goal. Projects in the mid-term of the network development will build upon the connected network built within 20 years, while the projects within the long-term will further enhance the network towards complete beyond 20 years.

Planning-level Cost Estimates

The planning-level cost estimates generated as part of this Plan are presented in 2021 dollars. Site specific details of each project, such as utility impacts, detailed constructability issues, and environmental investigations, were not intended to be investigated under the scope of work for this Plan, but will be further evaluated in any future engineering design process. Unit costs were developed here to reflect average conditions in the region. Improvements on some corridors are likely to be more expensive than estimated, while others are likely to be less expensive than estimated. That is to say, costs included herein will fluctuate when further defined in future engineering design processes but are of value here as a broad measure of anticipated project costs for comparative purposes in this Plan. The cost estimates do not include any potential right-of-way acquisition, also to be determined on individual projects' right-of-way needs during the future engineering design process as projects become implemented. However, the cost estimates are intended to include both design and contingency factors.

Table 5-7: Planning-level Cost Estimate Unit Costs

Facility Type	Cost	Unit
Bike lanes (both sides)	$350,000	Per mile
New off-street paved path	2,000,000	Per mile
HAWK Crossing	$180,000.00	Per crossing
Sidewalks (include C/G)	$71	Per linear foot
Local road	$3,200,000.00	Per mile
Bicycle wayfinding sign	$1,685	Per sign
Design factor	10%	-
Contingency factor	30%	-

Cost estimates were determined using a four-step process, as follows:

1. Project identification;
2. Determine facility type of each project;
3. Identify unit costs for each accommodation type; and
4. Calculate cost estimate for each project as the product of the length and the unit cost.

Short-Term Projects

Based on the results of the project prioritization process, a total of 40 projects are identified as a short-term priority. The short-term recommended projects include a variety of project facility types; however, this set of projects primarily includes the installation of new bike lanes to fill an existing gap in the on-street network (19 of the 40 projects). Other projects include bicycle signage, wayfinding signage and applications, and sidewalk infill projects.

The short-term priority projects are estimated to cost approximately $16.2 million to collectively implement. These projects would result in roughly 34 lane-miles of new on-street bike facilities, 10 miles of new sidewalks, a roadway improvement project, and a series of directional and wayfinding signage originally recommended by the Avondale Wayfinding Plan. Figure 5-2 illustrates the impact of the short-term projects on the active transportation network by show casing the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to Figure 5-3 for a map of all 40 short-term projects and Table 5-7 for a complete inventory of recommended short-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-2: Short-Term Projects Infographic

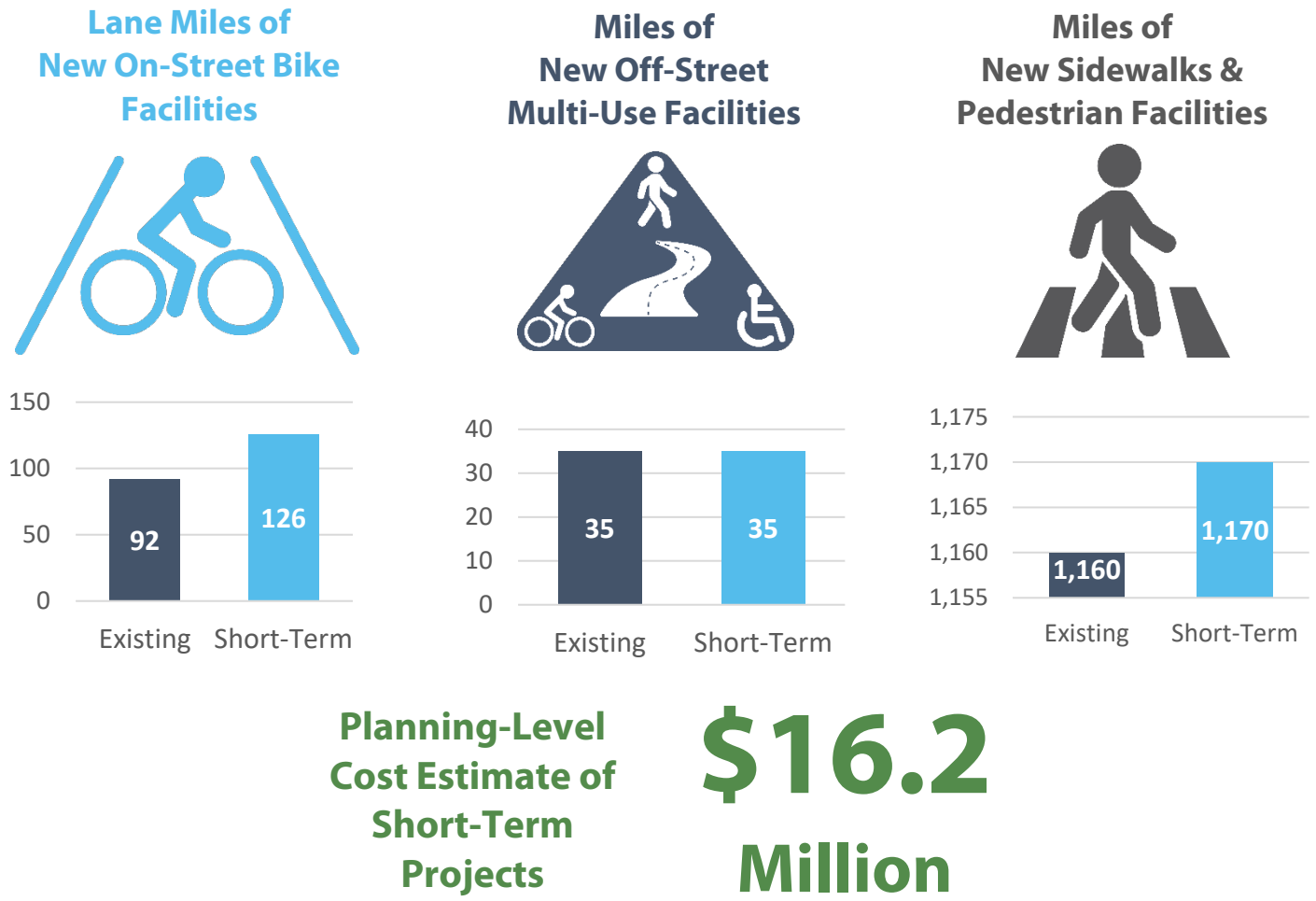


Figure 5-3: Map of Short-Term Projects (0-5 years)

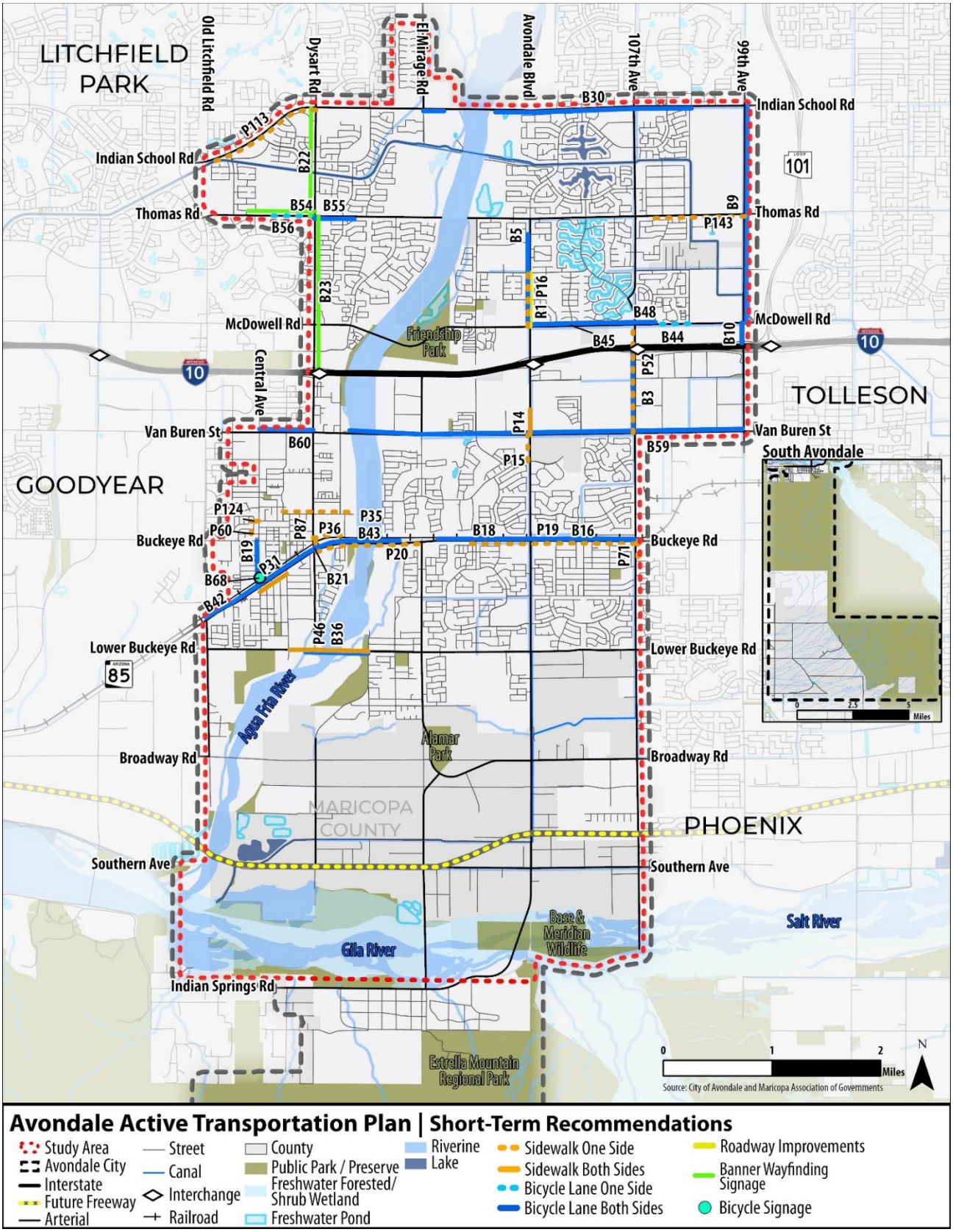


Table 5-8: Short-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
B23	Dysart Rd	Banner Wayfinding Signage	1.39	Thomas Rd to I-10	$53,000	12	30	17.5	7.5	15	82.00	1
B30	Indian School Rd	Bicycle Lane Both Sides	1.99	El Mirage Rd to 103rd Ave	$1,092,000	20	23.5	15	6.625	10.375	75.50	2
B22	Dysart Rd	Banner Wayfinding Signage	1.00	Indian School Rd to Thomas Rd	$53,000	11	26.25	15	6.625	15	73.88	3
B43	Main St/Buckeye Rd	Bicycle Lane Both Sides	1.69	Hummingbird 2 MPH to 1000 ft West El Mirage Rd	$924,000	13.5	19.75	15	13.125	11.25	72.63	4
B60	Van Buren St	Bicycle Lane Both Sides	0.49	Central Ave to Dysart Rd	$271,000	12	30	12.5	7.5	10.375	72.38	5
B16	Buckeye Rd	Bicycle Lane Both Sides	0.96	Avondale Blvd to 107th Ave	$526,000	13.5	18.75	12.5	10.375	13.125	68.25	6
P19	Buckeye Rd	Sidewalk One Side	1.53	119th Ln to 107th Ave	$894,000	13.5	18.75	12.5	10.375	10.375	65.50	7
P124	W Madden Dr	Sidewalk Both Sides	0.05	1st Ave to Central Ave	$57,000	12.5	19.75	5.5	15	12.25	65.00	8
B21	Dysart Rd	Bicycle Lane Both Sides	0.11	Western Ave to Buckeye Rd	$59,000	9.5	18.75	8.5	15	13.125	64.88	9
B59	Van Buren St	Bicycle Lane Both Sides	3.62	Agua Fria River West to 99th Ave	$1,981,000	17.5	16	13.5	7.5	10.375	64.88	10
B19	Central Ave	Bicycle Lane Both Sides	0.42	Western Ave to Main St	$232,000	15	10.5	11	15	13.125	64.63	11
P87	S 8th St	Sidewalk One Side	0.10	Western Ave to Buckeye Rd	$60,000	9.5	18.75	8.5	15	12.25	64.00	12
B10	99th Ave	Bicycle Lane Both Sides	0.19	McDowell Rd to I-10	$102,000	9.5	18.75	16	6.625	13.125	64.00	13
P113	W Indian School Rd	Sidewalk One Side	1.13	Litchfield Park to Dysart Rd	$663,000	11	22.5	12.5	5.75	12.25	64.00	14
P52	N 107th Ave	Sidewalk One Side	1.00	McDowell Rd to Van Buren St	$586,000	12.5	19.75	12.5	6.625	12.25	63.63	15
B5	115th Ave	Bicycle Lane Both Sides	0.84	Roanoke Dr to McDowell Rd	$460,000	15	18.75	11	7.5	10.375	62.63	16
B9	99th Ave	Bicycle Lane Both Sides	2.00	Indian School Rd to McDowell Rd	$1,095,000	9.5	22.5	12.5	6.625	11.25	62.38	17
B54	Thomas Rd	Bicycle Lane One Side	0.38	Estrella Mountain CC to Dysart Rd	$104,000	15	16	11	6.625	13.125	61.75	18
P46	Lower Buckeye Rd	Sidewalk Both Sides	0.72	4th St to 127th Ave	$845,000	13.5	19.75	9.5	6.625	12.25	61.63	19
B44	McDowell Rd	Bicycle Lane One Side	0.31	Harbor Shores Blvd to 103rd Ave	$85,000	9.5	16	16	6.625	13.125	61.25	20
B56	Thomas Rd	Banner Wayfinding Signage	0.62	136th Ave to Dysart Rd	$53,000	11	16	12.5	6.625	15	61.13	21
P16	Avondale Blvd	Sidewalk One Side	0.49	Encanto Blvd to McDowell Rd	$290,000	12.5	18.75	9.5	7.5	12.25	60.50	22
B36	Lower Buckeye Rd	Bicycle Lane Both Sides	0.57	Agua Fria River West to Agua Fria River East	$314,000	13.5	19.75	9.5	6.625	10.375	59.75	23
B45	McDowell Rd	Bicycle Lane Both Sides	0.48	Avondale Blvd to 515 ft East 112th Ave	$264,000	9.5	13.25	16	7.5	13.125	59.38	24
R1	Avondale Blvd	Roadway Improvements	0.49	Encanto Blvd to McDowell Rd	$875,000	11	18.75	9.5	7.5	12.25	59.00	25
B55	Thomas Rd	Bicycle Lane Both Sides	0.37	Dysart Rd to 560 ft East Santa Fe Trl	$204,000	12.5	18.75	8	6.625	13.125	59.00	26
B48	McDowell Rd	Bicycle Lane Both Sides	0.67	112th Ave to Harbor Shores Blvd	$367,000	12.5	13.25	16	6.625	10.375	58.75	27
P31	E Brooke Pl	Sidewalk Both Sides	0.30	Central Ave to 4th St	$348,000	11	13.25	7	15	12.25	58.50	28
P143	W Thomas Rd	Sidewalk One Side	0.91	106th Ave to 99th Ave	$533,000	12	13.25	13.5	7.5	12.25	58.50	29
P20	Buckeye Rd	Sidewalk One Side	0.97	Dysart Rd to El Mirage Rd	$569,000	12	16	12.5	7.5	10.375	58.38	30
P60	N 1st Ave	Sidewalk One Side	0.12	Madden Drive to Hill Drive	$69,000	15	10.5	5.5	15	12.25	58.25	31
B68	Central Ave	Bicycle Signage	0	Central Ave and Main St SB	$3,000	8	10.5	9.5	15	15	58.00	32
P35	E Riley Dr	Sidewalk One Side	0.65	4th St to 420 ft East Eliseo C Felix Jr Way	$380,000	11	19.75	7	7.5	12.25	57.50	33
P71	S 107th	Sidewalk One Side	0.15	350 north Buckeye Rd to 2nd St	$88,000	11	10.5	11	12.25	12.25	57.00	34
B18	Buckeye Rd	Bicycle Lane Both Sides	0.86	121st Ln to Avondale Blvd	$468,000	13.5	16	11	8.5	7.625	56.63	35
B3	107th Ave	Bicycle Lane Both Sides	0.81	I-10 to Van Buren St	$443,000	11	16	12.5	6.625	10.375	56.50	36
P36	E Western Ave	Sidewalk One Side	0.29	Dysart Rd to Eliseo C Felix Jr Way	$172,000	9.5	16	5.5	13.125	12.25	56.38	37
B42	Main St	Bicycle Lane Both Sides	0.28	Litchfield Rd to Hummingbird 2 MPH	$152,000	8	10.5	9.5	15	13.125	56.13	38
P14	Avondale Blvd	Sidewalk Both Sides	0.23	City Center Dr to Van Buren St	$269,000	8	13.25	16	6.625	12.25	56.13	39
P15	Avondale Blvd	Sidewalk One Side	0.24	Van Buren St to Coldwater Springs Blvd	$143,000	8	13.25	16	6.625	12.25	56.13	40

Mid-Term Projects

There are 104 projects (beginning with the 41st ranked project) that are recommended to be implemented within the mid-term or intermediate planning horizon – 5 to 20 years. The mid-term recommended projects include a variety of project facility types; however, this set of projects primarily includes the installation of new sidewalks to fill an existing gap (66 of the 104 projects). The mid-term projects also include 25 on-street bike facility projects, two off-street multi-use facility projects, and one mid-block crossing.

The mid-term projects are collectively estimated to cost approximately $50.5 million to implement, which would result in roughly 19 lane-miles of new on-street bike facilities, 42 miles of new sidewalks, and five miles of new multi-use paths. Figure 5-4 illustrates the impact of the mid-term projects (including the short-term projects) on the active transportation network by showcasing the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to Figure 5-5 for a map of all 104 mid-term projects and Table 5-8 for a complete inventory of mid-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-4: Mid-Term Projects Infographic

Figure 5-5: Map of Mid-Term Projects (5-20 years)

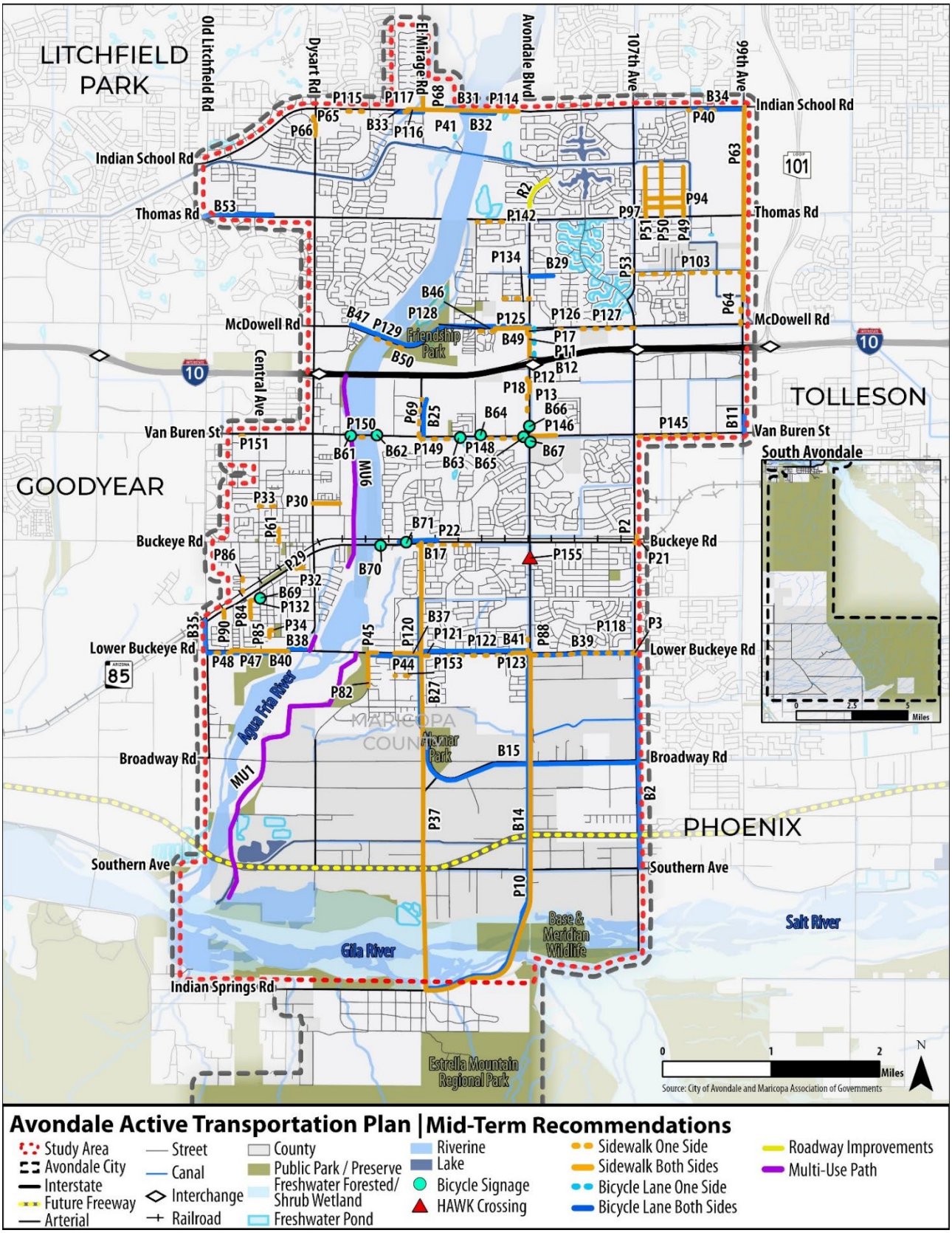


Table 5-9: Mid-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P61	N 3rd St	Sidewalk Both Sides	0.13	Kinderman Dr to Hill Dr	$148,000	12.5	10.5	5.5	15	12.25	55.75	41
P126	W McDowell Rd	Sidewalk One Side	0.08	113th Dr to 113th Ave	$47,000	9.5	10.5	16	7.5	12.25	55.75	42
B47	McDowell Rd	Bicycle Ln Both Sides	0.20	Rancho Santa Fe to Agua Fria River	$107,000	11	10.5	13.5	7.5	13.125	55.63	43
P127	W McDowell Rd	Sidewalk One Side	0.50	415 ft East 112th Ave to 107th Ave	$295,000	12.5	13.25	11	6.625	12.25	55.63	44
P21	Buckeye Rd	Sidewalk Both Sides	0.06	107th Ave to 320 ft East 107th	$71,000	9.5	10.5	11	12.25	12.25	55.50	45
P64	N 99th Ave	Sidewalk One Side	0.22	Palm Ln to McDowell Rd	$131,000	9.5	18.75	11	6.625	9.5	55.38	46
P12	Avondale Blvd	Sidewalk One Side	0.10	I-10 to Roosevelt St	$60,000	8	13.25	16	5.75	12.25	55.25	47
B61	Van Buren St	Bicycle Signage	0	Van Buren St and Agua Fria River EB	$3,000	11	10.5	11	7.5	15	55.00	48
B11	99th Ave	Bicycle Ln Both Sides	0.16	820 ft North Van Buren St to Van Buren St	$85,000	11	10.5	16	4	13.125	54.63	49
P29	E Agua Fria Ln	Sidewalk One Side	0.08	Corral St to Dead End	$47,000	11	10.5	5.5	15	12.25	54.25	50
P32	E Corral St	Sidewalk One Side	0.10	Corral St to 7th St	$61,000	11	10.5	5.5	15	12.25	54.25	51
P2	107th Ave	Sidewalk One Side	0.07	350 ft north Buckeye Rd to Buckeye Rd	$39,000	9.5	10.5	9.5	12.25	12.25	54.00	52
P155	Avondale Blvd	HAWK Crossing	0	Avondale and Littleton Elementary	$282,000	7	10.5	11	10.375	15	53.88	53
B14	Avondale Blvd	Bicycle Ln Both Sides	3.74	Lower Buckeye Rd to Southern Ave	$2,046,000	11	16	13.5	4.875	8.5	53.88	54
P10	Avondale Blvd	Sidewalk Both Sides	3.73	Lower Buckeye Rd to El Mirage Rd	$4,379,000	11	16	13.5	4.875	8.5	53.88	55
P125	W McDowell Rd	Sidewalk Both Sides	0.32	117th Ave to Avondale Blvd	$375,000	9.5	13.25	11	7.5	12.25	53.50	56
P129	W McDowell Rd	Sidewalk One Side	0.34	Agua Fria River West to Agua Fria River East	$200,000	9.5	10.5	13.5	7.5	12.25	53.25	57
B41	Lower Buckeye Rd	Bicycle Ln Both Sides	1.01	El Mirage Rd to Avondale Blvd	$551,000	13.5	13.25	11	4.875	10.375	53.00	58
B53	Thomas Rd	Bicycle Ln Both Sides	0.63	Litchfield Rd to Estrella Mountain CC	$345,000	11	10.5	12.5	5.75	13.125	52.88	59
P84	S 1st Ave	Sidewalk Both Sides	0.16	Overlin Ln to Whyman Ave	$189,000	9.5	10.5	5.5	15	12.25	52.75	60
P65	N Dysart Rd	Sidewalk One Side	0.10	Indian School Rd to 500 ft south of Dysart Rd	$58,000	8	13.25	13.5	5.75	12.25	52.75	61
B63	Van Buren St	Bicycle Signage	0	Van Buren St and 120th Ave EB	$3,000	9.5	10.5	11	6.625	15	52.63	62
B64	Van Buren St	Bicycle Signage	0	Van Buren St and 120th Ave WB	$3,000	9.5	10.5	11	6.625	15	52.63	63
B39	Lower Buckeye Rd	Bicycle Ln Both Sides	0.97	Avondale Blvd to 107th Ave	$530,000	11	13.25	9.5	5.75	13.125	52.63	64
P148	W Van Buren St	Sidewalk One Side	0.50	119th Ave to Avondale Blvd	$294,000	9.5	13.25	11	6.625	12.25	52.63	65
P149	W Van Buren St	Sidewalk One Side	0.25	Fairway Dr to 120th Ln	$147,000	9.5	13.25	11	6.625	12.25	52.63	66
P13	Avondale Blvd	Sidewalk One Side	0.17	515 ft south Roosevelt St to City Center Dr	$103,000	8	10.5	16	5.75	12.25	52.50	67
P18	Avondale Blvd	Sidewalk Both Sides	0.10	Roosevelt St to 515 ft south Roosevelt St	$115,000	8	10.5	16	5.75	12.25	52.50	68
P150	W Van Buren St	Sidewalk One Side	0.27	Agua Fria River West to Agua Fria River East	$161,000	11	10.5	11	7.5	12.25	52.25	69
B66	Avondale Blvd	Bicycle Signage	0	Avondale Blvd and Van Buren St SB	$3,000	4	10.5	16	6.625	15	52.13	70
B67	Avondale Blvd	Bicycle Signage	0	Avondale Blvd and Van Buren St NB	$3,000	4	10.5	16	6.625	15	52.13	71
P37	S el Mirage Rd	Sidewalk Both Sides	4.12	Buckeye Rd to Indian Springs Rd	$4,836,000	13.5	13.25	12	4.875	8.5	52.13	72
B62	Van Buren St	Bicycle Signage	0	Van Buren St and Agua Fria River WB	$3,000	8	10.5	11	7.5	15	52.00	73
P118	W Lower Buckeye Rd	Sidewalk One Side	0.97	Avondale Blvd to 107th Ave	$567,000	11	13.25	9.5	5.75	12.25	51.75	74
B49	McDowell Rd	Bicycle Ln Both Sides	0.31	117th Ave to Avondale Blvd	$172,000	9.5	13.25	11	7.5	10.375	51.63	75
P40	Indian School Rd	Sidewalk One Side	0.24	100th Ave to 103rd Ave	$142,000	9.5	10.5	13.5	5.75	12.25	51.50	76
P41	Indian School Rd	Sidewalk Both Sides	0.07	El Mirage Rd to El Mirage Rd to East .07 miles	$86,000	11	10.5	11	6.625	12.25	51.38	77
B50	McDowell Rd	Bicycle Ln Both Sides	1.04	Agua Fria River West to 119th Ave	$567,000	9.5	10.5	13.5	7.5	10.375	51.38	78
P117	W Indian School Rd	Sidewalk Both Sides	0.14	745 ft West El Mirage Rd to El Mirage Rd	$166,000	11	10.5	11	6.625	12.25	51.38	79
P86	S 3rd Ave	Sidewalk One Side	0.13	Rhodes Ave to Dead End	$75,000	8	10.5	5.5	15	12.25	51.25	80
P90	S Greenleaf Ln	Sidewalk Both Sides	0.08	Main St to Dead End	$94,000	8	10.5	5.5	15	12.25	51.25	81
P132	W Overlin Ln	Sidewalk Both Sides	0.09	1st Ave to Central Ave	$106,000	8	10.5	5.5	15	12.25	51.25	82
B27	El Mirage Rd	Bicycle Ln Both Sides	1.65	Durango St to Broadway Rd	$906,000	13.5	10.5	12	4.875	10.375	51.25	83
B65	Van Buren St	Bicycle Signage	0	Van Buren St and Avondale Blvd EB	$3,000	8	10.5	11	6.625	15	51.13	84
B12	Avondale Blvd	Bicycle Ln One Side	0.28	McDowell Rd to I-10	$76,000	9.5	13.25	9.5	5.75	13.125	51.13	85
P146	W Van Buren St	Sidewalk Both Sides	0.24	Avondale Blvd to 1/4 mile west 111th Ave	$285,000	9.5	13.25	9.5	6.625	12.25	51.13	86
B46	McDowell Rd	Bicycle Ln Both Sides	0.19	119th Ave to 117th Ave	$103,000	9.5	10.5	11	6.625	13.125	50.75	87
P63	N 99th Ave	Sidewalk Both Sides	1.78	Indian School Rd to Palm Ln	$2,086,000	9.5	13.25	11	6.625	10.375	50.75	88
P151	W Van Buren St	Sidewalk One Side	0.10	137th Ave to 535 ft east of 137th Ave	$60,000	11	10.5	9.5	7.5	12.25	50.75	89

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P121	W Lower Buckeye Rd	Sidewalk One Side	0.07	El Mirage Rd to 460 ft East El Mirage Rd	$40,000	11	10.5	12	4.875	12.25	50.63	90
B35	Litchfield Rd	Bicycle Ln Both Sides	0.28	Main St to Lower Buckeye Rd	$151,000	8	10.5	9.5	9.375	13.125	50.50	91
P11	Avondale Blvd	Sidewalk Both Sides	0.22	290 ft south McDowell Rd to I-10	$254,000	9.5	13.25	9.5	5.75	12.25	50.25	92
MU1	Agua Fria River East	Multi-Use Path	2.97	Lower Buckeye Rd to Gila River	$9,298,000	9.5	19.75	4	6.625	10.375	50.25	93
B69	Central Ave	Bicycle Signage	0	Central Ave and Harrison Dr NB	$3,000	4	10.5	5.5	15	15	50.00	94
P66	N Dysart Rd	Sidewalk Both Sides	0.15	500 ft south of Dysart Rd to Fairmount Ave	$172,000	8	10.5	13.5	5.75	12.25	50.00	95
P22	Buckeye Rd North	Sidewalk One Side	0.47	West of El Mirage Rd to West of 119th Ave	$278,000	9.5	10.5	11	6.625	12.25	49.88	96
B71	Buckeye Rd	Bicycle Signage	0	Buckeye Rd and Agua Fria River WB	$3,000	9.5	10.5	11	6.625	12.25	49.88	97
P53	N 107th Ave	Sidewalk One Side	0.10	320 ft North Encanto Blvd to Encanto Blvd	$60,000	11	10.5	9.5	6.625	12.25	49.88	98
P116	W Indian School Rd	Sidewalk One Side	0.11	125th Dr to 745 ft West El Mirage Rd	$63,000	9.5	10.5	11	6.625	12.25	49.88	99
P128	W McDowell Rd	Sidewalk One Side	0.18	119th Ave to 117th Ave	$106,000	9.5	10.5	11	6.625	12.25	49.88	100
MU6	Agua Fria River West	Multi-Use Path	1.92	I-10 to Lower Buckeye Rd	$6,001,000	15	10.5	5.5	7.5	11.25	49.75	101
P48	Lower Buckeye Rd	Sidewalk One Side	0.21	Litchfield Rd to 300 ft East of 5th Ave	$125,000	9.5	10.5	8	9.375	12.25	49.63	102
B33	Indian School Rd	Bicycle Ln Both Sides	0.25	124th Ave to El Mirage Rd	$136,000	11	10.5	11	6.625	10.375	49.50	103
B70	Buckeye Rd	Bicycle Signage	0	Buckeye Rd and Agua Fria River EB	$3,000	8	10.5	11	7.5	12.25	49.25	104
P33	E Ludlow Dr	Sidewalk One Side	0.17	Central Ave to 3rd St	$98,000	13.5	10.5	5.5	7.5	12.25	49.25	105
P3	107th Ave	Sidewalk Both Sides	0.02	Lower Buckeye Rd to 125 ft south Lower Buckeye Rd	$28,000	8	10.5	8	10.375	12.25	49.13	106
P44	Lower Buckeye Rd	Sidewalk Both Sides	0.03	125th Ave to 125th Ave East .01 miles	$39,000	13.5	10.5	8	4.875	12.25	49.13	107
B32	Indian School Rd	Bicycle Ln Both Sides	0.31	Agua Fria River West to Agua Fria River East	$167,000	8	10.5	13.5	6.625	10.375	49.00	108
P115	W Indian School Rd	Sidewalk One Side	0.29	700 ft east Dysart Rd to 320 ft east Santa Fe Trl	$170,000	9.5	10.5	11	5.75	12.25	49.00	109
B37	Lower Buckeye Rd	Bicycle Ln Both Sides	0.49	127th Ave to El Mirage Rd	$270,000	13.5	10.5	9.5	4.875	10.375	48.75	110
P34	E Park Dr	Sidewalk Both Sides	0.05	1st St to 2nd St	$53,000	11	10.5	5.5	9.375	12.25	48.63	111
P85	S 1st St	Sidewalk Both Sides	0.06	Park Dr to Elm Ln	$74,000	11	10.5	5.5	9.375	12.25	48.63	112
P47	Lower Buckeye Rd	Sidewalk Both Sides	0.52	300 ft East of 5th Ave to 4th St	$615,000	11	10.5	8	6.625	12.25	48.38	113
P68	N El Mirage Rd	Sidewalk Both Sides	0.16	825 ft north Indian School Rd to Indian School Rd	$183,000	11	10.5	8	6.625	12.25	48.38	114
P51	N 106th Ave	Sidewalk Both Sides	0.46	Mulberry Dr to Thomas Rd	$538,000	11	10.5	7	7.5	12.25	48.25	115
B2	107th Ave	Bicycle Ln Both Sides	1.99	Lower Buckeye Rd to Southern Ave	$1,090,000	9.5	10.5	12	5.75	10.375	48.13	116
B17	Buckeye Rd	Bicycle Ln Both Sides	0.35	1000 ft West El Mirage Rd to 760 ft East El Mirage Rd	$192,000	9.5	10.5	11	6.625	10.375	48.00	117
B31	Indian School Rd	Bicycle Ln Both Sides	0.17	1000 ft East El Mirage Rd to Agua Fria River Bridge	$92,000	9.5	10.5	11	6.625	10.375	48.00	118
B38	Lower Buckeye Rd	Bicycle Ln Both Sides	0.16	4th St to Agua Fria River West	$85,000	11	10.5	9.5	6.625	10.375	48.00	119
B40	Lower Buckeye Rd	Bicycle Ln Both Sides	0.75	Litchfield Rd to 4th St	$409,000	11	10.5	9.5	6.625	10.375	48.00	120
P134	W Palm Ln	Sidewalk One Side	0.25	116th Ln to Avondale Blvd	$145,000	9.5	16	5.5	7.5	9.5	48.00	121
B25	El Mirage Rd	Bicycle Ln Both Sides	0.36	Garfield St to Van Buren St	$195,000	9.5	13.25	5.5	6.625	13.125	48.00	122
R2	Garden Lakes Parkway	Improvements Phase 1	0.44	Thomas Rd to Lakeshore Dr	$900,000	8	13.25	7	7.5	12.25	48.00	123
P30	E Brinker Dr	Sidewalk Both Sides	0.25	Dysart Rd to Eliseo C Felix Jr Way	$292,000	12	10.5	5.5	7.5	12.25	47.75	124
P17	Avondale Blvd	Sidewalk One Side	0.06	McDowell Rd to 290 ft south McDowell Rd	$32,000	9.5	10.5	9.5	5.75	12.25	47.50	125
P88	S Avondale Blvd	Sidewalk One Side	0.13	Rio Vista Ln to Lower Buckeye Rd	$76,000	9.5	10.5	9.5	5.75	12.25	47.50	126
P122	W Lower Buckeye Rd	Sidewalk One Side	0.59	121st Dr to 116th Ave	$345,000	9.5	10.5	9.5	5.75	12.25	47.50	127
P123	W Lower Buckeye Rd	Sidewalk Both Sides	0.17	116th Ave to Avondale Blvd	$194,000	9.5	10.5	9.5	5.75	12.25	47.50	128
P103	W Encanto Blvd	Sidewalk One Side	1.01	107th Ave to 99th Ave	$595,000	11	10.5	7	6.625	12.25	47.38	129
B15	Broadway Rd	Bicycle Ln Both Sides	1.85	El Mirage Rd to 107th Ave	$1,013,000	9.5	13.25	12	4	8.5	47.25	130
P145	W Van Buren St	Sidewalk One Side	0.75	107th Ave to 101st Ave	$442,000	9.5	10.5	11	4	12.25	47.25	131
P114	W Indian School Rd	Sidewalk Both Sides	0.81	380 ft East El Mirage Rd to Copenhagen Dr	$947,000	9.5	10.5	11	6.625	9.5	47.13	132
P69	N El Mirage Rd	Sidewalk One Side	0.34	Garfield St to Van Buren St	$201,000	9.5	13.25	5.5	6.625	12.25	47.13	133
B34	Indian School Rd	Bicycle Ln Both Sides	0.50	103rd Ave to 99th Ave	$271,000	9.5	10.5	13.5	5.75	7.625	46.88	134
P142	W Thomas Rd	Sidewalk One Side	0.24	119th Ave to 116th Ave	$141,000	9.5	10.5	8	6.625	12.25	46.88	135
P49	N 103rd Ave	Sidewalk Both Sides	0.46	Mulberry Dr to Thomas Rd	$535,000	9.5	10.5	7	7.5	12.25	46.75	136
P50	N 105th Ave	Sidewalk Both Sides	0.50	Mulberry Dr to Thomas Rd	$590,000	9.5	10.5	7	7.5	12.25	46.75	137
P94	W Avalon Dr	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	$412,000	11	10.5	5.5	7.5	12.25	46.75	138
P97	W Catalina Dr	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	$411,000	11	10.5	5.5	7.5	12.25	46.75	139

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P45	Lower Buckeye Rd	Sidewalk Both Sides	0.08	127th Ave to 127th Ave East .07 miles	$98,000	11	10.5	8	4.875	12.25	46.63	140
P82	S 127th Ave	Sidewalk Both Sides	0.31	Lower Buckeye Rd to Superior Ave	$363,000	9.5	10.5	9.5	4.875	12.25	46.63	141
P153	W Whyman St	Sidewalk One Side	0.12	125th Ave to 124th Ave	$72,000	13.5	10.5	5.5	4.875	12.25	46.63	142
B29	Encanto Blvd	Bicycle Ln Both Sides	0.22	115th Ave to 112th Ln	$119,000	13.5	10.5	5.5	6.625	10.375	46.50	143
P120	W Lower Buckeye Rd	Sidewalk Both Sides	0.21	175 ft East 125th Ave to El Mirage Rd	$249,000	13.5	10.5	8	4.875	9.5	46.38	144

Long-Term Projects

There are 96 projects that are recommended to be implemented within the long-term planning horizon – after 20 years and beyond. The long-term recommended projects include a variety of project facility types; however, this set of projects primarily includes (72 of the 96 projects) the installation of new sidewalks to fill an existing gap. The long-term project set also includes 13 on-street bike facility projects, nine off-street multi-use facility projects, one wayfinding project, and one roadway extension project.

The long-term projects are estimated to cost approximately $86.6 million to implement, which would result in roughly 23 lane-miles of new on-street bike facilities, 41 miles of new sidewalks, 18 miles of off-street multi-use/trail facilities, two miles wayfinding applications, and one roadway extension project. Figure 5-6 illustrates the impact of the long-term projects (plus the short- and mid-term projects) on the active transportation network by showcases the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to Figure 5-7 for a map of all 96 long-term projects and Table 5-9 for a complete inventory of long-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-6: Long-Term Projects Infographic

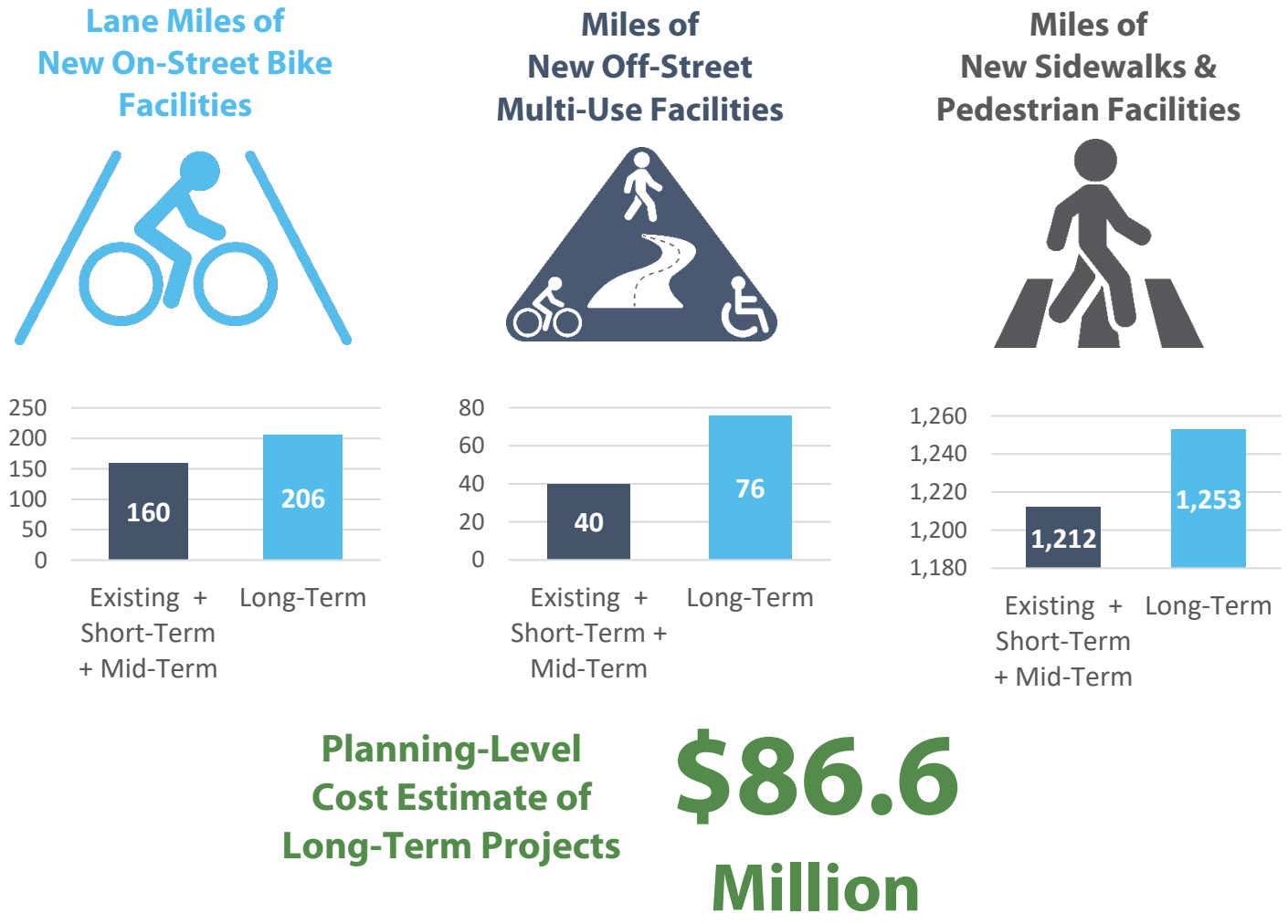


Figure 5-7: Map of Long-Term Projects (20+ years)

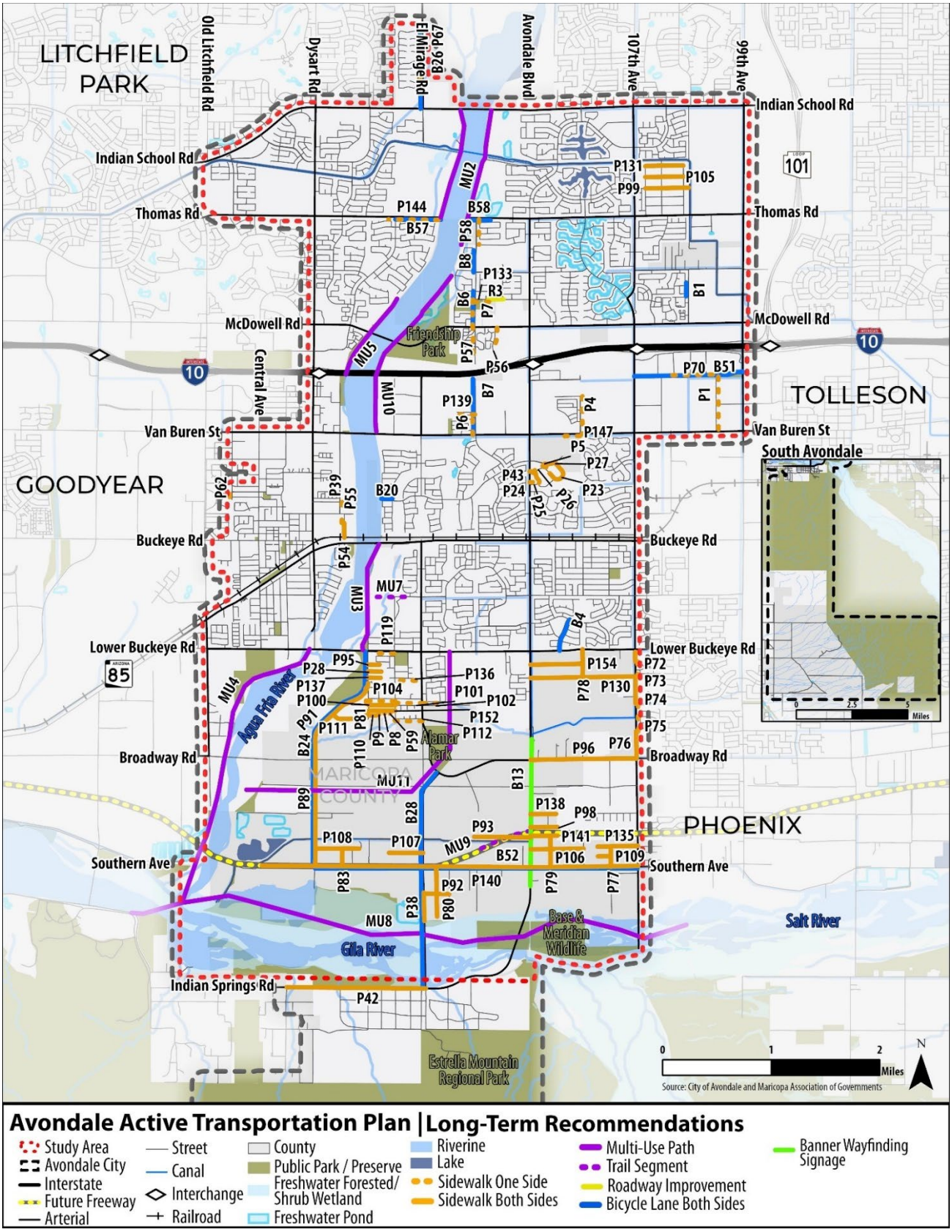


Table 5-10: Long-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
B1	103rd Ave	Bicycle Ln Both Sides	0.13	Zinc Apartment Parcel	$69,000	8	10.5	8	6.625	13.125	46.25	145
P105	W Flower St	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	$413,000	11	10.5	5.5	6.625	12.25	45.88	146
P131	W Mulberry St	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	$412,000	11	10.5	5.5	6.625	12.25	45.88	147
P147	W Van Buren St	Sidewalk One Side	0.22	1/4 mile west 111th Ave to 111th Ave	$130,000	9.5	10.5	9.5	4	12.25	45.75	148
MU3	Agua Fria River East	Multi-Use Path	1.01	Buckeye Rd to Lower Buckeye Rd	$3,161,000	12	10.5	4	7.5	11.25	45.25	149
P39	Elisio Felix Jr Way	Sidewalk One Side	0.11	Brinker Dr to Riley Dr	$63,000	9.5	10.5	5.5	7.5	12.25	45.25	150
P62	N 4th Ave	Sidewalk One Side	0.10	Loma Linda Blvd to Brinker Dr	$58,000	9.5	10.5	5.5	7.5	12.25	45.25	151
P99	W Earll Dr	Sidewalk Both Sides	0.40	106th Ave to 103rd Ave	$468,000	9.5	10.5	5.5	7.5	12.25	45.25	152
P91	S Vermeersch Rd	Sidewalk Both Sides	0.67	Superior Ave to 1.5 miles south Superior Ave	$785,000	9.5	10.5	8	4.875	12.25	45.13	153
P96	W Broadway Rd	Sidewalk Both Sides	0.98	Avondale Blvd to 107th Ave	$1,146,000	9.5	13.25	8	4	10.375	45.13	154
P67	N El Mirage Rd	Sidewalk One Side	0.58	825 ft north Indian School Rd to city limits	$340,000	9.5	10.5	8	6.625	10.375	45.00	155
B58	Thomas Rd	Bicycle Ln Both Sides	0.21	Agua Fria River East to 118th Dr	$117,000	9.5	10.5	8	6.625	10.375	45.00	156
B20	Coldwater Springs Blvd	Bicycle Ln Both Sides	0.10	126th Ave to 125th Ave	$55,000	8	10.5	5.5	7.5	13.125	44.63	157
B26	El Mirage Rd	Bicycle Ln Both Sides	0.74	Highland Ave to Indian School	$405,000	11	10.5	8	6.625	8.5	44.63	158
P144	W Thomas Rd	Sidewalk One Side	0.46	350 ft West Rancho Santa Fe Blvd to Agua Fria River West	$270,000	8	10.5	8	5.75	12.25	44.50	159
MU7	Durango St	Trail Segment	0.32	125th Ave to Agua Fria Trail	$1,015,000	5.5	10.5	4	11.25	13.125	44.38	160
P6	119th Ave	Sidewalk One Side	0.21	Roosevelt St to Van Buren St	$123,000	9.5	10.5	5.5	6.625	12.25	44.38	161
P7	119th Ave	Sidewalk One Side	0.26	Palm Ln to McDowell Rd	$150,000	9.5	10.5	5.5	6.625	12.25	44.38	162
MU2	Agua Fria River East	Multi-Use Path	2.07	Indian School Rd to McDowell Rd	$6,490,000	12	10.5	4	6.625	11.25	44.38	163
P23	Civic Center Dr	Sidewalk Both Sides	0.31	400 ft southeast 114th Ave to Coldwater Springs Blvd	$362,000	9.5	10.5	5.5	6.625	12.25	44.38	164
P24	Civic Center Dr	Sidewalk One Side	0.09	Avondale Blvd to Madison St	$54,000	9.5	10.5	5.5	6.625	12.25	44.38	165
P56	N 117th Ave	Sidewalk One Side	0.22	McDowell Rd to 1/4 mile south McDowell Rd	$131,000	9.5	10.5	5.5	6.625	12.25	44.38	166
P57	N 119th Ave	Sidewalk One Side	0.24	McDowell Rd to Roosevelt Ave	$143,000	9.5	10.5	5.5	6.625	12.25	44.38	167
P139	W Roosevelt St	Sidewalk One Side	0.16	120 Dr to 119th Ave	$96,000	9.5	10.5	5.5	6.625	12.25	44.38	168
MU5	Agua Fria River West	Multi-Use Path	1.87	Indian School Rd to I-10	$5,837,000	9.5	10.5	5.5	7.5	11.25	44.25	169
P1	101st Ave	Sidewalk One Side	0.50	Roosevelt St to Van Buren St	$295,000	9.5	10.5	8	4	12.25	44.25	170
P70	Roosevelt St	Sidewalk One Side	0.40	103rd Ave to 101st Ave	$237,000	8	10.5	9.5	4	12.25	44.25	171
P28	County Line Rd	Sidewalk Both Sides	0.12	127th Ave to Dead End	$143,000	11	10.5	5.5	4.875	12.25	44.13	172
P95	W Bohne St	Sidewalk Both Sides	0.11	127th Ave to Dead End	$125,000	11	10.5	5.5	4.875	12.25	44.13	173
B4	112th Ln	Bicycle Ln Both Sides	0.32	Whyman Ave to Lower Buckeye Rd	$173,000	9.5	10.5	7	6.625	10.375	44.00	174
B6	119th Ave	Bicycle Ln Both Sides	0.33	Monte Vista Rd to McDowell Rd	$178,000	9.5	10.5	7	6.625	10.375	44.00	175
P119	W Lower Buckeye Rd	Sidewalk One Side	0.16	126th Ave to 125th Ave	$94,000	11	10.5	8	4.875	9.5	43.88	176
P54	N 10th St	Sidewalk Both Sides	0.14	435 ft south Riley Dr to Western Ave	$161,000	8	10.5	5.5	7.5	12.25	43.75	177
P55	N 10th St	Sidewalk One Side	0.08	Riley Dr to 435 ft south Riley Dr	$49,000	8	10.5	5.5	7.5	12.25	43.75	178
P81	S 127th Ave	Sidewalk One Side	0.28	Vermeersch Rd to Illini St	$167,000	9.5	10.5	7	4	12.25	43.25	179
P101	W Elwood St	Sidewalk One Side	0.25	125th Ave to El Mirage Rd	$149,000	9.5	10.5	7	4	12.25	43.25	180
P5	114th Ave	Sidewalk One Side	0.04	Coldwater Springs Blvd to Civic Center Dr	$25,000	8	10.5	5.5	6.625	12.25	42.88	181
P25	Civic Center Dr	Sidewalk Both Sides	0.09	Madison St to Jefferson St	$109,000	8	10.5	5.5	6.625	12.25	42.88	182
P26	Civic Center Dr	Sidewalk One Side	0.17	Jefferson St to 400 ft southeast 114th Ave	$100,000	8	10.5	5.5	6.625	12.25	42.88	183
P27	Coldwater Springs Blvd	Sidewalk Both Sides	0.10	114th Ave to Civic Center Dr	$121,000	8	10.5	5.5	6.625	12.25	42.88	184
B24	Dysart/Vermeersch Rd	Bicycle Ln Both Sides	2.19	Lower Buckeye Rd to Southern Ave	$1,198,000	9.5	10.5	9.5	4.875	8.5	42.88	185
P43	Jefferson St	Sidewalk One Side	0.06	Avondale Blvd to Civic Center Dr	$34,000	8	10.5	5.5	6.625	12.25	42.88	186
P58	N 119th Ave	Sidewalk One Side	0.24	Thomas Rd to Virginia Ave	$143,000	8	10.5	5.5	6.625	12.25	42.88	187
P42	Indian Springs Rd	Sidewalk Both Sides	1.28	133rd Ave to El Mirage Rd	$1,502,000	8	10.5	8	4	12.25	42.75	188
B13	Avondale Blvd	Banner Wayfinding Signage	1.35	Broadway Rd to Southern Ave	$53,000	4	10.5	11	4	13.125	42.63	189
B57	Thomas Rd	Bicycle Ln Both Sides	0.42	Rancho Santa Fe Blvd to Agua Fria River West	$229,000	8	10.5	8	5.75	10.375	42.63	190
P136	W Pioneer St	Sidewalk One Side	0.19	125th Ave to 330 ft east 124th Ave	$113,000	9.5	10.5	5.5	4.875	12.25	42.63	191
P137	W Pioneer St	Sidewalk Both Sides	0.12	127th Ave to Dead End	$135,000	9.5	10.5	5.5	4.875	12.25	42.63	192
B7	119th Ave	Bicycle Ln Both Sides	0.51	I-10 to Van Buren St	$277,000	9.5	10.5	5.5	6.625	10.375	42.50	193

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
MU4	Agua Fria River West	Multi-Use Path	2.81	Lower Buckeye Rd to Gila River	$8,778,000	11	10.5	4	6.625	10.375	42.50	194
B51	Roosevelt St	Bicycle Ln Both Sides	1.00	107th Ave to 99th Ave	$549,000	8	10.5	9.5	4	10.375	42.38	195
P154	W Winslow Ave	Sidewalk Both Sides	0.48	Avondale Blvd to 111th Ave	$565,000	11	10.5	5.5	5.75	9.5	42.25	196
B52	Southern Ave	Bicycle Ln Both Sides	2.97	Dysart Rd to 107th Ave	$1,625,000	8	10.5	12	4	7.625	42.13	197
P140	W Southern Ave	Sidewalk Both Sides	3.47	Buckeye Canal to 107th Ave	$4,065,000	8	10.5	12	4	7.625	42.13	198
P72	S 107th Ave	Sidewalk Both Sides	0.09	125 ft south Lower Buckeye Rd to 600 ft south	$103,000	8	10.5	8	5.75	9.5	41.75	199
P73	S 107th Ave	Sidewalk One Side	0.14	600 ft south Lower Buckeye Rd to Miami Ave	$81,000	8	10.5	8	5.75	9.5	41.75	200
P74	S 107th Ave	Sidewalk Both Sides	0.25	Miami Ave to 1/4 Mile south Miami Ave	$295,000	8	10.5	8	5.75	9.5	41.75	201
P4	111th Ave	Sidewalk One Side	0.34	Roosevelt St to Van Buren St	$201,000	9.5	10.5	5.5	4	12.25	41.75	202
P152	W Warner St	Sidewalk Both Sides	0.24	127th Ave to 125th Ave	$286,000	8	10.5	7	4	12.25	41.75	203
MU10	Agua Fria River	Multi-Use Path	0.88	McDowell Rd to Van Buren St	$2,761,000	8	10.5	4	7.5	11.25	41.25	204
R3	Palm Ln	Roadd Extension	0.14	116th Ave to 118th Ave	$691,000	9.5	10.5	4	6.625	10.375	41.00	205
P133	W Palm Ln	Sidewalk One Side	0.12	119th Ave to 650 ft East 119th Ave	$73,000	8	10.5	5.5	6.625	10.375	41.00	206
P112	W Illini St	Sidewalk One Side	0.25	125th Ave to El Mirage Rd	$144,000	9.5	10.5	7	4	9.5	40.50	207
B28	El Mirage Rd	Bicycle Ln Both Sides	2.02	Broadway Rd to Indian Springs Rd	$1,108,000	8	10.5	9.5	4	8.5	40.50	208
P8	126th Ave	Sidewalk Both Sides	0.03	Warner St to Dead End	$33,000	8	10.5	5.5	4	12.25	40.25	209
P9	126th Dr	Sidewalk Both Sides	0.04	Warner St to Illini St	$42,000	8	10.5	5.5	4	12.25	40.25	210
P59	N 125th Dr	Sidewalk Both Sides	0.03	Warner St to Dead End	$32,000	8	10.5	5.5	4	12.25	40.25	211
P100	W Elwood St	Sidewalk Both Sides	0.24	127th Ave to 125th Ave	$286,000	8	10.5	5.5	4	12.25	40.25	212
P104	W Florence St	Sidewalk One Side	0.25	127th Ave to 125th Ave	$144,000	8	10.5	5.5	4	12.25	40.25	213
P110	W Illini St	Sidewalk Both Sides	0.09	127th Ave to 126th Dr	$111,000	8	10.5	5.5	4	12.25	40.25	214
P111	W Illini St	Sidewalk Both Sides	0.19	Vermeersch Rd to Dead End	$225,000	8	10.5	5.5	4	12.25	40.25	215
B8	119th Ave	Bicycle Ln Both Sides	0.20	Thomas Rd to Encanto Blvd	$112,000	8	10.5	5.5	5.75	10.375	40.13	216
P38	El Mirage Rd	Sidewalk Both Sides	0.26	Alta Vista Rd to Gila River	$305,000	8	10.5	8	4	9.5	40.00	217
P75	S 107th Ave	Sidewalk One Side	0.26	1/4 Mile south Miami Ave to Jones Ave	$150,000	8	10.5	8	4	9.5	40.00	218
P76	S 107th Ave	Sidewalk Both Sides	0.25	Jones Ave to Broadway Rd	$294,000	8	10.5	8	4	9.5	40.00	219
P89	S Dysart Rd	Sidewalk Both Sides	1.24	1.5 miles south of Superior St to Southern Ave	$1,458,000	8	10.5	8	4	9.5	40.00	220
P78	S 111th Ave	Sidewalk Both Sides	0.26	Lower Buckeye Rd to Miami Ave	$303,000	8	10.5	5.5	5.75	9.5	39.25	221
P130	W Miami Ave	Sidewalk Both Sides	0.97	Avondale Blvd to 107th Ave	$1,134,000	8	10.5	5.5	5.75	9.5	39.25	222
P102	W Elwood St	Sidewalk One Side	0.13	El Mirage Rd to 122nd Ave	$74,000	9.5	10.5	5.5	4	9.5	39.00	223
P77	S 109th Ave	Sidewalk Both Sides	0.19	Pecan Rd to Southern Ave	$222,000	8	10.5	5.5	4	9.5	37.50	224
P79	S 114th Ave	Sidewalk Both Sides	0.29	Sunland Ave to Southern Ave	$340,000	8	10.5	5.5	4	9.5	37.50	225
P80	S 122nd Ave	Sidewalk Both Sides	0.45	Southern Ave to Gila River	$531,000	8	10.5	5.5	4	9.5	37.50	226
P83	S 129th Ave	Sidewalk Both Sides	0.16	Hidalgo Ave to Southern Ave	$190,000	8	10.5	5.5	4	9.5	37.50	227
P92	W Alta Vista Rd	Sidewalk Both Sides	0.24	El Mirage Rd to 121st Ave	$281,000	8	10.5	5.5	4	9.5	37.50	228
P93	W Atlanta Ave	Sidewalk Both Sides	0.52	1/2 Mile west Avondale Blvd to Avondale Blvd	$609,000	8	10.5	5.5	4	9.5	37.50	229
P98	W Chambers Ave	Sidewalk Both Sides	0.25	Avondale Blvd to 350 ft east 114th Ave	$291,000	8	10.5	5.5	4	9.5	37.50	230
P106	W Hidalgo Ave	Sidewalk Both Sides	0.49	Avondale Blvd to 111th Ave	$573,000	8	10.5	5.5	4	9.5	37.50	231
P107	W Hidalgo Ave	Sidewalk Both Sides	0.31	1/4 mile El Mirage Rd to El Mirage Rd	$369,000	8	10.5	5.5	4	9.5	37.50	232
P108	W Hidalgo Ave	Sidewalk Both Sides	0.40	Dysart Rd to 830 ft east of 129th Ave	$475,000	8	10.5	5.5	4	9.5	37.50	233
P109	W Hidalgo Ave	Sidewalk Both Sides	0.12	630 ft west of 109th Ave to 109th Ave	$140,000	8	10.5	5.5	4	9.5	37.50	234
P135	W Pecan Rd	Sidewalk Both Sides	0.37	625 ft west 109th Ave to 107th Ave	$436,000	8	10.5	5.5	4	9.5	37.50	235
P138	W Roeser Rd	Sidewalk Both Sides	0.24	Avondale Blvd to350 ft east 114th Ave	$277,000	8	10.5	5.5	4	9.5	37.50	236
P141	W Sunland Ave	Sidewalk Both Sides	0.25	Avondale Blvd to 350 ft east 114th Ave	$291,000	8	10.5	5.5	4	9.5	37.50	237
MU11	Transmission Lines	Multi-Use Path	2.95	Lower Buckeye to Broadway / Agua Fria River	$9,227,000	9.5	10.5	5.5	4	7.625	37.13	238
MU8	Gila River	Multi-Use Path	5.27	143rd Ave to East of 107 Ave	$16,489,000	8	10.5	4	4	10.375	36.88	239
MU9	SR-30	Trail Segment	0.57	119th Ave to Avondale Blvd	$1,770,000	4	10.5	4	4	13.125	35.63	240

FUNDING OPPORTUNITIES

Funding for proposed active transportation projects is a key obstacle to their implementation. Mobility improvements and active transportation projects are funded from a variety of sources. The available funding comes from an array of local, state, and federal sources, with federal transportation programs being a common source of funding for bicycle and pedestrian improvements.

The potential funding source is dependent on the type of project or program. Several factors such as the project's location, type, and target user can impact the decision of which funding source or sources to pursue. Project phases can also be funded separately using different sources. For example, funding opportunities exist for design phases and construction. The adjacent table shows common funding sources for active transportation projects and programs.

Several funding resources need to be allocated through various entities and programs. The prioritization of projects helps determine which projects should be funded in the short-term. Some of the potential funding sources for the recommended projects are listed below:

- City General Funds
- Capital Improvement Program Revenue Sources
- Private Funding/Development/Public Private Partnerships
- MAG Funding Opportunities
- Federal Land Access Program - National Parks Service
- Federal Transit Administration Grant Programs
- U.S. Department of Transportation (USDOT) Grant Programs

To make the Plan a reality, local officials will need to move quickly to get projects on the ground. Greater reliance on phased or "rapid implementation" approaches using less expensive materials can be effective and efficient and provide for a more adaptable transportation network. This approach will not only bring substantial transportation benefits sooner, but it will also allow for flexibility as transportation patterns continue to shift over the next 20 years and beyond.

Priority projects that can be easily completed should be programmed into the City's Capital Improvement Program (CIP). The project recommendations included in this Plan should be reviewed when developing the CIP.

Potential Funding Strategies & Policy Considerations

The Active Transportation Plan supports a variety of strategies and actions to effectively fund and implement the recommended projects and programs.

- Establish dedicated budget funds/dedicated funding source for active transportation projects.
- Consider creating developer incentives to encourage developers to provide Complete Streets.
- Secure private funding and consider public-private partnerships.
- Consider public financing tools such tax-increment financing and public improvement districts.
- Utilize MAG planning process, Transportation Improvement Program (TIP), and Design Assistance to program funds.
- Pursue state and federal grants.
- Establish annual funding targets.

- Market the Plan (i.e. Foldout map with advertisement space).
- Coordinate with school districts to create and implement Safe Routes to School plans.
- Set aside dedicated funding annually for proper maintenance of bike facilities and sidewalks.
- Set aside dedicated funding annually specifically for ADA and accessibility related projects.

Investment in the region's active transportation system will require the use of a multitude of funding strategies to help achieve this Plan's vision and meet the mobility needs of the community. It is essential to consider all funding options, including bonds, reallocation of existing sales tax revenues, reallocation of general fund budget, grants, improvement districts, and the creation of new revenue sources.

Potential Funding Sources

The appropriate funding opportunity for each unique project in this Plan can be identified quickly using Table 5-11. Detailed descriptions of each funding source can be found in the following sub-sections.

Table 5-11: Potential Funding Sources Matrix

Funding Source	Design/Build	Planning	Programming
Local			
City General Funds	✓	✓	✓
City Capital Improvement Program	✓		✓
MAG Safe Routes to School		✓	✓
MAG Transportation Improvement Program	✓	✓	✓
MAG Design Assistance Program	✓		
State			
AZ Governor's Office of Highway Safety			✓
Arizona State Parks and Trails	✓	✓	✓
Federal			
Federal Highway Administration	✓	✓	✓
Federal Transit Administration	✓	✓	✓
National Parks Service	✓	✓	
Land and Water Conservation Fund	✓	✓	
USDOT Safe Streets and Roads for All (SS4A) Action Plan Grants		✓	✓
USDOT Safe Streets and Roads for All (SS4A) Implementation Grants	✓	✓	✓
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	✓	✓	✓
Other			
American Association of Retired Persons	✓		
Active Living Research		✓	✓
Trust for Public Land		✓	
People for Bikes	✓		
Rails to Trails Conservancy	✓		

Local Funding Sources

The following are potential funding strategies and sources at the local level.

City of Avondale Funding Mechanisms

The City of Avondale can include a variety of items in their active transportation project funding toolbox. The City can program projects through their recurring CIP process. The City can also utilize Development Impact Fees, sell path and trail naming rights, utilize severance fees from the various operations surrounding the Agua Fria and Gila Rivers, sell Bonds, and seek funds from the General Fund when available. School Zone speeding fines can also be allocated to the construction and maintenance of paths and trails. There are opportunities for fundraising and campaign drives, trail sponsorship funds, corporate donations, and the use of volunteers to save money.

MAG Safe Routes to School Funds

Each year MAG budgets approximately $400,000 for non-infrastructure projects related to Safe Routes to School. In fall of 2017, a call for applications occurred and 39 projects were awarded. While much of the money has been allocated, there is two million dollars remaining for projects through fiscal year 2022, specifically for Priority 2-SRTS Support Activities.

MAG TIP Modal Applications (Transportation Alternatives)

Bicycle-Pedestrian non-infrastructure Safe Routes to School projects and bicycle and pedestrian infrastructure projects are both eligible for Federal Highway Administration funds allocated via MAG via the following programs: Congestion Mitigation and Air Quality Improvement Program (CMAQ-2.5), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (Infrastructure and Non-infrastructure) (TA-MAG), and Surface Transportation Block Grant Program (STBGPMAG). Total funding available as of September 2017 was estimated at $42.8 million.

MAG Design Assistance Program

The MAG Design Assistance Program was created to assist communities by funding infrastructure projects related to bike, pedestrian, and shared-use facilities such as multi-use paths. A request for projects for Design Assistance funding is released by MAG in May each year. Types of projects that are eligible for Design Assistance funding include: projects that facilitate safe crossings and access to bike/pedestrian facilities, bike and pedestrian access to transit, and bike and pedestrian facility construction and improvements (sidewalk improvements, bike lanes and shoulders, safety improvements, and signing, marking and wayfinding). Applicants interested in using design assistance funds must create preliminary scoping documents for each project.

State Funding Sources

The following are potential funding strategies and sources at the state level.

Arizona State Parks and Trails (ASPT)

Motorized and Non-Motorized Grant Program funds can be allocated for trail development and maintenance (equestrian, pedestrian, and bicycling uses included ADA access needs), off-road vehicle trails and law enforcement of OHVs, and trail education and safety programs and materials. There is an additional OHV Supplemental Program which can be utilized for repairs to OHV trails due to weather and/ or vandalism, constructing and maintaining

trails, and law enforcement. ASPT provides Safety and Environmental Education (SEE) funds for trail programs and educational aspects of projects.

Arizona Governor's Office of Highway Safety (GOHS)

The Arizona Governor's Office of Highway Safety places a special emphasis on projects that enforce pedestrian and bicycle safety laws, as well as school-based education programs. Their funding can be applied to supporting "Bicycle Safety Month" and "Back to School Safety Month" efforts, bicycle helmet distribution programs (specifically to low-income areas), the coordination of "Safety Fairs", comprehensive school-based pedestrian and bicycle safety education outreach, and the CARE fair (Children's Assistance and Resource Event) which distributes bicycle helmets to children and provides safety education. AGOHS grant funding is based on the Federal fiscal year calendar (October 1 - September 30). Grants for the 2020 Federal fiscal year are awarded for a one-year period. Applying for a GOHS grant begins with submission of a proposal and signed cover letter. Grant applications are available for download in PDF format on the GOHS website beginning January 21, 2019.

Federal Funding Sources

The following are potential funding strategies and sources at the federal level.

The Federal Highway Administration (FHWA)

There are multiple funding sources available for bike and pedestrian projects through the FHWA. Funding programs include: The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Federal Lands Access Programs (FLAP), the Surface Transportation Block Grant Program (FAST Act), and Transportation Alternatives (TA). Each program has different requirements to receive funding. For example:

- CMAQ funds must be used for projects that benefit air quality.
- HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem.
- NHPP-funded projects or activities must be associated with an NHS facility.
- FLAP funds could be used for bicycle and pedestrian accommodations on, adjacent to, or within Federal lands.
- TAP funds can be used for capital costs related to bike share, educational programs, lighting and environmental resiliency for bike and pedestrian facilities, project planning, and land acquisition for bike and pedestrian facilities.
- FAST Act funds can be used for recreational trails and pedestrian and bicycle projects, safe routes to school projects, bridge and tunnel projects, as well as improvements to roadways from the minor collector functional classification to the principal arterial.
- Recreational Trails Program (RTP) funds can be applied using a "user pay/benefit" model that uses a small portion of fuel sales tax from non-highway trail users (OHVs) to build trails (motorized trails, and non-motorized multi-use trails).

The Federal Transit Administration (FTA)

FTA funding may also be utilized for bike and pedestrian improvements adjacent to transit projects through the Capital Investment Grant Program (Section 5309), the associated transit improvements component of the Rural Area Formula Program Grants (Section 5311), and the Enhanced Mobility for Seniors and Individuals with

Disabilities (Section 5310). Transit funds may be used to improve bicycle lanes and sidewalks if they provide direct access to transit and Section 5310 funds can be used to construct accessible connections to a bus stop, as well as signage and wayfinding.

The National Park Service (NPS)

NPS offers community assistance through the Rivers, Trails, and Conservation Assistance Program (RTCA). RTCA funds can be used to create recreation opportunities, preserve and improve access to rivers, and design parks and trails. This program has a rotating deadline of June 30th.

Land & Water Conservation Fund (LWCF)

This funding source can be used to construct trail projects as well as recreation (including playgrounds) and conservation projects. It can be utilized for land acquisition, the protection of fish and wildlife habitat and preserving public access for recreation uses.

Safe Streets and Roads for All (SS4A) Action Plan Grants

SS4A Action Plan Grants provide competitive discretionary funding to develop, complete, or supplement a comprehensive safety action plan. Action Plan Grants may also fund supplemental Action Plan activities. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities in a locality, tribe, or region.

The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. Eligible jurisdictions must submit a grant application and compete for an award of funding. Action Plan grants award amounts are based on estimated costs, with an expected minimum of $200,000 for all applicants, and an expected maximum of $1,000,000 for a political subdivision of a State.

Successful Action Plan grant applications and strategies include leadership commitment and safety goal setting, identification of a committee, task force, implementation group, or similar body charged with overseeing plan development, analysis of historical safety trends and existing conditions, robust engagement with the public and relevant stakeholders, including the private sector and community groups, and plan development using inclusive and representative processes geared towards underserved communities.

Safe Streets and Roads for All (SS4A) Implementation Grants

SS4A Implementation Grants fund capital projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund associated planning and design and supplemental action plan activities in support of an existing Action Plan. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan as defined in the SS4A Program Notice of Funding Opportunity.

The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. Eligible jurisdictions must submit a grant application and compete for an award of funding. For Implementation Grants, the USDOT expects the minimum award will be $5,000,000 and the maximum award will be $30,000,000 for political subdivisions of a State.

Typical successful Implementation Grant applications and projects consider promoting improved safety, employing low-cost, high-impact strategies that can improve safety over a wide geographic area, ensuring equitable investment in the safety needs of underserved communities, incorporation of evidence-based projects and strategies, and aligning with the USDOT's mission an priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

RAISE Grants provide competitive discretionary funding of planning and capital investments in surface transportation that will have a significant local or regional impact by improving safety, economic strength and global competitiveness, equity, and mitigating climate change and promoting sustainability consistent with the USDOT's strategic goals.

Eligible projects are surface transportation capital projects that are highway, bridge, or other road projects, public transportation projects, passenger and freight rail projects, port infrastructure investments, surface transportation components of an airport project, intermodal projects, projects to replace or rehabilitate a culvert or prevent stormwater runoff, projects investing in surface transportation located on tribal land, and any other transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of the program.

Planning activities are also eligible and include multidisciplinary projects or regional planning, such as development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans, planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic, development of port and regional port planning grants, risk assessments to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

USDOT seeks to fund projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. The minimum Capital Grant award is $5 million in urban areas and $1 million in rural areas, and the maximum amount that can be requested is $45 million. Planning Grants do not have a minimum request threshold and must not exceed $45 million.

Other Funding Sources

The following are other potential funding strategies and sources.

American Association of Retired Persons (AARP)

AARP provides funding to communities through their competitive Annual Community Challenge. The goal of the challenge is to make immediate improvements for long-term progress helping residents of all ages improve their quality of life. The "quick-action" solutions can include transportation and public paces improvements.

Active Living Research (ALR)

Grants can be procured through ALR for various types of projects benefiting human activity, environmental improvements, researching health needs, and more.

The Trust for Public Land

Previously known as The Conservation Campaign, The Trust for Public Land's Action Fund can be used to assist in land conservation efforts and the creation of public parks. They offer legal assistance with ballot measures and provide legislative advocacy.

People for Bikes

The People for Bikes Community Grant Program awards funding to projects that advance bicycling such as trails and paths (including rail trails and mountain bike trails), and bike and BMX parks. They have an alternating grant schedule, with odd years supporting bike park and pump track projects only.

Rails To Trails Conservancy (RTC)

The Rails to Trails Conservancy offers an annual competitive grant program titled the Doppelt Family Trail Development Fund. Funds can be used to build to improve multi-use trails.

ACTIVE TRANSPORTATION PLAN MAINTENANCE & UPDATING

As illustrated in Figure 5-8, there are multiple key ingredients for plan execution - It is essential the implementation of this Plan to be an ongoing, community-oriented effort. Implementing the Plan will require a collaborative and coordinated effort with community leaders, residents, stakeholders, and partner entities.

Effective and ongoing outreach and community engagement is vital to the ATP's success. Involving the public in the Plan's implementation can play a key role in ensuring successful outcomes.

Thus, it is necessary to continually engage stakeholders and the public throughout the Plan's implementation phase through various channels such as neighborhood workshops, online tools, and events. Furthermore, additional partners should be pursued and engaged during the implementation phase. This Plan shall remain a top priority for residents and stakeholders.

Making the Plan accessible using an interactive online platform will help enable implementation. This also ensures the public's continued involvement in the Plan's implementation and future update process.

Figure 5-8: Recipe of Key Elements for ATP Implementation

Strategies to Facilitate Implementation

The following set of strategies will help effectively implement this Plan:

- Referencing of ATP on staff communications to City Council, Technical and Policy Committees, and Planning Commission when applicable.
- Produce an Annual Strategic Report.
- Develop and monitor performance measures.
- Publish yearly list of projects on a website.
- Continued engagement on social media; engagement at neighborhood level.
- Ensuring future plans, developments, and code changes are aligned with the Plan.
- Initiate pilot projects and tactical urbanism.
- Create ATP Facility Selection Guide.
- Utilize the ATP priorities when developing the CIP.
- Strategically increase collaboration and shared responsibility between the Planning & Zoning Commission and Parks and Recreation Board in the review of development proposals and other planning activities to ensure provision of recommended bike facilities.

Lastly, the implementation strategies should also be revisited regularly as part of the Plan's evaluation and update process. It is recommended that the Plan be revisited every 3 to 5 years to determine if an update is warranted.

Appendix A – Literature Review of Existing Plans, Studies & Relevant Information

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EXISTING PLANS, STUDIES & RELEVANT INFORMATION

There are a variety of existing studies and reports that influence and inform the preparation of the Avondale ATP. The studies outlined in **Table 1** were reviewed for applicable bicycle and pedestrian facilities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Avondale. A detailed review of the key studies is included in following sub-sections.

Table 1: Existing Plan, Studies, & Relevant Information

	Plan Title		Plan Type	Year	Key Study
City of Avondale Plans	Avondale Transportation Master Plan		Transportation	2017	✓
	Avondale General Plan 2030		General Plan	2012	✓
	Avondale Strategic Plan		Strategic Plan	2021	✓
	Avondale Parks, Recreation, Libraries and Trails Master Plan Update		Recreation & Trails	2017	✓
	Avondale Wayfinding Master Plan		Active Transportation	2015	✓
	City of Avondale 5-year CIP				✓
	El Rio Design Guidelines & Planning Standards		Design	2015	✓
	Public Art Master Plan		Community	2014	
	North Avondale Specific Plan		Community	2013	✓
	The BLVD Specific Plan		Community	2019	✓
	Healthy Lifestyle Plan		Community	2011	✓
	Freeway Corridor Specific Plan		Transportation	2015	✓
	Tres Rios Greenway Specific Plan		Community	2002	✓
	Old Town, Cashion, Las Ligas/Rio Vista Specific Area Plan		Community	2021	✓
	Municipal Sustainability Plan		Community	2014	✓
	Street Tree Master Plan		Community	2014	
	Safe Routes to School Plans	*Completed:* Canyon Breeze, Michael Anderson, Estrella Vista, Garden Lakes, Littleton	Active Transportation	Ongoing	✓
		Ongoing: Lattie Coor, Eliseo C Felix, Corte Sierra, Rio Vista, Avondale Middle Schools			
	Stormwater Management Plan		Design	2016	
	Avondale General Engineering Requirements Manual		Design	2018	✓
Regional Plans	MAG Active Transportation Plan		Active Transportation	2020	✓
	MAG Multimodal Level-of-Service Study		Active Transportation	2017	✓
	MAG 2040 Regional Transportation Plan Update		Transportation	2017	
	MAG Regional Bikeway Master Plan		Active Transportation	2007	✓
	MAG Regional Pedestrian Plan		Active Transportation	2000	✓
	MAG West Valley Multimodal Transportation Corridor Plan		Transportation	2001	
County Plans	MCDOT 2035 Regional Transportation System Plan (2040 Update underway)		Transportation	2014	
	MCDOT Active Transportation Plan		Active Transportation	2018	✓
	Maricopa County Regional Trail System Plan		Trails	2004	✓
State Plans	ADOT Bicyclist Safety Action Plan		Active Transportation	2018	✓
	ADOT Pedestrian Safety Action Plan		Active Transportation	2017	✓
	ADOT An Economic Impact Study of Bicycling in Arizona		Economic	2013	

CITY OF AVONDALE PLANS

Avondale Transportation Master Plan

The City of Avondale 2017 Transportation Plan Update is a robust document that provides detailed analysis and specifies recommendations for the future of Avondale's multi-modal transportation system which include development of streets, transit services, bicycle facilities, and intelligent transportation systems (ITS). This document contains fairly updated roadway classification, truck plan, transit plan, and recommended bicycle network maps.

This document also includes roadway cross-sections for arterial, minor arterial, and collector roadways, all of which contain required bike and pedestrian facilities.

Relevant Street Plan Recommendations:

- Take advantage of partially improved corridors/segments to complete gaps within the roadway network and/or multimodal networks within the City.

Relevant Short-Term Transit Enhancements:

- Transit Plan Updates and Passenger Amenity Improvements (i.e. terminal/ stop facilities)

Relevant Bike Plan Recommendations (See Figure 2 below):

- Require all newly constructed and improved roadways on arterial- and collector-class facilities and all pavement preservation projects to conform to standard cross- sections, which include bike lane provisions.
- Provide bi-directional improvements where current facilities on arterial roadways exist on only one side.
- Provide a bikeways improvement on the Durango Street alignment from 125th Avenue to Agua Fria Trail. Also, divert the existing Durango Channel Trail west and south along the SR-30 Right of Way. These trail improvements were not scored along with the roadway bicycle improvements but were given low priority due to expected development schedules.
- Work with developers to provide bicycle-friendly amenities and connections and/or integrate similar aspects into City projects, as appropriate.
- Review public buildings for bicycle-friendly amenities—work with City facilities, parks, and police divisions.
- Strive to achieve a Bike Friendly Community rating through the League of American Bicyclists.
- Coordinate efforts and potential projects with information presented in the recently adopted "Parks, Recreation and Trails Master Plan" and with an ultimate goal of a bikeway network that connects to the City's system of parks.
- Implement a roadway re-striping program to include provisions for bike lanes when and where feasible.
- Coordinate with adjacent jurisdictions to achieve continuity of bike lanes across jurisdictional boundaries.

Figure 2: Recommended Bicycle-Only Projects

WILSON & COMPANY

Avondale General Plan 2030

The City of Avondale General Plan is a guiding document that forecasts the city's needs for twenty years and is generally applicable for ten. The ratified document contains five themes: Sustainable Development, Open Space, Community Mobility, Community Facilities, and Quality of Life. The policies within the following goals will be applied to the recommendations of the Avondale Active Transportation Plan wherever relevant.

Goals from the Community Mobility Theme's include:

Bicycle Element-

1. Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.
2. Continue to make the street system accessible, safe, and convenient for bicycles and pedestrians.
3. Increase recreational opportunities for bicyclists throughout Avondale.
4. Become a recognized bicycling friendly city.

Transit Oriented Development Element-

1. Enhance public transit options for residents of Avondale.
2. Require development and redevelopment within areas designated as TOD on the General Plan Land Use Map to facilitate and encourage the use of transit by visitors and residents.
3. Promote and support the incorporation of commercial uses as a component of transit-oriented development.
4. Promote and support the incorporation of complete streets design criteria into TOD development, which contributes to a healthy community.

Goals from the Open Space Theme relevant to Active Transportation include:

Open Space Element-

2. Create linkages to parks, trails, rivers, and mountains.

Recreation Element-

4. Create shared use linkages throughout the community in order to support a healthy lifestyle.

Avondale Strategic Plan (2021)

"Avondale's strategic planning process was designed to assure:

- A shared vision of the city's ultimate goals. Organizations driven by clear purposes and shared values have a greater capacity to succeed than those that are not.

- A collective understanding of the available resources, the environment, and the principles upon which strategies will be based.
- Acceptance of the direction and urgency of the strategic plan, which will be integrated into the way the city is operated on a day-to-day basis."

There are seven Avondale strategic outcome areas listed below along with associated strategies relevant to Active Transportation:

1. Creative and Sustainable Community Development
    a. Maintain and expand quality infrastructure and improve connectivity to city amenities
2. Diverse Recreation and Entertainment Opportunities
    a. Promote community's health, wellness, active lifestyle, and social connectivity
3. Community-Oriented Lifelong Learning Opportunities
4. Innovative Program and Service Delivery
5. Connected Community
6. Public Health and Safety
7. Natural Resources and Open Spaces
    a. Promote and expand Avondale's natural assets such as parks, trails, rivers, and wilderness areas to residents, visitors, and businesses

Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017

This update to the 2009 Plan includes a Parks Chapter, Trails Chapter, and Recommendations Chapter that are all relevant to the creation of this Active Transportation Plan. As a result of the public outreach efforts of the Parks, Recreation, Libraries & Trails Master Plan Update, the community identified four priorities, with the following priority relating directly to active transportation: *Trail system development to connect Avondale's facilities, the regional trail system and natural resource areas*. The Plan also provided reinvestment goals that include sidewalk repair or replacement.

Parks Planning:

While much of this chapter is not directly relevant to active transportation, the following topics will be referenced during the preparation of this Plan.

Bicycle and Pedestrian Access to Existing Parks:

For this analysis, a ½ mile radius buffer was applied to each park, both public and private as shown in Figure 3. This buffer was selected as an assumed comfortable distance for bicyclists and pedestrians of most abilities. Highlights from the analysis are as follows:

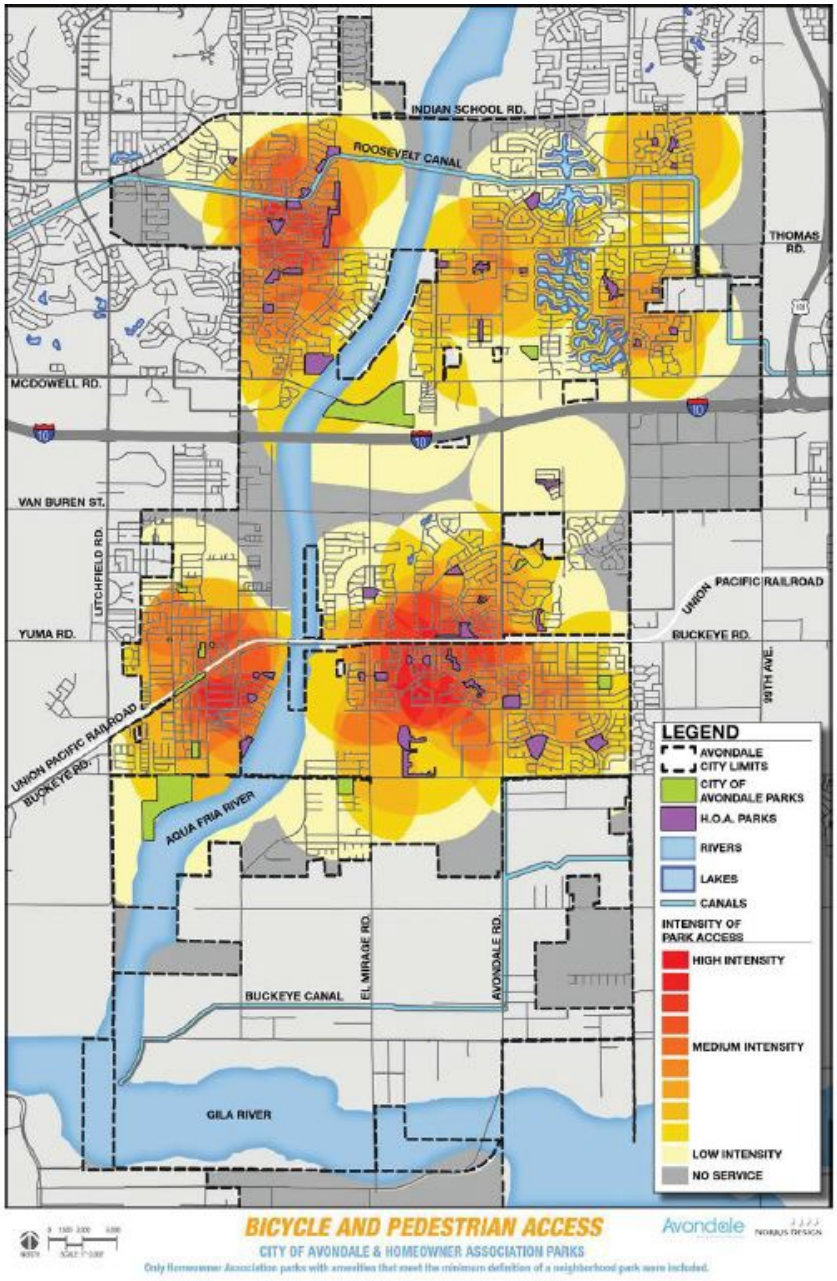
- The western portion of the City along Buckeye Road has the highest intensity of bicycle/pedestrian access to City Parks. This is due to many small parks being located relatively close to one another.
- Some overlap of service between HOA and City parks occurs in the southern portion of Avondale.

- Gaps in coverage occur in the central and northern Avondale, with the entire northeastern portion of the city having limited bicycle/pedestrian access to City parks.

<u>Conclusions (relevant to Active Transportation):</u>

- Improve connection to City parks by developing a trail system along the Aqua Fria River
- Improve pedestrian connections to parks through trail, greenway and multi-use path development.

Figure 3: Bicycle and Pedestrian Access to Existing Parks Provided by the City of Avondale and Homeowners' Associations



Trails Planning:

This section of the Plan provides trail classifications, designations, and cross-sections as well as the following Key Findings, Key Observations, Areas of Focus, and Conclusions.

Key Findings:

- Avondale is at the confluence of many trails planning efforts. Major connections along the Agua Fria and Gila Rivers make Avondale a critical regional connection.
- The Agua Fria River multi-use path is a major connection and a high priority as it serves as a primary corridor in Avondale's planned trail system.
- Roosevelt and Buckeye Canals as well as Van Buren Street provide secondary trail corridors.
- Avondale is a prime connection for the Phoenix-metropolitan area to regional natural resource parks such as Estrella Mountain Regional Park, Base Meridian Wildlife Area and Tres Rios Wetlands.
- Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Aqua Fria, Salt and Gila Rivers.
- Trails and open space requirements for new development provide a high level of connectivity.
- Ensure trails and open space in new development connect to existing and planned trail systems.
- Create connections between existing homeowner association owned paths and larger trail system (fill in the gaps).

Key Observations:

- Avondale is a prime connection for the rest of the Metro Phoenix area to Regional Natural resource parks; Estrella Mountain Park and Tres Rios
- Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Aqua Fria, Salt and Gila Rivers.
- HOA trails are defined as existing pathways that are separate from sidewalks and run through designated open space. (See Del Rio Ranch Trails)
- The planned multi-purpose path along the Agua Fria River would connect many of Avondale's parks
- HOA trail systems offer a high level of connectivity within development, but limited connectivity to trail systems outside of development.
- Surrounding jurisdictions trails are converging or are planned to converge on Avondale. Two types of trails are converging:
    - Enhanced transportation corridors: sidewalk and soft paths along roadways (see City of Phoenix trails along Lower Buckeye Road).
    - Regional River Trails: part of Maricopa County Regional Trail System along Agua Fria and Salt/Gila Rivers
        - River trails are major connectors for the trail system in the West Valley. An essential segment in the completion of Maricopa County's Sun Circle Trail, a loop centered on the Gila River, is located in Avondale.

- River trails connect to regional natural resource parks, i.e., Estrella Mountain Regional Park, Tres Rios Wetlands and Base & Meridian Wildlife Area

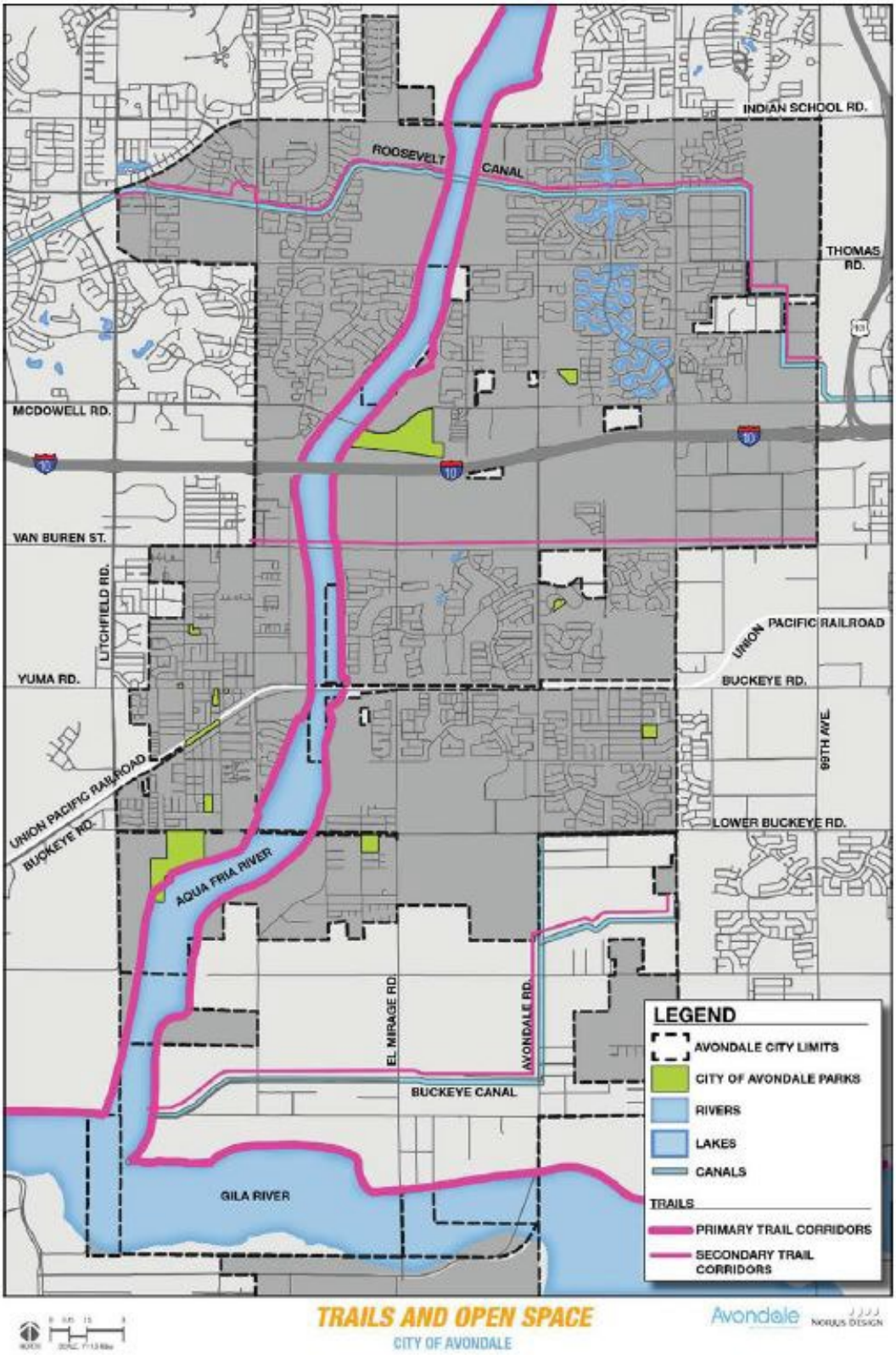
Areas of Focus:

Sun Circle Trail-McDowell Road to Indian School Road; Goodyear Trail Connection North of I-10; Yuma Road/ Western Avenue to Agua Fria; Litchfield Road to Lower Buckeye Road; Del Rio Ranch to Agua Fria via Durango Street; City of Phoenix Lower Buckeye Road Multi-Use Path; Confluence of Agua Fria and Gila River; South Avondale and Planning Area.

Conclusions:

1. Avondale is a prime connection for the rest of the Metro Phoenix area to Regional Natural resource parks; Estrella Mountain Regional Park and Tres Rios.
2. Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Aqua Fria, Salt and Gila Rivers.
3. HOA trails are defined as existing pathways separate from sidewalks and running through designated open space, such as Crystal Gardens walking trails along lakes, Del Rio Ranch trails and Roosevelt Canal Trail.
4. Surrounding jurisdictions trails are converging or are planned to converge on Avondale. Two types of trails are converging:
    a. Enhanced transportation corridors: sidewalk and soft path along roadways (see City of Phoenix trails along Lower Buckeye Road)
    b. Regional River Trails: Part of Maricopa County Regional Trail System along Agua Fria and Salt/Gila Rivers
        i. River trail are major connectors for trail system in the West Valley. Avondale is the last piece to complete a loop the Sun Circle trail made up of the Salt, Gila and Aqua Fria River trails.
        ii. River trails connect to regional natural resource parks – Estrella Mountain Park, Tres Rios Wetlands and Base & Meridian Wildlife Area
5. The Agua Fria trail would connect a majority of Avondale Parks. 4. HOA trail systems offer a high level of connectivity within a development but limited connectivity to trail system outside of the development.
6. Trails and open space in new developments should connect to existing and planned trail systems.
7. Create connections between HOA trails and larger trail systems by filling in gaps.
8. Coordinate trail connections with the Development and Engineering Services Department as well as surrounding jurisdictions.
9. The Agua Fria trail is a major connection and a high priority.
10. Other possible trail locations:
    a. Buckeye Canal: Alignment in Maricopa county. The Western end has a flat dirt access road that connects to the Agua Fria.
    b. Lower Buckeye Road: City of Phoenix multi-use path with sidewalk and soft path along Lower Buckeye road east of Avondale. The roadway runs West and crosses the Agua Fria. Las Ligas Park and Festival Fields are located on Lower Buckeye Road.

Figure 4: Planned Trails Corridors in the City of Avondale



Recommendations

Relevant plan goals include:

- GOAL 3: Respond to the community's priorities of investing in walking and biking paths, neighborhood and community park improvements, and Civic Center Library and Community/Senior Center improvements as identified in the public outreach process.
- GOAL 4: Respond to the community's priority to increase connectivity through implementation of existing trails master plans.

Avondale Wayfinding Master Plan

The City of Avondale Wayfinding Master Plan provides core wayfinding principles (Connect Places, Be Predictable, & Keep it Simple), as well as technical guidance for vehicular, bicycle, and pedestrian signage complete with Americans with Disabilities Act (ADA) Guidance. The Plan also provides specific recommendations including: Wayfinding Sign Family, Brand Identity, Destination Hierarchy and Sign Placement. Recommended sign schedule is identified in Figure 5 and sign placement is identified in Figure 6.

Figure 5: Bicycle & Trail Signage Needs Tables from Wayfinding Master Plan

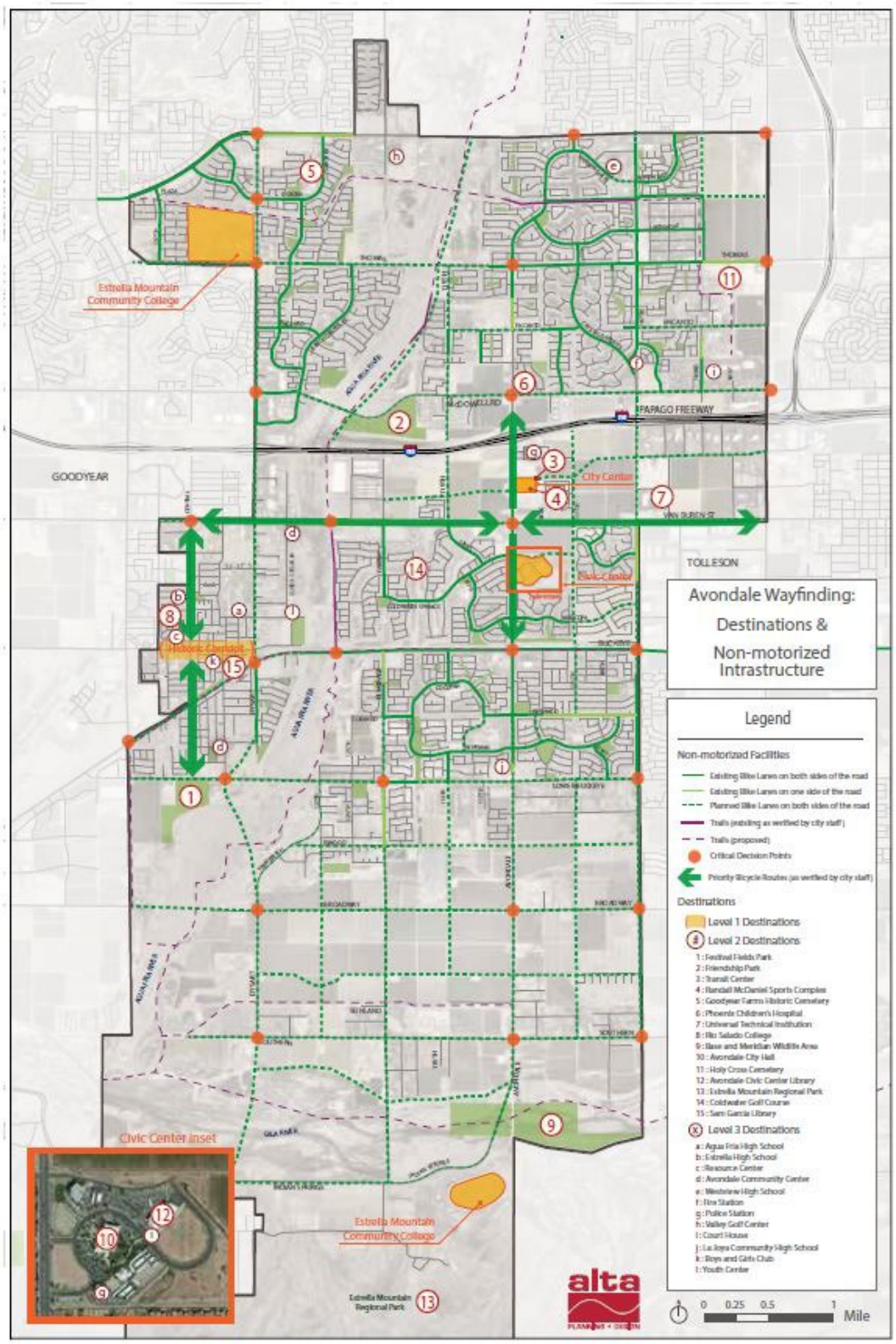
Table 6: Priority Bicycle Directional Sign Schedule

SIGN NO.	LOCATION
1	Heading WB: north side of Van Buren Road
2	Heading NB: east side of Central Ave.
3	Heading WB: north side of Van Buren Road
4	Heading EB: south side of Van Buren Road
5	Heading WB: north side of Van Buren Road
6	Heading EB: south side of Van Buren Road
7	Heading WB: north side of Van Buren Road
8	Heading EB: south side of Van Buren Road
9	Heading SB: west side of Avondale Blvd.
10	Heading NB: west side of Avondale Blvd.
11	Heading SB: east side of Central Road
12	Heading SB: west side of Central Road
13	Heading NB: east side of Central Road
14	Heading SB: west side of Central Road
15	Heading NB: east side of Central Road
16	Heading EB: south side of Buckeye Road
17	Heading WB: north side of Buckeye Road

Table 7: Trail Directional Signs

SIGN NO.	LOCATION
1	Heading NB: east side of Shared Use Path
2	Heading SB: west side of Shared Use Path

Figure 6: Avondale Bicycle Circulation and Decision Points:



City of Avondale 5-year Capital Improvement Plan (CIP)

The City of Avondale maintains their CIP within their overall city budget. Programmed projects with Active Transportation impacts are as follows:

1. Garden Lakes Parkway Improvements Phase I (Thomas Road to Lakeshore Drive)
2. Agua Fria Trail Phase I
3. Transportation Safety Enhancement
4. Agua Fria Trail Phase II (Pedestrian Bridge)
5. Street Light Infill Program
6. Thomas Road Bridge design concept review
7. Palm Lane Road Extension - 116th Avenue to 118th Avenue
8. Historic Avondale, Cashion and Las Ligas Improvements – Streets
9. Bus Shelters
10. Van Buren Multi-Use Path
11. Wayfinding Signage
12. Bike Retrofit Program
13. Pedestrian Ramp/Sidewalks Program
14. Traffic Signal - 119th Ave and McDowell- removing RRFB to be used elsewhere in the future*
15. Streetlight Replacement Program
16. Avondale Blvd - McDowell to Encanto
17. Crystal Gardens Trail Improvements
18. Multi-Modal Trail System

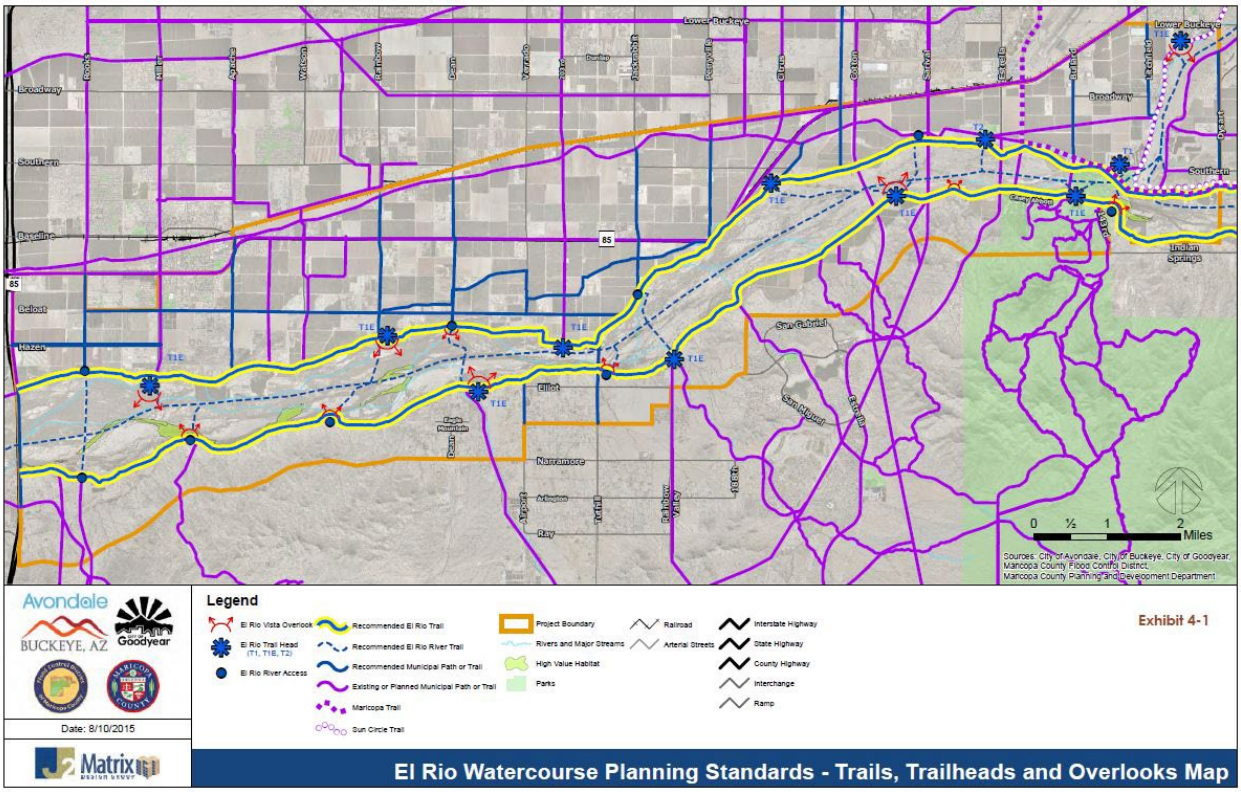
These projects include the addition of bike lanes, ADA improvements, sidewalk and ramp upgrades, street lighting and wayfinding upgrades, bus shelter upgrades and install, and trail and multi-use path developments.

More information about these projects can be found in Appendix B.

El Rio Design Guidelines & Planning Standards

This Plan addresses a 53 square mile area in South Avondale along the Gila River and provides 12 Character Areas and a Vision for the project area's development. Chapter 4 outlines Open Spaces, Paths, Trails and Edge Treatments across the El Rio project corridor. There are additional wayfinding requirements identified as well. Chapter 4 provides Path, Trail, and Trailhead Design recommendations, 9 Trail Goals and 5 Edge Treatment Goals, and lays out plans for the El Rio Trail and El Rio River Trail.

Figure 7: El Rio Watercourse Planning Standards- Trails, Trailheads and Overlooks Map



North Avondale Specific Plan

This Plan focuses on North Avondale and contains 8 objectives. Each objective references various goals and policies from the General Plan 2030. Objective 4 is relevant to Active Transportation within the study area and states "Increase the multi-modal transportation options available in North Avondale." In addition to this objective and a list of ways this can be achieved, the plan identifies Design and Development Requirements as shown below:

- All residential developments, regardless of density and type, shall be planned with pedestrian cut-through pathways that provide residents with easy access to adjacent collector or arterial street rights-of-way.
- Residential development adjacent to commercially zoned or developed parcels shall provide direct pedestrian access from the residential community into the commercial area. Likewise, commercial development shall be designed to welcome pedestrian access from adjacent residential neighborhoods. Existing neighborhoods and adjacent commercial centers that do not incorporate these types of compatible designs should be evaluated for opportunities to enhance connectivity.
- All new roads shall be "complete streets", designed for pedestrian, cyclist, automobile, and potentially transit use. Existing roadways shall be converted to "complete streets" where feasible.

- Development in North Avondale shall provide transit stops at any location determined to be required by the City Engineer. Each stop shall be unique and incorporate materials, colors, and themes from the adjacent development. Stops must include shading, seating, lighting, a trash receptacle, and artistic features. A photovoltaic system should be used to supply the power needed for illumination purposes and WiFi at these locations if feasible.
- Developers of sites adjacent to the Agua Fria River will be responsible for the construction of any portion of the Agua Fria Trail adjacent to their properties. Pedestrian nodes shall be located at minimum increments of every 1,300 feet. The design specifications of the remainder of the trail shall be per City of Avondale and FCDMC standards.
- Developers of sites adjacent to the Roosevelt Irrigation District (RID) canal will be responsible for construction and dedication of a public trail abutting the RID right-of-way. Pedestrian nodes shall be located at minimum increments of every 1,300 feet.

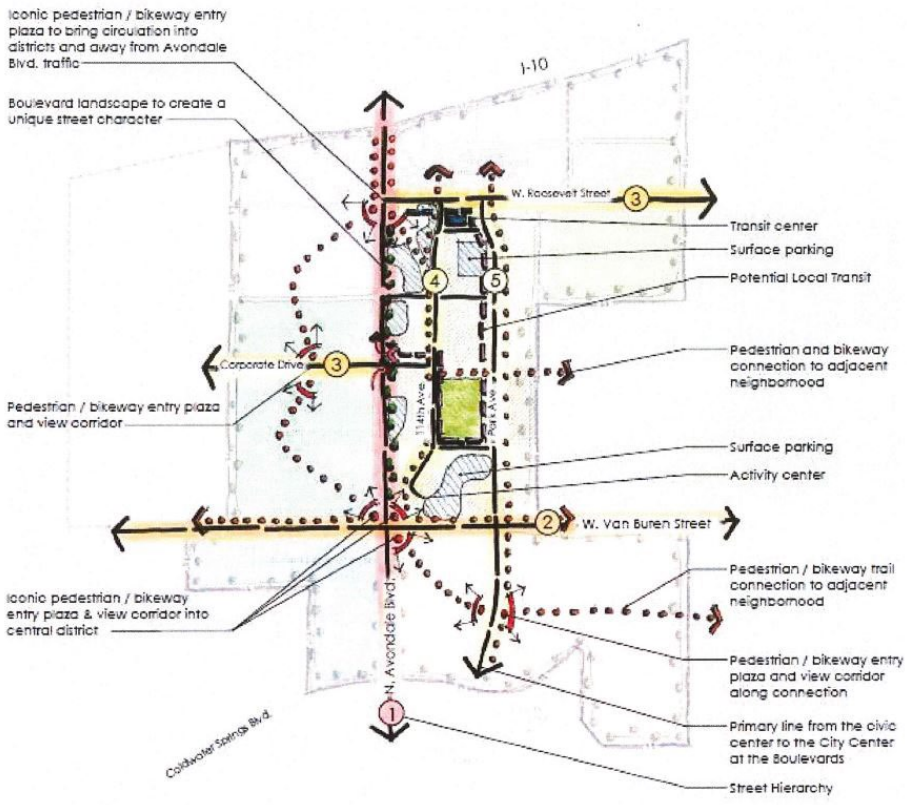
The Plan contains additional development and design requirements that support and encourage multi-modal transportation, but do not directly apply to this specific planning effort.

The BLVD Specific Plan

The BLVD Specific Plan outlines a plan for development for the area bounded by I-10, 11th Avenue, the 117th Avenue alignment, and the Civic Center. The BLVD contains six districts with specified land use types and densities. These districts include: The Gateway District, Residential District, Village District, Park Avenue District, Neighborhood District, and the Promenade District.

This plan addresses multimodal circulation within and between the BLVD districts and provides six roadway cross-section details for the following roadways: Avondale Boulevard, Van Buren Street, Roosevelt Street (2), Park Avenue, and Corporate Drive, all of which provide dedicated space for cyclists and pedestrians. It also recommends safe pedestrian crossings mid-block on both Avondale Boulevard and Van Buren Street to enhance pedestrian connectivity and identifies a High Intensity Activated Crosswalk (HAWK) or pedestrian bridge may be appropriate solutions.

Figure 8: The BLVD Specific Plan Street Network Concept



Avondale Healthy Lifestyle Plan

This Plan primarily focuses on food security and sustainability, but it also highlights healthy lifestyle factors in the community such as walkability, connectivity, shade, scale and pedestrian amenities, public transit, and automobile dependence.

Active Lifestyle Recommendations include:

- Extend the current bicycle lanes already in use.
- Use of bicycle lanes to incorporate more of the city, connectivity with lanes to shopping, arterial streets to encourage biking as another form of transportation
- Construction of more parks especially south of interstate 10 where only 1 exists. Dispersing of parks to more residents, avoid clustering of parks within 1.5 miles of one another.

Avondale Healthy Lifestyle Policies that are related to active transportation are as follows:

Land Use Theme

- Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development.
- Support higher density/urban land uses to support future transit and light rail.
- Continue to monitor the zoning and design requirements for Old Town to ensure these requirements are functioning optimally to create a visually interesting, active, and vibrant pedestrian oriented place.
- Coordinate connectivity opportunities with neighboring communities when creating pedestrian and non-motorized trail systems.

Economic Vitality Theme

- Recruit businesses that encourage pedestrian traffic into appropriate mixed-use areas and transit riders.

Neighborhoods Theme

- Encourage subdivision design, which promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.
- Ensure all new non-residential development is designed to actively engage and attract pedestrians and to provide residents the opportunity to lead a healthy lifestyle residing in the surrounding neighborhoods.
- Improve the physical connectivity between our existing neighborhoods as well as between our existing neighborhoods and nearby non-residential developments.

Sustainable Development Theme

- Encourage "walkable" communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.
- Encourage City employees to reduce vehicle trips by carpooling, biking, taking transit, and utilizing alternate work schedules.

Open Space Theme

- Retain Avondale's commitment to becoming a "Healthy Lifestyle Community" through development of the Tres Rios Greenway Specific Plan.
- Establish Avondale as a "Healthy Community" by encouraging walkable neighborhoods, community gardens, urban agriculture, and other healthy lifestyle services.
- Link parks to open spaces, other community facilities, and each other through a citywide trail system.
- Actively work with public and private partners to develop the Tres rios Greenway Specific Plan as a recreational amenity, equestrian, and transportation facility.
- Link community parks to open spaces, other community facilities, and each other as a means to providing further physical activity for one's well being.

- Retain Avondale's commitment to becoming a "Healthy Lifestyle Community" through development of Tres Rios Greenway Specific Plan.
- Identify the recreation needs of the community
- Provide a range of parks and recreation facilities that are linked to one another and equitably distributed throughout the City.
- Establish Avondale as a "Healthy Community" by encouraging walkable neighborhoods, community gardens, urban agriculture, and other healthy lifestyle services.
- Link parks to open spaces, other community facilities, and each other through a Citywide trail system.

Community Mobility Theme

- Integrate bicycle transportation needs into ongoing and future planning.
- Create a plan of action to meet the requirements in order to be recognized as a bicycling friendly and healthy lifestyle community.
- Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.
- Concentrate housing at greater densities within transit corridors and at transit stops to facilitate walkable neighborhoods that encourage healthy lifestyles.
- Determine which bicycling advocacy's rating program best fits with Avondale's existing conditions and future plans.
- Create a plan of action to meet the requirements in order to be recognized as a bicycling friendly and healthy lifestyle community.
- Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.
- Explore the advantages of walkable/bikeable neighborhoods in lowering vehicle use and reducing harmful pollutants caused by vehicular traffic and the resulting benefits for the residents.

Freeway Corridor Specific Plan

The Freeway Corridor Specific Plan is primarily an economic development plan with an additional focus on circulation, connectivity, and walkability. The Freeway Corridor is loosely bounded by Dysart Road, Van Buren Street, 99th Avenue, and McDowell Road.

Objective 4 is relevant to Active Transportation within the study area and states "Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community."

Freeway Corridor Design and Development Requirements relevant to active transportation include:

- All development shall provide safe, convenient pedestrian and bicyclist access to each building on site from adjacent rights-of-way, transit stops, and parking areas. Pedestrian connections shall feature a minimum 5' wide path and shading. Pedestrian

paths, except where they cross driveways and drive aisles, are expected to be located at least 10' from driveways and parking spaces, to buffer pedestrians from vehicular traffic.

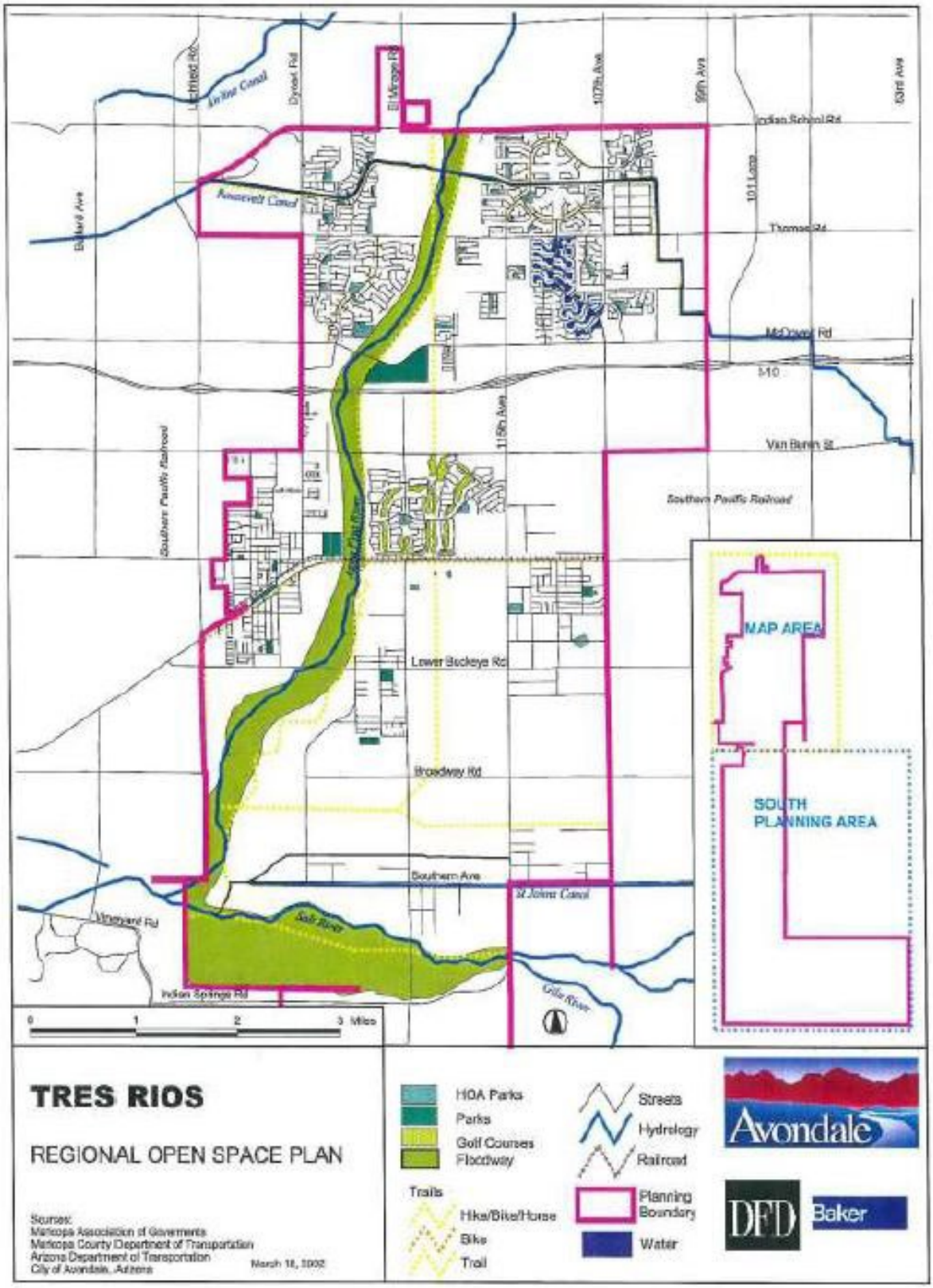
- All public sidewalks shall be detached and shaded with trees unless otherwise approved by the City Engineer.
- Development adjacent to the City's planned HCT corridor should anticipate providing right-of-way beyond what is typically required (up to 50' additional per half street) to accommodate future transit service.
- Retail/ Restaurant developments adjacent to collector or local streets should incorporate "parklets" into their designs. Parklets are small areas designed to accommodate pedestrian seating and are generally located in areas of high pedestrian traffic.

Tres Rios Greenway Specific Plan

This Plan addresses the three rivers that intersect Avondale's boundaries: The Gila, The Salt, and The Agua Fria. This intersection is dubbed the Tres Rios Greenway. The Greenway will, upon completion, contain trails, bikeways, and pathways that will connect neighboring communities, facilities, and regional open spaces.

The Plan contains design specifics relative to Multi-Use Trails (both urbanized and natural area examples), the Sun Circle Multi Use Trail, signage, lighting, and furnishings. The Plan also identifies design requirements for circulation internally and externally which includes arterials, canals, activity nodes, and parking.

Figure 9: Tres Rios Regional Open Space Plan



Old Town, Cashion, Las Ligas/Rio Vista Specific Area Plan

This Plan implements the General Plan within three historic areas of Avondale; Old Town, Cashion, and Las Ligas & Rio Vista.

Old Town is loosely bounded by Van Buren Street, The Agua Fria River, Lower Buckeye Road, and Local Roadways east of Litchfield Road. Old Town serves as a business district with a pedestrian focus. There are six districts within Old Town: Core Business District, Commercial District Areas, Eliseo C Felix Jr. Industrial District, Historic Neighborhood (1930-1950), Historic Neighborhood (1951-1970), and Contemporary Neighborhood (1970-Present).

Cashion is loosely bounded by Buckeye Road, 107th Ave, Durango Street, and 113th Avenue. Cashion has opportunity for commercial and light industrial infill. Buckeye Road properties qualify for commercial development and the Cashion Business District (CBD) zoning in lieu of residential zoning.

Las Ligas & Rio Vista is loosely bounded by the Agua Fria River, local roadways north of Lower Buckeye Road, El Mirage Road, and Illini Street. Las Ligas & Rio Vista provides opportunity for residential development and increased density.

All three of these areas are host to the City's largest concentration of older commercial buildings and residential homes. The character of these areas is the key t their success, and therefore preservation and restoration is paramount.

The four guiding principles of the Plan are:

- Encourage well-placed, well-designed commercial and residential developments
- Create a walkable, livable environment with plentiful open space
- Encourage a mix of residential, office, retail, restaurant, and service uses along with entertainment activities
- Foster high-quality development reflective of present-day market conditions while preserving the areas' culture and the opportunity for the area to flourish in the future

While the Circulation section of the Plan addresses bike and pedestrian connectivity, the roundabout design and the Western cross sections provided do not include bicycle facilities, only pedestrian connections.

Municipal Sustainability Plan

The City of Avondale proved their commitment to a sustainable future with the creation of this Municipal Sustainability Plan (MSP). The MSP identifies 11 Impact Areas: Community & Engagement; Transportation; Land Use; Procurement, Materials & Waste; Buildings & Maintenance; Health & Well-being; Ecosystems; Energy & Climate; Water; Air Quality; and Economy.

In Section 1: Current State Assessment, The Transportation Impact Area identifies current actions by the City (as of 2104) including Transit efforts, programming the Bike, Pedestrian, and

Trails Master Plan, adopting a Complete Streets philosophy, City staff alternative transportation incentive and driving reduction programs. This section also identifies opportunities for improvement which include: adopting an official complete street policy, providing continuity between existing pedestrian and bike routes, enhancing the public transit system, continue and enhance City staff programs, increase bike parking, and continue developing the Transit Oriented Development in Central Avondale specified in the 2030 General Plan.

In Section 2: Vision and Goals, there is one applicable active transportation related "Create an accessible, multimodal transportation system that enables safe movement and promotes human and environmental health".

In Section 3: Implementation System, the Transportation Impact Area has 5 Strategies, 12 Actions, and 9 Targets as shown below in Figure 10.

Figure 10: Implementation System- Transportation Impact Area

#	Strategy	Action	Additional Impact Areas											Related Targets *All percentage-based targets use a 2013 baseline, unless otherwise noted.	Related Goals
			G&E	T	PM&W	LU	B&M	HWB	ECO	E&C	W	AQ	ECN		
Transportation															
10	**Fuel efficiency**	Green vehicle policy		✓	✓					✓		✓	✓	• Perform lifecycle analysis for all new vehicle purchases by 2016 • Reduce vehicle emissions 10% by 2017; 20% by 2020; and 30% by 2030 • Increase fleet fuel efficiency 4% by 2017; 10% by 2020; and 15% by 2025 • 3% of fleet uses alternative fuels by 2017; 8% by 2020; and 12% by 2025 • Evaluate fleet size, determine reduction targets for 2015 • Increase staff alternative commuting 5% by 2017; 10% by 2020; and 20% by 2023 • All staff receive annual efficient driving and alternative commute training • All City-led development incorporates Complete Streets by 2016 • All applicable developers encouraged to use Complete Streets principles by 2016	1, 2, 3, 4, 5, 6, 7, 8, 9
11		Efficient driving training	✓	✓						✓		✓	✓		
12	**Alternative fuels**	Hybrid and electric administrative vehicles		✓	✓					✓		✓	✓		
13		Plan for alternative fuel large fleet vehicles		✓	✓					✓		✓	✓		
14	**Fleet size**	Phase-out unnecessary administrative vehicles		✓	✓					✓		✓	✓		
15	**Multimodal transportation**	Complete Streets development guidelines	✓	✓		✓		✓	✓	✓	✓				
16		Complete Streets policy for City development		✓	✓	✓		✓	✓	✓	✓				
17		Bicycle, Pedestrian, and Trails Master Plan	✓	✓		✓		✓		✓	✓	✓			
18	**Alternative commuting**	Season-specific alternative commuting promotion	✓	✓				✓		✓		✓	✓		
19		Recognize top alternative commuting employees	✓	✓				✓		✓		✓	✓		
20		Safe cycling on the street course	✓	✓				✓		✓		✓	✓		
21		City bike map	✓	✓				✓	✓	✓		✓	✓		

Safe Routes to School Studies

The U.S. Department of Transportation defines Safe Routes to School (SRTS) as "an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school." SRTS focuses on enhancing safety and physical health in children. Local SRTS funds are distributed to applicants based on need through our metropolitan planning organization, Maricopa Association of Governments (MAG).

In 2018, the City of Avondale received $96,186 for SRTS studies at Canyon Breeze Elementary, Michael Anderson Elementary, Estrella Vista Elementary, Garden Lakes Elementary, and Littleton Elementary. In 2019, the City of Avondale received $96,186 for SRTS studies at Rio Vista Elementary, Corte Sierra Elementary, Avondale Middle School, Lattie Coor Elementary, and Eliseo C. Felix Elementary. In 2020, the City of Avondale received $100,000 for SRTS studies at Quentin Elementary, Collier Elementary, Legacy Traditional School, and Rancho Santa Fe Elementary.

Completed study boundaries include:

Canyon Breeze Elementary

Completed by our team in 2019 simultaneously with Canyon Breeze Elementary, this study focused on the neighborhood bounded by McDowell Road, 120th Avenue, West Virginia Avenue, and Avondale Boulevard.

Michael Anderson Elementary

Completed by our team in 2019 simultaneously with Michael Anderson Elementary, this study focused on the neighborhood bounded by Harrison Drive, Dysart Road, Riley Drive and Litchfield Road.

Estrella Vista Elementary

This study focused on the neighborhood bounded by Buckeye Road, Avondale Boulevard, Lower Buckeye Road and El Mirage Road.

Garden Lakes Elementary

This study focused on the neighborhood bounded by Garden Lakes Parkway, 107th Avenue, Lakeshore Drive, Roosevelt Canal, and Indian School Road.

Littleton Elementary

This study focused on the neighborhood bounded by Buckeye Road, 11th Avenue, Durango Street, Cocopah Circle and 119th Avenue.

Some recommendations of these completed Safe Routes to School Studies include:

- HAWK crossings
- Proposed School Crosswalks (with Crossing Guards)
- Enhanced signage
- Sidewalk repairs and/or installation
- Striping
- Speed limit analysis and stop sign warrant studies
- Turn lane reconfigurations
- Bike facilities
- Shade enhancements for pedestrian facilities

Avondale General Engineering Requirements Manual

This Manual includes the following active transportation related engineering requirements:

Roadway Street Classifications*

- Arterial Streets: 6-foot detached sidewalks (except for adjacent to a school, which requires 10-foot detached sidewalks), two bicycle lanes,
- Collector Streets: 6-foot detached sidewalks and striped bicycle lanes. For industrial collectors, sidewalks may be attached and bike lane markings may be deleted with the City Traffic Engineer's approval.
- Local Streets: 5-feet wide detached sidewalk

*Special Note:

Sidewalks abutting schools require a minimum width of 10 feet. Sidewalks along designated safe routes to schools may be required to have wider than minimum width as directed by the City. Additional right-of-way or a sidewalk easement may be required to accommodate the extra width sidewalk.

Pedestrian Ways

Pedestrian ways shall be constructed to connect sidewalks with public and private facilities not located in the public street right-of-way. Public pedestrian ways shall be within a tract or easement for such purposes that define the access and maintenance responsibility. The minimum width shall be six feet, or a width consistent with adjacent trails, and may be used for additional purposes as approved by the City. If additional uses are approved, the minimum required width may be increased depending on the specific use.

Multi-Use Paths/Trails

Multi-use path or trail surfaces should be firm, stable, and slip resistant material. Minimum design criteria for a multi-use path is as follows:

(1) Minimum 12-foot in width paved/concrete, unless the Design Engineer can show that 12 feet cannot be accommodated; in such cases, 10-foot shall be the minimum.

(2) Maximum longitudinal grade shall be five percent unless otherwise approved by the City.

(3) Minimum foot graded area adjacent to both sides of the path

(4) Minimum separation of five feet from a roadway

(5) Maintain a minimum vertical clearance of eight feet, and keep free to protruding objects.

(6) Edge protection, if required, shall be a minimum height of 42 inches.

(7) Paths designated for equestrian and pedestrian use, the vertical clearance must be 10 feet.

The Manual also addresses: Public Transit Facilities, Bus Pull-Out Bays, Bus Shelter Pads, Traffic Calming, Street Lightning, and Signage and Pavement Markings.

REGIONAL PLANS

Maricopa Association of Governments Active Transportation Plan 2018

The Maricopa Association of Governments (MAG) Active Transportation Plan (ATP) completed in 2018 was developed to provide guidance to communities on how to best achieve regional active transportation connectivity while increasing walking, biking, and transit use locally. MAG stresses the regions need for enhanced infrastructure and safety in the plan and sites the following alarming statistics: "Since 2007, 1,069 pedestrians and 196 bicyclists have been killed in the MAG region, and an average of over 2,000 people walking and biking have been injured on roads in the region each year." Also, "...from 2007 to 2016 there was an 80% increase in the total number of bicyclist fatalities and a 63% increase in pedestrian fatalities."

Goals of the plan include: GOAL 1: Increase the active transportation mode share to 30 percent by 2040, GOAL 2: Achieve zero pedestrian and bicyclist traffic fatalities by 2030, GOAL 3: Increase the percentage of people getting enough physical activity to 80 percent by 2040.

Some strategies to achieve these goals include the following: Create desirable short trips, provide comfortable networks, manage vehicle speeds, integrate active transportation and transit, and count active transportation trips. The plan also provides an existing active transportation grid for communities to capitalize on, highlights regional conduits that are primed for active transportation development, and identifies activity centers that deserve special attention.

The plan outlines four "*Principles for an all ages and abilities active transportation network*": Equity and Inclusion, Safety, Comfort, and Connectivity. The MAG ATP also provides a list of local agency tools:

- Build high quality infrastructure within the AT Grid, activity centers and Regional Conduits
- Adopt policies or ordinances that support complete streets
- Establish a Safe System policy
- Update street design standards and guidelines
- Adopt supportive land use and development regulations
- Update parking requirements
- Dedicate resources for active transportation
- Become a walk friendly and bicycle friendly community

In regard to implementation cost, the Plan estimates that Regional Conduits will cost Avondale $4,200,000, and outlines funding and assistance opportunities to help with that cost. Additionally, the MAG ATP references the City of Avondale Central Avenue Protected Bikes Lanes as a Case Study of a successful facility.

Maricopa Association of Governments Multimodal Level-of-Service (MMLOS) Study

The Multimodal Level-of-Service (MMLOS) study performed an evaluation at nine locations in the MAG region – which included ¾ miles stretch of McDowell Road from 107th Avenue to 101st Avenue in Avondale. This MMLOS Study provided analysis for urban streets and explored a method for assessing how well an urban street serves multimodal users. The method for evaluating the MMLOS estimates the auto, bus, bicycle, and pedestrian level-of-service (LOS) on an urban street. It uses a combination of available data and data gathered by an agency to assess auto and transit level of service.

The intent was to gain a greater understanding of how the tool may be used to facilitate planning efforts and establish performance metrics for the region. The results of the study provide a better understanding of the variables that improve the experiences of all users. It also underscores the reality that creating an objective metric for non-vehicular travel experience is complex.

Avondale – McDowell Road Inventory and MMLOS Analysis

Table 2 displays key study corridor characteristics, including the number of travel lanes, the curb-to-curb width, presence and type of median, presence of bike lane, and posted speed limit. There are three different cross-section widths along the Avondale study corridor, ranging from 94' to 108'. McDowell Avenue is a 5- or 6-lane roadway with posted speeds of 45 mph. Segments 1 and 3 differ only in the type of median present. Of the four cross-sections along the study corridor, Segment 3, between 103rd Street and 101st St, was chosen for development of Striping and Customized alternatives for further MMLOS analysis.

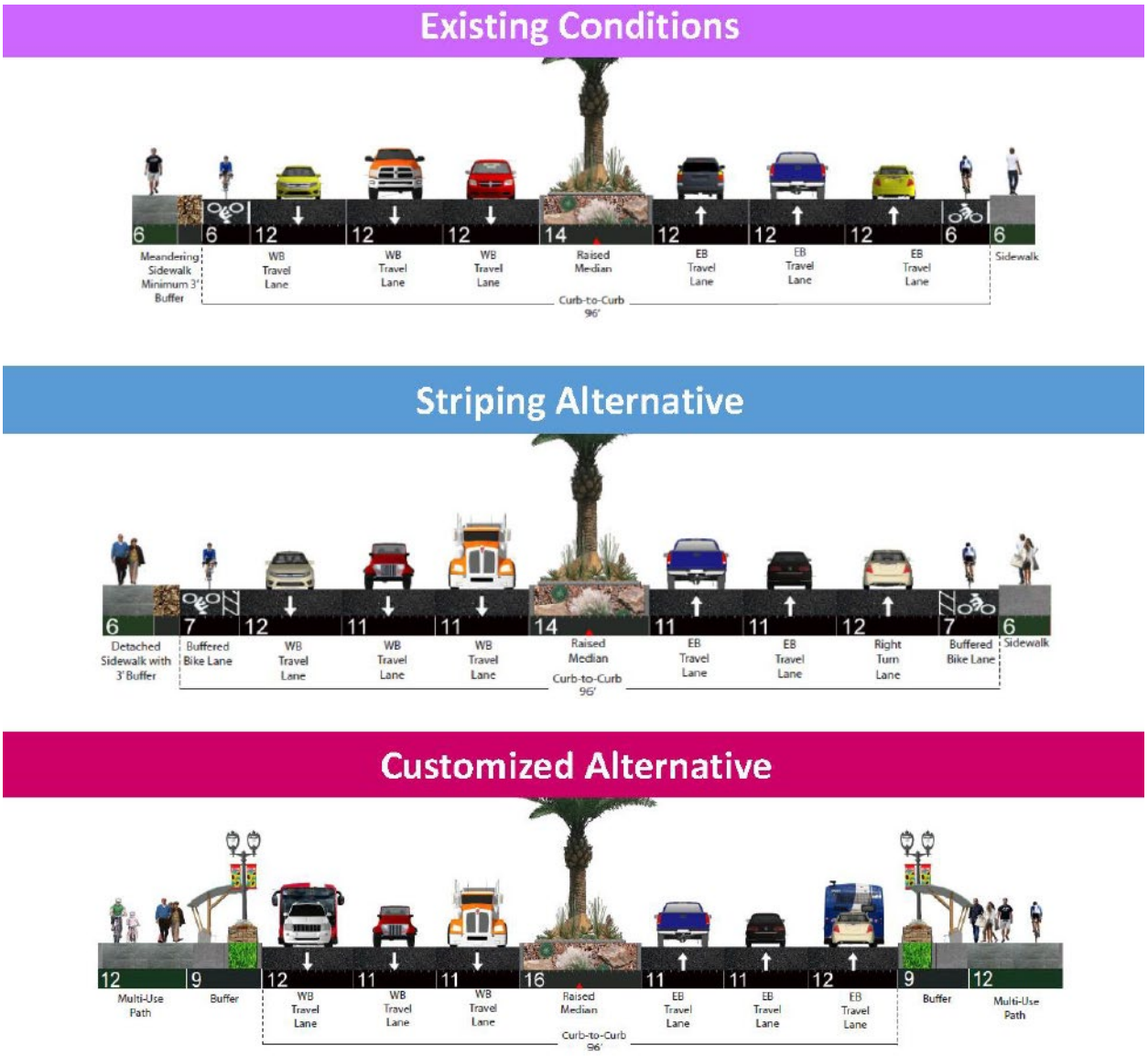
Figure 11 displays existing conditions, as well as the Striping and Customized alternatives for Segment 3 of McDowell Road. As shown, reductions in the width of travel lanes provide sufficient room for the installation of 1-foot buffers along the existing bike lanes. The Customized alternative, by contrast, allows for the addition of two feet to the center raised median, while accommodating pedestrians and cyclists via a multi-use path, set back approximately 9 feet from the roadway.

Table 2: Avondale – McDowell Road Study Corridor Inventory

Seg. ID	From	To	WB Lanes	EB Lanes	Curb-to-Curb Width (ft)	Median Type	Bike Lane Present?	Posted Speed Limit (mph)
1	107th Avenue	1,000 feet east of 107th Avenue	3	2	96'	2 Way Left Turn Lane	No	45
2	1,000 feet east of 107th Avenue	103rd Avenue	3	3	94-96'	2 Way Left Turn Lane	No	45
3	103rd Avenue	101st Avenue	3	3	96'	Raised	No	45
4	101st Avenue	99th Avenue	3	3	96-108'	Raised	No	45

Source: Chen Ryan Associates, January 2017

Figure 11: Avondale - McDowell Road Study Corridor Alternatives



MMLOS analyses were performed for Segment 3, between 103rd Avenue and 10th Avenue, under Striping alternative and Customized alternative conditions. These results are summarized in **Table 3**.

As shown, the Striping alternative provides moderate improvement to pedestrians, bicycles, and transit with no degradation to auto LOS. The Customized alternative provides a significant improvement to pedestrians and bikes through the introduction of a separate, multi-use path facilities.

Table 3: MMLOS Analysis Results for Avondale – McDowell Road from 103rd Avenue to 101st Avenue

Period	Auto LOS/Score				Pedestrian LOS/Score				Bike LOS/Score				Transit LOS/Score			
Existing Conditions																
	EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	D	3.52	D	3.65	D	3.75	D	4.10	B	2.48	A	1.12
PM	B	2.26	B	2.24	D	3.72	D	3.70	D	3.88	E	4.45	B	2.61	A	1.24
Striping Alternative																
	EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	C	3.45	D	3.57	C	3.39	D	3.74	B	2.45	A	1.10
PM	B	2.26	B	2.24	D	3.65	D	3.62	D	3.51	D	4.09	B	2.58	A	1.22
Customized Alternative																
	EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	A (Multi-Use Path)								B	2.36	A	1.01
PM	B	2.26	B	2.24									B	2.49	A	1.13

Source: Chen Ryan Associates, January 2017

COUNTY PLANS

MCDOT Active Transportation Plan 2018

In 2016, Maricopa County Department of Transportation (MCDOT) initiated the Active Transportation Plan (ATP) to develop a comprehensive guide that outlines a vision for active transportation within unincorporated Maricopa County. the ATP is an action plan that guides decisions and investments about when, where, why, and how to logically and meaningfully increase active transportation in Maricopa County. The actions and needs identified in the ATP will strategically overcome network gaps, support growth, and increase transportation options along MCDOT roadways.

The plan held the following four goals: GOAL 1: Provide a System that is Safe and Efficient for All Modes of Travel, GOAL 2: Promote Quality of Life and Economic Vitality, GOAL 3: Encourage a Seamless Regional Transportation Network, and GOAL 4: Protect Past and Future Transportation Investments through Strategic System Preservation. The following 20 Avondale-area Active Transportation needs were identified in the plan:

<u>Pedestrian Network Needs</u>

Sidewalks Missing at Intersection:

1. Sidewalk NE corner- Indian School Rd & El Mirage Rd
2. Sidewalk SW & SE corner- Lower Buckeye Rd & 107th Ave
3. Sidewalk SE corner- Lower Buckeye Rd & 125th Ave
4. Sidewalk ADA- MC 85 & 107th Ave

Minor Gap Needs in the Pedestrian Network:

5. Sidewalk south side- Indian School Rd from 103rd Ave to West of 100th Ave (0.05 miles)
6. Sidewalk both sides- Indian School Rd from El Mirage Rd to East of El Mirage Rd (0.07 miles)
7. Sidewalk both sides- Lower Buckeye Rd from 127th Ave to East of 127th Ave (0.07 miles)

8. Sidewalk both sides- Lower Buckeye Rd from West of 125th Ave to West of 125th Ave (0.01 miles)

Corridor and Network Expansion Needs in the Pedestrian Network:

9. Sidewalk both sides- Lower Buckeye Rd from 4th St to 127th Ave (0.72 miles)
10. Sidewalk both sides- Lower Buckeye Rd from East of 5th Ave to 4th St (0.54 miles)
11. Sidewalk south side- Lower Buckeye Rd from Litchfield Rd to East of Litchfield Rd (0.22 miles)
12. Sidewalk both sides- MC 85 from West of El Mirage Rd to East of El Mirage Rd (0.42 miles)

Bicycle Network Needs

River, Canal, and Roadway Crossing Needs in the Bicycle Network:

13. River Crossing- Indian School Rd at the Agua Fria River
14. River Crossing- Lower Buckeye Rd at the Agua Fria River

Regional Bicycle Connections and Network Expansion in the Bicycle Network:

15. Bicycle facility- 107th Ave from Southern Ave to Lower Buckeye Rd (2 miles)
16. Bicycle facility- Indian School Rd from El Mirage Rd to 103rd Ave (2.46 miles)
17. Bicycle facility- Lower Buckeye Rd from 127th Ave to El Mirage Rd (0.48 miles)
18. Bicycle facility- Lower Buckeye Rd from 4th St to 127th Ave (0.72 miles)
19. Bicycle facility- Lower Buckeye Rd from Avondale Blvd to 107th Ave (0.97 miles)
20. Bicycle facility- Lower Buckeye Rd from Litchfield Rd to 4th St (0.76 miles)

Maricopa County Regional Trail System Plan

The Maricopa County Regional Trail System Plan of 2004 laid the groundwork for a regional trail system consisting of the Maricopa Trail (242 miles) and the Sun Circle Trail (appx. 140 miles) connecting the county's regional parks. The plan provides three goals, 23 policies, and trail design guidelines to help steer the development of the regional system.

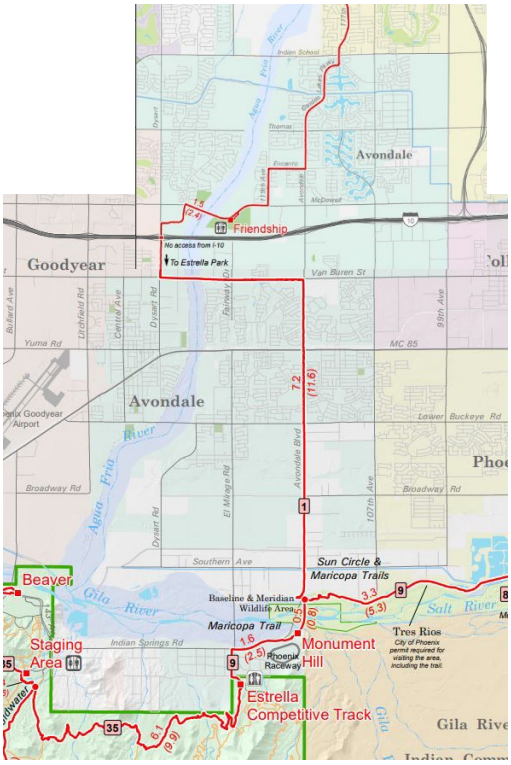
The plan held the following three goals:

- GOAL 1: Provide a shared use, nonmotorized trail system to connect the Maricopa County Regional Parks together.
- GOAL 2: Link metropolitan areas, municipal trails, communities, and neighborhoods with regional nonmotorized multi-modal corridors.
- GOAL 3: Provide open space corridors to protect natural and cultural resources from development.

Avondale Facilities

Segments 1 and 9 of the Sun Circle Trail bisect the City of Avondale connecting the northern boundary at Phoenix to the southern boundary at Estrella Mountain Regional Park. There are two trailheads within Avondale: Friendship Trailhead at Friendship Park and Monument Hill Trailhead at Monument Hill north of the Phoenix Raceway. The Monument Hill Trailhead serves as a terminus for the Maricopa Trail that circumnavigates the County.

Figure 12: Sun Circle Trail- Avondale Sections 1 & 9



STATE PLANS

ADOT Bicyclist Safety Action Plan Update 2018

The 2018 Bicycle Safety Action Plan (BSAP) consists of an update to the 2012 BSAP that results in a strategic action plan that effectively focuses resources on making the changes that reduce the greatest number of severe injury and fatal bicycle motor vehicle crashes. ADOT recognizes that the focus of the BSAP identifies and evaluates only a small percentage of the total number of crashes involving people on bikes that occur in the state of Arizona because it does not include any crashes off the State Highway System that ADOT owns and operates. The BSAP observes that other agencies and jurisdictions in Arizona will develop their own bicycle safety action plans to meet their respective needs. The following objectives guide the 2018 BSAP Update development:

- Evaluate the strategies, progress, and effectiveness of the 2012 BSAP to reduce the frequency of bicycle crashes.
- Collect and analyze bicycle crash data on the SHS for the most recent five years available (2012- 2016). Identify crash types and review contributing factors to the crashes.
- Identify high-priority crash locations involving people biking.

- Identify specific steps, actions, and potential countermeasures that, upon implementation and over time, will measurably reduce bicycle crashes, injuries, and fatalities on the SHS.

This study is extensive in nature and includes the following additional topics for discussion and evaluation:

- State Highway System bicycle crash locations
- Bicycle Crash potential assessment
- Priority locations and potential countermeasures
- Evaluation of high crash locations and future possible ADOT five-year Transportation Facilities Construction program
- Funding sources for bicycle infrastructure and programs

One high crash intersection exists at Dysart Road and Interstate 10 within the City of Avondale with 5 crash occurrences reported (analysis years 2012-2016). Through the bicycle crash potential assessment process conducted by the BSAP, it was determined that no further analysis of high crash potential locations is required within the City of Avondale. Additional information of interest to the Avondale ATP includes:

1) 62.7% of all vehicle-bicycle crashes on the ADOT SHS have no presence of a bicycle facility on the roadway and that there were more crashes in instances where the paved shoulder is greater than/equal to 4 feet (27.2%) versus those roadways with shoulders 4 foot or less (5.5%).
2) Nearly 80% of all people on bikes involved in crashes on the ADOT SHS were males.
3) The most prominent violation for motorists was failure to yield the right-of-way (20.6 percent) For people on bikes, the most prominent violation was driving/riding in the opposing traffic lane (25.1 percent) and disregarding traffic signals (12.7 percent).
4) The BSAP analysis concluded through its investigations the person riding their bike was primarily at fault in nearly 43 percent of the reported crashes. The motorist was judged to be primarily at fault in almost 39 percent of the reported crashes. Both were at fault in 7.7% of the crashes, and fault could not be determined or was not reported in 8.5% of the person riding/person driving crashes.
5) Over 58 percent of the reported bicycle crashes occurred when the person biking was riding along the sidewalk, riding in the crosswalk, or crossing a driveway. Twenty-one (21) percent of the crashes included the person riding in the general travel lane (no bicycle lane present).
6) The crash analysis identified many crashes that occur on the state highway system occur at interstate interchanges with local arterials.

ADOT Pedestrian Safety Action Plan 2017

The 2017 Pedestrian Safety Action Plan (PSAP) serves as an update to the 2009 PSAP that provides a strategic action plan that effectively focuses resources to reduce the greatest number of severe injury and fatal pedestrian-motor vehicle crashes on the Arizona State Highway System (SHS). Like the BSAP, the PSAP addresses only a small percentage of the total

number of pedestrian crashes that occur in the state of Arizona. The PSAP was developed under the following objectives:

- Evaluate the framework, strategies, progress, and effectiveness of the 2009 PSAP.
- Collect and analyze pedestrian crash data for the five most recent years available (2011-2015) for crashes that occurred within the ADOT-maintained state highway right-of-way.
- Identify specific steps, actions, and potential countermeasures that, upon implementation, will measurably reduce pedestrian crashes, injuries, and fatalities on the SHS.

A summary of some key findings of the PSAP include:

1) Overall, pedestrian-vehicle crashes saw an increase on the SHS in 2011-2015 from analysis years 2002-2006 to 2011. Total pedestrian crashes were on the SHS were up 6.9% on average.
2) In an analysis and identification of high priority pedestrian crash roadway segments on the SHS, none are located in the City of Avondale.
3) Crossing-at-intersection or midblock crashes were the most prevalent crash types in terms of crash frequency.
4) The other common crash type fell within the "unusual circumstances" description. It was found that these crashes were the result of a person stepping out of a possibly disabled vehicle on the side of the highway/freeway and getting struck by a vehicle. Nearly 15% of all crashes were categorized in this class and had a 52% severe injury percentage.
5) 53% of pedestrian crashes occurred during nighttime or dark conditions. 41% of pedestrian crashes occurred in daylight conditions. Injury severity was increased for crashes occurring at nighttime.
6) With respect to evaluating a pedestrian crash risk assessment of the probability of future pedestrian crashes, no highway segments in the City of Avondale were identified as high-risk locations.

ANNUAL BUDGET & **FINANCIAL PLAN**

ARTIST'S RENDERING OF THE CARE1ST AVONDALE RESOURCE CENTER

ARTIST'S RENDERING OF THE POLICE DEPARTMENT'S HEADQUARTERS EXPANSION

FISCAL YEAR **2020-2021**

Avondale
Arizona

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Friendship Park Enhancements **Project Number:** 1027

Funding Source: Operating Funds

Project Type: Parks and Culture

Project Description:

Changes to Friendship Park for FY 2020-2021 include replacing the existing playground equipment within the existing area, surfacing and shading for the playground at the west end of park, installing two new shade canopies inside the maintenance yard to protect and preserve equipment, creating a new a bicycle park area for novice mountain bike training on the east side of the park (east of the basketball and tennis court area). Also, replacing the existing tennis court fence fabric, adding new windscreen material to the fence, and if funding allows to create a new lighted monument sign along McDowell Road north of the small pond at the park.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8001-Design/Engineering Services	$0	$0	$0	$0	$0	$0	$0
310 - 8210-Land Improvements	$0	$595,000	$595,000	$0	$0	$0	$0
Totals	$0	$595,000	$595,000	$0	$0	$0	$0

Project Title: Multi-Modal Trail System **Project Number:** 1029

Funding Source: Operating Funds

Project Type: Parks and Culture

Project Description:

This request is to develop new primary trails along the Agua Fria River corridor and connect missing links of trails from residential areas to the primary trail on the Agua Fria River. Phased development of various segments are identified to extend the primary trail between Indian School Road on the northern end of Avondale to Lower Buckeye Road at Festival Fields within the next five years, and within the 10-year program trails connecting the northern city limits at Indian School Road to the Gila River.

Phased implementation of recreational trails and improvements throughout the West Valley Multi-modal Recreation Corridor parallel to the Agua Fria River. A multi-modal trail system will be developed to provide connectivity between the Agua Fria River, the El Rio Watercourse Master Plan, Tres Rios, and the City of Avondale Bike, Pedestrian and Trails Master Plan.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	$0	$0	$0	$300,000	$3,200,000	$300,000	$340,000
Totals	$0	$0	$0	$300,000	$3,200,000	$300,000	$340,000

Operating Impact

Object	2021	2022	2023	2024	2025
6731-R&M Grounds & Parks	$0	$0	$0	$0	$0
Totals	$0	$0	$0	$0	$0

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Goodyear Farms Cemetery Gate **Project Number:** 1387

Funding Source: Operating Funds

Project Type: Parks and Culture

Project Description:

All work and improvements funded in Fiscal Year 2019-2020 should be completed by June 2020. Improvements include paved parking, security lighting, security cameras, electronic gate, public art (arch over gateway entrance), irrigation system installation, and landscape improvements focusing on new shade trees.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	$0	$245,000	$245,000	$0	$0	$0	$0
Totals	$0	$245,000	$245,000	$0	$0	$0	$0

Project Title: Crystal Gardens Trail Improvements **Project Number:** 1462

Funding Source: Operating Funds

Project Type: Parks and Culture

Project Description:

To replace an existing deteriorated metal edging along the existing walking paths in all 21 small ponds/lakes within the Crystal Gardens development with concrete curbing. Also, re-compact the soft-surface walking path along with site restoration after the concrete flatwork disturbance. Additional improvements to many of the lake cells also include landscape replacements such as irrigation system modifications and upgrades to better reduce water consumption, landscape plantings to replace plants that have perished over time and decomposed granite throughout the various lake "cells" in the Crystal Gardens residential area.

This request is to renovate the existing infrastructure and assets that are currently unsafe in some areas, and failing in other areas throughout each of the various lakes that the city is required to maintain by development agreement.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	$250,000	$169,000	$419,000	$0	$250,000	$250,000	$250,000
Totals	$250,000	$169,000	$419,000	$0	$250,000	$250,000	$250,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Avondale Blvd - McDowell to Encanto **Project Number:** 1125

Funding Source: Development Fees
Operating Funds

Project Type: Transportation

Project Description:

This project includes the design and construction of improvements that will complete the widening of Avondale Boulevard. A project design engineering firm has been retained for preparing construction documents. The road will be widened with a single southbound lane along the west side of Avondale Boulevard from McDowell Road to Encanto Boulevard for a total distance of 2,600 feet. The project improvements include vertical curb and gutter, sidewalk, bike lanes, conduit, streetlights, a new pavement section, new striping, temporary retention basins, and scuppers. The project will include the undergrounding of an existing irrigation ditch as well as the relocation of existing overhead electric lines (12kV). Landscaping of new median will be included as part of these improvements. Right of Way acquisition will commence once 30% plans are completed.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$312,000	$312,000	$0	$0	$0	$0
304 - 8012-Technology - Hardware	$100,000	$0	$100,000	$0	$0	$0	$0
304 - 8420-Roadway Improvement/Major Main	$0	$675,000	$675,000	$0	$0	$0	$0
340 - 8420-Roadway Improvement/Major Main	$975,000	$0	$975,000	$0	$0	$0	$0
Totals	$1,075,000	$987,000	$2,062,000	$0	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$0	$1,000	$1,000	$1,000	$1,000
Totals	$0	$1,000	$1,000	$1,000	$1,000

Project Title: Streetlight Replacement Program **Project Number:** 1164

Funding Source: Operating Funds

Project Type: Transportation

Project Description:

This project is a program that allocates funds to be used citywide to replace streetlight poles that have reached the end of their life-cycle. In FY24, $200k is allocated for the next citywide street light pole assessment and prioritization.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$0	$0	$0	$0	$200,000	$0
304 - 8420-Roadway Improvement/Major Main	$200,000	$330,000	$530,000	$200,000	$200,000	$200,000	$200,000
Totals	$200,000	$330,000	$530,000	$200,000	$200,000	$400,000	$200,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Traffic Signal - 119th Ave and McDowell **Project Number:** 1187

Funding Source: Development Fees
Operating Funds

Project Type: Transportation

Project Description:

This project includes design and construction of a traffic signal using rectangular, cocoa brown double mast arms and poles at the intersection of 119th Avenue and McDowell Road. The City will re-evaluate the traffic impact of West Point High School at this location and design the signal and improvements accordingly.

A crosswalk with a rectangular rapid flashing beacon (RRFB) was installed during FY2020 as an interim measure to assist students crossing McDowell Road. Once the traffic signal is installed, the RRFB equipment will be removed and inventoried for future use where needed.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$75,000	$0	$75,000	$0	$0	$0	$0
304 - 8420-Roadway Improvement/Major Main	$125,000	$0	$125,000	$0	$0	$0	$0
340 - 8420-Roadway Improvement/Major Main	$475,000	$0	$475,000	$0	$0	$0	$0
Totals	$675,000	$0	$675,000	$0	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6230-Electricity	$0	$2,000	$2,000	$2,000	$2,000
6712-R&M ROW	$0	$1,000	$1,000	$1,000	$1,000
Totals	$0	$3,000	$3,000	$3,000	$3,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Pedestrian Ramp/Sidewalks Program **Project Number:** 1220

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project is an annual program that allocates money to facilitate the Citywide installation of sidewalk improvements and Americans with Disabilities Act (ADA) compliant ramps where needed. This program will also allocate funds to upgrade existing ramps to ADA compliant ramps. Future locations will be evaluated, but areas addressed during FY20 include:

Crosswalk and ramps at Estrella Vista Elementary School, curb ramps at 119th & McDowell, Lower Buckeye & Central Avenue (Festival Fields Entrance) and El Mirage and Indian School Rd.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	$100,000	$188,000	$288,000	$100,000	$100,000	$100,000	$200,000
Totals	$100,000	$188,000	$288,000	$100,000	$100,000	$100,000	$200,000

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$1,000	$1,000	$1,000	$1,000	$1,000
Totals	$1,000	$1,000	$1,000	$1,000	$1,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Western - Central to 4th Ave - Improvements **Project Number:** 1275

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project includes design and construction of improvements that will reconstruct Western Avenue from Central Avenue to 4th Avenue. The improvements will include replacing the street pavement section and the addition of storm drain facilities. The reconstruction of driveways, sidewalks, and curb and gutter are included in the cost. The project will also include re-striping, which may consider alternative on-street parking options on the north side of Western Avenue.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$75,000	$0	$75,000	$0	$0	$0	$0
304 - 8420-Roadway Improvement/Major Main	$0	$0	$0	$925,000	$0	$0	$0
Totals	$75,000	$0	$75,000	$925,000	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$0	$0	$3,000	$3,000	$3,000
Totals	$0	$0	$3,000	$3,000	$3,000

Project Title: Communication Conduit and Fiber Backbone Program **Project Number:** 1294

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project will install fiber optic infrastructure and interim equipment to utilize existing wireless communications systems, including replacing the existing wireless communication system. This infrastructure is crucial to running the Traffic Operations Center (TOC). This project will include design, construction, and possible right-of-way acquisition. Upon ultimate completion, this project will include infrastructure for Lower Buckeye, Van Buren Street, Indian School Road, and will complete infrastructure on McDowell Road, Avondale Boulevard, and Dysart Road.

Recently completed conduit installations include Avondale Blvd by the new signal at Maricopa Street, and Avondale Blvd along the West Point High School frontage. This year, the project will address a relocation of a fiber communication vault at Coldwater Springs Blvd and Avondale Blvd to provide proper clearance from an existing SRP irrigation pipe.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8012-Technology - Hardware	$250,000	$0	$250,000	$250,000	$250,000	$250,000	$250,000
304 - 8410-Roadway Construction	$0	$173,000	$173,000	$0	$0	$0	$0
Totals	$250,000	$173,000	$423,000	$250,000	$250,000	$250,000	$250,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Van Buren Multi-Use Path **Project Number:** 1408

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project has been designed and construction will commence in the Spring of 2020. Since this is a federally funded project, Arizona Department of Transportation (ADOT) will be administering the construction.

This project will design and construct a multi-use path between 127th Avenue and 113th Avenue. The trail will include lighting, landscaping, and other pedestrian and bicycle amenities. Previously, this project included a drainage channel component, which has been removed, and the current project comprises the path only. Federal TAP funding of $2M is available towards construction. All right-of-way along the north side of Van Buren Street has been acquired for the project.

In FY20, the City applied for additional Federal funding through Maricopa Association Funding (MAG) for $253k. An additional City contribution of $15k was required to match the Federal funds. The City is also setting aside an additional $35k for contingency.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
Totals	$0	$0					

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$0	$10,000	$10,000	$10,000	$10,000
Totals	$0	$10,000	$10,000	$10,000	$10,000

Project Title: Wayfinding Signage **Project Number:** 1460

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project will continue to install Wayfinding signs in conformance with the Wayfinding Signage Master Plan. In FY19, the City installed street sign toppers for several neighborhood districts within Historic Avondale in conformance with the Historic Avondale Design and Development Guidelines.

In FY21, the City plans to install Wayfinding signs south of I-10, to inform and direct drivers to destinations in Historic Avondale. In FY21 the City also plans to install a digital monument sign along Avondale BLVD including campus pedestrian Wayfinding signs throughout the Civic Center campus.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	$120,000	$0	$120,000	$0	$0	$0	$25,000
Totals	$120,000	$0	$120,000	$0	$0	$0	$25,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Dysart Road Median Improvements - I-10 to Indian School **Project Number:** 1465

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project is being completed in FY20

This project will remove and replace all broken median curbing, remove and replace brick pavers as needed, remove/replace dead trees and shrubs, and supplement the existing trees with new trees and shrubs. The project is also replacing the existing irrigation system with new pipes, valves and controllers. The project will be 100% City funded.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	$0	$379,000	$379,000	$0	$0	$0	$0
Totals	$0	$379,000	$379,000	$0	$0	$0	$0

Project Title: Bus Shelters **Project Number:** 1466

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This program will design and construct bus shelters where needed throughout the City. Design and construction of ADA compliant ramps and sidewalk are included.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
325 - 8630-Equipment	$0	$500,000	$500,000	$50,000	$50,000	$50,000	$50,000
Totals	$0	$500,000	$500,000	$50,000	$50,000	$50,000	$50,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Historic Avondale, Cashion and Las Ligas Improvements - Streets **Project Number:** 1500

Funding Source: Bond Funds
Operating Funds

Project Type: Transportation

Project Description:

This program will address the reconstruction of roads and upgrades of water and sewer facilities in neighborhoods located in Historic Avondale, Cashion and Las Ligas. The project has been broken into six identified phases and the scope of work will include the removal and replacement of asphalt pavement as well as the installation of sidewalk, ramp and driveway improvements in accordance with current Americans with Disabilities Act (ADA) guidelines, the relocation of existing utility poles and the upgrade of water and sewer facilities. The six areas, include:

Phase 1 - 3rd Avenue to Central Avenue, Western Ave to Buckeye Road(MC 85) for FY21.
Phase 2 - 3rd Ave/3rd Pl to Central Avenue, Western to Dooley for FY22
Phase 3 - Cashion, 113th to 111th Ave, Durango to MC 85 for FY23
Phase 4 - Central to 4th Street, Elm to Harrison for FY24
Phase 5 - 1st St to Central Avenue, Whyman to MC 85 & Greenleaf, and 4th ST to 7th St, Pacific to Western Ave (includes coordination with the Roosevelt Irrigation District) for FY25
Phase 6 - Las Ligas, 127th Ave to 125th Ave, Elwood to Illini for FY26

During FY20, a Design Build Contractor was retained and design for Phase I is underway

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$0	$0	$0	$90,000	$251,000	$169,000
304 - 8420-Roadway Improvement/Major Main	$0	$65,000	$65,000	$0	$0	$2,225,000	$1,825,000
351 - 8001-Design/Engineering Services	$282,000	$0	$282,000	$346,000	$197,000	$0	$0
351 - 8420-Roadway Improvement/Major Main	$1,475,000	$0	$1,475,000	$2,025,000	$1,675,000	$0	$0
360 - 8001-Design/Engineering Services	$200,000	$0	$200,000	$275,000	$0	$0	$0
360 - 8520-Water Sys. Improve/Major Main.	$1,125,000	$150,000	$1,275,000	$2,250,000	$0	$0	$0
513 - 8620-Sewer Sys. Improve/Major Main.	$100,000	$0	$100,000	$100,000	$100,000	$100,000	$100,000
514 - 8001-Design/Engineering Services	$0	$0	$0	$275,000	$222,000	$79,000	$97,000
514 - 8520-Water Sys. Improve/Major Main.	$0	$0	$0	$0	$6,875,000	$2,625,000	$1,000,000
Totals	$3,182,000	$215,000	$3,397,000	$5,271,000	$9,159,000	$5,280,000	$3,191,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Palm Lane Road Extension - 116th Avenue to 118th Avenue **Project Number:** 1509

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project includes design and construction of half-street improvements on the southern portion of Palm Lane between 116th and 118th Avenue. Palm Lane is classified as a local road which requires 50-feet of right-of-way (ROW) and includes 2-travel lanes, bike lanes, and sidewalks. Specific half-street improvements include curb gutter, sidewalk, pavement, drainage, and streetlight improvements. It is assumed that the existing basin on the school property can be utilized for the new roadway drainage. The project estimate assumes that ROW will be dedicated by the school along Palm Lane at no cost to the City. Landscaping is not included as part of this project.

A design consultant has been selected, and project design is underway.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$39,000	$39,000	$0	$0	$0	$0
304 - 8200-Land Acquisition	$0	$35,000	$35,000	$0	$0	$0	$0
304 - 8420-Roadway Improvement/Major Main	$300,000	$0	$300,000	$0	$0	$0	$0
Totals	$300,000	$74,000	$374,000	$0	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$0	$1,000	$1,000	$1,000	$1,000
Totals	$0	$1,000	$1,000	$1,000	$1,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Street Light Infill Program **Project Number:** 1517

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project is intended to add street light poles with Light Emitting Diode (LED) fixtures along sections of roadway which are not lighted adequately due to large gaps between existing street lights.

In FY21, the Cashion neighborhood will receive fifteen (15) additional street light poles with LED fixtures.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	$50,000	$0	$50,000	$50,000	$50,000	$50,000	$100,000
Totals	$50,000	$0	$50,000	$50,000	$50,000	$50,000	$100,000

Project Title: 9th Street Roadway Improvements **Project Number:** 1520

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project will construct 9th Street to the extent required to serve the proposed Resource Center. 9th Street will extend from Riley Drive approximately 575 feet south to the road terminus. Design will include pavement, curb, gutter, sidewalk, street drainage and street lights. Project design has been complete.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	$400,000	$0	$400,000	$0	$0	$0	$0
Totals	$400,000	$0	$400,000	$0	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$2,000	$2,000	$2,000	$2,000	$2,000
Totals	$2,000	$2,000	$2,000	$2,000	$2,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: 119th Avenue Road Connection **Project Number:** 1541

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project includes the design and construction of one lane in each direction on 119th Avenue extending from the West Point High School Driveway to Virginia Avenue. Relocation of two overhead electric lines (69kV) poles and utility coordination will be required with Salt River Project (SRP), and a retaining wall will be required. The project will extend the existing 10-foot multiuse path. Project will include curb, gutter, new asphalt pavement, guard rail at utility poles and street lighting. The project will address any localized drainage issues and a temporary drainage easement may be required. Right of way acquisition is not anticipated. The cost of construction includes the relocation of two SRP poles.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$150,000	$0	$150,000	$0	$0	$0	$0
304 - 8410-Roadway Construction	$0	$0	$0	$1,350,000	$0	$0	$0
Totals	$150,000	$0	$150,000	$1,350,000	$0	$0	$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	$0	$0	$500	$500	$500
Totals	$0	$0	$500	$500	$500

Project Title: Agua Fria Trail Phase II (Pedestrian Bridge) **Project Number:** 1542

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project will design and construct a pedestrian/bike bridge including communication conduits across the Arizona Department of Transportation (ADOT) channel connecting Friendship Park to the existing trail head recently constructed with the Agua Fria I-10 Underpass Project. This project will require a 404 permit (Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands) from the Army Corps of Engineers. The conduit will provide future connectivity to one of the City water facility.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$200,000	$0	$200,000	$0	$0	$0	$0
304 - 8012-Technology - Hardware	$0	$0	$0	$0	$35,000	$0	$0
304 - 8410-Roadway Construction	$0	$0	$0	$0	$2,800,000	$0	$0
Totals	$200,000	$0	$200,000	$0	$2,835,000	$0	$0

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Transportation Safety Enhancement **Project Number:** 1552

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

The project included the design and construction of safety enhancements such as ramps, sidewalk, traffic signal, storm drain system or any other related Transportation related features.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	$500,000	$0	$500,000	$500,000	$0	$0	$0
Totals	$500,000	$0	$500,000	$500,000	$0	$0	$0

Project Title: Agua Fria Trail Phase I **Project Number:** 1553

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

The design for this project has been completed in FY19. The project improvements involve construction of a paved path approximately 2,400 feet long and 12 to 16-foot wide for pedestrian and bicycle use that will terminate at a trail head that will be constructed as part of the Aqua Fria Trail and Trailhead project Phase. The path system elements include: ramps, lighting, pedestrian amenities, and trail termination amenities.
This project is located approximately 200 ft north of Van Buren Street and along the eastern Agua Fria levee.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	$700,000	$0	$700,000	$0	$0	$0	$0
310 - 8210-Land Improvements	$0	$391,000	$391,000	$0	$0	$0	$0
Totals	$700,000	$391,000	$1,091,000	$0	$0	$0	$0

Project Title: Traffic Signal Replacements **Project Number:** 1554

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

The repair or replacement of traffic signals throughout Avondale that are at the end of their life.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 7691-Traffic Signals	$300,000	$0	$300,000	$300,000	$300,000	$300,000	$300,000
Totals	$300,000	$0	$300,000	$300,000	$300,000	$300,000	$300,000

Capital Improvement Plan - Fiscal Years 2020-2025

Project Title: Dysart Road Median Offsets **Project Number:** 1558

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This project will design and construct modifications to existing medians at intersections along Dysart Road between McDowell Rd and Osborn Rd. The City will apply for funding through the MAG (Maricopa Association of Government) Road Safety Program (RSP) to share the cost of improvements. The following are the intersections that will be evaluated for potential modification:
Dysart Road and Thomas Road
Dysart Road and Osborn Road
Dysart Road and McDowell Road

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$0	$0	$50,000	$0	$0	$0
304 - 8410-Roadway Construction	$0	$0	$0	$0	$450,000	$0	$0
Totals	$0	$0	$0	$50,000	$450,000	$0	$0

Project Title: Garden Lakes Parkway Improvements Phase I (Thomas Rd to Lakeshore Dr) **Project Number:** 1601

Funding Source: Operating Funds **Project Type:** Transportation

Project Description:

This is the first phase of a three-phase project along the Garden Lakes Parkway (GLP) corridor. This project (Phase I) will design and construct raised center medians with turn lanes at Garden Lake Parkway intersections between Thomas Road and Lakeshore Drive. The existing at-grade footpath on the west side of GLP will be converted to a raised sidewalk with curb and curb ramps. Buffered bike lakes with small decorative paved medians located at intersections and mid-block locations will be installed to channelize vehicles entering and exiting GLP and reduce high-risk passing maneuvers.

At the intersection of Lakeshore Drive and GLP, the intersection will be raised to provide a traffic table, improve pedestrian visibility and reduce approaching vehicle speeds. The four corners of the intersection will be extended with reduced curb returns/bulb-outs to reduce the pedestrian crossing distance on all four legs of the intersection. Speed table warning signs will be placed in advance of the intersection on all four approaches.

Land acquisition is not anticipated as part of the project.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	$0	$0	$0	$0	$150,000	$0	$0
304 - 8410-Roadway Construction	$0	$0	$0	$0	$750,000	$0	$0
Totals	$0	$0	$0	$0	$900,000	$0	$0

Proposed Capital Improvement Plan

FY2022

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Capital Improvement Report

Project Number: 1500 **Project Stage:** Funded / Planned

Title: Historic Avondale, Cashion and Las Ligas Improvements

Reason: Maintaining Service **Impact Fee Eligible?** No

Priority Rank: 2

Scope:

This program will address the reconstruction of roads and upgrades of water and sewer facilities in neighborhoods located in Historic Avondale, Cashion and Las Ligas. The project has been broken into six identified phases and the scope of work will include the removal and replacement of asphalt pavement as well as the installation of sidewalk, ramp and driveway improvements in accordance with current Americans with Disabilities Act (ADA) guidelines, the relocation of existing utility poles and the upgrade of water and sewer facilities. The six areas, include:

Phase 1 - 3rd Avenue to Central Avenue, Western Ave to Buckeye Road(MC 85) for FY21.
Phase 2 - 3rd Ave/3rd Pl to Central Avenue, Western to Dooley for FY22
Phase 3 - Cashion, 113th to 111th Ave, Durango to MC 85 for FY23
Phase 4 - Central to 4th Street, Elm to Harrison for FY24
Phase 5 - 1st St to Central Avenue, Whyman to MC 85 & Greenleaf, and 4th ST to 7th St, Pacific to Western Ave (includes coordination with the Roosevelt Irrigation District) for FY25
Phase 6 - Las Ligas, 127th Ave to 125th Ave, Elwood to Illini for FY26

Justification:

These streets are amongst the oldest pavements in the City, and are all past their useful life. Additionally the utility lines in the area also are need of repair and replacement. This program will improve aesthetics of the Historic Avondale, Las Ligas and Cashion neighborhoods.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	$0	$0	$0	$90,000	$251,000	$169,000	$0	$0	$510,000
Street Construction - Design/Engineering	$0	$0	$346,000	$197,000	$0	$0	$0	$0	$543,000
Street Construction - Infrastructure - CAP	$65,000	$0	$0	$0	$2,225,000	$1,825,000	$1,175,000	$0	$5,225,000
Street Construction - Infrastructure - CAP	$65,000	$0	$2,025,000	$1,675,000	$0	$0	$0	$0	$3,700,000

Capital Improvement Report

Street Construction - Infrastructure - CAP	$65,000	$0	$608,000	$503,000	$668,000	$548,000	$353,000	$0	$2,680,000
Totals	$0	$0	$2,979,000	$2,465,000	$3,144,000	$2,542,000	$1,528,000	$0	$12,658,000

Capital Improvement Report

Project Number: 1125

Project Stage: Funded / Planned

Title: Avondale Blvd - McDowell to Encanto

Reason: Enhanced Level of Service

Impact Fee Eligible? Yes

Priority Rank: 11

Scope:

This project includes the design and construction of improvements that will complete the widening of Avondale Boulevard. A project design engineering firm has been retained for preparing construction documents. The road will be widened with a single southbound lane along the west side of Avondale Boulevard from McDowell Road to Encanto Boulevard for a total distance of 2,600 feet. The project improvements include vertical curb and gutter, sidewalk, bike lanes, conduit, streetlights, a new pavement section, new striping, temporary retention basins, and scuppers. The project will include the undergrounding of an existing irrigation ditch as well as the relocation of existing overhead electric lines (12kV). Landscaping of new median will be included as part of these improvements. Right of Way acquisition has commenced.

Justification:

Residential development including the Elementary School has led to the increase in traffic volumes creating significant traffic queues during school hours that require expansion of the existing road. The additional lane will increase the necessary capacity to help mitigate the delays. The project will provide sidewalks and bike lanes to support students in walking and biking to school.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	$675,000	$0	$600,000	$0	$0	$0	$0	$0	$600,000
Street Construction - Land Acquisition	$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000
Street Construction - Technology - Hardware CAP	$100,000	$0	$75,000	$0	$0	$0	$0	$0	$75,000
Totals	$100,000	$0	$875,000	$0	$0	$0	$0	$0	$875,000

Capital Improvement Report

Project Number: 1220

Project Stage: Funded / Planned

Title: ADA and Sidewalk Gap Study

Reason: Maintaining Service

Impact Fee Eligible? No

Priority Rank: 16

Scope:

This project is an annual program that allocates money to facilitate the Citywide installation of sidewalk improvements and Americans with Disabilities Act (ADA) compliant ramps where needed. This program will also allocate funds to upgrade existing ramps to ADA compliant ramps. In FY 21, the pedestrian refuge island on El Mirage Road was addressed. The FY22 program will include a ADA transition study to provide an assessment of our current street roadway ADA compliance. This study will identify the location of the infrastructure that does not currently meet ADA requirements and cost to bring them into compliance. The cost of study will be approximately $150K.

Justification:

The ramps and sidewalk program improves ADA-compliant pedestrian connectivity, meeting current Federal guidelines.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	$0	$0	$150,000	$0	$0	$0	$0	$0	$150,000
Street Construction - Infrastructure - CAP	$288,000	$0	$0	$0	$0	$0	$0	$0	$0
Totals		$0	$150,000	$0	$0	$0	$0	$0	$150,000

Capital Improvement Report

Project Number: 1517

Project Stage: Funded / Planned

Title: Street Light Infill Program

Reason: Maintaining Service

Impact Fee Eligible? No

Priority Rank: 17

Scope:

This project is intended to add street light poles with Light Emitting Diode (LED) fixtures along sections of roadway which are not lighted adequately due to large gaps between existing street lights.

In FY21, work began on providing fifteen additional street light poles with LED fixture thru out the the Cashion neighborhood to meet current lighting standards. In FY22, the Cashion streetlight project will be completed. The project will also include a lighting analysis for other neighborhoods in Southern Avondale to identify under lit areas.

Justification:

As part of the LED Street Light Conversion Project in 2018, the City's consultant conducted a photometric analysis, identifying gaps in street lighting within the Cashion neighborhood. Future analysis will identify other lighting needs throughout the City. The infill of street lights adds additional light where needed in the roadway, and improves safety.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	$50,000	$0	$50,000	$0	$0	$0	$0	$0	$50,000
Totals	$50,000	$0	$50,000	$0	$0	$0	$0	$0	$50,000

Capital Improvement Report

Project Number: 1460

Project Stage: Funded / Planned

Title: Wayfinding Signage

Reason: Maintaining Service

Impact Fee Eligible? No

Priority Rank: 20

Scope:

In FY21, the City installed a parking lot sign at Western Avenue and 6th Street and three directional sign in Old town Avondale. It also included vehicular directional signs, vehicular destination signs and pedestrian directional signs, that were installed as part of Phase I signage of the Civic Center Campus project.

The future Phase II signage for the Civic Center Annex will include vehicular directional (One sign), vehicular destination (Seven signs) and pedestrian directional (two signs).

Justification:

The signage will improve pedestrian navigation within the Civic Center campus, build our brand equity and create a sense of space as our Civic Center Campus grows while enhancing the level of signage currently provided on our campus.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	$120,000	$0	$110,000	$0	$0	$25,000	$25,000	$50,000	$210,000
Street Construction - Infrastructure - CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0
Totals	$120,000	$0	$110,000	$0	$0	$25,000	$25,000	$50,000	$210,000

Capital Improvement Report

Project Number: 1541

Project Stage: Funded / Planned

Title: 119th Avenue Road Connection

Reason: Enhanced Level of Service

Impact Fee Eligible? No

Priority Rank: 22

Scope:

This project includes the design and construction of one lane in each direction on 119th Avenue extending from the West Point High School Driveway to Virginia Avenue. Relocation of two overhead electric lines (69kV) poles and utility coordination will be required with Salt River Project (SRP), and a retaining wall will be required. The project will extend the existing 10-foot multiuse path. Project will include curb, gutter, new asphalt pavement, guard rail at utility poles and street lighting. The project will address any localized drainage issues and a temporary drainage easement may be required. Right of way acquisition is not anticipated. The cost of construction includes the relocation of two SRP poles.

Justification:

The development of the new High School has generated significant volumes of traffic especially during peak periods. This project will improve traffic circulation, reducing congestion on Encanto Boulevard and Avondale Boulevard, due to the increased volume from the newly constructed High School.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	$0	$0	$1,350,000	$0	$0	$0	$0	$0	$1,350,000
Totals	$0	$0	$1,350,000	$0	$0	$0	$0	$0	$1,350,000

Capital Improvement Report

Project Number: 1542

Project Stage: Funded / Planned

Title: Agua Fria Trail Phase II (Pedestrian Bridge)

Reason: Enhanced Level of Service

Impact Fee Eligible? No

Priority Rank: 25

Scope:

This project will design and construct a pedestrian/bike bridge including communication conduits across the Arizona Department of Transportation (ADOT) channel connecting Friendship Park to the existing trail head recently constructed with the Agua Fria I-10 Underpass Project. This project will require a 404 permit (Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands) from the Army Corps of Engineers. The conduit will provide future connectivity to one of the City water facility.

Justification:

This project will improve local and regional connectivity to the newly constructed Agua Fria Trail project and will promote the ability to walk/bike around the City. This project is a high priority due to Federal Highway requirement for the reimbursement of funds for Agua Fria Trail.

The City applied for Congestion Mitigation of Air Quality (CMAQ) and Transportation Alternatives (TA) funding through MAG (Maricopa Association of Government) for the Pedestrian Bridge over the ADOT Channel (connecting to Friendship Park). The City was advised in late December 2019, that the application for grant funding was unsuccessful, and Avondale will not receive either CMAQ or TA funding toward the project. Our project didn't rank high as compared to the others proposed around the Valley. Federal Highway Administration (FHWA) requires this project to be under construction by 2023 or else the City will need to reimburse FHWA for the Agua Fria Trail Phase I.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	$0	$0	$0	$2,800,000	$0	$0	$0	$0	$2,800,000
Street Construction - Technology - Hardware CAP	$0	$0	$0	$35,000	$0	$0	$0	$0	$35,000
Totals	$0	$0	$0	$2,835,000	$0	$0	$0	$0	$2,835,000

Capital Improvement Report

Project Number: AUTO - 579

Project Stage: Funded / Planned

Title: Western Avenue Pedestrian Streetlights

Reason: Enhanced Level of Service

Impact Fee Eligible? No

Priority Rank: 61

Scope:

This project includes design and construction to remove 52 existing double mast arm decorative pedestrian light poles/fixtures along Western Avenue between Dysart Road and Central Avenue to replace them with single mast arm pedestrian light poles and fixtures similar to the style used on Dysart Road north of Buckeye Road (MC85). The pedestrian lights will be 16 feet tall with a 5 foot extension to accommodate future string lights and banners. The new pedestrian lights will be able to use the existing bases with a retrofit kit. The project will also upgrade existing wiring, conduit and Junction boxes to new standards. In order to accommodate new string lights, an additional structural design of the pedestrian light pole and foundation will be required. The plans will be need to be submitted for approval to Arizona Public Service (APS).

Justification:

The new lighting system will improve aesthetics on Western Avenue, will enhance pedestrian safety and will serve as a revitalization effort in accordance with the Historic Avondale Specific Plan.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	$0	$0	$50,000	$0	$0	$0	$0	$0	$50,000
Street Construction - Infrastructure - CAP	$0	$0	$595,000	$0	$0	$0	$0	$0	$595,000
Totals	$0	$0	$645,000	$0	$0	$0	$0	$0	$645,000

Capital Improvement Report

Project Number: 1510

Project Stage: Funded / Planned

Title: Thomas Road Bridge design

Reason: Enhanced Level of Service

Impact Fee Eligible? No

Priority Rank: 63

Scope:

This project includes the design and construction of improvements that will widen Thomas Road to two lanes in each direction with curb, gutter sidewalk and conduit, including a concrete bridge from approximately 0.5 miles west of the Agua Fria River westerly levee to 0.4 miles east of the easterly levee. The bridge will be approximately 1,300 feet in length spanning the Agua Fria River and will include lighting with pedestrian and bicycle facilities. The project will require permits from the United States Army Corps of Engineers (404 and 408 permits) through coordination with the Maricopa Flood Control District for construction within navigable waters of the US. A major right of way acquisition will be required for the project.

The Design Concept Report was completed in FY21 and included 15% design plans for the proposed Bridge. This request is to move the funding for the remainder of Bridge Design from FY25 to FY22, which will identify all required right of way needs.

Justification:

This project would provide a major east-west connectivity across the Agua River River, reducing congestion on the adjacent arterial streets. During peak hours of the day McDowell Road operated at Level of Service F. Construction of the bridge will help McDowell to an acceptable Level Of Service.

The City has applied for Prop 400 Extension funds through MAG, and grant funding for the bridge, if awarded, may be available as early as FY26. Moving the design funding to FY22 will allow the City to complete design in advance of the construction funding, positioning the City to utilize the construction funding as soon as it becomes available.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	$284,000	$0	$3,400,000	$0	$0	$0	$0	$0	$3,400,000
Street Construction - Infrastructure - CAP	$0	$0	$0	$0	$0	$0	$0	$15,000,000	$15,000,000
Street Construction - Land Acquisition	$0	$0	$0	$0	$0	$0	$2,480,000	$0	$2,480,000
Street Construction - Technology - Hardware CAP	$0	$0	$0	$0	$0	$0	$0	$250,000	$250,000
Totals	$284,000	$0	$3,400,000	$0	$0	$0	$2,480,000	$15,250,000	$21,130,000

Capital Improvement Report

Project Number: 1462

Project Stage: Funded / Planned

Title: Crystal Gardens Trail Improvements

Reason: Maintaining Service

Impact Fee Eligible? No

Priority Rank: 5

Scope:

To replace an existing deteriorated metal edging along the existing walking paths in all 21 small ponds/lakes within the Crystal Gardens development with concrete curbing. Also, re-compact the soft-surface walking path along with site restoration after the concrete flatwork disturbance. Additional improvements to many of the lake cells also include landscape replacements such as irrigation system modifications and upgrades to better reduce water consumption, landscape plantings to replace plants that have perished over time and decomposed granite throughout the various lake "cells" in the Crystal Gardens residential area.

This request is to renovate the existing infrastructure and assets that are currently unsafe in some areas, and failing in other areas throughout each of the various lakes that the city is required to maintain by development agreement.

Justification:

The existing landscape and paths along the various lake areas are part of the city's discharge and water reclamation facilities. These service areas are nearing 20 years of age and are in a state of decline and in need of replacement. Original irrigation systems are failing. The trail buffering is failing and in need replacement with a more permanent solution, such as a concrete curb. Much of the landscaping has died and needs replacement.

In 2014 capital funding was established to renovate metal edging to a concrete curb that separates granite walking path and grass. Concrete edging has been replaced in 12 of the 21 cells. It is estimated that another $1,000,000 will complete renovations for the 9 remaining cells if the work was completed in one phase. Priorities for these replacements and renovations occur between the City's staff expertise with input from our landscape maintenance contractor based on the system condition, and with input from the homeowners association board members.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Park Construction - Land Improvement	$419,000	$0	$275,000	$275,000	$275,000	$275,000	$0	$0	$1,100,000
Totals	$419,000	$0	$275,000	$275,000	$275,000	$275,000	$0	$0	$1,100,000

Capital Improvement Report

Project Number: 1029

Project Stage: Funded / Planned

Title: Multi-Modal Trail System

Reason: New Program

Impact Fee Eligible? No

Priority Rank: 8

Scope:

This request is to develop new primary trails along the Agua Fria River corridor and connect missing links of trails from residential areas to the primary trail on the Agua Fria River. Phased development of various segments are identified to extend the primary trail between Indian School Road on the northern end of Avondale to Lower Buckeye Road at Festival Fields within the next five years, and within the 10-year program trails connecting the northern city limits at Indian School Road to the Gila River.

In FY2023, a Design Concept Review (DCR) is planned to help guide future expansions of the multi-modal trail system.

Phased implementation of recreational trails and improvements throughout the West Valley Multi-modal Recreation Corridor parallel to the Agua Fria River. A multi-modal trail system will be developed to provide connectivity between the Agua Fria River, the El Rio Watercourse Master Plan, Tres Rios, and the City of Avondale Bike, Pedestrian and Trails Master Plan.

Justification:

Development of the trail connections include City of Avondale investment and adjacent development requiring connectivity. Priority trail development is focused along the Agua Fria River between Indian School Road and Lower Buckeye Road. In addition to private development/investment and capital improvement program funding, federal funding will be sought to leverage costs to maximize future development of the trails system along the Agua Fria river.

Expenditures

Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Park Construction - Design/Engineering	$0	$0	$0	$200,000	$0	$0	$0	$0	$200,000
Park Construction - Land Improvement	$0	$0	$300,000	$0	$0	$0	$0	$8,140,000	$8,440,000
Totals		$0	$300,000	$200,000	$0	$0	$0	$8,140,000	$8,640,000

Appendix B – Crash Data

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| OBJECTID * | Shape * | IncidentID | MicroFirm | AIDOFRecieve | Status | DateCons | ConsIncidentD | IncidentDate | IncidentTim | IncidentYe | IncidentMo | IncidentDa | IncidentDaIn | IncidentTim | OfficerNo | OfficerOrd | FileNumber | ExtendedIn | DamageOv | PhotoTak | PhotoPrep | PhotoPrep | PhotoPrep | InvestigateD | DateTimeFin | CollisionM | CollisionMan | LightCondi | LightCond | FirstHarmf | FirstHarmf | TotalUnits | TotalMoto | TotalNonM | TotalInjur | TotalFatal | TotalMoto | TotalNonM | TotalMoto | TotalNonM | HoursOfSe | HoursOfSe | AlcoholIn | DrugInvol | HazardOus | WeekOnW | WeekOnW | WorkerIn | MedicalTr | FatalAlcol | FowleaveF | NoReport | SchoolBus | WeekZone | WorkZone | OnroadOr | CrossingFe | OffFeet | OffFeetAre | UnitMPHum | MPOffet | CityId | CountyId | Stated | StateCode | CountryCo | CitizenEsde | Longitude | ValidLocat | LocationTr | HISentera | Intersectio | IntersectioIntersectio | TrafficWay | IntersectioIntersectionTypes | Weather1 | Weather1 | PropertyDa | PropertyDa | Offset Dire | Secondary Crash Flag |
|---|---|---

Appendix C – Detailed Pedestrian & Bicycle Count Data

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Avondale Active Transportation Plan

Pedestrian and Bicycle Count Location Raw Data

Location 1	
N-S Street	Dysart Rd
E-W Street	Van Buren St
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1	0	1
1:00 AM	0	0	0	0
1:15 AM	0	0	0	1
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	1	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	1
4:30 AM	0	0	0	1
4:45 AM	0	0	0	0
5:00 AM	0	0	1	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	1	0	1
6:15 AM	0	0	0	1
6:30 AM	0	0	0	0
6:45 AM	0	1	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	1	0
8:00 AM	1	0	1	0
8:15 AM	0	0	1	0
8:30 AM	0	1	0	1
8:45 AM	0	0	1	1
9:00 AM	0	0	0	1
9:15 AM	0	0	1	0
9:30 AM	1	1	0	1
9:45 AM	0	0	0	1
10:00 AM	0	0	0	0
10:15 AM	1	0	0	2
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	3	0
11:45 AM	3	0	1	1
12:00 PM	0	0	2	1
12:15 PM	3	0	1	3
12:30 PM	0	0	1	0
12:45 PM	0	0	1	2
1:00 PM	1	0	0	0
1:15 PM	1	0	2	2
1:30 PM	2	0	0	2
1:45 PM	1	0	0	1
2:00 PM	2	0	1	2
2:15 PM	1	0	1	0
2:30 PM	0	0	1	4
2:45 PM	2	0	0	2
3:00 PM	0	0	0	2
3:15 PM	0	0	0	0
3:30 PM	4	1	2	1
3:45 PM	2	1	2	2
4:00 PM	0	1	4	0
4:15 PM	4	0	5	5
4:30 PM	1	1	1	0
4:45 PM	0	0	1	0
5:00 PM	2	1	1	0
5:15 PM	1	0	1	1
5:30 PM	0	0	0	0
5:45 PM	2	2	0	4
6:00 PM	2	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	1
6:45 PM	2	0	0	0
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	1
7:45 PM	0	0	0	0
8:00 PM	0	0	1	0
8:15 PM	0	0	0	0
8:30 PM	6	0	1	0
8:45 PM	2	1	0	1
9:00 PM	1	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	1	0	0
9:45 PM	0	1	0	1
10:00 PM	1	1	0	0
10:15 PM	0	0	0	2
10:30 PM	0	1	2	0
10:45 PM	0	1	0	1
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
TOTAL	50	20	42	57

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	1	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	1	0
5:00 AM	0	1	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	1	0	1	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	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	3	0	2
1:00 PM	0	0	2	0
1:15 PM	1	0	0	0
1:30 PM	0	0	0	1
1:45 PM	0	0	0	0
2:00 PM	2	0	0	0
2:15 PM	0	0	0	4
2:30 PM	0	0	0	1
2:45 PM	0	0	0	1
3:00 PM	0	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	1
3:45 PM	0	0	0	1
4:00 PM	3	1	2	1
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	1	0	1
5:00 PM	0	0	1	0
5:15 PM	2	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	1	2	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	2	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	1	0	0
8:30 PM	0	2	2	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	1	0	0
10:00 PM	0	0	1	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	1
10:45 PM	0	0	0	2
11:00 PM	1	0	0	1
11:15 PM	0	0	0	2
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	12	15	11	21

Location 2	
N-S Street	Dysart Rd
E-W Street	Rancho Santa Fe Blvd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1	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	2	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	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	1	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	1	0	0	0
7:30 AM	0	0	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	1	0	1	0
9:00 AM	0	0	0	0
9:15 AM	1	0	0	0
9:30 AM	0	0	0	0
9:45 AM	1	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	1	0
11:15 AM	2	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	3	0
12:00 PM	1	0	2	0
12:15 PM	4	0	3	0
12:30 PM	0	0	2	0
12:45 PM	0	0	0	0
1:00 PM	1	0	3	0
1:15 PM	0	0	1	0
1:30 PM	3	0	0	0
1:45 PM	1	0	1	0
2:00 PM	1	0	0	0
2:15 PM	0	0	1	0
2:30 PM	0	0	0	0
2:45 PM	0	0	1	0
3:00 PM	0	0	0	0
3:15 PM	2	0	3	0
3:30 PM	0	0	1	1
3:45 PM	2	0	2	1
4:00 PM	0	0	0	1
4:15 PM	2	0	1	2
4:30 PM	0	0	0	2
4:45 PM	2	0	3	0
5:00 PM	1	0	1	1
5:15 PM	1	0	1	1
5:30 PM	1	0	1	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	3	0
6:45 PM	0	0	0	0
7:00 PM	0	0	1	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	1	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	1	1	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
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	0	0
11:45 PM	0	0	0	0
TOTAL	**33**	**1**	**44**	**10**

BICYCLES				
TIME	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	1	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	0	0
7:00 AM	0	0	0	0
7:15 AM	1	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	2	0	2	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	2	0
1:00 PM	0	0	0	0
1:15 PM	0	0	1	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	1	1	0
2:30 PM	1	0	0	0
2:45 PM	0	0	1	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	2	0	1	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	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	1	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	1	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	1
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	2	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
TOTAL	**6**	**2**	**14**	**2**

Location 3	
N-S Street	99th Ave
E-W Street	McDowell Rd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1	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	1	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	1
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	1	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	1	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
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	1	0	0
11:00 AM	0	0	0	1
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	1
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	1	0
1:45 PM	0	1	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	1
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	1	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	1
4:15 PM	0	1	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	1
5:15 PM	0	1	0	2
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	0
6:30 PM	0	0	0	1
6:45 PM	0	1	0	1
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	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	0
9:00 PM	0	1	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	1
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
TOTAL	7	9	2	12

BICYCLES				
TIME	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	1	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	1
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	1	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	1	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	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	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	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	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
TOTAL	2	1	2	2

Location 4	
N-S Street	Avondale Blvd
E-W Street	Van Buren St
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1
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	1	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	1	0	0	0
7:00 AM	3	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	2
7:45 AM	2	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	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	1	0	0	0
12:15 PM	2	0	0	2
12:30 PM	0	0	0	2
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	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	1
3:15 PM	0	0	0	1
3:30 PM	1	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	0	0	0	1
5:00 PM	0	0	0	1
5:15 PM	2	0	0	1
5:30 PM	0	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	2	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	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	1
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
TOTAL	**14**	**1**	**2**	**15**

BICYCLES				
TIME	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	1	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	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	1	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	1	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
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	1	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	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	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	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	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	1	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	**10**	**0**	**1**	**1**

Location 5	
N-S Street	Central Ave
E-W Street	Lower Buckeye Rd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	2	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	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	1	0	1	0
9:15 AM	0	0	0	0
9:30 AM	2	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	1	0
12:45 PM	0	0	0	1
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	1
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	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	3
3:30 PM	0	0	0	0
3:45 PM	0	0	0	4
4:00 PM	0	0	0	0
4:15 PM	0	0	2	0
4:30 PM	0	0	0	0
4:45 PM	0	0	3	5
5:00 PM	0	0	0	1
5:15 PM	0	0	0	4
5:30 PM	0	0	2	1
5:45 PM	0	0	0	0
6:00 PM	0	0	1	0
6:15 PM	0	0	1	2
6:30 PM	0	0	3	3
6:45 PM	0	0	4	3
7:00 PM	0	0	1	3
7:15 PM	0	0	2	0
7:30 PM	0	3	3	0
7:45 PM	0	0	0	2
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	1	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
TOTAL	**3**	**3**	**28**	**34**

BICYCLES				
TIME	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	2	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	1	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	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	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	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	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	1	1
5:15 PM	0	0	1	0
5:30 PM	0	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	1	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	1	0
8:45 PM	0	1	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
TOTAL	**0**	**1**	**9**	**3**

Location 6	
N-S Street	Avondale Blvd
E-W Street	Encanto Blvd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1	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	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	1	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	2	0	0
7:15 AM	2	3	0	0
7:30 AM	4	0	0	1
7:45 AM	22	0	0	0
8:00 AM	30	1	0	0
8:15 AM	8	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	1	0	0
9:00 AM	0	0	0	0
9:15 AM	1	0	0	0
9:30 AM	1	1	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	1	0	0	0
10:45 AM	1	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	1	0	0
12:00 PM	0	2	0	0
12:15 PM	0	0	0	0
12:30 PM	0	7	0	0
12:45 PM	0	0	0	0
1:00 PM	2	2	0	0
1:15 PM	1	0	0	0
1:30 PM	2	0	0	0
1:45 PM	0	0	0	0
2:00 PM	2	0	0	0
2:15 PM	7	1	0	0
2:30 PM	2	1	0	0
2:45 PM	1	0	0	0
3:00 PM	100	0	13	0
3:15 PM	26	1	5	0
3:30 PM	0	1	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	0
4:15 PM	3	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	1	0	0
5:00 PM	2	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	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
TOTAL	**223**	**26**	**18**	**1**

BICYCLES				
TIME	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 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	2	0	1	0
3:15 PM	1	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	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	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	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
TOTAL	**3**	**0**	**1**	**0**

Location 7	
N-S Street	Avondale Blvd
E-W Street	Durango St
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	2	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	1
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	1
6:30 AM	0	2	0	0
6:45 AM	0	6	0	0
7:00 AM	2	22	0	1
7:15 AM	1	8	0	1
7:30 AM	1	0	0	0
7:45 AM	0	6	0	1
8:00 AM	0	4	0	0
8:15 AM	0	11	0	1
8:30 AM	0	5	1	0
8:45 AM	0	8	0	0
9:00 AM	0	2	0	0
9:15 AM	0	3	1	0
9:30 AM	0	5	4	2
9:45 AM	0	5	4	0
10:00 AM	1	5	0	0
10:15 AM	0	1	0	0
10:30 AM	2	80	10	1
10:45 AM	0	8	4	0
11:00 AM	0	2	0	0
11:15 AM	0	6	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	2	1	2	2
12:15 PM	2	3	3	0
12:30 PM	0	0	0	0
12:45 PM	2	2	2	0
1:00 PM	0	3	1	0
1:15 PM	0	2	0	0
1:30 PM	2	3	1	0
1:45 PM	0	1	0	0
2:00 PM	1	0	0	0
2:15 PM	2	1	0	0
2:30 PM	0	2	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	1	0
3:45 PM	0	0	0	0
4:00 PM	0	1	5	1
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	0	3	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	1
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	1	0	0
7:15 PM	0	0	1	0
7:30 PM	0	0	0	0
7:45 PM	0	0	1	0
8:00 PM	0	0	0	0
8:15 PM	0	1	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
TOTAL	20	213	45	14

BICYCLES				
TIME	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	0
7:00 AM	0	0	0	1
7:15 AM	0	1	0	0
7:30 AM	0	1	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	1	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	1	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	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	0	1	1	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	1	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	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	2	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	1	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	3	7	4	1

Location 8	
N-S Street	Central Ave
E-W Street	La Canada Blvd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	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	1	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	1	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	1	1	0
5:00 AM	0	0	0	0
5:15 AM	0	0	1	0
5:30 AM	0	0	1	0
5:45 AM	0	0	2	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	1	2
6:45 AM	0	2	0	4
7:00 AM	1	0	2	0
7:15 AM	1	0	1	1
7:30 AM	3	0	3	1
7:45 AM	4	0	3	11
8:00 AM	4	0	0	8
8:15 AM	3	1	1	1
8:30 AM	0	3	1	1
8:45 AM	1	0	1	1
9:00 AM	0	0	4	0
9:15 AM	1	0	1	0
9:30 AM	0	0	1	0
9:45 AM	1	0	2	0
10:00 AM	0	0	2	0
10:15 AM	0	0	1	1
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	1	1
12:00 PM	0	0	1	0
12:15 PM	0	0	0	2
12:30 PM	26	0	4	24
12:45 PM	1	0	0	2
1:00 PM	2	0	1	0
1:15 PM	0	0	1	0
1:30 PM	3	0	0	1
1:45 PM	0	0	5	0
2:00 PM	2	0	1	0
2:15 PM	1	0	2	1
2:30 PM	3	0	4	2
2:45 PM	0	0	2	2
3:00 PM	0	0	1	0
3:15 PM	0	0	3	0
3:30 PM	3	0	5	1
3:45 PM	1	0	1	4
4:00 PM	6	1	5	0
4:15 PM	0	0	2	0
4:30 PM	0	0	3	0
4:45 PM	0	0	3	0
5:00 PM	0	0	5	0
5:15 PM	3	0	7	0
5:30 PM	0	0	1	0
5:45 PM	0	1	1	0
6:00 PM	2	1	1	0
6:15 PM	0	0	1	1
6:30 PM	0	0	1	0
6:45 PM	0	0	2	1
7:00 PM	0	0	4	1
7:15 PM	0	0	0	0
7:30 PM	1	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	1	1
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	1	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	1	1
10:15 PM	0	0	1	0
10:30 PM	0	0	2	0
10:45 PM	0	0	0	0
11:00 PM	0	0	1	0
11:15 PM	0	0	3	0
11:30 PM	0	0	0	1
11:45 PM	0	0	0	0
TOTAL	**73**	**10**	**110**	**77**

BICYCLES				
TIME	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	1	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	1
3:45 AM	0	0	0	0
4:00 AM	0	0	1	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	1
6:15 AM	0	0	0	0
6:30 AM	0	0	1	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	1
8:30 AM	0	0	1	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	1	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	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	1	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	1
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	1	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	1
3:15 PM	0	0	1	1
3:30 PM	0	0	2	2
3:45 PM	0	0	2	0
4:00 PM	1	0	2	0
4:15 PM	0	0	1	0
4:30 PM	0	0	5	1
4:45 PM	0	0	0	0
5:00 PM	0	0	0	1
5:15 PM	0	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	2
6:30 PM	0	0	0	1
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	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	1
10:00 PM	0	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
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
TOTAL	**1**	**1**	**23**	**18**

Appendix D – Public Involvement Plan

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Avondale

Aspiring. Achieving. Accelerating.

City of Avondale

Active Transportation Plan

Public Involvement Plan

November 10, 2021

Michael Baker

INTERNATIONAL

INTRODUCTION

The City of Avondale is seeking assistance to prepare a city-wide Active Transportation Plan (ATP). The project study area for this project will include the areas within the incorporated limits of the City of Avondale, which is approximately 47 square miles.

The existing Avondale Parks, Recreation, Libraries and Trails Master Plan was not tasked with evaluating and recommending a comprehensive and cohesive network of on street and off-street bicycle facilities and pedestrian paths. The Avondale ATP seeks to fill that need.

This Public Involvement Plan (PIP) outlines the necessary steps to achieve a successful level of outreach and engagement with the public and stakeholders.

ROLES & RESPONSIBILITIES

Consultant

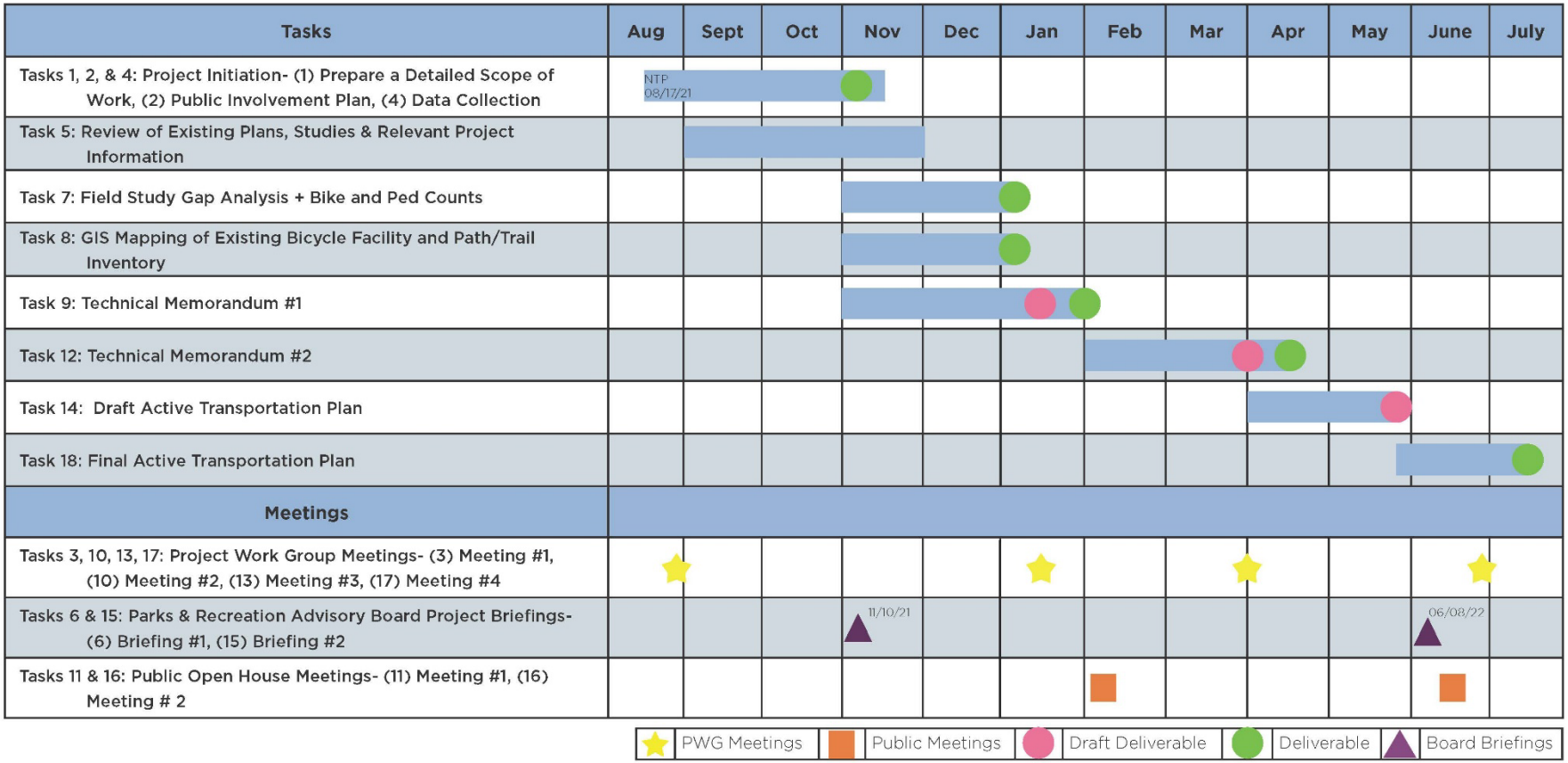
- For each Public Open House meeting (2), a meeting announcement/ flyer in 8.5 X 11" PDF format will be prepared by the consultant in coordination with City staff for advertising and distribution. The consultant will create PowerPoint Presentations, meeting presentation boards (up to 5), sign-in sheets, and meeting summary reports for both meetings. The consultant will also provide up to three (3) staff in attendance.
- For each Project Work Group meeting (4), the consultant will prepare PowerPoint Presentations, sign-in sheets, and meeting summary reports.
- For each Parks & Recreation Advisory Board Briefing (2), the consultant will create PowerPoint Presentations and will also provide up to two (2) staff in attendance.
- In the event of that the optional City Council Project Briefings are instated; the consultant will prepare PowerPoint Presentations and provide up to two(2) staff in attendance.
- All draft materials will be provided to City Staff for review prior to their dissemination.

Client

- For each Public Open House meeting (2), City staff will reserve the meeting facility. The City of Avondale will also be responsible for the dissemination of all electronic and/or print mediums of public notification to stakeholders and the public.
- For each Project Work Group meeting (4), City staff will assist Consultant in scheduling the meeting and securing the meeting facility.
- For each Parks & Recreation Advisory Board Briefing (2), the City will keep official meeting minutes.
- All draft materials will be carefully reviewed with City Staff prior to their dissemination.

**Meetings and briefings are presently assumed to be in-person, however as the COVID-19 Pandemic evolves, these roles and responsibilities may be revised upon discussion with staff.*

PROJECT TIMELINE



GOALS

The Avondale ATP will:

1) Conduct a city-wide inventory and gap analysis of all existing bicycle and pedestrian facilities in Avondale,
2) Recommend a comprehensive and cohesive series of city wide on street and off-street bicycle facility types and pedestrian facility types,
3) Develop policies and procedures necessary to create a system for bicycle and pedestrian traffic in an integrated, safe and efficient multi-modal transportation system,
4) Identify locations where Avondale bicycle and pedestrian facilities connect to regional facilities,
5) Establish a hierarchy of bicycle facilities and pedestrian path/trail types and design specifications and planning level cost estimates, and
6) Establish a formal ATP to better position Avondale to apply and compete for MAG and other government agency design assistance funding.

KEY STAKEHOLDERS

The City of Avondale is made up of many individuals, stakeholders, groups and neighborhoods. This section provides an overview of the varying members of "The Public" that will be engaged during the ATP.

COMMUNITY MEMBERS

The City of Avondale is a product of an assortment of individuals with varying points of views, life experiences, and priorities. To capture those and see them reflected in the ATP, public outreach to the following groups will be invaluable to the process:

- Residents,
- Community Service Organizations,
- Neighborhood/Homeowner Associations,
- Education groups,
- Healthcare organizations,
- Cycling groups,
- Youth organizations, and
- Local Church Communities

STAKEHOLDERS

Stakeholders are individuals or groups with direct interests in the community that wish to participate in the planning process or whose support is key to implementing certain aspects of the ATP. Stakeholders range from major employers, to small business owners and from large landowners and developers, to school boards and youth groups. The more diverse the group

of stakeholder's expertise is, the more encompassing and successful the ATP will be. Stakeholders identified to date include:

- Mayor & Council
- Planning & Zoning Commission Members
- Chamber of Commerce
- Major Employers and Local Business Leaders
- Landowners and community developers
- Public Agency and Service Representatives

COMMUNICATION METHODS AND TOOLS

While techniques may ultimately vary to address new issues that may arise over the life of the project, at minimum, the community wide Avondale ATP public engagement process will encompass the following key efforts:

PROJECT WORK GROUP (PWG) AND PWG MEETINGS (4)*

A Project Work Group (PWG) will be established to guide and coordinate the Consultant's efforts throughout the course of the Avondale ATP process. The PWG will be comprised of Avondale city staff members from various departments to help provide input and oversight to developing a plan that achieves cross department needs and objectives. The PWG will hold four (4) meetings at key project milestones to provide the Consultant feedback on various draft deliverables.

PARKS & RECREATION ADVISORY BOARD BRIEFINGS (2)

Michael Baker will brief members of the Parks & Recreation Advisory Board to seek input on key elements of the ATP. The first briefing will introduce the project and obtain input and guidance from board members. The second briefing will focus on a review of the Draft ATP seeking feedback on recommendations, bike facility and pedestrian path/trail types and locations, evaluation criteria results (if necessary), and prioritization.

PUBLIC OPEN HOUSE MEETINGS (2)*

The Michael Baker Team will prepare for and facilitate two (2) public open house meetings associated with the ATP process. The following is a conceptual format for each meeting that will be modified and refined based on further discussion with City Staff upon their implementation.

Public Open House Meeting #1- Review of Technical Memo #1

This meeting will review existing and future conditions, identify deficiencies as compared to plan objectives and seek public input on their preferences and desires for bicycle and pedestrian facility types, locations and priorities. Consult will first lead a presentation, followed by an open house style meeting with information stations and interactive exercises to engage participants input.

Public Open House Meeting #2- Draft Active Transportation Plan Review

The purpose of Public Meeting #2 is to obtain public input on the Draft Active Transportation Plan recommendations. Meeting attendees will receive a presentation on the draft ATP recommendations, bike facility types and locations, pedestrian path/trail types and locations, evaluation criteria results (if necessary). Through thoughtful discussion and an interactive exercise, meeting attendees will provide input to identify areas of agreement and areas of potential change or adjustment in prioritization or application of recommended facilities. Consult will first lead a presentation, followed by an open house style meeting with information stations and interactive exercises to engage participants input.

OPTIONAL CITY COUNCIL BRIEFINGS

Michael Baker will brief members of the City Council as needed (2 optional meetings scoped). The first briefing may introduce the project and obtain input and guidance from Council. The second briefing may focus on a review of the Technical Memo #2 or the Draft ATP seeking feedback on recommendations and prioritization.

**Meetings and briefings are presently assumed to be in-person, however as the COVID-19 Pandemic evolves, these communication methods and tools may be revised upon discussion with staff.*

Appendix E – Public Survey Results

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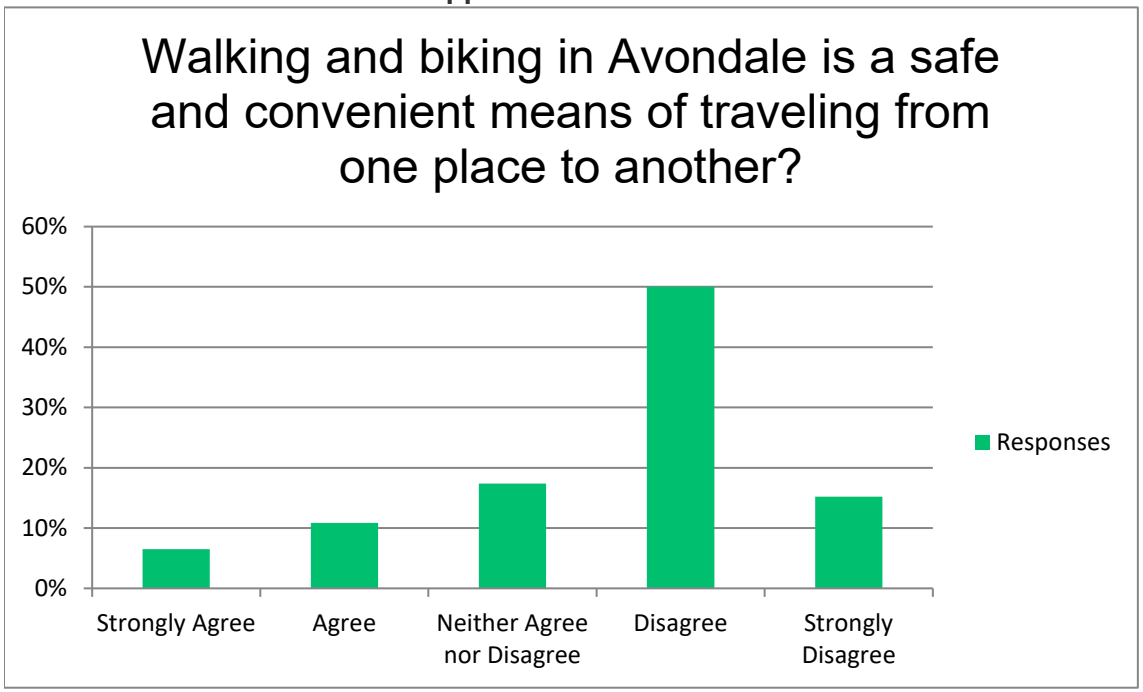
Avondale Active Transportation Plan

Walking and biking in Avondale is a safe and convenient means of traveling from one place to another?

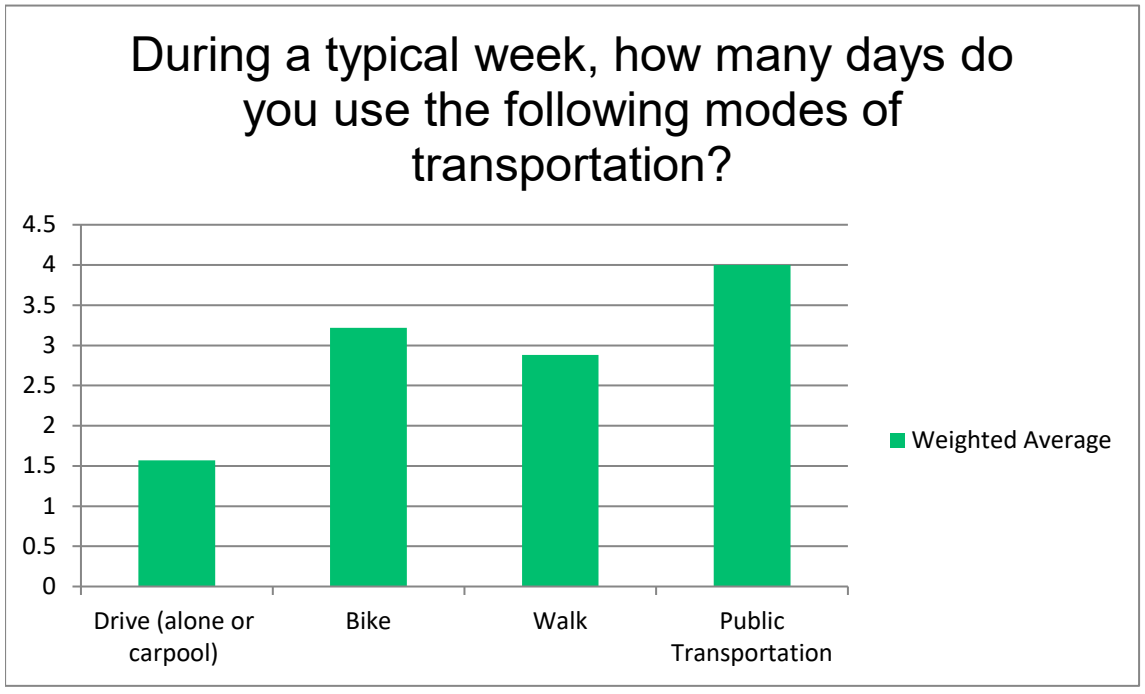
Answer Choices	Responses	
Strongly Agree	7%	3
Agree	11%	5
Neither Agree nor Disagree	17%	8
Disagree	50%	23
Strongly Disagree	15%	7
	Answered	**46**
	Skipped	**0**



Avondale Active Transportation Plan

During a typical week, how many days do you use the following modes of transportation?

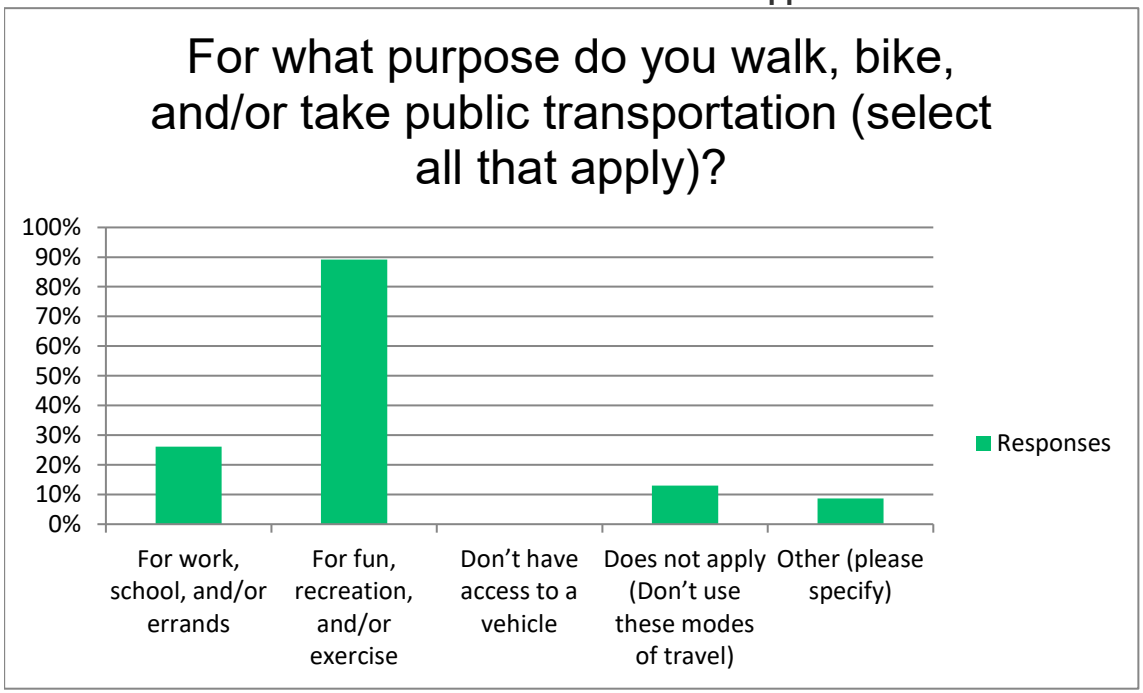
	Everyday		3-6 days a week		1-2 days a week		Never		Total	Weighted Average
Drive (alone or carpool)	52.27%	23	38.64%	17	9.09%	4	0.00%	0	44	1.57
Bike	2.22%	1	20.00%	9	31.11%	14	46.67%	21	45	3.22
Walk	14.29%	6	11.90%	5	45.24%	19	28.57%	12	42	2.88
Public Transportation	0.00%	0	0.00%	0	0.00%	0	100.00%	41	41	4
									Answered	**46**
									Skipped	**0**



Avondale Active Transportation Plan

For what purpose do you walk, bike, and/or take public transportation (select all that apply)?

Answer Choices	Responses	
For work, school, and/or errands	26%	12
For fun, recreation, and/or exercise	89%	41
Don't have access to a vehicle	0%	0
Does not apply (Don't use these modes of travel)	13%	6
Other (please specify)	9%	4
	Answered	**46**
	Skipped	**0**

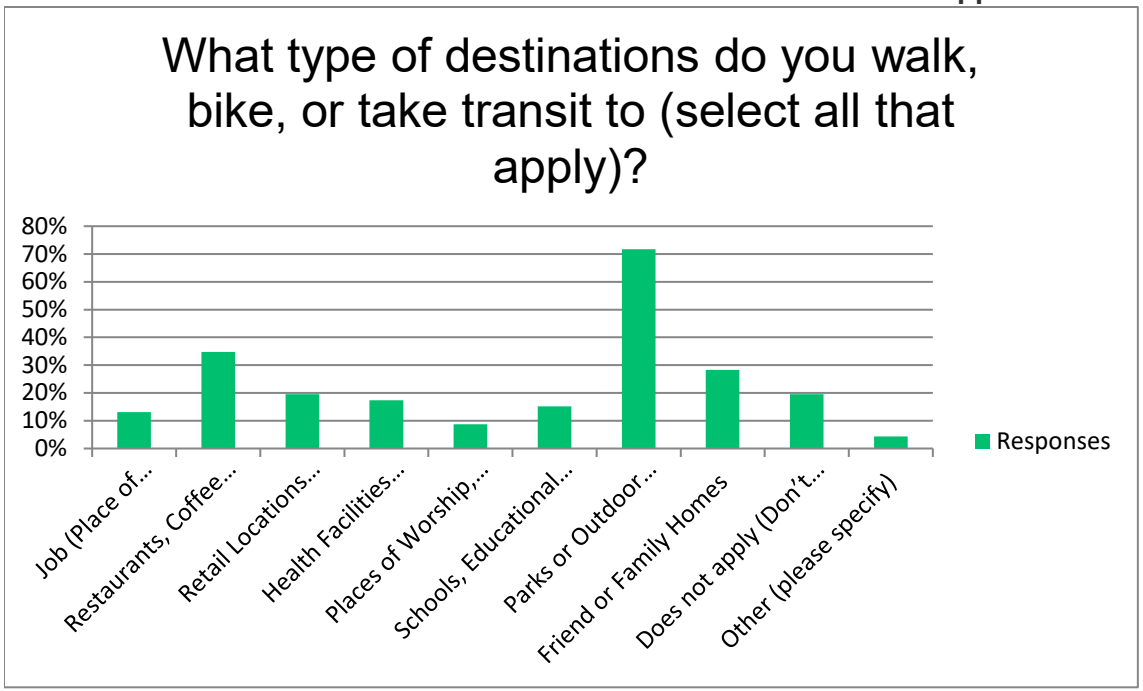


Respondents	Response Date		Other (please specify)	Tags
1	Mar 16 2022	0	My kids walk to their school bus stop.	Pedestrians are not safe when walking here
2	Mar 15 2022	0	To save gas running errands	
3	Mar 05 2022	1	Ugh	
4	Feb 24 2022	1	Walking pets	

Avondale Active Transportation Plan

What type of destinations do you walk, bike, or take transit to (select all that apply)?

Answer Choices	Responses	
Job (Place of Employment)	13%	6
Restaurants, Coffee Shops	35%	16
Retail Locations (Grocery Stores, Shops, Personal Services)	20%	9
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Fa	17%	8
Places of Worship, Community Center, Library, Public Services	9%	4
Schools, Educational Facilities	15%	7
Parks or Outdoor Recreation	72%	33
Friend or Family Homes	28%	13
Does not apply (Don't use these modes of travel)	20%	9
Other (please specify)	4%	2
	Answered	**46**
	Skipped	**0**



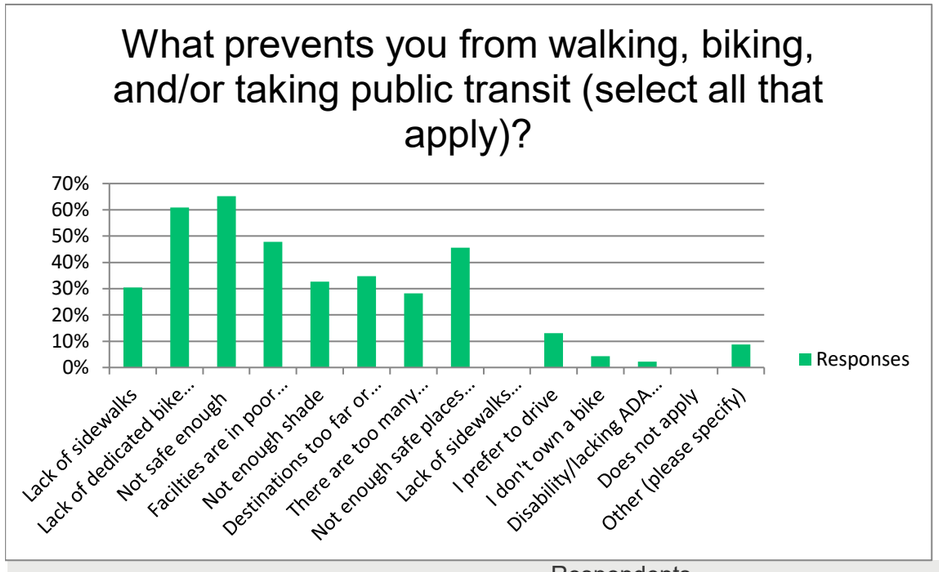
Respondents	Response Date	Other (please specify)	Tags

	1	Mar 03 2022	0	Exercise only
	2	Feb 25 2022	0	Use trail system from Glendale to Peoria for biking

Avondale Active Transportation Plan

What prevents you from walking, biking, and/or taking public transit (select all that apply)?

Answer Choices	Responses	
Lack of sidewalks	30%	14
Lack of dedicated bike space	61%	28
Not safe enough	65%	30
Facilties are in poor condition or not wide enough	48%	22
Not enough shade	33%	15
Destinations too far or not connected	35%	16
There are too many physical barriers	28%	13
Not enough safe places to cross the street	46%	21
Lack of sidewalks connecting to bus stops	0%	0
I prefer to drive	13%	6
I don't own a bike	4%	2
Disability/lacking ADA facilities	2%	1
Does not apply	0%	0
Other (please specify)	9%	4
	Answered	**46**
	Skipped	**0**

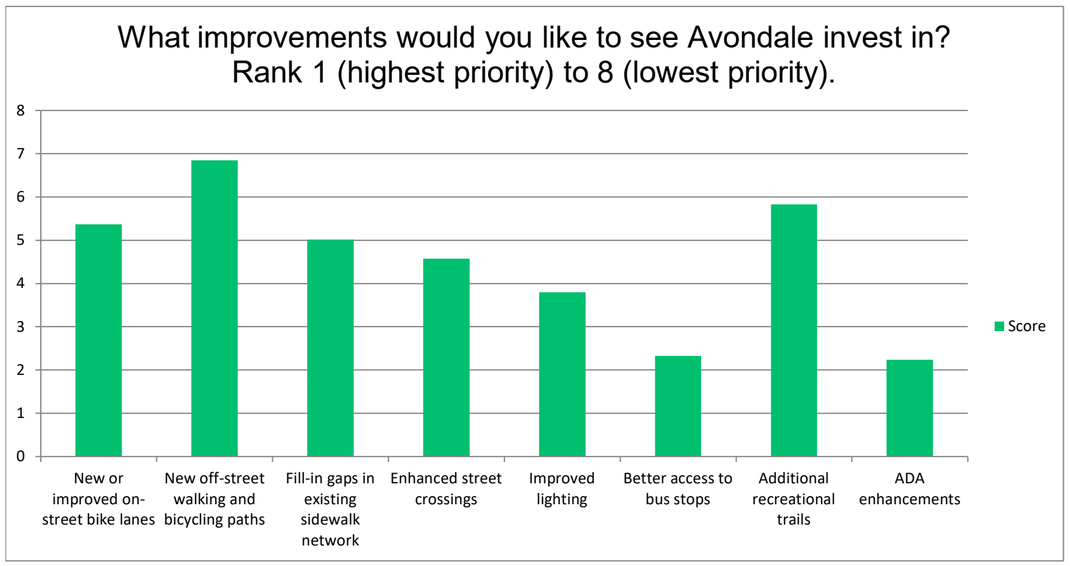


Respondents	Response Date	Other (please specify)	Tags
1	Mar 15 2022 0	N.a	
2	Mar 05 2022 1	Motorists don’t give cyclists respect! They drive to close, flip us off, blow exhaust smoke at us.	
3	Mar 04 2022 0	My work does not provide a safe place to store my bike.	
4	Feb 26 2022 1	Bus service too infrequent, does not connect to places I need to go	

Avondale Active Transportation Plan

What improvements would you like to see Avondale invest in? Rank 1 (highest priority) to 8 (lowest priority).

	1		2		3		4		5		6		7		8		Total	Score
New or improved on-street bike lanes	26.09%	12	15.22%	7	10.87%	5	13.04%	6	10.87%	5	6.52%	3	10.87%	5	6.52%	3	46	5.37
New off-street walking and bicycling paths	36.96%	17	36.96%	17	10.87%	5	8.70%	4	2.17%	1	4.35%	2	0.00%	0	0.00%	0	46	6.85
Fill-in gaps in existing sidewalk network	6.52%	3	10.87%	5	23.91%	11	21.74%	10	19.57%	9	8.70%	4	8.70%	4	0.00%	0	46	5.02
Enhanced street crossings	4.35%	2	13.04%	6	8.70%	4	19.57%	9	30.43%	14	13.04%	6	8.70%	4	2.17%	1	46	4.57
Improved lighting	2.17%	1	2.17%	1	8.70%	4	15.22%	7	19.57%	9	41.30%	19	6.52%	3	4.35%	2	46	3.8
Better access to bus stops	2.17%	1	0.00%	0	6.52%	3	2.17%	1	4.35%	2	10.87%	5	41.30%	19	32.61%	15	46	2.33
Additional recreational trails	21.74%	10	19.57%	9	26.09%	12	15.22%	7	4.35%	2	4.35%	2	0.00%	0	8.70%	4	46	5.83
ADA enhancements	0.00%	0	2.17%	1	4.35%	2	4.35%	2	8.70%	4	10.87%	5	23.91%	11	45.65%	21	46	2.24
																	Answered	**46**
																	Skipped	**0**



Avondale Active Transportation Plan

What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Avondale?

Answered 46

Skipped 0

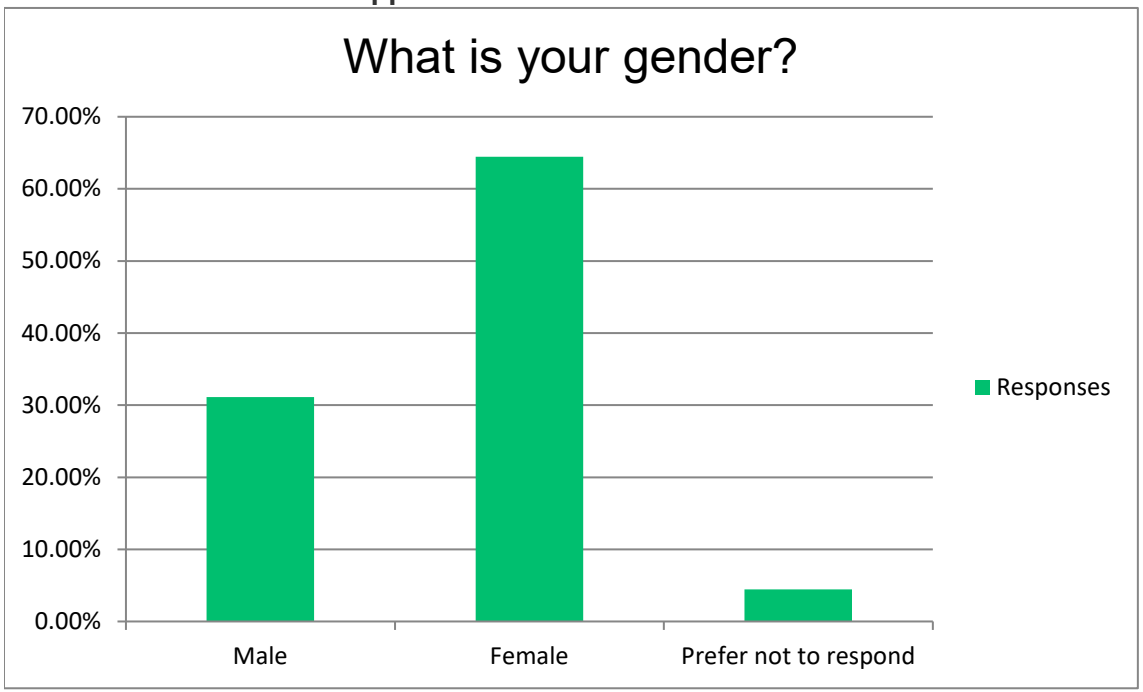
Respondents	Response Date		Responses	Tags	Sentiment
1	Mar 16 2022	0	It's not safe		Negative
2	Mar 16 2022	0	The number of people driving that are not obeying the speed limit makes me feel unsafe.		Negative
3	Mar 16 2022	0	Safety of paths lack of lights		Negative
4	Mar 15 2022	0	red Light runners, people who don’t yield to bicycles when using crosswalks, cars going way over the speed limit, cars not looking for bicycles even though you are at an intersection		Negative
5	Mar 15 2022	0	places I would walk to are too far from residential area		Negative
6	Mar 15 2022	0	Sidewalks that don’t connect		Negative
7	Mar 15 2022	0	Safe bike lanes		Positive
8	Mar 15 2022	0	Lots of homeless around Central Ave. Very little light.		Negative
9	Mar 15 2022	1	No side walk		Neutral
10	Mar 09 2022	0	Safety, designated bike lane, lack of enforcement of 3 feet law, driver education programs that bikes share the road.		Negative
11	Mar 08 2022	0	Distracted Drivers. Bikers and walkers need a better safe space than right next to cars.		Negative
12	Mar 08 2022	0	Crossing I-10 & main roads without bike lanes		Negative
13	Mar 07 2022	1	The lack of Safe and maintained bike lanes. Also trail heads that are closed, not marked or difficult to identify. I’ve called Parks and rec about the trailhead in friendship park and none of the employees knew what I was talking about.		Negative
14	Mar 07 2022	0	Cars		Negative
15	Mar 07 2022	0	Clearly marked bike lanes on streets.		Negative
16	Mar 05 2022	0	Safety. Riding a bicycle on most roads in the west valley isn't for the inexperienced. Dedicated space/lanes like other cities have helps significantly create a safe way to ride.		Negative
17	Mar 05 2022	1	Bike lanes are inconsistent and not interconnected. So, I might be able to ride one or two miles on a bike lane, but then the lane ends for a mile or two and then picks back up again. It’s very difficult or impossible to plan a route, and have it be safe. Additionally, bike lanes are sometimes not well maintained and have debris and pot holes, which make them dangerous.		Negative
18	Mar 05 2022	1	Motorists		Negative
19	Mar 04 2022	0	Safety along biking/walking paths. They all need barriers like landscaping or poles. Curbs that run flat into the street aren’t safe because they encourage cars to cut corners and drive recklessly!		Negative
20	Mar 04 2022	0	Continuous bike paths		Negative
21	Mar 04 2022	1	Lack of trails that connect to other trails or pathways.		Negative
22	Mar 04 2022	0	na		Unknown
23	Mar 04 2022	0	The bike path that follows agua fria is great. We need more paths like that. Keeps motorists and cyclists / walkers separated from each other. It’s safer for everyone.		Negative
24	Mar 03 2022	0	There aren’t a lot of safe places to ride and the destinations aren’t connected.		Negative
25	Mar 03 2022	0	Motorized vehicles		Negative
26	Mar 03 2022	0	Lack of sidewalks and insufficient or non-existent bike lanes. This is more evident south of I10.		Negative
27	Mar 02 2022	0	motivation		Positive
28	Mar 02 2022	1	Traffic, mostly at stop signs		Negative

29	Feb 26 2022	1	Shade during summer, city sprawl means locations are far apart Crossing major intersections □	Negative
30	Feb 26 2022	0	Street lighting	Negative
31	Feb 25 2022	1	Neighbor areas are not connected to walking paths	Negative
32	Feb 25 2022	0	connected to Glendale	Positive
33	Feb 25 2022	0	Safety	Negative
34	Feb 24 2022	1	Lack of bike lanes and few off street bike/walking paths.	Negative
35	Feb 24 2022	0	Speeding cars	Negative
36	Feb 24 2022	0	High speed and dense traffic conditions.	Negative
37	Feb 24 2022	0	The coffee shops or other restaurants are kind of far away for walking or biking	Negative
38	Feb 24 2022	1	Lighting, traffic and overall safety	Negative
39	Feb 24 2022	1	We need more light systems. There is so much development and new housing. We need traffic lights and speed zones so families feel comfortable walking/riding bikes.	Negative
40	Feb 24 2022	1	Bike lanes	Negative
41	Feb 24 2022	1	Lighting and continuous sidewalks	Positive
42	Feb 24 2022	1	Unfamiliar with available paths and not enough paths / connection	Negative
43	Feb 24 2022	1	Safety- crime, and people drive crazy - speeding/unauthorized parking/etc.	Negative
44	Feb 24 2022	1	Stores are so far apart and sidewalks don't go everywhere. McDowell west of Avondale is all dirt for a while and my husband and I both got flat tires when we tried to bike there	Negative
45	Feb 24 2022	1	major roads.	Negative
46	Feb 24 2022	1	We need the trail along the Agua Fria river at the I-10 to connect to Friendship Park and then on to Peoria's New River trail. Once that happens the whole valley is open to bike travel.	Negative

Avondale Active Transportation Plan

What is your gender?

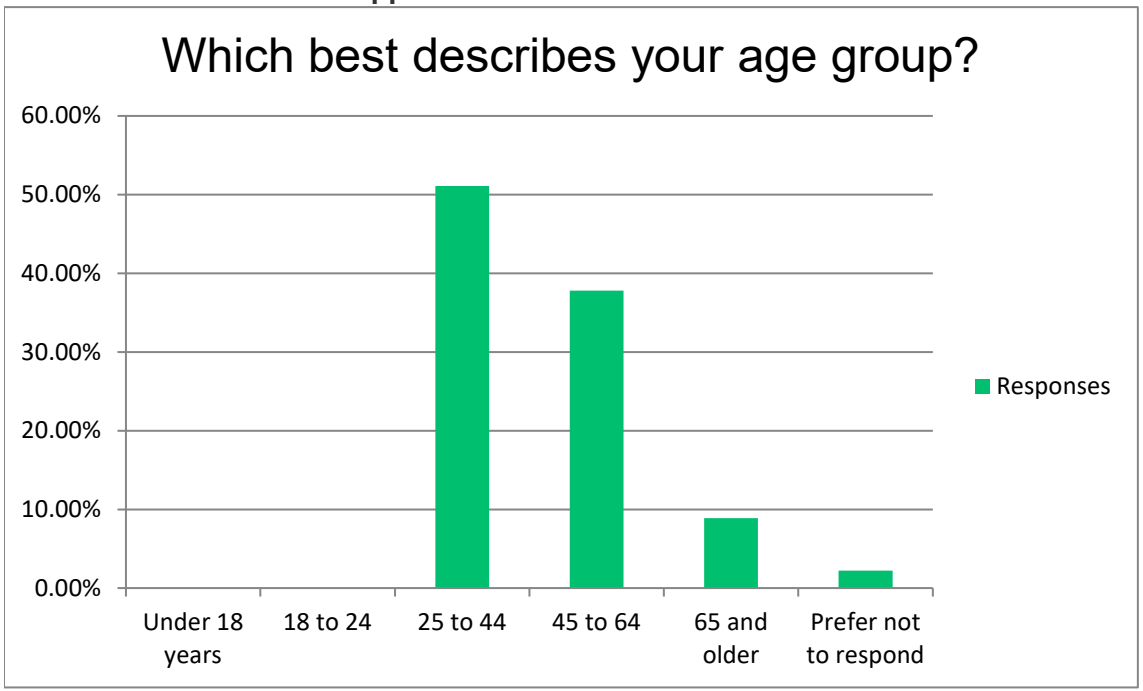
Answer Choices	Responses	
Male	31.11%	14
Female	64.44%	29
Prefer not to respond	4.44%	2
	Answered	**45**
	Skipped	**1**



Avondale Active Transportation Plan

Which best describes your age group?

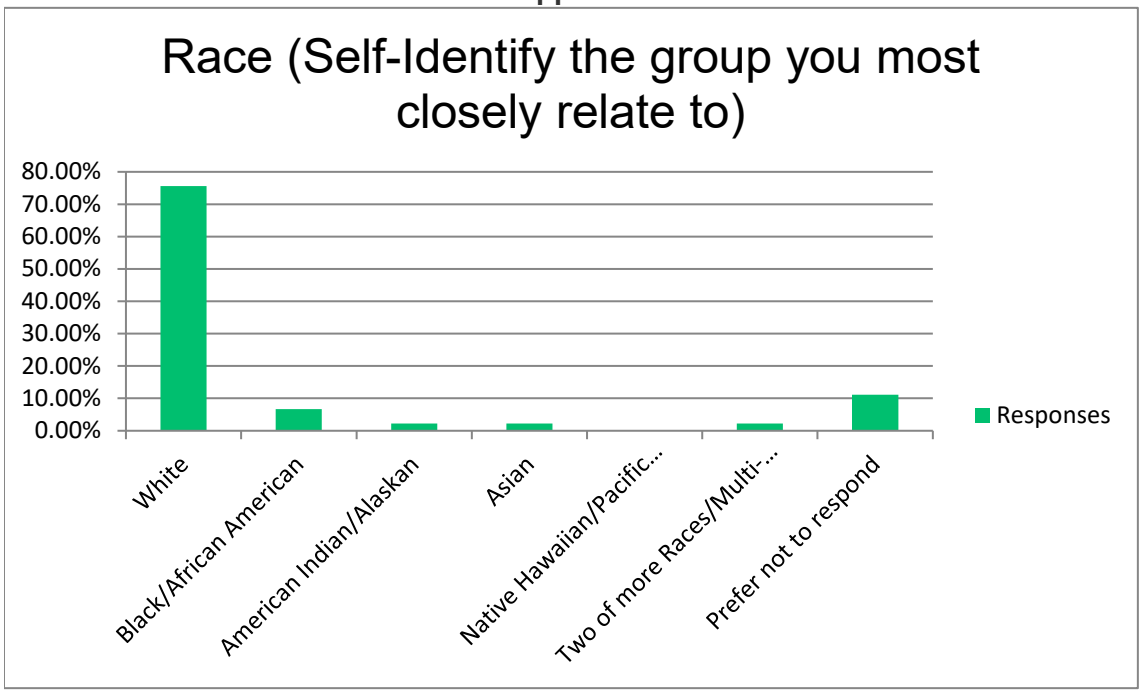
Answer Choices	Responses	
Under 18 years	0.00%	0
18 to 24	0.00%	0
25 to 44	51.11%	23
45 to 64	37.78%	17
65 and older	8.89%	4
Prefer not to respond	2.22%	1
	Answered	**45**
	Skipped	**1**



Avondale Active Transportation Plan

Race (Self-Identify the group you most closely relate to)

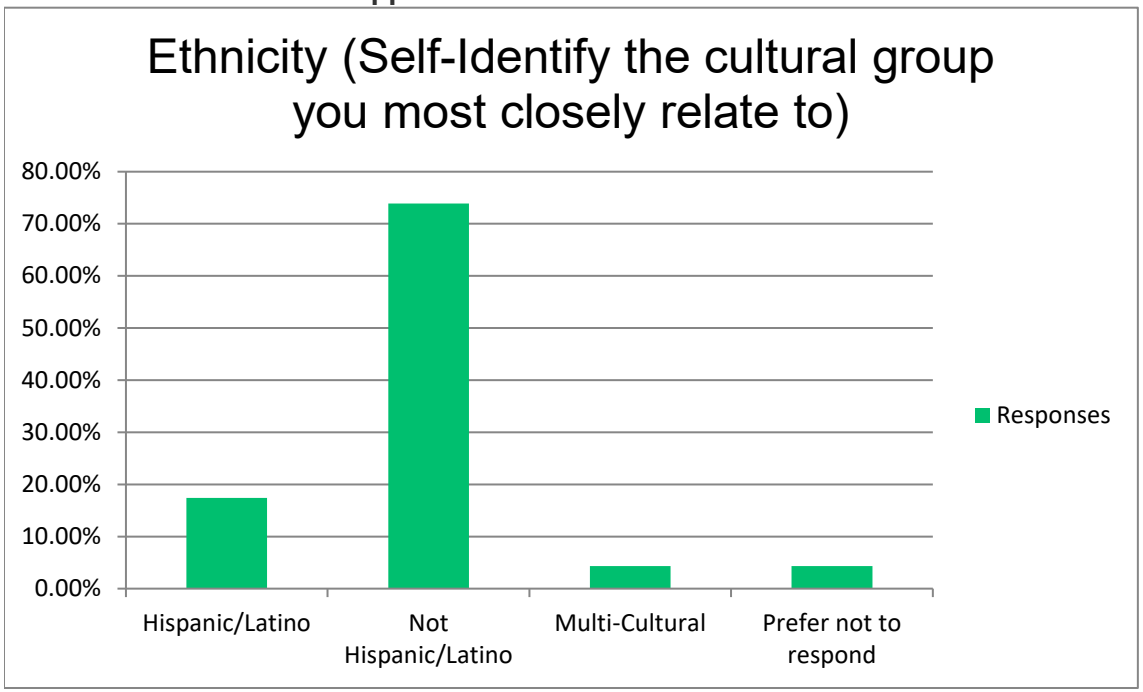
Answer Choices	Responses	
White	75.56%	34
Black/African American	6.67%	3
American Indian/Alaskan	2.22%	1
Asian	2.22%	1
Native Hawaiian/Pacific Islander	0.00%	0
Two of more Races/Multi-Racial	2.22%	1
Prefer not to respond	11.11%	5
	Answered	**45**
	Skipped	**1**



Avondale Active Transportation Plan

Ethnicity (Self-Identify the cultural group you most closely relate to)

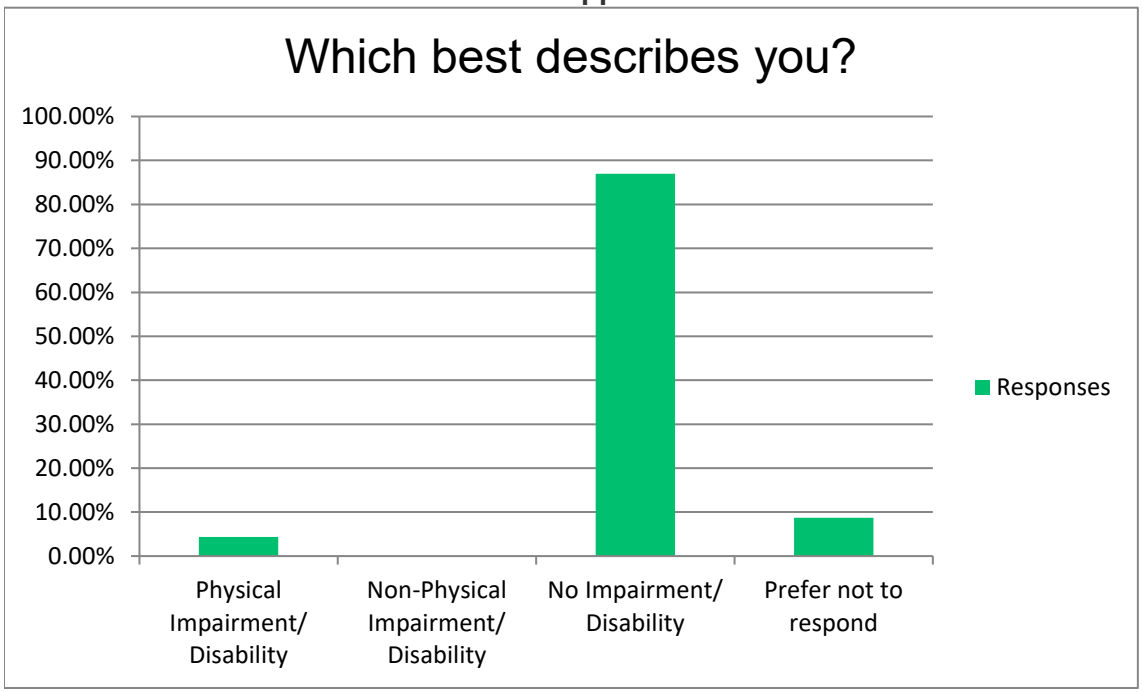
Answer Choices	Responses	
Hispanic/Latino	17.39%	8
Not Hispanic/Latino	73.91%	34
Multi-Cultural	4.35%	2
Prefer not to respond	4.35%	2
	Answered	**46**
	Skipped	**0**



Avondale Active Transportation Plan

Which best describes you?

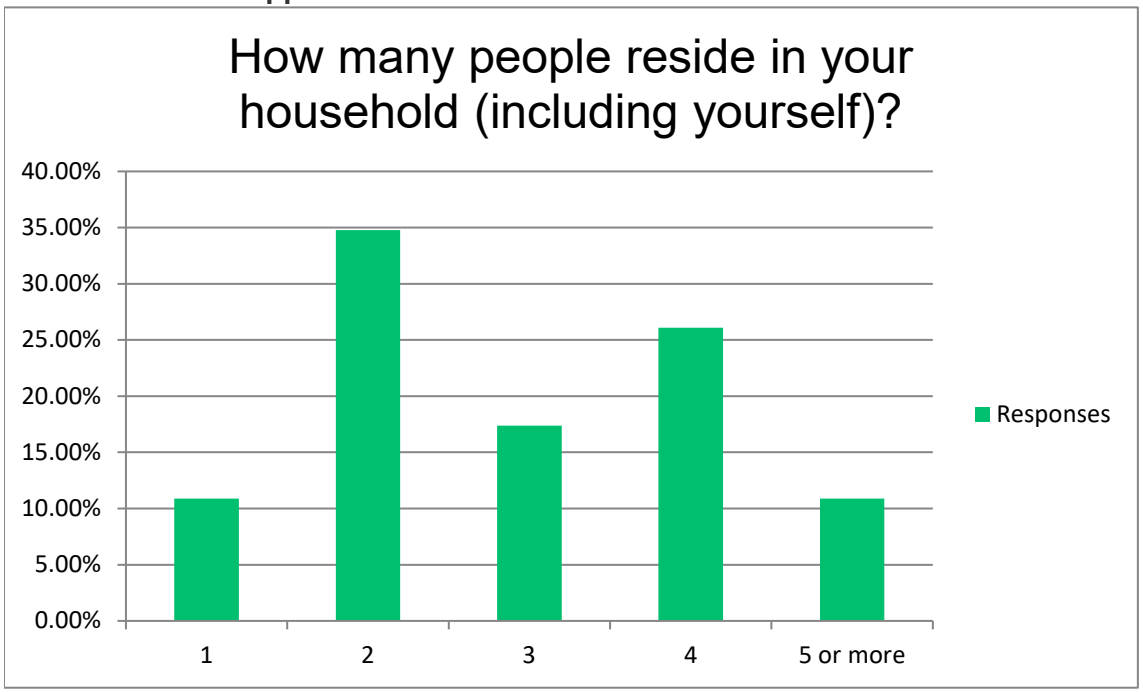
Answer Choices	Responses	
Physical Impairment/ Disability	4.35%	2
Non-Physical Impairment/ Disability	0.00%	0
No Impairment/ Disability	86.96%	40
Prefer not to respond	8.70%	4
	Answered	**46**
	Skipped	**0**



Avondale Active Transportation Plan

How many people reside in your household (including yourself)?

Answer Choices	Responses	
1	10.87%	5
2	34.78%	16
3	17.39%	8
4	26.09%	12
5 or more	10.87%	5
	Answered	**46**
	Skipped	**0**



Avondale Active Transportation Plan

What is the nearest intersection to your residence?

Answer Choices	Responses	
Street 1	100.00%	37
Street 2	100.00%	37
	Answered	**37**
	Skipped	**9**

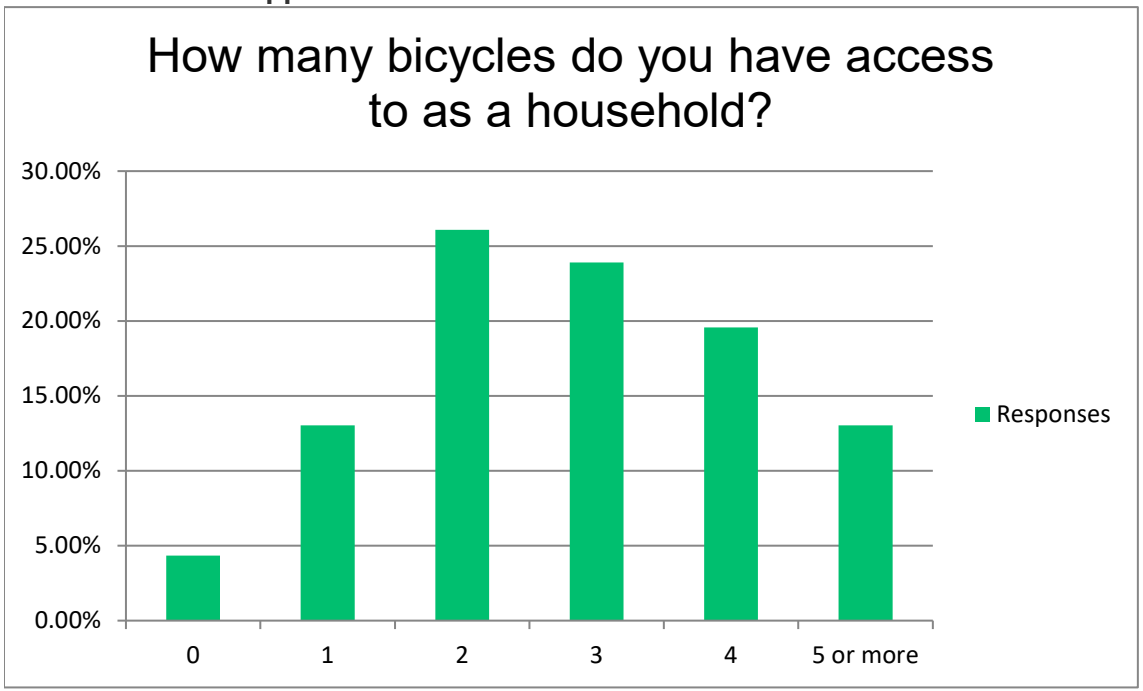
Respondents	Response Date		Street 1	Tags	Street 2	Tags
1	Mar 16 2022	0	Broadway Rd		Priest Dr	
2	Mar 16 2022	0	Fairway		Avondale blvd	
3	Mar 15 2022	0	Avondale Blvd		McDowell	
4	Mar 15 2022	0	Garden Lakes Parkway		Indian School	
5	Mar 15 2022	0	Durango		Avondale	
6	Mar 15 2022	0	107th Avenue		Thomas Road	
7	Mar 15 2022	0	3rd st		Dooley	
8	Mar 15 2022	1	MC 85		Avondale	
9	Mar 09 2022	0	Bullard Rd		Earll Drive	
10	Mar 08 2022	0	Dysart		Thomas	
11	Mar 07 2022	1	Avondale Blvd		Buckeye Rd	
12	Mar 07 2022	0	Elliot		Estrella Parkway	
13	Mar 07 2022	0	MC Dowell		Rancho	
14	Mar 05 2022	0	McDowell		Dysart	
15	Mar 05 2022	1	Bethany Home		Dysart	
16	Mar 05 2022	1	Estrella		Vineyard	
17	Mar 04 2022	0	Yuma		Sarival	
18	Mar 04 2022	0	Yuma		Estrella	
19	Mar 04 2022	0	na		na	
20	Mar 04 2022	0	107th ave		Thomas	
21	Mar 03 2022	0	Avondale Blvd		Encanto	
22	Mar 02 2022	0	Avondale		MC 85	
23	Mar 02 2022	1	Van Buren		Avondale Blvd.	
24	Feb 26 2022	0	Avondale blvd		Van buren	
25	Feb 25 2022	1	Avondale Blvd		VanBuren	

26	Feb	25	2022	0	Dysart	Sage
27	Feb	25	2022	0	Fairway	Van Buren
28	Feb	24	2022	0	McDowell	119th Ave
29	Feb	24	2022	0	Van Buren	107th Ave
30	Feb	24	2022	0	Avondale Blvd	MC85
31	Feb	24	2022	1	111	Pima
32	Feb	24	2022	1	Doris	Dysart
33	Feb	24	2022	1	Encanto	Avondale blvd
34	Feb	24	2022	1	115th Ave	Thomas
35	Feb	24	2022	1	Buckeye	El mirage
36	Feb	24	2022	1	Avondale or 107th	Van Buren
37	Feb	24	2022	1	North Fairway	West Van Buren

Avondale Active Transportation Plan

How many bicycles do you have access to as a household?

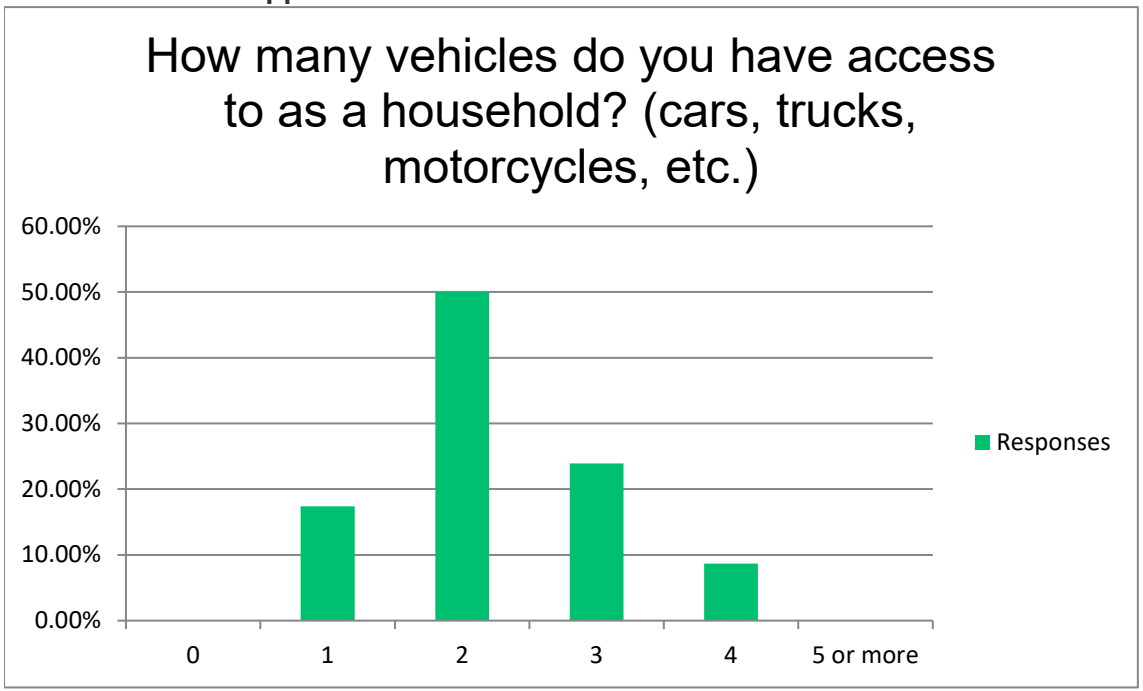
Answer Choices	Responses	
0	4.35%	2
1	13.04%	6
2	26.09%	12
3	23.91%	11
4	19.57%	9
5 or more	13.04%	6
	Answered	**46**
	Skipped	**0**



Avondale Active Transportation Plan

How many vehicles do you have access to as a household? (cars, trucks, motorcycles, etc.)

Answer Choices	Responses	
0	0.00%	0
1	17.39%	8
2	50.00%	23
3	23.91%	11
4	8.70%	4
5 or more	0.00%	0
	Answered	**46**
	Skipped	**0**



Appendix F – Detailed Project Prioritization Results

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INPUTS TABLE

Project ID	Length (Miles)	Location	Facility Type	Limit From	Limit To	Fills a gap in the existing system	Number of Connections neighborhoods /parks/adjacent jurisdictions	Total Number of Schools and Medical Facilities	Bus Stop within 1/4 mile of Project	Total Pedestrian & Bike crashes within 250 ft of Project	Total Pedestrian & Bike Fatal & Incapacitating injury within 250 ft of Project	Total Number of crashes wihtin 250 ft of Project	Positive Crash Reduction Factor	Number of Lanes	Speed Limit	Traffic Volume	Facility Conflicts	Low Income & No Vehicle within 1/4 mile of Project (Density)	Population with Disabilities within 1/4 mile of Project (Density)	Children & Elderly & Minority within 1/4 mile of Project (Density)	Commuting Type (Walk, Bike, Transit) within 1/4 mile of Project (Density)	Previously recommended project	Project Cost	Maintenance Cost	Physical Constraints (Roadway Ownership)	Development Connections
P1	0.50	101st Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	Yes	1	0	2	0	0	6	Yes	2	35	0	3	241	99	2293	1	No	$ 295,000	Low	Avondale Maint	Partially (In Progres
B1	0.13	103rd Avenue	Bicycle Lane Both Sides	Zinc Apartment Parcl	Zinc Apartment Parcl	Yes	1	1	1	0	0	4	Yes	2	35	3637	0	628	517	4400	1	Yes	$ 69,000	Medium	Avondale Maint	No Development C
P2	0.07	107th Ave	Sidewalk One Side	350 feet north Buckeye Rd	Buckeye Rd	Yes	5	0	0	0	0	54	Yes	2	45	17041	2	1012	810	6649	1	Yes	$ 39,000	Low	County Maintair	No Development C
B2	1.99	107th Ave	Bicycle Lane Both Sides	Lower Buckeye Rd	Southern Ave	Yes	5	0	0	0	0	58	Yes	2	45	5070	11	287	470	4194	0	Yes	$ 1,090,000	Medium	County Maintair	Partially (In Progres
B3	0.81	107th Ave	Bicycle Lane Both Sides	I-10	Van Buren Street	Yes	4	1	3	3	0	272	Yes	3.28	45	20126	6	406	357	3904	1	No	$ 443,000	Medium	Avondale Maint	Partially (In Progres
P3	0.02	107th Ave	Sidewalk Both Sides	Lower Buckeye Road	125 feet south Lower Buckeye Road	Yes	2	0	0	0	0	28	Yes	2	45	8542	1	455	878	7380	0	Yes	$ 28,000	Low	County Maintair	No Development C
P4	0.34	111th Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	Yes	3	0	2	0	0	5	Yes	2	30	0	3	241	99	2293	1	No	$ 201,000	Low	Avondale Maint	Entirely (In Progres
B4	0.32	112th Lane	Bicycle Lane Both Sides	Whyman Ave	Lower Buckeye Road	Yes	3	1	2	0	0	5	Yes	2	30	0	8	535	538	5047	0	No	$ 173,000	Medium	Avondale Maint	No Development C
P5	0.04	114th Ave	Sidewalk One Side	Coldwater Springs Blvd	Civic Center Drive	Yes	2	0	1	0	0	0	Yes	2	25	0	2	478	403	4469	1	No	$ 25,000	Low	Avondale Maint	No Development C
B5	0.84	115th Ave	Bicycle Lane Both Sides	Roanoke Drive	McDowell Road	Yes	11	2	2	5	1	92	Yes	2	37.1	16978	6	352	556	4843	3	No	$ 460,000	Medium	Avondale Maint	Partially (In Progres
B6	0.33	119th Ave	Bicycle Lane Both Sides	Monte Vista Road	McDowell Road	Yes	3	1	2	0	0	24	Yes	2	30	1865	4	385	347	3686	1	No	$ 178,000	Medium	Avondale Maint	No Development C
B7	0.51	119th Ave	Bicycle Lane Both Sides	I-10	Van Buren Street	Yes	3	0	2	0	0	32	Yes	2	30	177	2	415	428	4192	0	No	$ 277,000	Medium	Avondale Maint	No Development C
B8	0.20	119th Ave	Bicycle Lane Both Sides	Thomas Road	Encanto Blvd	Yes	3	1	0	0	0	3	Yes	2	30	0	1	288	585	4203	1	No	$ 112,000	Medium	Avondale Maint	No Development C
P6	0.21	119th Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	Yes	2	0	2	0	0	21	Yes	2	30	177	2	430	468	4445	0	No	$ 123,000	Low	Avondale Maint	No Development C
P7	0.26	119th Ave	Sidewalk One Side	Palm Lane	McDowell Road	Yes	3	0	2	0	0	22	Yes	2	30	1865	3	385	347	3686	1	No	$ 150,000	Low	Avondale Maint	No Development C
P8	0.03	126th Ave	Sidewalk Both Sides	Warner Street	Dead End	Yes	3	0	0	0	0	0	Yes	2	25	0	1	95	54	637	1	No	$ 33,000	Low	Avondale Maint	Entirely (In Progres
P9	0.04	126th Dr	Sidewalk Both Sides	Warner Street	Illini Street	Yes	3	0	0	0	0	1	Yes	2	25	0	1	95	54	637	1	No	$ 42,000	Low	Avondale Maint	Entirely (In Progres
B9	2.00	99th Avenue	Bicycle Lane Both Sides	Indian School Road	McDowell Road	Yes	3	1	6	3	1	373	Yes	4	50	15710	4	337	290	3094	1	Yes	$ 1,095,000	Medium	Partially Maintai	Partially (In Progres
B10	0.19	99th Avenue	Bicycle Lane Both Sides	McDowell Road	I-10	Yes	2	1	4	2	1	206	Yes	5	45	38281	2	435	308	3346	1	Yes	$ 102,000	Medium	Avondale Maint	No Development C
B11	0.16	99th Avenue	Bicycle Lane Both Sides	820 feet North Van Buren St	Van Buren St	Yes	1	3	3	0	0	4	Yes	5	45	35256	1	241	99	2293	1	Yes	$ 85,000	Medium	Avondale Maint	No Development C
MU1	2.97	Agua Fria River East	Multi-Use Path	Lower Buckeye Road	Gila River	Yes	5	0	1	2	2	4	Yes	0	0	0	1	354	319	3092	1	Yes	$ 9,298,000	Medium	Avondale Maint	Partially (Planned)
MU2	2.07	Agua Fria River East	Multi-Use Path	Indian School Road	McDowell Road	Yes	7	0	0	0	0	3	Yes	0	0	0	3	288	485	4262	3	Yes	$ 6,490,000	Medium	Avondale Maint	Partially (In Progres
MU3	1.01	Agua Fria River East	Multi-Use Path	Buckeye Road	Lower Buckeye Road	Yes	8	0	1	0	0	10	Yes	0	0	0	2	544	429	4404	2	Yes	$ 3,161,000	Medium	Avondale Maint	Partially (In Progres
MU4	2.81	Agua Fria River West	Multi-Use Path	Lower Buckeye Road	Gila River	Yes	6	0	2	0	0	0	Yes	0	0	0	2	354	319	3092	1	Yes	$ 8,778,000	Medium	Avondale Maint	No Development C
MU5	1.87	Agua Fria River West	Multi-Use Path	Indian School Road	I-10	Yes	3	0	4	0	0	77	Yes	0	0	0	4	336	435	4047	3	Yes	$ 5,837,000	Medium	Avondale Maint	No Development C
MU6	1.92	Agua Fria River West	Multi-Use Path	I-10	Lower Buckeye Road	Yes	7	4	5	0	0	74	Yes	0	0	0	6	455	360	3708	2	Yes	$ 6,001,000	Medium	Avondale Maint	No Development C
B12	0.28	Avondale Blvd	Bicycle Lane One Side	McDowell Road	I-10	Yes	1	0	2	1	0	164	Yes	4	40	0	2	280	282	3310	1	Yes	$ 76,000	Medium	Avondale Maint	Partially (Planned)
B13	1.35	Avondale Blvd	Banner Wayfinding Signage	Broadway Road	Southern Avenue	No	3	0	0	1	0	54	Yes	4	50	2712	6	108	57	823	0	Yes	$ 53,000	Low	Partially Maintai	Partially (Planned)
R1	0.49	Avondale Blvd	Roadway Improvements	Encanto Blvd	McDowell Road	No	7	2	2	2	1	85	Yes	2	40	16978	3	366	401	4843	3	Yes	$ 875,000	High	Avondale Maint	Partially (Planned)
B14	3.74	Avondale Blvd	Bicycle Lane Both Sides	Lower Buckeye Road	Southern Ave	Yes	6	0	3	2	0	130	Yes	4	45	3729	10	179	234	2849	0	No	$ 2,046,000	Medium	Partially Maintai	Partially (Planned)
P10	3.73	Avondale Blvd	Sidewalk Both Sides	Lower Buckeye Road	El Mirage Road	Yes	6	0	3	2	0	129	Yes	4	45	3729	10	179	234	2849	0	No	$ 4,379,000	Low	Partially Maintai	Partially (Planned)
P11	0.22	Avondale Blvd	Sidewalk Both Sides	290 feet south McDowell Road	I-10	Yes	1	0	2	1	0	97	Yes	4	40	0	1	280	282	3310	1	No	$ 254,000	Low	Avondale Maint	Partially (Planned)
P12	0.10	Avondale Blvd	Sidewalk One Side	I-10	Roosevelt Street	Yes	0	0	1	0	0	154	Yes	6	45	34212	3	280	282	3310	1	No	$ 60,000	Low	Avondale Maint	Entirely (Planned)
P13	0.17	Avondale Blvd	Sidewalk One Side	515 feet south Roosevelt Street	City Center Drive	Yes	1	0	1	0	0	25	Yes	6	45	34212	2	280	282	3310	1	No	$ 103,000	Low	Avondale Maint	Entirely (Planned)
P14	0.23	Avondale Blvd	Sidewalk Both Sides	City Center Drive	Van Buren Street	Yes	2	1	1	0	0	105	Yes	6	45	34212	2	367	345	3728	0	No	$ 269,000	Low	Avondale Maint	Entirely (Planned)
P15	0.24	Avondale Blvd	Sidewalk One Side	Van Buren Street	Coldwater Springs Blvd	Yes	2	1	1	1	0	134	Yes	6	45	27560	2	367	345	3728	0	No	$ 143,000	Low	Avondale Maint	No Development C
P16	0.49	Avondale Blvd	Sidewalk One Side	Encanto Blvd	McDowell Road	Yes	6	2	2	2	1	85	Yes	2	40	16978	3	366	401	4843	3	No	$ 290,000	Low	Avondale Maint	Partially (Planned)
P17	0.06	Avondale Blvd	Sidewalk One Side	McDowell Road	290 feet south McDowell Road	Yes	1	0	2	0	0	64	Yes	4	40	0	1	280	282	3310	1	No	$ 32,000	Low	Avondale Maint	Entirely (Planned)
P18	0.10	Avondale Blvd	Sidewalk Both Sides	Roosevelt Street	515 feet south Roosevelt Street	Yes	1	0	1	0	0	41	Yes	6	45	34212	1	280	282	3310	1	No	$ 115,000	Low	Avondale Maint	Entirely (Planned)
B15	1.85	Broadway Road	Bicycle Lane Both Sides	El Mirage Road	107th Ave	Yes	5	0	0	1	1	49	Yes	2	38.6	6284	9	108	57	823	0	No	$ 1,013,000	Medium	Partially Maintai	Partially (In Progres
P19	1.53	Buckeye Rd	Sidewalk One Side	119th Lane	107th Ave	Yes	11	1	4	5	1	272	Yes	4	45.6	19359	7	683	676	6506	0	No	$ 894,000	Low	Partially Maintai	Partially (In Progres
P20	0.97	Buckeye Rd	Sidewalk One Side	Dysart Road	El Mirage Road	Yes	8	1	1	2	0	151	Yes	4	45	17883	4	668	560	5606	2	No	$ 569,000	Low	Partially Maintai	No Development C
P21	0.06	Buckeye Rd	Sidewalk Both Sides	107th Ave	320 feet Esat 107th	Yes	5	0	0	0	0	54	Yes	4	50	16849	1	1012	810	6649	1	Yes	$ 71,000	Low	County Maintair	No Development C
P22	0.47	Buckeye Rd North	Sidewalk One Side	West of El Mirage Rd	West of 119th Ave	Yes	5	0	0	0	0	46	Yes	4	50	20462	1	362	370	4698	0	Yes	$ 278,000	Low	County Maintair	No Development C
B16	0.96	Buckeye Road	Bicycle Lane Both Sides	Avondale Blvd	107th Avenue	Yes	9	1	4	2	1	235	Yes	4	45	15930	6	683	676	6506	0	Yes	$ 526,000	Medium	Avondale Maint	Partially (In Progres
B17	0.35	Buckeye Road	Bicycle Lane Both Sides	1000 ft West El Mirage Road	760 ft East El Mirage Road	Yes	4	0	0	0	0	53	Yes	4	50	16531	1	362	370	4698	0	Yes	$ 192,000	Medium	County Maintair	No Development C
B18	0.86	Buckeye Road	Bicycle Lane Both Sides	121st Lane	Avondale Blvd	Yes	8	1	3	3	0	160	Yes	4	47.5	20502	2	594	602	5795	0	No	$ 468,000	Medium	County Maintair	No Development C
B19	0.42	Central Avenue	Bicycle Lane Both Sides	Western Ave	Main Street	Yes	5	6	7	0	0	53	Yes	4	35	5936	8	1649	1051	7929	10	Yes	$ 232,000	Medium	Avondale Maint	Entirely (In Progres
P23	0.31	Civic Center Dr	Sidewalk Both Sides	400 feet southeast 114th Ave	Coldwater Springs Blvd	Yes	4	0	1	0	0	0	Yes	2	25	0	2	478	403	4469	1	No	$ 362,000	Low	Avondale Maint	No Development C
P24	0.09	Civic Center Dr	Sidewalk One Side	Avondale Blvd	Madison Street	Yes	3	0	2	0	0	2	Yes	2	25	0	2	478	403	4469	1	No	$ 54,000	Low	Avondale Maint	No Development C
P25	0.09	Civic Center Dr	Sidewalk Both Sides	Madison Street	Jefferson Street	Yes	3	0	1	0	0	1	Yes	2	25	0	2	478	403	4469	1	No	$ 109,000	Low	Avondale Maint	No Development C
P26	0.17	Civic Center Dr	Sidewalk One Side	Jefferson Street	400 feet southeast 114th Ave	Yes	3	0	1	0	0	1	Yes	2	25	0	2	478	403	4469	1	No	$ 100,000	Low	Avondale Maint	No Development C
B20	0.10	Coldwater Springs Blvd	Bicycle Lane Both Sides	126th Avenue	125th Avenue	Yes	1	0	0	0	0	0	Yes	2	30	0	3	480	283	3402	3	Yes	$ 55,000	Medium	Avondale Maint	No Development C
P27	0.10	Coldwater Springs Blvd	Sidewalk Both Sides	114th Ave	Civic Center Drive	Yes	3	0	1	0	0	0	Yes	2	25	0	2	478	403	4469	1	No	$ 121,000	Low	Avondale Maint	No Development C
P28	0.12	County Line Rd	Sidewalk Both Sides	127th Ave	Dead End	Yes	5	0	2	0	0	1	Yes	2	25	0	1	160	115	2920	1	No	$ 143,000	Low	Avondale Maint	Entirely (In Progres
MU7	0.32	Durango Street	Trail Segment	125th Avenue	Agua Fria Trail	No	4	0	0	0	0	0	Yes	0	0	0	1	831	763	7291	2	Yes	$ 1,015,000	Medium	Avondale Maint	Partially (In Progres
B21	0.11	Dysart Road	Bicycle Lane Both Sides	Western Ave	Buckeye Road	Yes	4	1	1	5	1	110	Yes	4	20	16338	2	1649	1051	7929	10	Yes	$ 59,000	Medium	Avondale Maint	Entirely (In Progres
B22	1.00	Dysart Road	Banner Wayfinding Signage	Indian School Road	Thamas	No	6	6	2	7	2	257	Yes	4	45	43343	6	277	343	3757	2	Yes	$ 53,000	Low	Avondale Maint	Partially (In Progres
B23	1.39	Dysart Road	Banner Wayfinding Signage	Thomas Road	I-10	No	3	6	13	11	3	779	Yes	6	45	53711	6	343	375	3940	3	Yes	$ 53,000	Low	Avondale Maint	No Development C
B24	2.19	Dysart/Vermeersch Road	Bicycle Lane Both Sides	Lower Buckeye Road	Southern Ave	Yes	6	0	1	0	0	20	Yes	2	38.1	934	8	160	115	2920	1	No	$ 1,198,000	Medium	Partially Maintai	Partially (In Progres
P29	0.08	E Agua Fria Ln	Sidewalk One Side	Corral Street	Dead End	Yes	6	0	5	0	0	0	Yes	2	25	0	1	1649	1051	7929	10	No	$ 47,000	Low	Avondale Maint	Entirely (In Progres
P30	0.25	E Brinker Dr	Sidewalk Both Sides	Dysart Rd	Eliseo C Felix Jr Way	Yes	1	5	0	0	0	10	Yes	2	30	0	2	480	283	3402	3	No	$ 292,000	Low	Avondale Maint	No Development C
P31	0.30	E Brooke Pl	Sidewalk Both Sides	Central Ave	4th Street	Yes	4	1	4	5	0	61	Yes	2	25	0	5	2066	1401	9613	13	No	$ 348,000	Low	Avondale Maint	Entirely (In Progres
P32	0.10	E Corral St	Sidewalk One Side	Corral Street	7th Street	Yes	6	1	5	0	0	2	Yes	2	25	0	1	1649	1051	7929	10	No	$ 61,000	Low	Avondale Maint	Entirely (In Progres
P33	0.17	E Ludlow Dr	Sidewalk One Side	Central Ave	3rd Street	Yes	3	6	4	0	0	5	Yes	2	25	0	3	815	338	4560	5	No	$ 98,000	Low	Avondale Maint	Entirely (In Progres
P34	0.05	E Park Dr	Sidewalk Both Sides	1st Street	2nd Street	Yes	5	0	4	0	0	0	Yes	2	25	0	1	724	681	4801	2	No	$ 53,000	Low	Avondale Maint	Entirely (In Progres
P35	0.65	E Riley Dr	Sidewalk One Side	4th Street	420 feet East Eliseo C Felix Jr Way	Yes	2	4	2	6	2	49	Yes	2	25	0	7	480	283	3402	3	No	$ 380,000	Low	Avondale Maint	Partially (In Progres
P36	0.29	E Western Ave	Sidewalk One Side	Dysart Road	Eliseo C Felix Jr Way	Yes	4	1	1	4	1	21	Yes	2	25	0	2	1063	711	6247	6	No	$ 172,000	Low	Avondale Maint	No Development C
P37	4.12	S el Mirage Rd	Sidewalk Both Sides	Buckeye Road	Indian Springs Road	Yes	11	0	2	1	0	113	Yes	2	40	3547	19	236	233	2950	0	No	$ 4,836,000	Low	Partially Maintai	Partially (In Progres
P38	0.26	el Mirage Rd	Sidewalk Both Sides	Alta Vista Road	Gila River	Yes	0	0	0	0	0	0	Yes	2	40	623	1	95	54	637	1	No	$ 305,000	Low	County Maintair	No Development C
B25	0.36	El Mirage Road	Bicycle Lane Both Sides	Garfield Strett	Van Buren Street	Yes	2	1	2	2	0	35	Yes	2	25	2730	3	415	428	4192	0	Yes	$ 195,000	Medium	Avondale Maint	No Development C
B26	0.74	El Mirage Road	Bicycle Lane Both Sides	Highland Ave	Indian School	Yes	4	0	3	0	0	56	Yes	2	40	6273	3	381	165	3869	2	No	$ 405,000	Medium	Partially Maintai	No Development C
B27	1.65	El Mirage Road	Bicycle Lane Both Sides	Durango Street	Broadway Road	Yes	10	0	2	1	0	41	Yes	2	42.7	4889	14	160	115	2920	1	No	$ 906,000	Medium	Avondale Maint	Entirely (In Progres
B28	2.02	El Mirage Road	Bicycle Lane Both Sides	Broadway Road	Indian Springs Road	Yes	2	0	0	0	0	16	Yes	2	40	1366	6	49	28	327	0	No	$ 1,108,000	Medium	Partially Maintai	Partially (Planned)
P39	0.11	Elisio Felix Jr Way	Sidewalk One Side	Brinker Drive	Riley Drive	Yes	0	2	0	0	0	2	Yes	2	25	0	2	480	283	3402	3	No	$ 63,000	Low	Avondale Maint	No Development C
B29	0.22	Encanto Blvd	Bicycle Lane Both Sides	115th Ave	112th Lane	Yes	7	2	0	0	0	12	Yes	2	30	1539	1	366	401	4352	1	No	$ 119,000	Medium	Avondale Maint	Entirely (In Progres
R2	0.44	Garden Lakes Parkway	Improvements Phase 1	Thomas Road	Lakeshore Drive	No	7	0	0	2	0	51	Yes	2	25	7312	8	352	556	4833	3	Yes	$ 900,000	High	Avondale Maint	No Development C
MU8	5.27	Gila River	Multi-Use Path	143rd Ave	East of 107 Ave	Yes	3	0	0	0	0	1	Yes	0	0	0	3	57	32	472	0	Yes	$ 16,489,000	Medium	Avondale Maint	No Development C
B30	1.99	Indian School Rd	Bicycle Lane Both Sides	El Mirage Rd	103rd Ave	Yes	7	5	12	9	0	383	Yes	4	45	26894	7	243	282	3482	2	Yes	$ 1,092,000	Medium	County Maintair	No Development C
P40	0.24	Indian School Rd	Sidewalk One Side	100th Ave	103rd Ave	Yes	3	0	3	0	0	0	Yes	4	45	34903	2	141	255	2590	0	Yes	$ 142,000	Low	County Maintair	Entirely (In Progres
P41	0.07	Indian School Rd	Sidewalk Both Sides	El Mirage Rd	El Mirage Rd to East .07 miles	Yes	4	0	3	0	0	50	Yes	4	45	19985	1	381	165	3869	2	Yes	$ 86,000	Low	County Maintair	No Development C
B31	0.17	Indian School Road	Bicycle Lane Both Sides	1000 ft East El Mirage Road	Agua Fria River Bridge	Yes	1	0	2	0	0	6	Yes	4	45	23098	0	277	291	3779	2	Yes	$ 92,000	Medium	County Maintair	No Development C
B32	0.31	Indian School Road	Bicycle Lane Both Sides	Agua Fria River West	Agua Fria River East	Yes	2	0	0	0	0	3	Yes	4	45	26744	0	277	291	3779	2	Yes	$ 167,000	Medium	County Maintair	No Development C
B33	0.25	Indian School Road	Bicycle Lane Both Sides	124th Ave	El Mirage Road	Yes	4	0	3	0	0	54	Yes	4	45	21748	1	381	165	3869	2	No	$ 136,000	Medium	Avondale Maint	No Development C
B34	0.50	Indian School Road	Bicycle Lane Both Sides	103rd Ave	99th Ave	Yes	3	0	4	0	0	7	Yes	4	45	30268	3	141	255	2590	0	No	$ 271,000	Medium	County Maintair	Entirely (In Progres
P42	1.28	Indian Springs Road	Sidewalk Both Sides	133rd Ave	El Mirage Road	Yes	0	0	0	0	0	8	Yes	2	45	0	2	2	3	18	0	No	$ 1,502,000	Low	Avondale Maint	No Development C
P43	0.06	Jefferson St	Sidewalk One Side	Avondale Blvd	Civic Center Drive	Yes	3	0	1	0	0	6	Yes	2	25	0	2	478	403	4469	1	No	$ 34,000	Low	Avondale Maint	No Development C
B35	0.28	Litchfield Road	Bicycle Lane Both Sides	Main Street	Lower Buckeye Road	Yes	2	0	0	0	0	5	Yes	2	40	0	4	724	681	4801	2	Yes	$ 151,000	Medium	Avondale Maint	No Development C
B36	0.57	Lower Buckeye Rd	Bicycle Lane Both Sides	Agua Fria River West	Agua Fria River East	Yes	7	0	3	3	3	14	Yes	2	45	10377	1	442	398	3861	1	Yes	$ 314,000	Medium	County Maintair	No Development C
B37	0.49	Lower Buckeye Rd	Bicycle Lane Both Sides	127th Ave	El Mirage Rd	Yes	7	0	3	1	0	48	Yes	2	35	7115	5	160	115	2920	1	Yes	$ 270,000	Medium	County Maintair	Partially (In Progres
B38	0.16	Lower Buckeye Rd	Bicycle Lane Both Sides	4th St	Agua Fria River West	Yes	5	0	3	0	0	8	Yes	2	45	10377	1	514	472	3413	1	Yes	$ 85,000	Medium	County Maintair	No Development C
B39	0.97	Lower Buckeye Rd	Bicycle Lane Both Sides	Avondale Blvd	107th Ave	Yes	4	0	3	1	0	94	Yes	2	45	8566	5	223	292	3557	0	Yes	$ 530,000	Medium	Avondale Maint	No Development C
B40	0.75	Lower Buckeye Rd	Bicycle Lane Both Sides	Litchfield Rd	4th St	Yes	6	0	3	0	0	23	Yes	2	45	6670	5	514	472	3413	1	Yes	$ 409,000	Medium	County Maintair	Partially (In Progres
P44	0.03	Lower Buckeye Rd	Sidewalk Both Sides	125th Ave	125th Ave East .01 miles	Yes	7	0	3	1	0	10	Yes	2	35	7115	1	160	115	2920	1	Yes	$ 39,000	Low	County Maintair	Entirely (In Progres
P45	0.08	Lower Buckeye Rd	Sidewalk Both Sides	127th Ave	127th Ave East .07 miles	Yes	5	0	2	0	0	8	Yes	2	35	7115	1	160	115	2920	1	Yes	$ 98,000	Low	County Maintair	Partially (In Progres
P46	0.72	Lower Buckeye Rd	Sidewalk Both Sides	4th St	127th Ave	Yes	9	0	4	3	3	22	Yes	2	45	10377	2	442	398	3861	1	Yes	$ 845,000	Low	County Maintair	No Development C
P47	0.52	Lower Buckeye Rd	Sidewalk Both Sides	300 feet East of 5th Ave	4th St	Yes	6	0	3	0	0	22	Yes	2	45	6368	3	514	472	3413	1	Yes	$ 615,000	Low	County Maintair	Partially (In Progres
P48	0.21	Lower Buckeye Rd Southside	Sidewalk One Side	Litchfield Rd	300 feet East of 5th Ave	Yes	4	0	0	0	0	3	Yes	2	45	6972	2	724	681	4801	2	Yes	$ 125,000	Low	County Maintair	No Development C
B41	1.01	Lower Buckeye Road	Bicycle Lane Both Sides	El Mirage Road	Avondale Blvd	Yes	7	0	5	1	0	90	Yes	2	45	19807	4	160	115	2920	1	No	$ 551,000	Medium	Avondale Maint	Entirely (In Progres
B42	0.28	Main Street	Bicycle Lane Both Sides	Litchfield Road	Hummingbird 2 MPH	Yes	3	0	0	0	0	9	Yes	4	40	0	3	1380	941	6483	8	Yes	$ 152,000	Medium	Avondale Maint	No Development C
B43	1.69	Main Street / Buckeye Road	Bicycle Lane Both Sides	Hummingbird 2 MPH	1000 ft West El Mirage Road	Yes	12	1	6	8	0	182	Yes	4	41.3	21022	9	1005	710	6313	5	Yes	$ 924,000	Medium	Partially Maintai	Partially (In Progres
B44	0.31	McDowell Road	Bicycle Lane One Side	Harbor Shores Blvd	103rd Avenue	Yes	1	0	4	2	0	94	Yes	6	45	40771	3	406	357	3904	1	Yes	$ 85,000	Medium	Avondale Maint	No Development C
B45	0.48	McDowell Road	Bicycle Lane Both Sides	Avondale Blvd	515 ft East 112th Avenue	Yes	3	0	4	0	0	92	Yes	5	45	32685	3	366	401	4843	3	Yes	$ 264,000	Medium	Avondale Maint	No Development C
B46	0.19	McDowell Road	Bicycle Lane Both Sides	119th Avenue	117th Avenue	Yes	2	0	2	0	0	28	Yes	4	40	21129	2	385	347	3686	1	Yes	$ 103,000	Medium	Avondale Maint	Partially (Planned)
B47	0.20	McDowell Road	Bicycle Lane Both Sides	Rancho Santa Fe	Agua Fria River	Yes	2	2	4	0	0	66	Yes	4	40	43615	1	464	503	4322	3	Yes	$ 107,000	Medium	Avondale Maint	No Development C
B48	0.67	McDowell Road	Bicycle Lane Both Sides	112th Ave	Harbor Shores Blvd	Yes	4	2	7	1	0	179	Yes	4.3	45	35602	3	406	357	3904	1	No	$ 367,000	Medium	Avondale Maint	Partially (In Progres
B49	0.31	McDowell Road	Bicycle Lane Both Sides	117th Ave	Avondale Blvd	Yes	2	0	4	2	0	76	Yes	4	40	21129	2	366	401	4843	3	No	$ 172,000	Medium	Avondale Maint	Entirely (Planned)
B50	1.04	McDowell Road	Bicycle Lane Both Sides	Agua Fria River West	119th Ave	Yes	3	0	5	0	0	74	Yes	4	40	29666	3	464	503	4322	3	No	$ 567,000	Medium	Avondale Maint	No Development C
P49	0.46	N 103rd Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	Yes	4	0	0	0	0	5	Yes	2	25	0	5	360	523	4459	2	No	$ 535,000	Low	Avondale Maint	No Development C
P50	0.50	N 105th Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	Yes	6	0	1	0	0	3	Yes	2	25	0	5	360	523	4459	2	No	$ 590,000	Low	Avondale Maint	No Development C
P51	0.46	N 106th Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	Yes	6	0	5	0	0	4	Yes	2	25	0	5	360	523	4459	2	No	$ 538,000	Low	Avondale Maint	No Development C
P52	1.00	N 107th Ave	Sidewalk One Side	McDowell Road	Van Buren Street	Yes	5	2	4	4	0	412	Yes	3.22	45	20113	7	406	357	3904	1	No	$ 586,000	Low	Avondale Maint	Partially (In Progres
P53	0.10	N 107th Ave	Sidewalk One Side	320 feet North Encanto Blvd	Encanto Blvd	Yes	5	0	2	1	0	7	Yes	2	35	15686	2	488	485	4710	1	No	$ 60,000	Low	Avondale Maint	No Development C
P54	0.14	N 10th St	Sidewalk Both Sides	435 feet south Riley Drive	Western Ave	Yes	2	0	0	0	0	0	Yes	2	30	0	1	656	523	5346	2	No	$ 161,000	Low	Avondale Maint	No Development C
P55	0.08	N 10th St	Sidewalk One Side	Riley Drive	435 feet south Riley Drive	Yes	0	0	0	0	0	1	Yes	2	30	0	1	656	523	5346	2	No	$ 49,000	Low	Avondale Maint	No Development C
P56	0.22	N 117th Ave	Sidewalk One Side	McDowell Road	1/4 mile south McDowell Road	Yes	1	0	2	0	0	4	Yes	2	25	0	1	385	347	3686	1	No	$ 131,000	Low	Avondale Maint	Partially (Planned)
P57	0.24	N 119th Ave	Sidewalk One Side	McDowell Road	Roosevelt Ave	Yes	2	0	2	0	0	21	Yes	2	25	835	1	385	347	3686	1	No	$ 143,000	Low	Avondale Maint	No Development C
P58	0.24	N 119th Ave	Sidewalk One Side	Thomas Road	Virginia Ave	Yes	3	0	0	0	0	6	Yes	2	25	0	1	277	539	4566	3	No	$ 143,000	Low	Avondale Maint	Entirely (In Progres
P59	0.03	N 125th Dr	Sidewalk Both Sides	Warner Street	Dead End	Yes	3	0	0	0	0	0	Yes	2	25	0	1	95	54	637	1	No	$ 32,000	Low	Avondale Maint	Entirely (In Progres
P60	0.12	N 1st Ave	Sidewalk One Side	Madden Drive	Hill Drive	Yes	4	7	4	0	0	5	Yes	2	25	0	3	1754	900	7204	14	No	$ 69,000	Low	Avondale Maint	Entirely (In Progres
P61	0.13	N 3rd St	Sidewalk Both Sides	Kinderman Drive	Hill Drive	Yes	5	2	4	1	0	6	Yes	2	25	0	3	1754	900	7204	14	No	$ 148,000	Low	Avondale Maint	Entirely (In Progres
P62	0.10	N 4th Ave	Sidewalk One Side	Loma Linda Blvd	Brinker Drive	Yes	2	2	1	0	0	1	Yes	2	25	0	3	815	338	4560	5	No	$ 58,000	Low	Avondale Maint	Entirely (In Progres
P63	1.78	N 99th Ave	Sidewalk Both Sides	Indian School Road	Palm Lane	Yes	3	0	4	1	0	153	Yes	4	50	15710	2	385	386	3495	1	No	$ 2,086,000	Low	Partially Maintai	Partially (In Progres
P64	0.22	N 99th Ave	Sidewalk One Side	Palm Lane	McDowell Road	Yes	2	1	4	2	1	231	Yes	4	45	11468	2	435	308	3346	1	No	$ 131,000	Low	County Maintair	No Development C
P65	0.10	N Dysart Rd	Sidewalk One Side	Indian School Road	500 ft south of Dysart Road	Yes	3	1	0	0	0	101	Yes	4	45	30854	1	306	183	3436	3	No	$ 58,000	Low	Avondale Maint	Entirely (In Progres
P66	0.15	N Dysart Rd	Sidewalk Both Sides	500 ft south of Dysart Road	Fairmount Ave	Yes	3	1	0	0	0	8	Yes	4	45	30854	1	306	183	3436	3	No	$ 172,000	Low	Avondale Maint	Partially (In Progres
P67	0.58	N el Mirage Rd	Sidewalk One Side	<Null>	825 feet north Indian School Road	Yes	3	0	3	0	0	7	Yes	2	40	6273	2	381	165	3869	2	No	$ 340,000	Low	Partially Maintai	No Development C
P68	0.16	N el Mirage Rd	Sidewalk Both Sides	825 feet north Indian School Road	Indian School Road	Yes	4	0	3	0	0	49	Yes	2	40	6273	1	381	165	3869	2	No	$ 183,000	Low	Avondale Maint	No Development C
P69	0.34	N el Mirage Rd	Sidewalk One Side	Garfield Street	Van Buren Street	Yes	2	1	2	2	0	35	Yes	2	25	2730	3	415	428	4192	0	No	$ 201,000	Low	Avondale Maint	No Development C
R3	0.14	Palm Lane	Road Extension	116th Avenue	118th Avenue	Yes	4	1	0	0	0	1	Yes	0	0	0	0	385	347	3686	1	Yes	$ 691,000	High	Partially Maintai	Partially (Planned)
P70	0.40	Roosevelt St	Sidewalk One Side	103rd Ave	101st Ave	Yes	1	0	0	0	0	4	Yes	2	35	0	4	241	99	2293	1	No	$ 237,000	Low	Avondale Maint	No Development C
B51	1.00	Roosevelt Street	Bicycle Lane Both Sides	107th Ave	99th Ave	Yes	2	0	0	0	0	21	Yes	2	35	4528	8	241	99	2293	1	No	$ 549,000	Medium	Avondale Maint	No Development C
P71	0.15	S 107th	Sidewalk One Side	350 north Buckeye Road	2nd Street	Yes	6	2	0	0	0	57	Yes	3	40	19694	1	1012	810	6649	1	No	$ 88,000	Low	Avondale Maint	No Development C
P72	0.09	S 107th Ave	Sidewalk Both Sides	125 feet south Lower Buckeye Road	600 feet south Lower Buckeye Road	Yes	3	0	0	0	0	27	Yes	2	45	8542	0	287	470	4194	0	No	$ 103,000	Low	County Maintair	No Development C
P73	0.14	S 107th Ave	Sidewalk One Side	600 feet south Lower Buckeye Road	Miami Ave	Yes	3	0	0	0	0	2	Yes	2	45	8542	2	287	470	4194	0	No	$ 81,000	Low	County Maintair	No Development C
P74	0.25	S 107th Ave	Sidewalk Both Sides	Miami Ave	1/4 Mile south Miami Ave	Yes	2	0	0	0	0	3	Yes	2	45	8542	1	287	470	4194	0	No	$ 295,000	Low	County Maintair	Partially (In Progres
P75	0.26	S 107th Ave	Sidewalk One Side	1/4 Mile south Miami Ave	Jones Ave	Yes	3	0	0	0	0	1	Yes	2	45	8542	2	120	61	1008	0	No	$ 150,000	Low	County Maintair	Entirely (In Progres
P76	0.25	S 107th Ave	Sidewalk Both Sides	Jones Ave	Broadway Road	Yes	3	0	0	0	0	12	Yes	2	45	3968	2	120	61	1008	0	No	$ 294,000	Low	County Maintair	Entirely (In Progres
P77	0.19	S 109th Ave	Sidewalk Both Sides	Pecan Road	Southern Ave	Yes	1	0	0	0	0	4	Yes	2	25	0	3	120	61	1008	0	No	$ 222,000	Low	County Maintair	No Development C
P78	0.26	S 111th Ave	Sidewalk Both Sides	Lower Buckeye Road	Miami Ave	Yes	3	0	0	0	0	4	Yes	2	25	0	3	287	470	4194	0	No	$ 303,000	Low	County Maintair	No Development C
P79	0.29	S 114th Ave	Sidewalk Both Sides	Sunland Ave	Southern Ave	Yes	1	0	0	0	0	5	Yes	2	25	0	3	108	57	823	0	No	$ 340,000	Low	County Maintair	No Development C
P80	0.45	S 122nd Ave	Sidewalk Both Sides	Southern Ave	Gila River	Yes	0	0	0	0	0	1	Yes	2	25	0	2	95	54	637	1	No	$ 531,000	Low	County Maintair	No Development C
P81	0.28	S 127th Ave	Sidewalk One Side	Vermeersch Road	Illini Street	Yes	4	0	0	0	0	4	Yes	2	25	0	4	95	54	637	1	No	$ 167,000	Low	Avondale Maint	Entirely (In Progres

OUTPUTS TABLE

Project ID	Fills a gap in the existing system	Number of Connections neighborhoods /parks/adjacent jurisdictions	Total Number of Schools and Medical Facilities	Bus Stop within 1/4 mile of Project	Total Pedestrian & Bike crashes within 250 ft of Project	Total Pedestrian & Bike Fatal & Incapacitating injury within 250 ft of Project	Total Number of crashes wihtin 250 ft of Project	Positive Crash Reduction Factor	Number of Lanes	Speed Limit	Traffic Volume	Facility Conflicts	Low Income & No Vehicle within 1/4 mile of Project (Density)	Population with Disabilities within 1/4 mile of Project (Density)	Children & Elderly & Minority within 1/4 mile of Project (Density)	Commuting Type (Walk, Bike, Transit) within 1/4 mile of Project (Density)	Previously recommended project	Project Cost	Maintenance Cost	Physical Constraints	TOTAL
P1	5	1	1	2.5	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	3.75	41.5
B1	5	1	1	1	1	1	1	7.5	1	5	1	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	43.5
P2	5	2.5	1	1	1	1	1	7.5	1	5	2.5	1	3.75	3.75	3.75	1	3.75	1	3.75	1	51.25
B2	5	2.5	1	1	1	1	1	7.5	1	5	1	5	1	1.875	1.875	1	3.75	1	1.875	1	45.375
B3	5	2.5	1	2.5	3.75	1	3.75	7.5	2.5	5	2.5	2.5	1.875	1.875	1.875	1	1	1	1.875	3.75	53.75
P3	5	1	1	1	1	1	1	7.5	1	5	1	1	1.875	3.75	3.75	1	3.75	1	3.75	1	46.375
P4	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	39
B4	5	1	1	2.5	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1	1	1	1.875	3.75	41.25
P5	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	40.125
B5	5	5	2.5	2.5	3.75	3.75	3.75	7.5	1	5	2.5	2.5	1.875	1.875	1.875	1.875	1	1	1.875	3.75	59.875
B6	5	1	1	2.5	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1	1	1	1.875	3.75	41.25
B7	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	1.875	3.75	39.75
B8	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1	1	1	1.875	3.75	37.375
P6	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P7	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P8	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P9	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
B9	5	1	1	2.5	3.75	3.75	7.5	7.5	2.5	5	2.5	2.5	1.875	1.875	1.875	1	3.75	1	1.875	1.875	59.625
B10	5	1	1	2.5	3.75	3.75	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	61.25
B11	5	1	2.5	2.5	1	1	1	7.5	5	5	5	1	1	1	1	1	3.75	1	1.875	3.75	51.875
MU1	5	2.5	1	1	3.75	7.5	1	7.5	1	1	1	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	50.25
MU2	5	5	1	1	1	1	1	7.5	1	1	1	1	1	1.875	1.875	1.875	3.75	1	1.875	3.75	43.5
MU3	5	5	1	1	1	1	1	7.5	1	1	1	1	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	44.375
MU4	5	2.5	1	2.5	1	1	1	7.5	1	1	1	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	42.5
MU5	5	1	1	2.5	1	1	1	7.5	1	1	1	2.5	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	43.375
MU6	5	5	2.5	2.5	1	1	1	7.5	1	1	1	2.5	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	48.875
B12	5	1	1	2.5	1	1	3.75	7.5	2.5	5	1	1	1	1.875	1.875	1	3.75	1	1.875	3.75	48.375
B13	1	1	1	1	1	1	1	7.5	2.5	5	1	2.5	1	1	1	1	3.75	1	3.75	1.875	39.875
R1	1	5	2.5	2.5	3.75	3.75	3.75	7.5	1	5	2.5	1	1.875	1.875	1.875	1.875	3.75	1	1	3.75	56.25
B14	5	2.5	1	2.5	3.75	1	3.75	7.5	2.5	5	1	5	1	1	1.875	1	1	1	1.875	1.875	51.125
P10	5	2.5	1	2.5	3.75	1	3.75	7.5	2.5	5	1	5	1	1	1.875	1	1	1	3.75	1.875	53
P11	5	1	1	2.5	1	1	3.75	7.5	2.5	5	1	1	1	1.875	1.875	1	1	1	3.75	3.75	47.5
P12	5	1	1	1	1	1	3.75	7.5	5	5	5	1	1	1.875	1.875	1	1	1	3.75	3.75	52.5
P13	5	1	1	1	1	1	1	7.5	5	5	5	1	1	1.875	1.875	1	1	1	3.75	3.75	49.75
P14	5	1	1	1	1	1	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	53.375
P15	5	1	1	1	1	1	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	53.375
P16	5	2.5	2.5	2.5	3.75	3.75	3.75	7.5	1	5	2.5	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	57.75
P17	5	1	1	2.5	1	1	1	7.5	2.5	5	1	1	1	1.875	1.875	1	1	1	3.75	3.75	44.75
P18	5	1	1	1	1	1	1	7.5	5	5	5	1	1	1.875	1.875	1	1	1	3.75	3.75	49.75
B15	5	2.5	1	1	1	3.75	1	7.5	1	5	1	5	1	1	1	1	1	1	1.875	1.875	44.5
P19	5	5	1	2.5	3.75	3.75	3.75	7.5	2.5	5	2.5	2.5	1.875	3.75	3.75	1	1	1	3.75	1.875	62.75
P20	5	5	1	1	3.75	1	3.75	7.5	2.5	5	2.5	2.5	1.875	1.875	1.875	1.875	1	1	3.75	1.875	55.625
P21	5	2.5	1	1	1	1	1	7.5	2.5	5	2.5	1	3.75	3.75	3.75	1	3.75	1	3.75	1	52.75
P22	5	2.5	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	1	47.125
B16	5	5	1	2.5	3.75	3.75	3.75	7.5	2.5	5	2.5	2.5	1.875	3.75	3.75	1	3.75	1	1.875	3.75	65.5
B17	5	2.5	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	1.875	1	45.25
B18	5	5	1	2.5	3.75	1	3.75	7.5	2.5	5	2.5	1	1.875	1.875	3.75	1	1	1	1.875	1	53.875
B19	5	2.5	5	2.5	1	1	1	7.5	2.5	5	1	2.5	3.75	3.75	3.75	3.75	3.75	1	1.875	3.75	61.875
P23	5	2.5	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P24	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P25	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	40.125
P26	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	40.125
B20	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	41.875
P27	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	40.125
P28	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1	1.875	1	1	1	3.75	3.75	41.375
MU7	1	2.5	1	1	1	1	1	7.5	1	1	1	1	1.875	3.75	3.75	1.875	3.75	1	1.875	3.75	41.625
B21	5	2.5	1	1	3.75	3.75	3.75	7.5	2.5	2.5	2.5	1	3.75	3.75	3.75	3.75	3.75	1	1.875	3.75	62.125
B22	1	2.5	5	2.5	7.5	7.5	3.75	7.5	2.5	5	5	2.5	1	1.875	1.875	1.875	3.75	1	3.75	3.75	71.125
B23	1	1	5	5	7.5	7.5	7.5	7.5	5	5	5	2.5	1.875	1.875	1.875	1.875	3.75	1	3.75	3.75	79.25
B24	5	2.5	1	1	1	1	1	7.5	1	5	1	2.5	1	1	1.875	1	1	1	1.875	1.875	40.125
P29	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	51.5
P30	5	1	5	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	45
P31	5	2.5	1	2.5	3.75	1	1	7.5	1	2.5	1	2.5	3.75	3.75	3.75	3.75	1	1	3.75	3.75	55.75
P32	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	51.5
P33	5	1	5	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	46.5
P34	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	3.75	1.875	1.875	1	1	3.75	3.75	45.875
P35	5	1	2.5	2.5	3.75	7.5	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1.875	1	1	3.75	3.75	54.75
P36	5	2.5	1	1	3.75	3.75	1	7.5	1	2.5	1	1	3.75	3.75	3.75	1.875	1	1	3.75	3.75	53.625
P37	5	5	1	2.5	1	1	3.75	7.5	1	5	1	5	1	1	1.875	1	1	1	3.75	1.875	51.25
P38	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	1	37.25
B25	5	1	1	2.5	3.75	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	45.25
B26	5	2.5	1	2.5	1	1	1	7.5	1	5	1	1	1.875	1	1.875	1.875	1	1	1.875	1.875	41.875
B27	5	5	1	2.5	1	1	1	7.5	1	5	1	5	1	1	1.875	1	1	1	1.875	3.75	48.5
B28	5	1	1	1	1	1	1	7.5	1	5	1	2.5	1	1	1	1	1	1	1.875	1.875	37.75
P39	5	1	2.5	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	42.5
B29	5	5	2.5	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	1.875	3.75	43.75
R2	1	5	1	1	3.75	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1.875	3.75	1	1	3.75	45.25
MU8	5	1	1	1	1	1	1	7.5	1	1	1	1	1	1	1	1	3.75	1	1.875	3.75	36.875
B30	5	5	5	5	7.5	1	7.5	7.5	2.5	5	5	2.5	1	1.875	1.875	1.875	3.75	1	1.875	1	72.75
P40	5	1	1	2.5	1	1	1	7.5	2.5	5	5	1	1	1.875	1.875	1	3.75	1	3.75	1	48.75
P41	5	2.5	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1	1.875	1.875	3.75	1	3.75	1	48.625
B31	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1	1.875	1.875	1.875	3.75	1	1.875	1	45.25
B32	5	1	1	1	1	1	1	7.5	2.5	5	5	1	1	1.875	1.875	1.875	3.75	1	1.875	1	46.25
B33	5	2.5	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1	1.875	1.875	1	1	1.875	3.75	46.75
B34	5	1	1	2.5	1	1	1	7.5	2.5	5	5	1	1	1.875	1.875	1	1	1	1.875	1	44.125
P42	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	3.75	40
P43	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	40.125
B35	5	1	1	1	1	1	1	7.5	1	5	1	2.5	1.875	3.75	1.875	1.875	3.75	1	1.875	3.75	47.75
B36	5	5	1	2.5	3.75	7.5	1	7.5	1	5	2.5	1	1.875	1.875	1.875	1	3.75	1	1.875	1	57
B37	5	5	1	2.5	1	1	1	7.5	1	5	1	2.5	1	1	1.875	1	3.75	1	1.875	1	46
B38	5	2.5	1	2.5	1	1	1	7.5	1	5	2.5	1	1.875	1.875	1.875	1	3.75	1	1.875	1	45.25
B39	5	2.5	1	2.5	1	1	3.75	7.5	1	5	1	2.5	1	1.875	1.875	1	3.75	1	1.875	3.75	49.875
B40	5	2.5	1	2.5	1	1	1	7.5	1	5	1	2.5	1.875	1.875	1.875	1	3.75	1	1.875	1	45.25
P44	5	5	1	2.5	1	1	1	7.5	1	5	1	1	1	1	1.875	1	3.75	1	3.75	1	46.375
P45	5	2.5	1	2.5	1	1	1	7.5	1	5	1	1	1	1	1.875	1	3.75	1	3.75	1	43.875
P46	5	5	1	2.5	3.75	7.5	1	7.5	1	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	1	58.875
P47	5	2.5	1	2.5	1	1	1	7.5	1	5	1	1	1.875	1.875	1.875	1	3.75	1	3.75	1	45.625
P48	5	2.5	1	1	1	1	1	7.5	1	5	1	1	1.875	3.75	1.875	1.875	3.75	1	3.75	1	46.875
B41	5	5	1	2.5	1	1	3.75	7.5	1	5	2.5	2.5	1	1	1.875	1	1	1	1.875	3.75	50.25
B42	5	1	1	1	1	1	1	7.5	2.5	5	1	1	3.75	3.75	3.75	3.75	3.75	1	1.875	3.75	53.375
B43	5	5	1	2.5	7.5	1	3.75	7.5	2.5	5	2.5	5	3.75	3.75	3.75	1.875	3.75	1	1.875	1.875	69.875
B44	5	1	1	2.5	3.75	1	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	58.5
B45	5	1	1	2.5	1	1	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	56.625
B46	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	1.875	3.75	48
B47	5	1	2.5	2.5	1	1	1	7.5	2.5	5	5	1	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	52.875
B48	5	2.5	2.5	2.5	1	1	3.75	7.5	5	5	5	1	1.875	1.875	1.875	1	1	1	1.875	3.75	56
B49	5	1	1	2.5	3.75	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	1	1	1.875	3.75	48.875
B50	5	1	1	2.5	1	1	1	7.5	2.5	5	5	1	1.875	1.875	1.875	1.875	1	1	1.875	3.75	48.625
P49	5	2.5	1	1	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1.875	1	1	3.75	3.75	44
P50	5	2.5	1	1	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1.875	1	1	3.75	3.75	44
P51	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1.875	1	1	3.75	3.75	45.5
P52	5	2.5	2.5	2.5	3.75	1	7.5	7.5	2.5	5	2.5	2.5	1.875	1.875	1.875	1	1	1	3.75	3.75	60.875
P53	5	2.5	1	2.5	1	1	1	7.5	1	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	47.125
P54	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	41
P55	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	41
P56	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P57	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P58	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1.875	1	1	3.75	3.75	40.125
P59	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P60	5	2.5	5	2.5	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	55.5
P61	5	2.5	2.5	2.5	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	53
P62	5	1	2.5	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	42.5
P63	5	1	1	2.5	1	1	3.75	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	1.875	48
P64	5	1	1	2.5	3.75	3.75	3.75	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	1	52.625
P65	5	1	1	1	1	1	3.75	7.5	2.5	5	5	1	1	1	1.875	1.875	1	1	3.75	3.75	50
P66	5	1	1	1	1	1	1	7.5	2.5	5	5	1	1	1	1.875	1.875	1	1	3.75	3.75	47.25
P67	5	1	1	2.5	1	1	1	7.5	1	5	1	1	1.875	1	1.875	1.875	1	1	3.75	1.875	42.25
P68	5	2.5	1	2.5	1	1	1	7.5	1	5	1	1	1.875	1	1.875	1.875	1	1	3.75	3.75	45.625
P69	5	1	1	2.5	3.75	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	44.375
R3	5	2.5	1	1	1	1	1	7.5	1	1	1	1	1.875	1.875	1.875	1	3.75	1	1	1.875	38.25
P70	5	1	1	1	1	1	1	7.5	1	5	1	2.5	1	1	1	1	1	1	3.75	3.75	41.5
B51	5	1	1	1	1	1	1	7.5	1	5	1	2.5	1	1	1	1	1	1	1.875	3.75	39.625
P71	5	2.5	2.5	1	1	1	1	7.5	2.5	5	2.5	1	3.75	3.75	3.75	1	1	1	3.75	3.75	54.25
P72	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1	1	1	3.75	1	39
P73	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1	1	1	3.75	1	39
P74	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1	1	1	3.75	1	39
P75	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	1	37.25
P76	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	1	37.25
P77	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P78	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1	1	1	3.75	1	36.5
P79	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P80	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P81	5	2.5	1	1	1	1	1	7.5	1	2.5	1	2.5	1	1	1	1	1	1	3.75	3.75	40.5

P82	0.31	S 127th Ave	Sidewalk Both Sides	Lower Buckeye Road	Superior Ave	Yes	5	0	1	0	0	10	Yes	2	40	1193	4	160	115	2920	1	No	$ 363,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	5	1	2.5	1	1	1.875	1	1	1	3.75	3.75	43.875
P83	0.16	S 129th Ave	Sidewalk Both Sides	Hidalgo Ave	Southern Ave	Yes	1	0	0	0	0	0	Yes	2	25	0	2	95	54	637	1	No	$ 190,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P84	0.16	S 1st Ave	Sidewalk Both Sides	Overlin Lane	Whyman Ave	Yes	5	0	0	0	0	0	Yes	2	25	0	1	2066	1401	9613	13	No	$ 189,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	50
P85	0.06	S 1st St	Sidewalk Both Sides	Park Drive	Elm Lane	Yes	5	0	4	0	0	0	Yes	2	25	0	1	724	681	4801	2	No	$ 74,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	3.75	1.875	1.875	1	1	3.75	3.75	45.875
P86	0.13	S 3rd Ave	Sidewalk One Side	Rhodes Ave	Dead End	Yes	3	0	0	0	0	0	Yes	2	25	0	1	2066	1401	9613	13	No	$ 75,000	Low	Avondale Maint	Partially (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	48.5
P87	0.10	S 8th St	Sidewalk One Side	Western Ave	Buckeye Road	Yes	4	1	1	5	1	110	Yes	4	20	16338	2	1649	1051	7929	10	No	$ 60,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	3.75	3.75	3.75	7.5	2.5	2.5	2.5	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	61.25
P88	0.13	S Avondale Blvd	Sidewalk One Side	Rio Vista Lane	Lower Buckeye Road	Yes	2	0	4	1	0	53	Yes	4	40	8975	1	223	292	3557	0	No	$ 76,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	2.5	1	1	1	7.5	2.5	5	1	1	1	1.875	1.875	1	1	1	3.75	3.75	44.75
P89	1.24	S Dysart Rd	Sidewalk Both Sides	1.5 miles south of Superior Street	Southern Ave	Yes	1	0	0	0	0	6	Yes	2	35.8	675	2	95	54	637	1	No	$ 1,458,000	Low	County Maintain	Partially (Planned)	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	1	37.25
P90	0.08	S Greenleaf Ln	Sidewalk Both Sides	Main Street	Dead End	Yes	3	0	0	0	0	4	Yes	2	25	0	1	1380	941	9483	8	No	$ 94,000	Low	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	48.5
P91	0.67	S Vermeersch Rd	Sidewalk Both Sides	Superior Ave	1.5 miles south Superior Ave	Yes	4	0	0	0	0	5	Yes	2	40	1193	2	160	115	2920	1	No	$ 785,000	Low	Avondale Maint	Partially (In Progres	5	2.5	1	1	1	1	1	7.5	1	5	1	1	1	1	1.875	1	1	1	3.75	3.75	42.375
B52	2.97	Southern Ave	Bicycle Lane Both Sides	Dysart Road	107th Ave	Yes	2	0	0	0	0	44	Yes	2	45	1603	12	108	57	823	0	No	$ 1,625,000	Medium	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	5	1	5	1	1	1	1	1	1	1.875	1	39.375
MU9	0.57	SR-30	Trail Segment	119th Ave	Avondale Blvd	No	1	0	0	0	0	0	Yes	0	0	0	0	108	57	823	0	Yes	$ 1,770,000	Medium	Avondale Maint	No Development C	1	1	1	1	1	1	1	7.5	1	1	1	1	1	1	1	1	3.75	1	1.875	3.75	32.875
B53	0.63	Thomas Road	Bicycle Lane Both Sides	Litchfield Road	Estrella Mountian CC	Yes	2	4	5	0	0	1	Yes	4	35	17881	6	156	221	2568	4	Yes	$ 345,000	Medium	Avondale Maint	No Development C	5	1	2.5	2.5	1	1	1	7.5	2.5	5	2.5	2.5	1	1	1.875	1.875	3.75	1	1.875	3.75	50.125
B54	0.38	Thomas Road	Bicycle Lane One Side	Estrella Mountian CC	Dysart Road	Yes	4	6	3	2	1	77	Yes	4	35	17881	3	186	387	3773	2	Yes	$ 104,000	Medium	Avondale Maint	No Development C	5	2.5	5	2.5	3.75	3.75	1	7.5	2.5	5	2.5	1	1	1.875	1.875	1.875	3.75	1	1.875	3.75	59
B55	0.37	Thomas Road	Bicycle Lane Both Sides	Dysart Road	560 ft East Santa Fe Trl	Yes	4	4	5	3	1	93	Yes	2	35	9858	2	186	387	3773	2	Yes	$ 204,000	Medium	Avondale Maint	No Development C	5	2.5	2.5	2.5	3.75	3.75	3.75	7.5	1	5	1	1	1	1.875	1.875	1.875	3.75	1	1.875	3.75	56.25
B56	0.62	Thomas Road	Banner Wayfinding Signage	136th Avenue	Dysart Road	No	4	7	3	2	1	79	Yes	4	35	17881	5	186	387	3773	2	Yes	$ 53,000	Low	Avondale Maint	No Development C	1	2.5	5	2.5	3.75	3.75	1	7.5	2.5	5	2.5	2.5	1	1.875	1.875	1.875	3.75	1	3.75	3.75	58.375
B57	0.42	Thomas Road	Bicycle Lane Both Sides	Rancho Santa Fe Blvd	Agua Fria River West	Yes	2	0	0	0	0	3	Yes	2	35	8939	1	262	430	4146	1	No	$ 229,000	Medium	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1	1	1	1.875	3.75	39.875
B58	0.21	Thomas Road	Bicycle Lane Both Sides	Agua Fria River East	118th Drive	Yes	5	0	0	0	0	4	Yes	2	35	1804	1	277	539	4566	3	No	$ 117,000	Medium	Avondale Maint	Partially (In Progres	5	2.5	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1.875	1	1	1.875	3.75	42.25
MU10	0.88	Agua Fria River	Multi-Use Path	McDowell Road	Van Buren	Yes	3	0	0	0	0	32	Yes	0	0	0	3	449	305	3497	2	Yes	$ 2,761,000	Medium	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	1	1	1	1	1.875	1.875	1.875	1.875	3.75	1	1.875	3.75	40.375
B59	3.62	Van Buren Street	Bicycle Lane Both Sides	Agua Fria River West	99th Ave	Yes	6	7	13	2	0	238	Yes	2	45	15190	13	479	343	3936	2	No	$ 1,981,000	Medium	Avondale Maint	Partially (In Progres	5	2.5	5	5	3.75	1	3.75	7.5	1	5	2.5	5	1.875	1.875	1.875	1.875	1	1	1.875	3.75	62.125
B60	0.49	Van Buren Street	Bicycle Lane Both Sides	Central Ave	Dysart Road	Yes	1	1	11	17	3	338	Yes	4	40	19242	4	815	338	4560	5	No	$ 271,000	Medium	Avondale Maint	No Development C	5	1	1	5	7.5	7.5	7.5	7.5	2.5	5	2.5	2.5	1.875	1.875	1.875	1.875	1	1	1.875	3.75	69.625
P92	0.24	W Alta Vista Rd	Sidewalk Both Sides	El Mirage Road	121st Ave	Yes	0	0	0	0	0	2	Yes	2	25	0	3	95	54	637	1	No	$ 281,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P93	0.52	W Atlanta Ave	Sidewalk Both Sides	1/2 Mile west Avondale Blvd	Avondale Blvd	Yes	1	0	0	0	0	0	Yes	2	25	0	1	108	57	823	0	No	$ 609,000	Low	County Maintain	Partially (Planned)	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P94	0.35	W Avalon Dr	Sidewalk Both Sides	106th Ave	103rd Ave	Yes	5	0	3	0	0	1	Yes	2	25	0	3	360	523	4459	2	No	$ 412,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	44
P95	0.11	W Bohne St	Sidewalk Both Sides	127th Ave	Dead End	Yes	5	0	2	0	0	0	Yes	2	25	0	1	160	115	2920	1	No	$ 125,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1	1.875	1	1	1	3.75	3.75	41.375
P96	0.98	W Broadway Rd	Sidewalk Both Sides	Avondale Blvd	107th Ave	Yes	4	0	0	1	1	49	Yes	2	50	6284	2	108	57	823	0	No	$ 1,146,000	Low	Partially Maintai	Partially (In Progres	5	2.5	1	1	1	3.75	1	7.5	1	5	1	1	1	1	1	1	1	1	3.75	1.875	42.375
P97	0.35	W Catalina Dr	Sidewalk Both Sides	106th Ave	103rd Ave	Yes	5	0	3	0	0	0	Yes	2	25	0	3	360	523	4459	2	No	$ 411,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	44
P98	0.25	W Chambers Ave	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	Yes	3	0	0	1	0	2	Yes	2	25	0	1	108	57	823	0	No	$ 291,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P99	0.40	W Earll Dr	Sidewalk Both Sides	106th Ave	103rd Ave	Yes	3	0	3	0	0	1	Yes	2	25	0	3	360	523	4459	2	No	$ 468,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	42.5
P100	0.24	W Elwood St	Sidewalk Both Sides	127th Ave	125th Ave	Yes	3	0	0	0	0	1	Yes	2	25	0	2	95	54	637	1	No	$ 286,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P101	0.25	W Elwood St	Sidewalk One Side	125th Ave	El Mirage Road	Yes	5	0	0	0	0	3	Yes	2	25	0	5	95	54	637	1	No	$ 149,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	2.5	1	1	1	1	1	1	3.75	3.75	40.5
P102	0.13	W Elwood St	Sidewalk One Side	El Mirage Road	122nd Ave	Yes	4	0	0	0	0	2	Yes	2	25	0	2	95	54	637	1	No	$ 74,000	Low	County Maintain	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	36.25
P103	1.01	W Encanto Blvd	Sidewalk One Side	107th Ave	99th Ave	Yes	6	1	2	1	0	23	Yes	2	25	3932	5	488	485	4710	1	No	$ 595,000	Low	Avondale Maint	Partially (In Progres	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	2.5	1.875	1.875	1.875	1	1	1	3.75	3.75	44.625
P104	0.25	W Florence St	Sidewalk One Side	127th Ave	125th Ave	Yes	3	0	0	0	0	1	Yes	2	25	0	3	95	54	637	1	No	$ 144,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P105	0.35	W Flower St	Sidewalk Both Sides	106th Ave	103rd Ave	Yes	5	0	4	0	0	0	Yes	2	25	0	3	178	555	4005	3	No	$ 413,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1.875	1	1	3.75	3.75	43.125
P106	0.49	W Hidalgo Ave	Sidewalk Both Sides	Avondale Blvd	111th Ave	Yes	1	0	0	0	0	2	Yes	2	25	0	2	108	57	823	0	No	$ 573,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P107	0.31	W Hidalgo Ave	Sidewalk Both Sides	1/4 mile El Mirage Road	El Mirage Road	Yes	1	0	0	0	0	2	Yes	2	25	0	1	95	54	637	1	No	$ 369,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P108	0.40	W Hidalgo Ave	Sidewalk Both Sides	Dysart Road	830 feet east of 129th Ave	Yes	1	0	0	0	0	1	Yes	2	25	0	2	95	54	637	1	No	$ 475,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P109	0.12	W Hidalgo Ave	Sidewalk Both Sides	630 feet west of 109th Ave	109th Ave	Yes	0	0	0	0	0	0	Yes	2	25	0	1	120	61	1008	0	No	$ 140,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P110	0.09	W Illini St	Sidewalk Both Sides	127th Ave	126th Drive	Yes	3	0	0	0	0	2	Yes	2	25	0	1	95	54	637	1	No	$ 111,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P111	0.19	W Illini St	Sidewalk Both Sides	Vermeersch Road	Dead End	Yes	2	0	0	0	0	3	Yes	2	25	0	1	95	54	637	1	No	$ 225,000	Low	Avondale Maint	Partially (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	3.75	37.5
P112	0.25	W Illini St	Sidewalk One Side	125th Ave	El Mirage Road	Yes	5	0	0	0	0	2	Yes	2	25	0	5	95	54	637	1	No	$ 144,000	Low	County Maintain	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	2.5	1	1	1	1	1	1	3.75	1	37.75
P113	1.13	W Indian School Rd	Sidewalk One Side	Litchfield Park	Dysart Road	Yes	5	2	0	3	2	123	Yes	4	45	17827	6	306	183	3436	3	No	$ 663,000	Low	Avondale Maint	Partially (In Progres	5	2.5	2.5	1	3.75	7.5	3.75	7.5	2.5	5	2.5	2.5	1	1	1.875	1.875	1	1	3.75	3.75	61.25
P114	0.81	W Indian School Rd	Sidewalk Both Sides	380 feet East El Mirage Road	Copenhaagen Drive	Yes	3	0	3	0	0	24	Yes	4	45	23275	0	277	291	3779	2	No	$ 947,000	Low	County Maintain	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1	1.875	1.875	1.875	1	1	3.75	1	44.375
P115	0.29	W Indian School Rd	Sidewalk One Side	700 ft east Dysart Road	320 feet east Santa Fe Trl	Yes	3	1	2	0	0	11	Yes	4	45	22241	0	306	183	3436	3	No	$ 170,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1	1	1.875	1.875	1	1	3.75	3.75	46.25
P116	0.11	W Indian School Rd	Sidewalk One Side	125th Drive	745 feet West El Mirage Road	Yes	3	0	3	0	0	3	Yes	4	45	23511	0	381	165	3869	2	No	$ 63,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1	1.875	1.875	1	1	3.75	3.75	47.125
P117	0.14	W Indian School Rd	Sidewalk Both Sides	745 feet West El Mirage Road	El Mirage Road	Yes	4	0	3	0	0	51	Yes	4	45	21748	1	381	165	3869	2	No	$ 166,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1	1.875	1.875	1	1	3.75	3.75	48.625
P118	0.97	W Lower Buckeye Rd	Sidewalk One Side	Avondale Blvd	107th Ave	Yes	4	0	3	1	0	95	Yes	2	45	8566	5	223	292	3557	0	No	$ 567,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	3.75	7.5	1	5	1	2.5	1	1.875	1.875	1	1	1	3.75	3.75	49
P119	0.16	W Lower Buckeye Rd	Sidewalk One Side	126th Ave	125th Ave	Yes	6	0	3	1	0	10	Yes	2	35	7115	1	160	115	2920	1	No	$ 94,000	Low	County Maintain	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	5	1	1	1	1	1.875	1	1	1	3.75	1	41.125
P120	0.21	W Lower Buckeye Rd	Sidewalk Both Sides	175 feet East 125th Ave	El Mirage Road	Yes	7	0	3	1	0	40	Yes	2	35	7115	3	160	115	2920	1	No	$ 249,000	Low	County Maintain	Entirely (In Progres	5	5	1	2.5	1	1	1	7.5	1	5	1	1	1	1	1.875	1	1	1	3.75	1	43.625
P121	0.07	W Lower Buckeye Rd	Sidewalk One Side	El Mirage Road	460 feet East El Mirage Road	Yes	6	0	2	0	0	25	Yes	2	45	<Null>	1	160	115	2920	1	No	$ 40,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	2.5	1	1	1	7.5	1	5	5	1	1	1	1.875	1	1	1	3.75	3.75	47.875
P122	0.59	W Lower Buckeye Rd	Sidewalk One Side	121st Drive	116th Ave	Yes	3	0	2	0	0	11	Yes	2	45	19807	2	223	292	3557	0	No	$ 345,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	2.5	1	1	1	7.5	1	5	2.5	1	1	1.875	1.875	1	1	1	3.75	3.75	44.75
P123	0.17	W Lower Buckeye Rd	Sidewalk Both Sides	116th Ave	Avondale Blvd	Yes	2	0	3	1	0	54	Yes	2	45	19807	1	223	292	3557	0	No	$ 194,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	2.5	1	1	1	7.5	1	5	2.5	1	1	1.875	1.875	1	1	1	3.75	3.75	44.75
P124	0.05	W Madden Dr	Sidewalk Both Sides	1st Ave	Central Ave	Yes	4	4	5	2	2	12	Yes	2	25	0	2	1754	900	7204	14	No	$ 57,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	2.5	2.5	3.75	2.5	2.5	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	62.25
P125	0.32	W McDowell Rd	Sidewalk Both Sides	117th Ave	Avondale Blvd	Yes	2	0	4	2	0	76	Yes	4	40	21129	2	366	401	4843	3	No	$ 375,000	Low	Avondale Maint	Entirely (Planned)	5	1	1	2.5	3.75	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	50.75
P126	0.08	W McDowell Rd	Sidewalk One Side	113th Drive	113th Ave	Yes	3	0	3	0	0	10	Yes	5	45	32685	1	366	401	4843	3	No	$ 47,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	5	5	5	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	53
P127	0.50	W McDowell Rd	Sidewalk One Side	415 feet East 112th Ave	107th Ave	Yes	4	2	6	1	0	160	Yes	4	45	18017	2	406	357	3904	1	No	$ 295,000	Low	Avondale Maint	Partially (In Progres	5	2.5	2.5	2.5	1	1	3.75	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	52.875
P128	0.18	W McDowell Rd	Sidewalk One Side	119th Ave	117th Ave	Yes	2	0	2	0	0	28	Yes	4	40	21129	2	385	347	3686	1	No	$ 106,000	Low	Avondale Maint	Partially (Planned)	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	47.125
P129	0.34	W McDowell Rd	Sidewalk One Side	Agua Fria River West	Agua Fria River East	Yes	2	0	3	0	0	12	Yes	4	40	43615	0	464	503	4322	3	No	$ 200,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	5	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	50.5
P130	0.97	W Miami Ave	Sidewalk Both Sides	Avondale Blvd	107th Ave	Yes	2	0	0	0	0	9	Yes	2	25	0	3	223	292	3557	0	No	$ 1,134,000	Low	County Maintain	Partially (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1	1	1	3.75	1	36.5
P131	0.35	W Mulberry St	Sidewalk Both Sides	106th Ave	103rd Ave	Yes	5	0	3	0	0	1	Yes	2	25	0	1	178	555	4005	3	No	$ 412,000	Low	Avondale Maint	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1.875	1	1	3.75	3.75	43.125
P132	0.09	W Overlin Ln	Sidewalk Both Sides	1st Ave	Central Ave	Yes	3	0	0	0	0	0	Yes	2	25	0	1	2066	1401	9613	13	No	$ 106,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	1	1	3.75	3.75	48.5
P133	0.12	W Palm Ln	Sidewalk One Side	119th Ave	650 feet East 119th Ave	Yes	3	1	0	0	0	1	Yes	2	25	0	3	385	347	3686	1	No	$ 73,000	Low	Partially Maintai	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	1.875	38.25
P134	0.25	W Palm Ln	Sidewalk One Side	116th Lane	Avondale Blvd	Yes	5	1	1	2	1	10	Yes	2	25	0	1	366	401	4843	3	No	$ 145,000	Low	County Maintain	Partially (Planned)	5	2.5	1	1	3.75	3.75	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	1	45.25
P135	0.37	W Pecan Rd	Sidewalk Both Sides	625 feet west 109th Ave	107th Ave	Yes	2	0	0	0	0	4	Yes	2	25	0	2	120	61	1008	0	No	$ 436,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P136	0.19	W Pioneer St	Sidewalk One Side	125th Ave	330 feet east 124th Ave	Yes	5	0	1	0	0	3	Yes	2	25	0	2	160	115	2920	1	No	$ 113,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1.875	1	1	1	3.75	3.75	39.875
P137	0.12	W Pioneer St	Sidewalk Both Sides	127th Ave	Dead End	Yes	4	0	0	0	0	0	Yes	2	25	0	1	160	115	2920	1	No	$ 135,000	Low	Avondale Maint	Entirely (In Progres	5	2.5	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1.875	1	1	1	3.75	3.75	39.875
P138	0.24	W Roeser Rd	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	Yes	2	0	0	0	0	2	Yes	2	25	0	1	108	57	823	0	No	$ 277,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P139	0.16	W Roosevelt St	Sidewalk One Side	120 Drive	119th Ave	Yes	2	0	2	0	0	0	Yes	2	30	0	2	430	468	4445	0	No	$ 96,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	1	2.5	1	1	1.875	1.875	1.875	1	1	1	3.75	3.75	41.625
P140	3.47	W Southern Ave	Sidewalk Both Sides	Buckeye Canal	107th Ave	Yes	2	0	0	0	0	45	Yes	2	43.5	1603	12	108	57	823	0	No	$ 4,065,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	5	1	5	1	1	1	1	1	1	3.75	1	41.25
P141	0.25	W Sunland Ave	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	Yes	1	0	0	0	0	0	Yes	2	25	0	2	108	57	823	0	No	$ 291,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	1	2.5	1	1	1	1	1	1	1	1	3.75	1	34.75
P142	0.24	W Thomas Rd	Sidewalk One Side	119th Ave	116th Ave	Yes	4	0	0	0	0	4	Yes	2	35	1804	1	277	539	4566	3	No	$ 141,000	Low	Avondale Maint	No Development C	5	2.5	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1.875	1	1	3.75	3.75	44.125
P143	0.91	W Thomas Rd	Sidewalk One Side	106th Ave	99th Ave	Yes	7	0	0	0	0	120	Yes	2	45	30438	4	360	523	4459	2	No	$ 533,000	Low	Avondale Maint	Partially (In Progres	5	5	1	1	1	1	3.75	7.5	1	5	5	2.5	1.875	1.875	1.875	1.875	1	1	3.75	3.75	55.75
P144	0.46	W Thomas Rd	Sidewalk One Side	350 feet West Rancho Santa Fe Blvd	Agua Fria River West	Yes	2	0	0	0	0	3	Yes	2	35	8939	1	262	430	4146	1	No	$ 270,000	Low	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	1	5	1	1	1	1.875	1.875	1	1	1	3.75	3.75	41.75
P145	0.75	W Van Buren St	Sidewalk One Side	107th Ave	101st Ave	Yes	3	0	4	0	0	34	Yes	2	45	10409	5	241	99	2293	1	No	$ 442,000	Low	Avondale Maint	Partially (In Progres	5	1	1	2.5	1	1	1	7.5	1	5	2.5	2.5	1	1	1	1	1	1	3.75	3.75	44.5
P146	0.24	W Van Buren St	Sidewalk Both Sides	Avondale Blvd	1/4 mile west 111th Ave	Yes	4	1	1	0	0	91	Yes	2	45	16448	1	367	345	3728	0	No	$ 285,000	Low	Avondale Maint	No Development C	5	2.5	1	1	1	1	3.75	7.5	1	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	48.375
P147	0.22	W Van Buren St	Sidewalk One Side	1/4 mile west 111th Ave	111th Ave	Yes	3	0	2	0	0	11	Yes	2	45	16448	2	241	99	2293	1	No	$ 130,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	1	5	2.5	1	1	1	1	1	1	1	3.75	3.75	43
P148	0.50	W Van Buren St	Sidewalk One Side	119th Ave	Avondale Blvd	Yes	2	1	2	0	0	119	Yes	4	45	21463	2	367	345	3728	0	No	$ 294,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	3.75	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	49.875
P149	0.25	W Van Buren St	Sidewalk One Side	Fairway Drive	120th Lane	Yes	2	1	3	2	0	40	Yes	4	45	18506	1	430	468	4445	0	No	$ 147,000	Low	Avondale Maint	No Development C	5	1	1	2.5	3.75	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	1	1	3.75	3.75	49.875
P150	0.27	W Van Buren St	Sidewalk One Side	Agua Fria River West	Agua Fria River East	Yes	1	2	2	0	0	9	Yes	4	40	18916	0	480	283	3402	3	No	$ 161,000	Low	Avondale Maint	No Development C	5	1	2.5	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	49.5
P151	0.10	W Van Buren St	Sidewalk One Side	137th Ave	535 feet east of 137th Ave	Yes	1	3	4	0	0	3	Yes	4	40	0	1	815	338	4560	5	No	$ 60,000	Low	Avondale Maint	No Development C	5	1	2.5	2.5	1	1	1	7.5	2.5	5	1	1	1.875	1.875	1.875	1.875	1	1	3.75	3.75	48
P152	0.24	W Warner St	Sidewalk Both Sides	127th Ave	125th Ave	Yes	3	0	0	0	0	2	Yes	2	25	0	5	95	54	637	1	No	$ 286,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	1	2.5	1	2.5	1	1	1	1	1	1	3.75	3.75	39
P153	0.12	W Whyman St	Sidewalk One Side	125th Ave	124th Ave	Yes	7	0	3	0	0	0	Yes	2	25	0	2	160	115	2920	1	No	$ 72,000	Low	Avondale Maint	Entirely (In Progres	5	5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1	1.875	1	1	1	3.75	3.75	43.875
P154	0.48	W Winslow Ave	Sidewalk Both Sides	Avondale Blvd	111th Ave	Yes	4	0	2	0	0	1	Yes	2	25	0	2	223	292	3557	0	No	$ 565,000	Low	County Maintain	No Development C	5	2.5	1	2.5	1	1	1	7.5	1	2.5	1	1	1	1.875	1.875	1	1	1	3.75	1	39.5
MU11	2.95	Transmission Lines	Multi-Use Path	Lower Buckeye	Broadway / Agua Fria River	Yes	4	0	0	0	0	4	Yes	0	0	0	4	110	80	2021	0	No	$ 9,227,000	Medium	Avondale Maint	Partially (In Progres	5	2.5	1	1	1	1	1	7.5	1	1	1	2.5	1	1	1	1	1	1	1.875	3.75	37.125
B61	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River EB	.	Yes	0	2	2	0	0	4	Yes	4	40	18916	0	480	283	3402	3	Yes	$ 3,000	Low	Avondale Maint	No Development C	5	1	2.5	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	3.75	1	3.75	3.75	52.25
B62	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River WB	.	Yes	1	0	0	0	0	1	Yes	4	45	18916	0	480	283	3402	3	Yes	$ 3,000	Low	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	3.75	1	3.75	3.75	49.25
B63	0	Van Buren Street	Bicycle Signage	Van Buren Street and 120th Avenue EB	.	Yes	2	0	2	0	0	3	Yes	4	45	18506	1	430	468	4445	0	Yes	$ 3,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	3.75	49.875
B64	0	Van Buren Street	Bicycle Signage	Van Buren Street and 120th Avenue WB	.	Yes	2	1	2	0	0	13	Yes	4	45	21463	0	430	468	4445	0	Yes	$ 3,000	Low	Avondale Maint	No Development C	5	1	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	3.75	49.875
B65	0	Van Buren Street	Bicycle Signage	Van Buren Street and Avondale Blvd EB	.	Yes	1	1	0	0	0	16	Yes	4	45	21463	0	367	345	3728	0	Yes	$ 3,000	Low	Avondale Maint	No Development C	5	1	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	3.75	48.375
B66	0	Avondale Blvd	Bicycle Signage	Avondale Blvd and Van Buren Street SB	.	No	1	0	0	0	0	8	Yes	6	45	32767	0	367	345	3728	0	Yes	$ 3,000	Low	Avondale Maint	Entirely (Planned)	1	1	1	1	1	1	1	7.5	5	5	5	1	1.875	1.875	1.875	1	3.75	1	3.75	3.75	49.375
B67	0	Avondale Blvd	Bicycle Signage	Avondale Blvd and Van Buren Street NB	.	No	1	1	0	0	0	15	Yes	6	45	27560	0	367	345	3728	0	Yes	$ 3,000	Low	Avondale Maint	No Development C	1	1	1	1	1	1	1	7.5	5	5	5	1	1.875	1.875	1.875	1	3.75	1	3.75	3.75	49.375
B68	0	Central Avenue	Bicycle Signage	Central Avenue and Main Street SB	.	Yes	3	0	0	0	0	2	Yes	4	35	5936	0	2065	1407	9613	13	Yes	$ 3,000	Low	Avondale Maint	Entirely (In Progres	5	1	1	1	1	1	1	7.5	2.5	5	1	1	3.75	3.75	3.75	3.75	3.75	1	3.75	3.75	55.25
B69	0	Central Avenue	Bicycle Signage	Central Avenue and Harrison Drive NB	.	No	3	0	1	0	0	0	Yes	2	25	1876	0	2065	1407	9613	13	Yes	$ 3,000	Low	Avondale Maint	Entirely (In Progres	1	1	1	1	1	1	1	7.5	1	2.5	1	1	3.75	3.75	3.75	3.75	3.75	1	3.75	3.75	47.25
B70	0	Buckeye Road	Bicycle Signage	Buckeye Road and Agua Fria River EB	.	Yes	3	0	0	0	0	1	Yes	4	50	20334	0	655	523	5346	2	Yes	$ 3,000	Low	County Maintain	No Development C	5	1	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1.875	3.75	1	3.75	1	46.5
B71	0	Buckeye Road	Bicycle Signage	Buckeye Road and Agua Fria River WB	.	Yes	4	0	0	0	0	4	Yes	4	50	20334	0	361	370	4698	0	Yes	$ 3,000	Low	County Maintain	No Development C	5	2.5	1	1	1	1	1	7.5	2.5	5	2.5	1	1.875	1.875	1.875	1	3.75	1	3.75	1	47.125
P155	0	Avondale Blvd	HAWK Crossing	Avondale and Littleton Elementary	.	No	5	1	2	0	0	2	Yes	4	35	19413	0	683	677	6506	0	Yes	$ 282,000	Low	Avondale Maint	No Development C	1	2.5	1	2.5	1	1	1	7.5	2.5	5	2.5	1	1.875	3.75	3.75	1	3.75	1	3.75	3.75	51.125

Proximity & Connectivity

Criteria Weight	Sub-Criteria (SC)	SC Score	Scoring Thresholds	
20	Fills a gap in the existing system	5	Yes	5
			No	1
	Connects neighborhoods /parks/adjacent jurisdictions	5	7-12	5
			4-6	2.5
			0-3	1
	Provides access to school and medical facilties	5	5-7	5
			2-4	2.5
			0-1	1
	Addresses first mile/last mile connection	5	8-13	5
			2-7	2.5
			0-1	1

Safety

Criteria Weight	Sub-Criteria (SC)	(SC) Score	Scoring Thresholds	
30	May Address pedestrian/ bicycle safety issues	7.5	7-17	7.5
			2-6	3.75
			0-1	1
	May Address pedestrian/ bicycle fatality and/or incapacitating injury	7.5	2-3	7.5
			1	3.75
			0	1
	May address related safety issues at project location	7.5	273-779	7.5
			80-272	3.75
			0-79	1
	Positive Crash Reduction Factor	7.5	Yes	7.5
			0	1

Comfort

Criteria Weight	Sub-Criteria (SC)	(SC) Score	Scoring Thresholds	
20	Number of Lanes	5	4.3-6	5
			2.1-4.2	2.5
			0-2	1
	Speed Limit	5	31-50	5
			1-30	2.5
			0	1
	Traffic Volume	5	23,512-53,711	5
			9,859-23,511	2.5
			0-9,858	1
	Facility conflicts	5	9-19	5
			4-8	2.5
			0-3	1

Social Equity

Criteria Weight	Sub-Criteria (SC)	SC Score	Scoring Thresholds	
			832-20666	3.75

	Serves an area with high number of low income and zero car household populations	3.75	307-831	1.875
			3-306	1
	Serves an area with high number of individuals with disabilities	3.75	603-1401	3.75
			235-602	1.875
15			3-234	1
	Serves areas with disproportionate rate of vulnerable users	3.75	5607-9613	3.75
			2294-5606	1.875
			18-2293	1
	Provides active transportation facilities in an area where residents commute by alternative modes of transportation	3.75	6.68-21.66	3.75
			2.27-6.67	1.875
			0-2.26	1

Deliverability & Constructability				
Criteria Weight	**Sub-Criteria (SC)**	**SC Score**	**Scoring Thresholds**	
15	Previously recommended project	3.75	Yes	3.75
			No	1
	Project cost	3.75	$3,000 - 2.09M	3.75
			2.09M - 6.49M	1.875
			6.49M - 16.49M	1
	Maintenance cost	3.75	Low	3.75
			Medium	1.875
			High	1
	Physical constraints (Owned and Maintained Roadway)	3.75	Avondale Maintained	3.75
			Partially Maintained	1.875
			County Maintained	1

ATTRIBUTE TABLE

Project ID	Length (Miles)	Location	Facility Type	Plan	Limit From	Limit To	Roadway Functional Classification	Join_Field	Construction Cost	Inflation Adjustment	Design	contingency	Cost Estimate
P1	0.50	101st Ave	Sidewalk One Side	Avondale ATP 2022	Roosevelt Street	Van Buren Street	LOCAL	1	$ 188,480	$ 210,551	$ 21,055	$ 63,165	$ 295,000
B1	0.13	103rd Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Zinc Apartment Parcl	Zinc Apartment Parcl	COLLECTOR	2	$ 44,107	$ 49,272	$ 4,927	$ 14,782	$ 69,000
P2	0.07	107th Ave	Sidewalk One Side	MCDOT ATP 2018	350 feet north Buckeye Rd	Buckeye Rd	ARTERIAL	3	$ 24,825	$ 27,732	$ 2,773	$ 8,320	$ 39,000
B2	1.99	107th Ave	Bicycle Lane Both Sides	MCDOT ATP 2018	Lower Buckeye Rd	Southern Ave	ARTERIAL	4	$ 696,859	$ 778,462	$ 77,846	$ 233,539	$ 1,090,000
B3	0.81	107th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	I-10	Van Buren Street	ARTERIAL	5	$ 283,105	$ 316,256	$ 31,626	$ 94,877	$ 443,000
P3	0.02	107th Ave	Sidewalk Both Sides	MCDOT ATP 2018	Lower Buckeye Road	125 feet south Lower Buckeye Road	ARTERIAL	6	$ 17,838	$ 19,926	$ 1,993	$ 5,978	$ 28,000
P4	0.34	111th Ave	Sidewalk One Side	Avondale ATP 2022	Roosevelt Street	Van Buren Street	COLLECTOR	7	$ 128,741	$ 143,816	$ 14,382	$ 43,145	$ 201,000
B4	0.32	112th Lane	Bicycle Lane Both Sides	Avondale ATP 2022	Whyman Ave	Lower Buckeye Road	COLLECTOR	8	$ 110,937	$ 123,928	$ 12,393	$ 37,178	$ 173,000
P5	0.04	114th Ave	Sidewalk One Side	Avondale ATP 2022	Coldwater Springs Blvd	Civic Center Drive	LOCAL	9	$ 15,783	$ 17,631	$ 1,763	$ 5,289	$ 25,000
B5	0.84	115th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Roanoke Drive	McDowell Road	ARTERIAL	10	$ 293,958	$ 328,380	$ 32,838	$ 98,514	$ 460,000
B6	0.33	119th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Monte Vista Road	McDowell Road	COLLECTOR	11	$ 114,076	$ 127,434	$ 12,743	$ 38,230	$ 178,000
B7	0.51	119th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	I-10	Van Buren Street	COLLECTOR	12	$ 177,160	$ 197,906	$ 19,791	$ 59,372	$ 277,000
B8	0.20	119th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Thomas Road	Encanto Blvd	COLLECTOR	13	$ 71,452	$ 79,819	$ 7,982	$ 23,946	$ 112,000
P6	0.21	119th Ave	Sidewalk One Side	Avondale ATP 2022	Roosevelt Street	Van Buren Street	COLLECTOR	14	$ 78,441	$ 87,627	$ 8,763	$ 26,288	$ 123,000
P7	0.26	119th Ave	Sidewalk One Side	Avondale ATP 2022	Palm Lane	McDowell Road	COLLECTOR	15	$ 96,055	$ 107,303	$ 10,730	$ 32,191	$ 150,000
P8	0.03	126th Ave	Sidewalk Both Sides	Avondale ATP 2022	Warner Street	Dead End	LOCAL	16	$ 21,030	$ 23,493	$ 2,349	$ 7,048	$ 33,000
P9	0.04	126th Dr	Sidewalk Both Sides	Avondale ATP 2022	Warner Street	Illini Street	LOCAL	17	$ 27,078	$ 30,249	$ 3,025	$ 9,075	$ 42,000
B9	2.00	99th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Indian School Road	McDowell Road	ARTERIAL	18	$ 700,363	$ 782,375	$ 78,238	$ 234,713	$ 1,095,000
B10	0.19	99th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	McDowell Road	I-10	ARTERIAL	19	$ 64,953	$ 72,559	$ 7,256	$ 21,768	$ 102,000
B11	0.16	99th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	820 feet North Van Buren St	Van Buren St	ARTERIAL	20	$ 54,457	$ 60,834	$ 6,083	$ 18,250	$ 85,000
MU1	2.97	Agua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Lower Buckeye Road	Gila River	Off-Street	21	$ 5,945,292	$ 6,641,486	$ 664,149	$ 1,992,446	$ 9,298,000
MU2	2.07	Agua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Indian School Road	McDowell Road	Off-Street	22	$ 4,149,482	$ 4,635,386	$ 463,539	$ 1,390,616	$ 6,490,000
MU3	1.01	Agua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Buckeye Road	Lower Buckeye Road	Off-Street	23	$ 2,021,316	$ 2,258,012	$ 225,801	$ 677,404	$ 3,161,000
MU4	2.81	Agua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Lower Buckeye Road	Gila River	Off-Street	24	$ 5,613,022	$ 6,270,307	$ 627,031	$ 1,881,092	$ 8,778,000
MU5	1.87	Agua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Indian School Road	I-10	Off-Street	25	$ 3,732,370	$ 4,169,431	$ 416,943	$ 1,250,829	$ 5,837,000
MU6	1.92	Agua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	I-10	Lower Buckeye Road	Off-Street	26	$ 3,837,178	$ 4,286,512	$ 428,651	$ 1,285,953	$ 6,001,000
B12	0.28	Avondale Blvd	Bicycle Lane One Side	Avondale Transportation Master Plan	McDowell Road	I-10	ARTERIAL	27	$ 48,837	$ 54,555	$ 5,456	$ 16,367	$ 76,000
B13	1.35	Avondale Blvd	Banner Wayfinding Signage	Wayfinding Master Plan	Broadway Road	Southern Avenue	ARTERIAL	28	$ 33,600	$ 37,535	$ 3,753	$ 11,260	$ 53,000
R1	0.49	Avondale Blvd	Roadway Improvements	City of Avondale 5-year CIP	Encanto Blvd	McDowell Road	ARTERIAL	29			L-Sum		$ 875,000
B14	3.74	Avondale Blvd	Bicycle Lane Both Sides	Avondale ATP 2022	Lower Buckeye Road	Southern Ave	ARTERIAL	30	$ 1,308,491	$ 1,461,716	$ 146,172	$ 438,515	$ 2,046,000
P10	3.73	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	Lower Buckeye Road	El Mirage Road	ARTERIAL	31	$ 2,799,778	$ 3,127,632	$ 312,763	$ 938,290	$ 4,379,000
P11	0.22	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	290 feet south McDowell Road	I-10	ARTERIAL	32	$ 162,306	$ 181,312	$ 18,131	$ 54,394	$ 254,000
P12	0.10	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	I-10	Roosevelt Street	ARTERIAL	33	$ 38,670	$ 43,199	$ 4,320	$ 12,960	$ 60,000
P13	0.17	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	515 feet south Roosevelt Street	City Center Drive	ARTERIAL	34	$ 65,549	$ 73,225	$ 7,322	$ 21,967	$ 103,000
P14	0.23	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	City Center Drive	Van Buren Street	ARTERIAL	35	$ 172,194	$ 192,358	$ 19,236	$ 57,708	$ 269,000
P15	0.24	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	Van Buren Street	Coldwater Springs Blvd	ARTERIAL	36	$ 91,668	$ 102,402	$ 10,240	$ 30,721	$ 143,000
P16	0.49	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	Encanto Blvd	McDowell Road	ARTERIAL	37	$ 185,555	$ 207,283	$ 20,728	$ 62,185	$ 290,000
P17	0.06	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	McDowell Road	290 feet south McDowell Road	ARTERIAL	38	$ 20,622	$ 23,037	$ 2,304	$ 6,911	$ 32,000
P18	0.10	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	Roosevelt Street	515 feet south Roosevelt Street	ARTERIAL	39	$ 73,219	$ 81,793	$ 8,179	$ 24,538	$ 115,000
B15	1.85	Broadway Road	Bicycle Lane Both Sides	Avondale ATP 2022	El Mirage Road	107th Ave	ARTERIAL	40	$ 647,565	$ 723,395	$ 72,339	$ 217,018	$ 1,013,000
P19	1.53	Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	119th Lane	107th Ave	ARTERIAL	41	$ 571,797	$ 638,754	$ 63,875	$ 191,626	$ 894,000
P20	0.97	Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	Dysart Road	El Mirage Road	ARTERIAL	42	$ 363,583	$ 406,159	$ 40,616	$ 121,848	$ 569,000
P21	0.06	Buckeye Rd	Sidewalk Both Sides	MCDOT ATP 2018	107th Ave	320 feet Esat 107th	ARTERIAL	43	$ 45,486	$ 50,813	$ 5,081	$ 15,244	$ 71,000
P22	0.47	Buckeye Rd North	Sidewalk One Side	MCDOT ATP 2018	West of El Mirage Rd	West of 119th Ave	ARTERIAL	44	$ 177,737	$ 198,550	$ 19,855	$ 59,565	$ 278,000
B16	0.96	Buckeye Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Avondale Blvd	107th Avenue	ARTERIAL	45	$ 336,364	$ 375,753	$ 37,575	$ 112,726	$ 526,000
B17	0.35	Buckeye Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	1000 ft West El Mirage Road	760 ft East El Mirage Road	ARTERIAL	46	$ 122,788	$ 137,167	$ 13,717	$ 41,150	$ 192,000
B18	0.86	Buckeye Road	Bicycle Lane Both Sides	Avondale ATP 2022	121st Lane	Avondale Blvd	ARTERIAL	47	$ 299,332	$ 334,384	$ 33,438	$ 100,315	$ 468,000
B19	0.42	Central Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Western Ave	Main Street	COLLECTOR	48	$ 148,632	$ 166,037	$ 16,604	$ 49,811	$ 232,000
P23	0.31	Civic Center Dr	Sidewalk Both Sides	Avondale ATP 2022	400 feet southeast 114th Ave	Coldwater Springs Blvd	LOCAL	49	$ 231,319	$ 258,406	$ 25,841	$ 77,522	$ 362,000
P24	0.09	Civic Center Dr	Sidewalk One Side	Avondale ATP 2022	Avondale Blvd	Madison Street	LOCAL	50	$ 34,354	$ 38,377	$ 3,838	$ 11,513	$ 54,000
P25	0.09	Civic Center Dr	Sidewalk Both Sides	Avondale ATP 2022	Madison Street	Jefferson Street	LOCAL	51	$ 69,916	$ 78,103	$ 7,810	$ 23,431	$ 109,000
P26	0.17	Civic Center Dr	Sidewalk One Side	Avondale ATP 2022	Jefferson Street	400 feet southeast 114th Ave	LOCAL	52	$ 63,838	$ 71,313	$ 7,131	$ 21,394	$ 100,000
B20	0.10	Coldwater Springs Blvd	Bicycle Lane Both Sides	Avondale Transportation Master Plan	126th Avenue	125th Avenue	COLLECTOR	54	$ 35,361	$ 39,501	$ 3,950	$ 11,850	$ 55,000
P27	0.10	Coldwater Springs Blvd	Sidewalk Both Sides	Avondale ATP 2022	114th Ave	Civic Center Drive	COLLECTOR	55	$ 77,380	$ 86,442	$ 8,644	$ 25,933	$ 121,000
P28	0.12	County Line Rd	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	Dead End	LOCAL	56	$ 91,451	$ 102,160	$ 10,216	$ 30,648	$ 143,000
MU7	0.32	Durango Street	Trail Segment	Avondale Transportation Master Plan	125th Avenue	Agua Fria Trail	Off-Street	57	$ 649,300	$ 725,333	$ 72,533	$ 217,600	$ 1,015,000
B21	0.11	Dysart Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Western Ave	Buckeye Road	ARTERIAL	58	$ 37,913	$ 42,353	$ 4,235	$ 12,706	$ 59,000
B22	1.00	Dysart Road	Banner Wayfinding Signage	Wayfinding Master Plan	Indian School Road	Thamas	ARTERIAL	59	$ 33,600	$ 37,535	$ 3,753	$ 11,260	$ 53,000
B23	1.39	Dysart Road	Banner Wayfinding Signage	Wayfinding Master Plan	Thomas Road	I-10	ARTERIAL	60	$ 33,600	$ 37,535	$ 3,753	$ 11,260	$ 53,000
B24	2.19	Dysart/Vermeersch Road	Bicycle Lane Both Sides	Avondale ATP 2022	Lower Buckeye Road	Southern Ave	ARTERIAL	61	$ 766,279	$ 856,010	$ 85,601	$ 256,803	$ 1,198,000
P29	0.08	E Agua Fria Ln	Sidewalk One Side	Avondale ATP 2022	Corral Street	Dead End	LOCAL	62	$ 29,911	$ 33,413	$ 3,341	$ 10,024	$ 47,000
P30	0.25	E Brinker Dr	Sidewalk Both Sides	Avondale ATP 2022	Dysart Rd	Eliseo C Felix Jr Way	COLLECTOR	63	$ 186,827	$ 208,704	$ 20,870	$ 62,611	$ 292,000
P31	0.30	E Brooke Pl	Sidewalk Both Sides	Avondale ATP 2022	Central Ave	4th Street	LOCAL	64	$ 222,814	$ 248,905	$ 24,891	$ 74,672	$ 348,000
P32	0.10	E Corral St	Sidewalk One Side	Avondale ATP 2022	Corral Street	7th Street	LOCAL	65	$ 38,943	$ 43,503	$ 4,350	$ 13,051	$ 61,000
P33	0.17	E Ludlow Dr	Sidewalk One Side	Avondale ATP 2022	Central Ave	3rd Street	LOCAL	66	$ 62,447	$ 69,759	$ 6,976	$ 20,928	$ 98,000
P34	0.05	E Park Dr	Sidewalk Both Sides	Avondale ATP 2022	1st Street	2nd Street	LOCAL	67	$ 33,920	$ 37,892	$ 3,789	$ 11,368	$ 53,000
P35	0.65	E Riley Dr	Sidewalk One Side	Avondale ATP 2022	4th Street	420 feet East Eliseo C Felix Jr Way	LOCAL	68	$ 243,241	$ 271,724	$ 27,172	$ 81,517	$ 380,000
P36	0.29	E Western Ave	Sidewalk One Side	Avondale ATP 2022	Dysart Road	Eliseo C Felix Jr Way	LOCAL	69	$ 110,114	$ 123,009	$ 12,301	$ 36,903	$ 172,000

P37	4.12	S el Mirage Rd	Sidewalk Both Sides	Avondale ATP 2022	Buckeye Road	Indian Springs Road	ARTERIAL	70	$ 3,092,288	$ 3,454,395	$ 345,440	$ 1,036,319	$ 4,836,000
P38	0.26	el Mirage Rd	Sidewalk Both Sides	Avondale ATP 2022	Alta Vista Road	Gila River	ARTERIAL	71	$ 195,247	$ 218,110	$ 21,811	$ 65,433	$ 305,000
B25	0.36	El Mirage Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Garfield Strett	Van Buren Street	ARTERIAL	72	$ 124,488	$ 139,066	$ 13,907	$ 41,720	$ 195,000
B26	0.74	El Mirage Road	Bicycle Lane Both Sides	Avondale ATP 2022	Highland Ave	Indian School	ARTERIAL	73	$ 258,728	$ 289,025	$ 28,903	$ 86,708	$ 405,000
B27	1.65	El Mirage Road	Bicycle Lane Both Sides	Avondale ATP 2022	Durango Street	Broadway Road	ARTERIAL	74	$ 579,188	$ 647,011	$ 64,701	$ 194,103	$ 906,000
B28	2.02	El Mirage Road	Bicycle Lane Both Sides	Avondale ATP 2022	Broadway Road	Indian Springs Road	ARTERIAL	75	$ 708,181	$ 791,109	$ 79,111	$ 237,333	$ 1,108,000
P39	0.11	Elisio Felix Jr Way	Sidewalk One Side	Avondale ATP 2022	Brinker Drive	Riley Drive	COLLECTOR	76	$ 40,358	$ 45,084	$ 4,508	$ 13,525	$ 63,000
B29	0.22	Encanto Blvd	Bicycle Lane Both Sides	Avondale ATP 2022	115th Ave	112th Lane	COLLECTOR	77	$ 76,062	$ 84,969	$ 8,497	$ 25,491	$ 119,000
R2	0.44	Garden Lakes Parkway	Improvements Phase 1	City of Avondale 5-year CIP	Thomas Road	Lakeshore Drive	COLLECTOR	78		L-Sum			$ 900,000
MU8	5.27	Gila River	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	143rd Ave	East of 107 Ave	Off-Street	79	$ 10,543,008	$ 11,777,594	$ 1,177,759	$ 3,533,278	$ 16,489,000
B30	1.99	Indian School Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	El Mirage Rd	103rd Ave	ARTERIAL	80	$ 697,943	$ 779,672	$ 77,967	$ 233,902	$ 1,092,000
P40	0.24	Indian School Rd	Sidewalk One Side	MCDOT ATP 2018	100th Ave	103rd Ave	ARTERIAL	81	$ 90,487	$ 101,083	$ 10,108	$ 30,325	$ 142,000
P41	0.07	Indian School Rd	Sidewalk Both Sides	MCDOT ATP 2018	El Mirage Rd	El Mirage Rd to East .07 miles	ARTERIAL	82	$ 54,694	$ 61,099	$ 6,110	$ 18,330	$ 86,000
B31	0.17	Indian School Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	1000 ft East El Mirage Road	Agua Fria River Bridge	ARTERIAL	83	$ 58,617	$ 65,481	$ 6,548	$ 19,644	$ 92,000
B32	0.31	Indian School Road	Bicycle Lane Both Sides	MCDOT ATP 2018	Agua Fria River West	Agua Fria River East	ARTERIAL	84	$ 106,992	$ 119,521	$ 11,952	$ 35,856	$ 167,000
B33	0.25	Indian School Road	Bicycle Lane Both Sides	Avondale ATP 2022	124th Ave	El Mirage Road	ARTERIAL	85	$ 86,926	$ 97,105	$ 9,710	$ 29,131	$ 136,000
B34	0.50	Indian School Road	Bicycle Lane Both Sides	Avondale ATP 2022	103rd Ave	99th Ave	ARTERIAL	86	$ 173,360	$ 193,660	$ 19,366	$ 58,098	$ 271,000
P42	1.28	Indian Springs Road	Sidewalk Both Sides	Avondale ATP 2022	133rd Ave	El Mirage Road	ARTERIAL	87	$ 960,605	$ 1,073,091	$ 107,309	$ 321,927	$ 1,502,000
P43	0.06	Jefferson St	Sidewalk One Side	Avondale ATP 2022	Avondale Blvd	Civic Center Drive	LOCAL	88	$ 21,465	$ 23,978	$ 2,398	$ 7,193	$ 34,000
B35	0.28	Litchfield Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Main Street	Lower Buckeye Road	ARTERIAL	89	$ 96,321	$ 107,600	$ 10,760	$ 32,280	$ 151,000
B36	0.57	Lower Buckeye Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	Agua Fria River West	Agua Fria River East	ARTERIAL	90	$ 200,544	$ 224,028	$ 22,403	$ 67,208	$ 314,000
B37	0.49	Lower Buckeye Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	127th Ave	El Mirage Rd	ARTERIAL	91	$ 172,541	$ 192,746	$ 19,275	$ 57,824	$ 270,000
B38	0.16	Lower Buckeye Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	4th St	Agua Fria River West	ARTERIAL	92	$ 54,635	$ 61,033	$ 6,103	$ 18,310	$ 85,000
B39	0.97	Lower Buckeye Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	Avondale Blvd	107th Ave	ARTERIAL	93	$ 338,624	$ 378,276	$ 37,828	$ 113,483	$ 530,000
B40	0.75	Lower Buckeye Rd	Bicycle Lane Both Sides	MCDOT ATP 2018	Litchfield Rd	4th St	ARTERIAL	94	$ 261,209	$ 291,796	$ 29,180	$ 87,539	$ 409,000
P44	0.03	Lower Buckeye Rd	Sidewalk Both Sides	MCDOT ATP 2018	125th Ave	125th Ave East .01 miles	ARTERIAL	95	$ 25,124	$ 28,066	$ 2,807	$ 8,420	$ 39,000
P45	0.08	Lower Buckeye Rd	Sidewalk Both Sides	MCDOT ATP 2018	127th Ave	127th Ave East .07 miles	ARTERIAL	96	$ 62,755	$ 70,104	$ 7,010	$ 21,031	$ 98,000
P46	0.72	Lower Buckeye Rd	Sidewalk Both Sides	MCDOT ATP 2018	4th St	127th Ave	ARTERIAL	97	$ 540,084	$ 603,327	$ 60,333	$ 180,998	$ 845,000
P47	0.52	Lower Buckeye Rd	Sidewalk Both Sides	MCDOT ATP 2018	300 feet East of 5th Ave	4th St	ARTERIAL	98	$ 393,133	$ 439,169	$ 43,917	$ 131,751	$ 615,000
P48	0.21	Lower Buckeye Rd Southside	Sidewalk One Side	MCDOT ATP 2018	Litchfield Rd	300 feet East of 5th Ave	ARTERIAL	99	$ 80,180	$ 89,569	$ 8,957	$ 26,871	$ 125,000
B41	1.01	Lower Buckeye Road	Bicycle Lane Both Sides	Avondale ATP 2022	El Mirage Road	Avondale Blvd	ARTERIAL	100	$ 352,291	$ 393,545	$ 39,354	$ 118,063	$ 551,000
B42	0.28	Main Street	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Litchfield Road	Hummingbird 2 MPH	ARTERIAL	101	$ 96,947	$ 108,299	$ 10,830	$ 32,490	$ 152,000
B43	1.69	Main Street / Buckeye Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Hummingbird 2 MPH	1000 ft West El Mirage Road	ARTERIAL	102	$ 590,497	$ 659,644	$ 65,964	$ 197,893	$ 924,000
B44	0.31	McDowell Road	Bicycle Lane One Side	Avondale Transportation Master Plan	Harbor Shores Blvd	103rd Avenue	ARTERIAL	103	$ 54,096	$ 60,431	$ 6,043	$ 18,129	$ 85,000
B45	0.48	McDowell Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Avondale Blvd	515 ft East 112th Avenue	ARTERIAL	104	$ 168,682	$ 188,435	$ 18,843	$ 56,530	$ 264,000
B46	0.19	McDowell Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	119th Avenue	117th Avenue	ARTERIAL	105	$ 65,739	$ 73,437	$ 7,344	$ 22,031	$ 103,000
B47	0.20	McDowell Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Rancho Santa Fe	Agua Fria River	ARTERIAL	106	$ 68,633	$ 76,669	$ 7,667	$ 23,001	$ 107,000
B48	0.67	McDowell Road	Bicycle Lane Both Sides	Avondale ATP 2022	112th Ave	Harbor Shores Blvd	ARTERIAL	107	$ 234,705	$ 262,189	$ 26,219	$ 78,657	$ 367,000
B49	0.31	McDowell Road	Bicycle Lane Both Sides	Avondale ATP 2022	117th Ave	Avondale Blvd	ARTERIAL	108	$ 110,208	$ 123,113	$ 12,311	$ 36,934	$ 172,000
B50	1.04	McDowell Road	Bicycle Lane Both Sides	Avondale ATP 2022	Agua Fria River West	119th Ave	ARTERIAL	109	$ 362,704	$ 405,177	$ 40,518	$ 121,553	$ 567,000
P49	0.46	N 103rd Ave	Sidewalk Both Sides	Avondale ATP 2022	Mulberry Drive	Thomas Road	LOCAL	110	$ 342,377	$ 382,470	$ 38,247	$ 114,741	$ 535,000
P50	0.50	N 105th Ave	Sidewalk Both Sides	Avondale ATP 2022	Mulberry Drive	Thomas Road	LOCAL	111	$ 377,079	$ 421,235	$ 42,124	$ 126,371	$ 590,000
P51	0.46	N 106th Ave	Sidewalk Both Sides	Avondale ATP 2022	Mulberry Drive	Thomas Road	LOCAL	112	$ 343,880	$ 384,148	$ 38,415	$ 115,244	$ 538,000
P52	1.00	N 107th Ave	Sidewalk One Side	Avondale ATP 2022	McDowell Road	Van Buren Street	ARTERIAL	113	$ 374,791	$ 418,679	$ 41,868	$ 125,604	$ 586,000
P53	0.10	N 107th Ave	Sidewalk One Side	Avondale ATP 2022	320 feet North Encanto Blvd	Encanto Blvd	ARTERIAL	114	$ 38,298	$ 42,783	$ 4,278	$ 12,835	$ 60,000
P54	0.14	N 10th St	Sidewalk Both Sides	Avondale ATP 2022	435 feet south Riley Drive	Western Ave	LOCAL	115	$ 102,842	$ 114,884	$ 11,488	$ 34,465	$ 161,000
P55	0.08	N 10th St	Sidewalk One Side	Avondale ATP 2022	Riley Drive	435 feet south Riley Drive	LOCAL	116	$ 31,049	$ 34,684	$ 3,468	$ 10,405	$ 49,000
P56	0.22	N 117th Ave	Sidewalk One Side	Avondale ATP 2022	McDowell Road	1/4 mile south McDowell Road	LOCAL	117	$ 83,554	$ 93,338	$ 9,334	$ 28,001	$ 131,000
P57	0.24	N 119th Ave	Sidewalk One Side	Avondale ATP 2022	McDowell Road	Roosevelt Ave	COLLECTOR	118	$ 91,481	$ 102,193	$ 10,219	$ 30,658	$ 143,000
P58	0.24	N 119th Ave	Sidewalk One Side	Avondale ATP 2022	Thomas Road	Virginia Ave	COLLECTOR	119	$ 91,703	$ 102,441	$ 10,244	$ 30,732	$ 143,000
P59	0.03	N 125th Dr	Sidewalk Both Sides	Avondale ATP 2022	Warner Street	Dead End	LOCAL	120	$ 20,669	$ 23,089	$ 2,309	$ 6,927	$ 32,000
P60	0.12	N 1st Ave	Sidewalk One Side	Avondale ATP 2022	Madden Drive	Hill Drive	LOCAL	121	$ 44,127	$ 49,295	$ 4,929	$ 14,788	$ 69,000
P61	0.13	N 3rd St	Sidewalk Both Sides	Avondale ATP 2022	Kinderman Drive	Hill Drive	LOCAL	122	$ 94,321	$ 105,365	$ 10,537	$ 31,610	$ 148,000
P62	0.10	N 4th Ave	Sidewalk One Side	Avondale ATP 2022	Loma Linda Blvd	Brinker Drive	LOCAL	123	$ 36,907	$ 41,229	$ 4,123	$ 12,369	$ 58,000
P63	1.78	N 99th Ave	Sidewalk Both Sides	Avondale ATP 2022	Indian School Road	Palm Lane	ARTERIAL	124	$ 1,333,737	$ 1,489,917	$ 148,992	$ 446,975	$ 2,086,000
P64	0.22	N 99th Ave	Sidewalk One Side	Avondale ATP 2022	Palm Lane	McDowell Road	ARTERIAL	125	$ 83,804	$ 93,618	$ 9,362	$ 28,085	$ 131,000
P65	0.10	N Dysart Rd	Sidewalk One Side	Avondale ATP 2022	Indian School Road	500 ft south of Dysart Road	ARTERIAL	126	$ 37,140	$ 41,489	$ 4,149	$ 12,447	$ 58,000
P66	0.15	N Dysart Rd	Sidewalk Both Sides	Avondale ATP 2022	500 ft south of Dysart Road	Fairmount Ave	ARTERIAL	127	$ 109,665	$ 122,507	$ 12,251	$ 36,752	$ 172,000
P67	0.58	N el Mirage Rd	Sidewalk One Side	Avondale ATP 2022	<Null>	825 feet north Indian School Road	ARTERIAL	128	$ 217,476	$ 242,943	$ 24,294	$ 72,883	$ 340,000
P68	0.16	N el Mirage Rd	Sidewalk Both Sides	Avondale ATP 2022	825 feet north Indian School Road	Indian School Road	ARTERIAL	129	$ 117,161	$ 130,881	$ 13,088	$ 39,264	$ 183,000
P69	0.34	N el Mirage Rd	Sidewalk One Side	Avondale ATP 2022	Garfield Street	Van Buren Street	ARTERIAL	130	$ 128,570	$ 143,626	$ 14,363	$ 43,088	$ 201,000
R3	0.14	Palm Lane	Road Extension	Safe Routes to School Studies	116th Avenue	118th Avenue	LOCAL	131	$ 441,763	$ 493,494	$ 49,349	$ 148,048	$ 691,000
P70	0.40	Roosevelt St	Sidewalk One Side	Avondale ATP 2022	103rd Ave	101st Ave	LOCAL	132	$ 151,443	$ 169,176	$ 16,918	$ 50,753	$ 237,000
B51	1.00	Roosevelt Street	Bicycle Lane Both Sides	Avondale ATP 2022	107th Ave	99th Ave	LOCAL	133	$ 351,133	$ 392,251	$ 39,225	$ 117,675	$ 549,000
P71	0.15	S 107th	Sidewalk One Side	Avondale ATP 2022	350 north Buckeye Road	2nd Street	ARTERIAL	134	$ 56,561	$ 63,184	$ 6,318	$ 18,955	$ 88,000
P72	0.09	S 107th Ave	Sidewalk Both Sides	Avondale ATP 2022	125 feet south Lower Buckeye Road	600 feet south Lower Buckeye Road	ARTERIAL	135	$ 66,065	$ 73,801	$ 7,380	$ 22,140	$ 103,000
P73	0.14	S 107th Ave	Sidewalk One Side	Avondale ATP 2022	600 feet south Lower Buckeye Road	Miami Ave	ARTERIAL	136	$ 51,867	$ 57,941	$ 5,794	$ 17,382	$ 81,000
P74	0.25	S 107th Ave	Sidewalk Both Sides	Avondale ATP 2022	Miami Ave	1/4 Mile south Miami Ave	ARTERIAL	137	$ 188,361	$ 210,419	$ 21,042	$ 63,126	$ 295,000
P75	0.26	S 107th Ave	Sidewalk One Side	Avondale ATP 2022	1/4 Mile south Miami Ave	Jones Ave	ARTERIAL	138	$ 95,697	$ 106,904	$ 10,690	$ 32,071	$ 150,000
P76	0.25	S 107th Ave	Sidewalk Both Sides	Avondale ATP 2022	Jones Ave	Broadway Road	ARTERIAL	139	$ 187,722	$ 209,704	$ 20,970	$ 62,911	$ 294,000
P77	0.19	S 109th Ave	Sidewalk Both Sides	Avondale ATP 2022	Pecan Road	Southern Ave	LOCAL	140	$ 141,747	$ 158,346	$ 15,835	$ 47,504	$ 222,000
P78	0.26	S 111th Ave	Sidewalk Both Sides	Avondale ATP 2022	Lower Buckeye Road	Miami Ave	LOCAL	141	$ 193,981	$ 216,696	$ 21,670	$ 65,009	$ 303,000
P79	0.29	S 114th Ave	Sidewalk Both Sides	Avondale ATP 2022	Sunland Ave	Southern Ave	LOCAL	142	$ 217,649	$ 243,136	$ 24,314	$ 72,941	$ 340,000

P80	0.45	S 122nd Ave	Sidewalk Both Sides	Avondale ATP 2022	Southern Ave	Gila River	LOCAL	143	$ 339,617	$ 379,386	$ 37,939	$ 113,816	$ 531,000
P81	0.28	S 127th Ave	Sidewalk One Side	Avondale ATP 2022	Vermeersch Road	Illini Street	COLLECTOR	144	$ 106,627	$ 119,113	$ 11,911	$ 35,734	$ 167,000
P82	0.31	S 127th Ave	Sidewalk Both Sides	Avondale ATP 2022	Lower Buckeye Road	Superior Ave	COLLECTOR	145	$ 232,135	$ 259,318	$ 25,932	$ 77,795	$ 363,000
P83	0.16	S 129th Ave	Sidewalk Both Sides	Avondale ATP 2022	Hidalgo Ave	Southern Ave	LOCAL	146	$ 121,653	$ 135,899	$ 13,590	$ 40,770	$ 190,000
P84	0.16	S 1st Ave	Sidewalk Both Sides	Avondale ATP 2022	Overlin Lane	Whyman Ave	LOCAL	147	$ 121,120	$ 135,303	$ 13,530	$ 40,591	$ 189,000
P85	0.06	S 1st St	Sidewalk Both Sides	Avondale ATP 2022	Park Drive	Elm Lane	LOCAL	148	$ 47,323	$ 52,864	$ 5,286	$ 15,859	$ 74,000
P86	0.13	S 3rd Ave	Sidewalk One Side	Avondale ATP 2022	Rhodes Ave	Dead End	LOCAL	149	$ 48,045	$ 53,671	$ 5,367	$ 16,101	$ 75,000
P87	0.10	S 8th St	Sidewalk One Side	Avondale ATP 2022	Western Ave	Buckeye Road	ARTERIAL	150	$ 38,477	$ 42,983	$ 4,298	$ 12,895	$ 60,000
P88	0.13	S Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	Rio Vista Lane	Lower Buckeye Road	ARTERIAL	151	$ 48,912	$ 54,640	$ 5,464	$ 16,392	$ 76,000
P89	1.24	S Dysart Rd	Sidewalk Both Sides	Avondale ATP 2022	1.5 miles south of Superior Street	Southern Ave	ARTERIAL	152	$ 931,969	$ 1,041,102	$ 104,110	$ 312,331	$ 1,458,000
P90	0.08	S Greenleaf Ln	Sidewalk Both Sides	Avondale ATP 2022	Main Street	Dead End	LOCAL	154	$ 60,269	$ 67,327	$ 6,733	$ 20,198	$ 94,000
P91	0.67	S Vermeersch Rd	Sidewalk Both Sides	Avondale ATP 2022	Superior Ave	1.5 miles south Superior Ave	COLLECTOR	155	$ 502,041	$ 560,830	$ 56,083	$ 168,249	$ 785,000
P92	0.24	W Alta Vista Rd	Sidewalk Both Sides	Avondale ATP 2022	El Mirage Road	121st Ave	LOCAL	167	$ 179,768	$ 200,819	$ 20,082	$ 60,246	$ 281,000
B52	2.97	Southern Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Dysart Road	107th Ave	ARTERIAL	156	$ 1,038,933	$ 1,160,592	$ 116,059	$ 348,178	$ 1,625,000
MU9	0.57	SR-30	Trail Segment	Avondale Transportation Master Plan	119th Ave	Avondale Blvd	Off-Street	157	$ 1,131,764	$ 1,264,294	$ 126,429	$ 379,288	$ 1,770,000
B53	0.63	Thomas Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Litchfield Road	Estrella Mountian CC	ARTERIAL	158	$ 220,494	$ 246,314	$ 24,631	$ 73,894	$ 345,000
B54	0.38	Thomas Road	Bicycle Lane One Side	Avondale Transportation Master Plan	Estrella Mountian CC	Dysart Road	ARTERIAL	159	$ 66,239	$ 73,996	$ 7,400	$ 22,199	$ 104,000
B55	0.37	Thomas Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Dysart Road	560 ft East Santa Fe Trl	ARTERIAL	160	$ 130,425	$ 145,697	$ 14,570	$ 43,709	$ 204,000
B56	0.62	Thomas Road	Banner Wayfinding Signage	Wayfinding Master Plan	136th Avenue	Dysart Road	ARTERIAL	161	$ 33,600	$ 37,535	$ 3,753	$ 11,260	$ 53,000
B57	0.42	Thomas Road	Bicycle Lane Both Sides	Avondale ATP 2022	Rancho Santa Fe Blvd	Agua Fria River West	ARTERIAL	162	$ 146,280	$ 163,410	$ 16,341	$ 49,023	$ 229,000
B58	0.21	Thomas Road	Bicycle Lane Both Sides	Avondale ATP 2022	Agua Fria River East	118th Drive	ARTERIAL	163	$ 74,942	$ 83,718	$ 8,372	$ 25,115	$ 117,000
MU10	0.88	Agua Fria River	Multi-Use Path	Avondale Transportation Master Plan	McDowell Road	Van Buren	Off-Street	164	$ 1,765,094	$ 1,971,787	$ 197,179	$ 591,536	$ 2,761,000
B59	3.62	Van Buren Street	Bicycle Lane Both Sides	Avondale ATP 2022	Agua Fria River West	99th Ave	ARTERIAL	165	$ 1,266,602	$ 1,414,921	$ 141,492	$ 424,476	$ 1,981,000
B60	0.49	Van Buren Street	Bicycle Lane Both Sides	Avondale ATP 2022	Central Ave	Dysart Road	ARTERIAL	166	$ 173,141	$ 193,416	$ 19,342	$ 58,025	$ 271,000
P93	0.52	W Atlanta Ave	Sidewalk Both Sides	Avondale ATP 2022	1/2 Mile west Avondale Blvd	Avondale Blvd	LOCAL	168	$ 389,497	$ 435,107	$ 43,511	$ 130,532	$ 609,000
P94	0.35	W Avalon Dr	Sidewalk Both Sides	Avondale ATP 2022	106th Ave	103rd Ave	LOCAL	169	$ 263,138	$ 293,951	$ 29,395	$ 88,185	$ 412,000
P95	0.11	W Bohne St	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	Dead End	LOCAL	170	$ 80,033	$ 89,405	$ 8,941	$ 26,822	$ 125,000
P96	0.98	W Broadway Rd	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	107th Ave	ARTERIAL	171	$ 733,068	$ 818,910	$ 81,891	$ 245,673	$ 1,146,000
P97	0.35	W Catalina Dr	Sidewalk Both Sides	Avondale ATP 2022	106th Ave	103rd Ave	LOCAL	172	$ 262,799	$ 293,573	$ 29,357	$ 88,072	$ 411,000
P98	0.25	W Chambers Ave	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	350 feet east 114th Ave	LOCAL	173	$ 185,996	$ 207,776	$ 20,778	$ 62,333	$ 291,000
P99	0.40	W Earll Dr	Sidewalk Both Sides	Avondale ATP 2022	106th Ave	103rd Ave	LOCAL	174	$ 298,946	$ 333,952	$ 33,395	$ 100,186	$ 468,000
P100	0.24	W Elwood St	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	125th Ave	COLLECTOR	175	$ 182,782	$ 204,186	$ 20,419	$ 61,256	$ 286,000
P101	0.25	W Elwood St	Sidewalk One Side	Avondale ATP 2022	125th Ave	El Mirage Road	COLLECTOR	176	$ 95,427	$ 106,601	$ 10,660	$ 31,980	$ 149,000
P102	0.13	W Elwood St	Sidewalk One Side	Avondale ATP 2022	El Mirage Road	122nd Ave	LOCAL	177	$ 47,521	$ 53,085	$ 5,309	$ 15,926	$ 74,000
P103	1.01	W Encanto Blvd	Sidewalk One Side	Avondale ATP 2022	107th Ave	99th Ave	COLLECTOR	178	$ 380,356	$ 424,896	$ 42,490	$ 127,469	$ 595,000
P104	0.25	W Florence St	Sidewalk One Side	Avondale ATP 2022	127th Ave	125th Ave	LOCAL	179	$ 92,084	$ 102,867	$ 10,287	$ 30,860	$ 144,000
P105	0.35	W Flower St	Sidewalk Both Sides	Avondale ATP 2022	106th Ave	103rd Ave	LOCAL	180	$ 264,020	$ 294,937	$ 29,494	$ 88,481	$ 413,000
P106	0.49	W Hidalgo Ave	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	111th Ave	LOCAL	181	$ 366,663	$ 409,600	$ 40,960	$ 122,880	$ 573,000
P107	0.31	W Hidalgo Ave	Sidewalk Both Sides	Avondale ATP 2022	1/4 mile El Mirage Road	El Mirage Road	LOCAL	182	$ 235,749	$ 263,356	$ 26,336	$ 79,007	$ 369,000
P108	0.40	W Hidalgo Ave	Sidewalk Both Sides	Avondale ATP 2022	Dysart Road	830 feet east of 129th Ave	LOCAL	183	$ 303,549	$ 339,094	$ 33,909	$ 101,728	$ 475,000
P109	0.12	W Hidalgo Ave	Sidewalk Both Sides	Avondale ATP 2022	630 feet west of 109th Ave	109th Ave	LOCAL	184	$ 89,486	$ 99,965	$ 9,996	$ 29,989	$ 140,000
P110	0.09	W Illini St	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	126th Drive	LOCAL	185	$ 70,961	$ 79,271	$ 7,927	$ 23,781	$ 111,000
P111	0.19	W Illini St	Sidewalk Both Sides	Avondale ATP 2022	Vermeersch Road	Dead End	LOCAL	186	$ 143,703	$ 160,530	$ 16,053	$ 48,159	$ 225,000
P112	0.25	W Illini St	Sidewalk One Side	Avondale ATP 2022	125th Ave	El Mirage Road	LOCAL	187	$ 92,342	$ 103,156	$ 10,316	$ 30,947	$ 144,000
P113	1.13	W Indian School Rd	Sidewalk One Side	Avondale ATP 2022	Litchfield Park	Dysart Road	ARTERIAL	188	$ 424,016	$ 473,668	$ 47,367	$ 142,100	$ 663,000
P114	0.81	W Indian School Rd	Sidewalk Both Sides	Avondale ATP 2022	380 feet East El Mirage Road	Copenhaagen Drive	ARTERIAL	189	$ 605,838	$ 676,782	$ 67,678	$ 203,035	$ 947,000
P115	0.29	W Indian School Rd	Sidewalk One Side	Avondale ATP 2022	700 ft east Dysart Road	320 feet east Santa Fe Trl	ARTERIAL	190	$ 108,592	$ 121,308	$ 12,131	$ 36,392	$ 170,000
P116	0.11	W Indian School Rd	Sidewalk One Side	Avondale ATP 2022	125th Drive	745 feet West El Mirage Road	ARTERIAL	191	$ 40,214	$ 44,923	$ 4,492	$ 13,477	$ 63,000
P117	0.14	W Indian School Rd	Sidewalk Both Sides	Avondale ATP 2022	745 feet West El Mirage Road	El Mirage Road	ARTERIAL	192	$ 105,909	$ 118,311	$ 11,831	$ 35,493	$ 166,000
P118	0.97	W Lower Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	Avondale Blvd	107th Ave	ARTERIAL	193	$ 362,319	$ 404,746	$ 40,475	$ 121,424	$ 567,000
P119	0.16	W Lower Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	126th Ave	125th Ave	ARTERIAL	194	$ 60,187	$ 67,235	$ 6,723	$ 20,170	$ 94,000
P120	0.21	W Lower Buckeye Rd	Sidewalk Both Sides	Avondale ATP 2022	175 feet East 125th Ave	El Mirage Road	ARTERIAL	195	$ 159,221	$ 177,865	$ 17,787	$ 53,360	$ 249,000
P121	0.07	W Lower Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	El Mirage Road	460 feet East El Mirage Road	ARTERIAL	196	$ 25,509	$ 28,497	$ 2,850	$ 8,549	$ 40,000
P122	0.59	W Lower Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	121st Drive	116th Ave	ARTERIAL	197	$ 220,741	$ 246,589	$ 24,659	$ 73,977	$ 345,000
P123	0.17	W Lower Buckeye Rd	Sidewalk Both Sides	Avondale ATP 2022	116th Ave	Avondale Blvd	ARTERIAL	198	$ 124,120	$ 138,654	$ 13,865	$ 41,596	$ 194,000
P124	0.05	W Madden Dr	Sidewalk Both Sides	Avondale ATP 2022	1st Ave	Central Ave	LOCAL	199	$ 36,260	$ 40,506	$ 4,051	$ 12,152	$ 57,000
P125	0.32	W McDowell Rd	Sidewalk Both Sides	Avondale ATP 2022	117th Ave	Avondale Blvd	ARTERIAL	200	$ 239,689	$ 267,757	$ 26,776	$ 80,327	$ 375,000
P126	0.08	W McDowell Rd	Sidewalk One Side	Avondale ATP 2022	113th Drive	113th Ave	ARTERIAL	201	$ 30,160	$ 33,692	$ 3,369	$ 10,108	$ 47,000
P127	0.50	W McDowell Rd	Sidewalk One Side	Avondale ATP 2022	415 feet East 112th Ave	107th Ave	ARTERIAL	202	$ 188,660	$ 210,752	$ 21,075	$ 63,226	$ 295,000
P128	0.18	W McDowell Rd	Sidewalk One Side	Avondale ATP 2022	119th Ave	117th Ave	ARTERIAL	203	$ 68,023	$ 75,988	$ 7,599	$ 22,796	$ 106,000
P129	0.34	W McDowell Rd	Sidewalk One Side	Avondale ATP 2022	Agua Fria River West	Agua Fria River East	ARTERIAL	204	$ 128,126	$ 143,130	$ 14,313	$ 42,939	$ 200,000
P130	0.97	W Miami Ave	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	107th Ave	LOCAL	205	$ 725,120	$ 810,031	$ 81,003	$ 243,009	$ 1,134,000
P131	0.35	W Mulberry St	Sidewalk Both Sides	Avondale ATP 2022	106th Ave	103rd Ave	LOCAL	206	$ 263,187	$ 294,006	$ 29,401	$ 88,202	$ 412,000
P132	0.09	W Overlin Ln	Sidewalk Both Sides	Avondale ATP 2022	1st Ave	Central Ave	LOCAL	207	$ 67,828	$ 75,770	$ 7,577	$ 22,731	$ 106,000
P133	0.12	W Palm Ln	Sidewalk One Side	Avondale ATP 2022	119th Ave	650 feet East 119th Ave	LOCAL	208	$ 46,687	$ 52,154	$ 5,215	$ 15,646	$ 73,000
P134	0.25	W Palm Ln	Sidewalk One Side	Avondale ATP 2022	116th Lane	Avondale Blvd	LOCAL	209	$ 93,022	$ 103,915	$ 10,392	$ 31,175	$ 145,000
P135	0.37	W Pecan Rd	Sidewalk Both Sides	Avondale ATP 2022	625 feet west 109th Ave	107th Ave	LOCAL	210	$ 278,497	$ 311,109	$ 31,111	$ 93,333	$ 436,000
P136	0.19	W Pioneer St	Sidewalk One Side	Avondale ATP 2022	125th Ave	330 feet east 124th Ave	LOCAL	211	$ 72,282	$ 80,746	$ 8,075	$ 24,224	$ 113,000
P137	0.12	W Pioneer St	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	Dead End	LOCAL	212	$ 86,279	$ 96,383	$ 9,638	$ 28,915	$ 135,000
P138	0.24	W Roeser Rd	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	350 feet east 114th Ave	LOCAL	213	$ 176,964	$ 197,687	$ 19,769	$ 59,306	$ 277,000
P139	0.16	W Roosevelt St	Sidewalk One Side	Avondale ATP 2022	120 Drive	119th Ave	LOCAL	214	$ 61,660	$ 68,880	$ 6,888	$ 20,664	$ 96,000
P140	3.47	W Southern Ave	Sidewalk Both Sides	Avondale ATP 2022	Buckeye Canal	107th Ave	ARTERIAL	215	$ 2,599,428	$ 2,903,821	$ 290,382	$ 871,146	$ 4,065,000
P141	0.25	W Sunland Ave	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	350 feet east 114th Ave	LOCAL	216	$ 186,155	$ 207,954	$ 20,795	$ 62,386	$ 291,000

P142	0.24	W Thomas Rd	Sidewalk One Side	Avondale ATP 2022	119th Ave	116th Ave	ARTERIAL	217	$ 90,248	$ 100,816	$ 10,082	$ 30,245	$ 141,000
P143	0.91	W Thomas Rd	Sidewalk One Side	Avondale ATP 2022	106th Ave	99th Ave	ARTERIAL	218	$ 340,685	$ 380,580	$ 38,058	$ 114,174	$ 533,000
P144	0.46	W Thomas Rd	Sidewalk One Side	Avondale ATP 2022	350 feet West Rancho Santa Fe Blvd	Agua Fria River West	ARTERIAL	219	$ 172,701	$ 192,925	$ 19,292	$ 57,877	$ 270,000
P145	0.75	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	107th Ave	101st Ave	ARTERIAL	220	$ 282,736	$ 315,844	$ 31,584	$ 94,753	$ 442,000
P146	0.24	W Van Buren St	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	1/4 mile west 111th Ave	ARTERIAL	221	$ 182,363	$ 203,717	$ 20,372	$ 61,115	$ 285,000
P147	0.22	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	1/4 mile west 111th Ave	111th Ave	ARTERIAL	222	$ 83,402	$ 93,168	$ 9,317	$ 27,950	$ 130,000
P148	0.50	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	119th Ave	Avondale Blvd	ARTERIAL	223	$ 188,200	$ 210,238	$ 21,024	$ 63,071	$ 294,000
P149	0.25	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	Fairway Drive	120th Lane	ARTERIAL	224	$ 94,168	$ 105,195	$ 10,520	$ 31,559	$ 147,000
P150	0.27	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	Agua Fria River West	Agua Fria River East	ARTERIAL	225	$ 102,840	$ 114,882	$ 11,488	$ 34,465	$ 161,000
P151	0.10	W Van Buren St	Sidewalk One Side	Avondale ATP 2022	137th Ave	535 feet east of 137th Ave	ARTERIAL	226	$ 38,121	$ 42,585	$ 4,259	$ 12,776	$ 60,000
P152	0.24	W Warner St	Sidewalk Both Sides	Avondale ATP 2022	127th Ave	125th Ave	LOCAL	227	$ 182,702	$ 204,097	$ 20,410	$ 61,229	$ 286,000
P153	0.12	W Whyman St	Sidewalk One Side	Avondale ATP 2022	125th Ave	124th Ave	LOCAL	228	$ 46,300	$ 51,721	$ 5,172	$ 15,516	$ 72,000
P154	0.48	W Winslow Ave	Sidewalk Both Sides	Avondale ATP 2022	Avondale Blvd	111th Ave	LOCAL	229	$ 361,027	$ 403,304	$ 40,330	$ 120,991	$ 565,000
MU11	2.95	Transmission Lines	Multi-Use Path	Avondale ATP 2022	Lower Buckeye	Broadway / Agua Fria River	Off-Street	230	$ 5,899,762	$ 6,590,624	$ 659,062	$ 1,977,187	$ 9,227,000
B61	0	Van Buren Street	Bicycle Signage	Avondale Wayfinding Master Plan	Van Buren Street and Agua Fria River EB	.	ARTERIAL	231	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B62	0	Van Buren Street	Bicycle Signage	Avondale Wayfinding Master Plan	Van Buren Street and Agua Fria River WB	.	ARTERIAL	232	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B63	0	Van Buren Street	Bicycle Signage	Avondale Wayfinding Master Plan	Van Buren Street and 120th Avenue EB	.	ARTERIAL	233	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B64	0	Van Buren Street	Bicycle Signage	Avondale Wayfinding Master Plan	Van Buren Street and 120th Avenue WB	.	ARTERIAL	234	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B65	0	Van Buren Street	Bicycle Signage	Avondale Wayfinding Master Plan	Van Buren Street and Avondale Blvd EB	.	ARTERIAL	235	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B66	0	Avondale Blvd	Bicycle Signage	Avondale Wayfinding Master Plan	Avondale Blvd and Van Buren Street SB	.	ARTERIAL	236	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B67	0	Avondale Blvd	Bicycle Signage	Avondale Wayfinding Master Plan	Avondale Blvd and Van Buren Street NB	.	ARTERIAL	237	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B68	0	Central Avenue	Bicycle Signage	Avondale Wayfinding Master Plan	Central Avenue and Main Street SB	.	COLLECTOR	238	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B69	0	Central Avenue	Bicycle Signage	Avondale Wayfinding Master Plan	Central Avenue and Harrison Drive NB	.	COLLECTOR	239	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B70	0	Buckeye Road	Bicycle Signage	Avondale Wayfinding Master Plan	Buckeye Road and Agua Fria River EB	.	ARTERIAL	240	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
B71	0	Buckeye Road	Bicycle Signage	Avondale Wayfinding Master Plan	Buckeye Road and Agua Fria River WB	.	ARTERIAL	241	$ 1,685.00	$ 2,135.06	$ 214	$ 641	$ 3,000
P155	0	Avondale Blvd	HAWK Crossing	Safe Routes to School Studies	Avondale and Littleton Elementary	.	ARTERIAL	242	$ 180,000.0	$ 201,078.00	$ 20,107.8	$ 60,323.4	$ 282,000

Accommodation	Assumed Unit Cost		Source
Shared Lane	$ 10,000.00	Per mile	MAG ATP
Bike Lanes, No Widening	$ 350,000.00	Per mile	MAG ATP
Bike Lanes, Widening	$ 3,500,000.00	Per mile	MAG ATP
New Off-Street Paved Path	$ 2,000,000.00	Per mile	MAG ATP
HAWK Crossing	$ 180,000.00	Per Crossing	City of Phoenix
Sidewalk (include C/G)	$ 71.00	Per Linear foot	City of Phoenix
Local Road	$ 3,200,000.00	Per mile	
	$ 374,880.00		MCDOT Cost Estimate Tool
Bicycle Wayfinding Sign	$ 1,685.00	Per sign	Avondale Wayfinding Plan
Design	10%		
Contingency	30%		

Maintenace Costs	
Banner Wayfinding Signage	Low
Bicycle Lane Both Sides	Medium
Bicycle Lane One Side	Medium
Bicycle Signage	Low
HAWK Crossing	Low
Improvements Phase 1	High
Multi-Use Path	Medium
Road Extension	High
Roadway Improvements	High
Sidewalk Both Sides	Low
Sidewalk One Side	Low
Trail Segment	Medium

Facility Type	Cost	Unit
Bike lanes (both sides)	$350,000	Per mile
New off-street paved path	2,000,000	Per mile
HAWK Crossing	$180,000.00	Per crossing
Sidewalks (include C/G)	$71	Per linear foot
Local road	$3,200,000.00	Per mile
Bicycle wayfinding sign	$1,685	Per sign
Design factor	10%	-
Contingency factor	30%	-

ATTRIBUTE TABLE							EVALUATION							
Project ID	Length (Miles)	Location	Facility Type	Limit From	Limit To	Project Cost	Access & Connectivity	Safety	Roadway User Stress Level	Equity	Deliverability & Constructability	Total	Tier	Rank
B23	1.39	Dysart Road	Banner Wayfinding Signage	Thomas Road	I-10	$53,000	12	30	17.5	7.5	12.25	79.25	Short	1
B30	1.99	Indian School Rd	Bicycle Lane Both Sides	El Mirage Rd	103rd Ave	$1,092,000	20	23.5	15	6.625	7.625	72.75	Short	2
B22	1.00	Dysart Road	Banner Wayfinding Signage	Indian School Road	Thamas	$53,000	11	26.25	15	6.625	12.25	71.13	Short	3
B43	1.69	Main Street / Buckeye Road	Bicycle Lane Both Sides	Hummingbird 2 MPH	1000 ft West El Mirage Road	$924,000	13.5	19.75	15	13.125	8.5	69.88	Short	4
B60	0.49	Van Buren Street	Bicycle Lane Both Sides	Central Ave	Dysart Road	$271,000	12	30	12.5	7.5	7.625	69.63	Short	5
B16	0.96	Buckeye Road	Bicycle Lane Both Sides	Avondale Blvd	107th Avenue	$526,000	13.5	18.75	12.5	10.375	10.375	65.50	Short	6
P19	1.53	Buckeye Rd	Sidewalk One Side	119th Lane	107th Ave	$894,000	13.5	18.75	12.5	10.375	7.625	62.75	Short	7
P124	0.05	W Madden Dr	Sidewalk Both Sides	1st Ave	Central Ave	$57,000	12.5	19.75	5.5	15	9.5	62.25	Short	8
B21	0.11	Dysart Road	Bicycle Lane Both Sides	Western Ave	Buckeye Road	$59,000	9.5	18.75	8.5	15	10.375	62.13	Short	9
B59	3.62	Van Buren Street	Bicycle Lane Both Sides	Agua Fria River West	99th Ave	$1,981,000	17.5	16	13.5	7.5	7.625	62.13	Short	10
B19	0.42	Central Avenue	Bicycle Lane Both Sides	Western Ave	Main Street	$232,000	15	10.5	11	15	10.375	61.88	Short	11
P87	0.10	S 8th St	Sidewalk One Side	Western Ave	Buckeye Road	$60,000	9.5	18.75	8.5	15	9.5	61.25	Short	12
B10	0.19	99th Avenue	Bicycle Lane Both Sides	McDowell Road	I-10	$102,000	9.5	18.75	16	6.625	10.375	61.25	Short	13
P113	1.13	W Indian School Rd	Sidewalk One Side	Litchfield Park	Dysart Road	$663,000	11	22.5	12.5	5.75	9.5	61.25	Short	14
P52	1.00	N 107th Ave	Sidewalk One Side	McDowell Road	Van Buren Street	$586,000	12.5	19.75	12.5	6.625	9.5	60.88	Short	15
B5	0.84	115th Ave	Bicycle Lane Both Sides	Roanoke Drive	McDowell Road	$460,000	15	18.75	11	7.5	7.625	59.88	Short	16
B9	2.00	99th Avenue	Bicycle Lane Both Sides	Indian School Road	McDowell Road	$1,095,000	9.5	22.5	12.5	6.625	8.5	59.63	Short	17
B54	0.38	Thomas Road	Bicycle Lane One Side	Estrella Mountian CC	Dysart Road	$104,000	15	16	11	6.625	10.375	59.00	Short	18
P46	0.72	Lower Buckeye Rd	Sidewalk Both Sides	4th St	127th Ave	$845,000	13.5	19.75	9.5	6.625	9.5	58.88	Short	19
B44	0.31	McDowell Road	Bicycle Lane One Side	Harbor Shores Blvd	103rd Avenue	$85,000	9.5	16	16	6.625	10.375	58.50	Short	20
B56	0.62	Thomas Road	Banner Wayfinding Signage	136th Avenue	Dysart Road	$53,000	11	16	12.5	6.625	12.25	58.38	Short	21
P16	0.49	Avondale Blvd	Sidewalk One Side	Encanto Blvd	McDowell Road	$290,000	12.5	18.75	9.5	7.5	9.5	57.75	Short	22
B36	0.57	Lower Buckeye Rd	Bicycle Lane Both Sides	Agua Fria River West	Agua Fria River East	$314,000	13.5	19.75	9.5	6.625	7.625	57.00	Short	23
B45	0.48	McDowell Road	Bicycle Lane Both Sides	Avondale Blvd	515 ft East 112th Avenue	$264,000	9.5	13.25	16	7.5	10.375	56.63	Short	24
R1	0.49	Avondale Blvd	Roadway Improvements	Encanto Blvd	McDowell Road	$875,000	11	18.75	9.5	7.5	9.5	56.25	Short	25
B55	0.37	Thomas Road	Bicycle Lane Both Sides	Dysart Road	560 ft East Santa Fe Trl	$204,000	12.5	18.75	8	6.625	10.375	56.25	Short	26
B48	0.67	McDowell Road	Bicycle Lane Both Sides	112th Ave	Harbor Shores Blvd	$367,000	12.5	13.25	16	6.625	7.625	56.00	Short	27
P31	0.30	E Brooke Pl	Sidewalk Both Sides	Central Ave	4th Street	$348,000	11	13.25	7	15	9.5	55.75	Short	28
P143	0.91	W Thomas Rd	Sidewalk One Side	106th Ave	99th Ave	$533,000	12	13.25	13.5	7.5	9.5	55.75	Short	29
P20	0.97	Buckeye Rd	Sidewalk One Side	Dysart Road	El Mirage Road	$569,000	12	16	12.5	7.5	7.625	55.63	Short	30
P60	0.12	N 1st Ave	Sidewalk One Side	Madden Drive	Hill Drive	$69,000	15	10.5	5.5	15	9.5	55.50	Short	31
B68	0	Central Avenue	Bicycle Signage	Central Avenue and Main Street SB	.	$3,000	8	10.5	9.5	15	12.25	55.25	Short	32
P35	0.65	E Riley Dr	Sidewalk One Side	4th Street	420 feet East Eliseo C Felix Jr Way	$380,000	11	19.75	7	7.5	9.5	54.75	Short	33
P71	0.15	S 107th	Sidewalk One Side	350 north Buckeye Road	2nd Street	$88,000	11	10.5	11	12.25	9.5	54.25	Short	34
B18	0.86	Buckeye Road	Bicycle Lane Both Sides	121st Lane	Avondale Blvd	$468,000	13.5	16	11	8.5	4.875	53.88	Short	35
B3	0.81	107th Ave	Bicycle Lane Both Sides	I-10	Van Buren Street	$443,000	11	16	12.5	6.625	7.625	53.75	Short	36
P36	0.29	E Western Ave	Sidewalk One Side	Dysart Road	Eliseo C Felix Jr Way	$172,000	9.5	16	5.5	13.125	9.5	53.63	Short	37
B42	0.28	Main Street	Bicycle Lane Both Sides	Litchfield Road	Hummingbird 2 MPH	$152,000	8	10.5	9.5	15	10.375	53.38	Short	38
P14	0.23	Avondale Blvd	Sidewalk Both Sides	City Center Drive	Van Buren Street	$269,000	8	13.25	16	6.625	9.5	53.38	Short	39
P15	0.24	Avondale Blvd	Sidewalk One Side	Van Buren Street	Coldwater Springs Blvd	$143,000	8	13.25	16	6.625	9.5	53.38	Short	40
P61	0.13	N 3rd St	Sidewalk Both Sides	Kinderman Drive	Hill Drive	$148,000	12.5	10.5	5.5	15	9.5	53.00	Mid	41
P126	0.08	W McDowell Rd	Sidewalk One Side	113th Drive	113th Ave	$47,000	9.5	10.5	16	7.5	9.5	53.00	Mid	42
B47	0.20	McDowell Road	Bicycle Lane Both Sides	Rancho Santa Fe	Agua Fria River	$107,000	11	10.5	13.5	7.5	10.375	52.88	Mid	43
P127	0.50	W McDowell Rd	Sidewalk One Side	415 feet East 112th Ave	107th Ave	$295,000	12.5	13.25	11	6.625	9.5	52.88	Mid	44
P21	0.06	Buckeye Rd	Sidewalk Both Sides	107th Ave	320 feet Esat 107th	$71,000	9.5	10.5	11	12.25	9.5	52.75	Mid	45
P64	0.22	N 99th Ave	Sidewalk One Side	Palm Lane	McDowell Road	$131,000	9.5	18.75	11	6.625	6.75	52.63	Mid	46
P12	0.10	Avondale Blvd	Sidewalk One Side	I-10	Roosevelt Street	$60,000	8	13.25	16	5.75	9.5	52.50	Mid	47
B61	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River EB	.	$3,000	11	10.5	11	7.5	12.25	52.25	Mid	48
B11	0.16	99th Avenue	Bicycle Lane Both Sides	820 feet North Van Buren St	Van Buren St	$85,000	11	10.5	16	4	10.375	51.88	Mid	49
P29	0.08	E Agua Fria Ln	Sidewalk One Side	Corral Street	Dead End	$47,000	11	10.5	5.5	15	9.5	51.50	Mid	50
P32	0.10	E Corral St	Sidewalk One Side	Corral Street	7th Street	$61,000	11	10.5	5.5	15	9.5	51.50	Mid	51
P2	0.07	107th Ave	Sidewalk One Side	350 feet north Buckeye Rd	Buckeye Rd	$39,000	9.5	10.5	9.5	12.25	9.5	51.25	Mid	52
P155	0	Avondale Blvd	HAWK Crossing	Avondale and Littleton Elementary	.	$282,000	7	10.5	11	10.375	12.25	51.13	Mid	53
B14	3.74	Avondale Blvd	Bicycle Lane Both Sides	Lower Buckeye Road	Southern Ave	$2,046,000	11	16	13.5	4.875	5.75	51.13	Mid	54
P10	3.73	Avondale Blvd	Sidewalk Both Sides	Lower Buckeye Road	El Mirage Road	$4,379,000	11	16	13.5	4.875	7.625	53.00	Mid	55
P125	0.32	W McDowell Rd	Sidewalk Both Sides	117th Ave	Avondale Blvd	$375,000	9.5	13.25	11	7.5	9.5	50.75	Mid	56
P129	0.34	W McDowell Rd	Sidewalk One Side	Agua Fria River West	Agua Fria River East	$200,000	9.5	10.5	13.5	7.5	9.5	50.50	Mid	57
B41	1.01	Lower Buckeye Road	Bicycle Lane Both Sides	El Mirage Road	Avondale Blvd	$551,000	13.5	13.25	11	4.875	7.625	50.25	Mid	58
B53	0.63	Thomas Road	Bicycle Lane Both Sides	Litchfield Road	Estrella Mountian CC	$345,000	11	10.5	12.5	5.75	10.375	50.13	Mid	59
P84	0.16	S 1st Ave	Sidewalk Both Sides	Overlin Lane	Whyman Ave	$189,000	9.5	10.5	5.5	15	9.5	50.00	Mid	60
P65	0.10	N Dysart Rd	Sidewalk One Side	Indian School Road	500 ft south of Dysart Road	$58,000	8	13.25	13.5	5.75	9.5	50.00	Mid	61
B63	0	Van Buren Street	Bicycle Signage	Van Buren Street and 120th Avenue EB	.	$3,000	9.5	10.5	11	6.625	12.25	49.88	Mid	62
B64	0	Van Buren Street	Bicycle Signage	Van Buren Street and 120th Avenue WB	.	$3,000	9.5	10.5	11	6.625	12.25	49.88	Mid	63
B39	0.97	Lower Buckeye Rd	Bicycle Lane Both Sides	Avondale Blvd	107th Ave	$530,000	11	13.25	9.5	5.75	10.375	49.88	Mid	64
P148	0.50	W Van Buren St	Sidewalk One Side	119th Ave	Avondale Blvd	$294,000	9.5	13.25	11	6.625	9.5	49.88	Mid	65
P149	0.25	W Van Buren St	Sidewalk One Side	Fairway Drive	120th Lane	$147,000	9.5	13.25	11	6.625	9.5	49.88	Mid	66
P13	0.17	Avondale Blvd	Sidewalk One Side	515 feet south Roosevelt Street	City Center Drive	$103,000	8	10.5	16	5.75	9.5	49.75	Mid	67
P18	0.10	Avondale Blvd	Sidewalk Both Sides	Roosevelt Street	515 feet south Roosevelt Street	$115,000	8	10.5	16	5.75	9.5	49.75	Mid	68
P150	0.27	W Van Buren St	Sidewalk One Side	Agua Fria River West	Agua Fria River East	$161,000	11	10.5	11	7.5	9.5	49.50	Mid	69
B66	0	Avondale Blvd	Bicycle Signage	Avondale Blvd and Van Buren Street SB	.	$3,000	4	10.5	16	6.625	12.25	49.38	Mid	70
B67	0	Avondale Blvd	Bicycle Signage	Avondale Blvd and Van Buren Street NB	.	$3,000	4	10.5	16	6.625	12.25	49.38	Mid	71
P37	4.12	S el Mirage Rd	Sidewalk Both Sides	Buckeye Road	Indian Springs Road	$4,836,000	13.5	13.25	12	4.875	7.625	51.25	Mid	72
B62	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River WB	.	$3,000	8	10.5	11	7.5	12.25	49.25	Mid	73
P118	0.97	W Lower Buckeye Rd	Sidewalk One Side	Avondale Blvd	107th Ave	$567,000	11	13.25	9.5	5.75	9.5	49.00	Mid	74
B49	0.31	McDowell Road	Bicycle Lane Both Sides	117th Ave	Avondale Blvd	$172,000	9.5	13.25	11	7.5	7.625	48.88	Mid	75
P40	0.24	Indian School Rd	Sidewalk One Side	100th Ave	103rd Ave	$142,000	9.5	10.5	13.5	5.75	9.5	48.75	Mid	76
P41	0.07	Indian School Rd	Sidewalk Both Sides	El Mirage Rd	El Mirage Rd to East .07 miles	$86,000	11	10.5	11	6.625	9.5	48.63	Mid	77
B50	1.04	McDowell Road	Bicycle Lane Both Sides	Agua Fria River West	119th Ave	$567,000	9.5	10.5	13.5	7.5	7.625	48.63	Mid	78
P117	0.14	W Indian School Rd	Sidewalk Both Sides	745 feet West El Mirage Road	El Mirage Road	$166,000	11	10.5	11	6.625	9.5	48.63	Mid	79
P86	0.13	S 3rd Ave	Sidewalk One Side	Rhodes Ave	Dead End	$75,000	8	10.5	5.5	15	9.5	48.50	Mid	80
P90	0.08	S Greenleaf Ln	Sidewalk Both Sides	Main Street	Dead End	$94,000	8	10.5	5.5	15	9.5	48.50	Mid	81
P132	0.09	W Overlin Ln	Sidewalk Both Sides	1st Ave	Central Ave	$106,000	8	10.5	5.5	15	9.5	48.50	Mid	82

Short	40	17%	240	
Mid	104	43%		
Long	96	40%		

B27	1.65	El Mirage Road	Bicycle Lane Both Sides	Durango Street	Broadway Road	$906,000	13.5	10.5	12	4.875	7.625	48.50	Mid	83
B65	0	Van Buren Street	Bicycle Signage	Van Buren Street and Avondale Blvd EB	.	$3,000	8	10.5	11	6.625	12.25	48.38	Mid	84
B12	0.28	Avondale Blvd	Bicycle Lane One Side	McDowell Road	I-10	$76,000	9.5	13.25	9.5	5.75	10.375	48.38	Mid	85
P146	0.24	W Van Buren St	Sidewalk Both Sides	Avondale Blvd	1/4 mile west 111th Ave	$285,000	9.5	13.25	9.5	6.625	9.5	48.38	Mid	86
B46	0.19	McDowell Road	Bicycle Lane Both Sides	119th Avenue	117th Avenue	$103,000	9.5	10.5	11	6.625	10.375	48.00	Mid	87
P63	1.78	N 99th Ave	Sidewalk Both Sides	Indian School Road	Palm Lane	$2,086,000	9.5	13.25	11	6.625	7.625	48.00	Mid	88
P151	0.10	W Van Buren St	Sidewalk One Side	137th Ave	535 feet east of 137th Ave	$60,000	11	10.5	9.5	7.5	9.5	48.00	Mid	89
P121	0.07	W Lower Buckeye Rd	Sidewalk One Side	El Mirage Road	460 feet East El Mirage Road	$40,000	11	10.5	12	4.875	9.5	47.88	Mid	90
B35	0.28	Litchfield Road	Bicycle Lane Both Sides	Main Street	Lower Buckeye Road	$151,000	8	10.5	9.5	9.375	10.375	47.75	Mid	91
P11	0.22	Avondale Blvd	Sidewalk Both Sides	290 feet south McDowell Road	I-10	$254,000	9.5	13.25	9.5	5.75	9.5	47.50	Mid	92
MU1	2.97	Agua Fria River East	Multi-Use Path	Lower Buckeye Road	Gila River	$9,298,000	9.5	19.75	4	6.625	10.375	50.25	Mid	93
B69	0	Central Avenue	Bicycle Signage	Central Avenue and Harrison Drive NB	.	$3,000	4	10.5	5.5	15	12.25	47.25	Mid	94
P66	0.15	N Dysart Rd	Sidewalk Both Sides	500 ft south of Dysart Road	Fairmount Ave	$172,000	8	10.5	13.5	5.75	9.5	47.25	Mid	95
P22	0.47	Buckeye Rd North	Sidewalk One Side	West of El Mirage Rd	West of 119th Ave	$278,000	9.5	10.5	11	6.625	9.5	47.13	Mid	96
B71	0	Buckeye Road	Bicycle Signage	Buckeye Road and Agua Fria River WB	.	$3,000	9.5	10.5	11	6.625	9.5	47.13	Mid	97
P53	0.10	N 107th Ave	Sidewalk One Side	320 feet North Encanto Blvd	Encanto Blvd	$60,000	11	10.5	9.5	6.625	9.5	47.13	Mid	98
P116	0.11	W Indian School Rd	Sidewalk One Side	125th Drive	745 feet West El Mirage Road	$63,000	9.5	10.5	11	6.625	9.5	47.13	Mid	99
P128	0.18	W McDowell Rd	Sidewalk One Side	119th Ave	117th Ave	$106,000	9.5	10.5	11	6.625	9.5	47.13	Mid	100
MU6	1.92	Agua Fria River West	Multi-Use Path	I-10	Lower Buckeye Road	$6,001,000	15	10.5	5.5	7.5	10.375	48.88	Mid	101
P48	0.21	Lower Buckeye Rd Southside	Sidewalk One Side	Litchfield Rd	300 feet East of 5th Ave	$125,000	9.5	10.5	8	9.375	9.5	46.88	Mid	102
B33	0.25	Indian School Road	Bicycle Lane Both Sides	124th Ave	El Mirage Road	$136,000	11	10.5	11	6.625	7.625	46.75	Mid	103
B70	0	Buckeye Road	Bicycle Signage	Buckeye Road and Agua Fria River EB	.	$3,000	8	10.5	11	7.5	9.5	46.50	Mid	104
P33	0.17	E Ludlow Dr	Sidewalk One Side	Central Ave	3rd Street	$98,000	13.5	10.5	5.5	7.5	9.5	46.50	Mid	105
P3	0.02	107th Ave	Sidewalk Both Sides	Lower Buckeye Road	125 feet south Lower Buckeye Road	$28,000	8	10.5	8	10.375	9.5	46.38	Mid	106
P44	0.03	Lower Buckeye Rd	Sidewalk Both Sides	125th Ave	125th Ave East .01 miles	$39,000	13.5	10.5	8	4.875	9.5	46.38	Mid	107
B32	0.31	Indian School Road	Bicycle Lane Both Sides	Agua Fria River West	Agua Fria River East	$167,000	8	10.5	13.5	6.625	7.625	46.25	Mid	108
P115	0.29	W Indian School Rd	Sidewalk One Side	700 ft east Dysart Road	320 feet east Santa Fe Trl	$170,000	9.5	10.5	11	5.75	9.5	46.25	Mid	109
B37	0.49	Lower Buckeye Rd	Bicycle Lane Both Sides	127th Ave	El Mirage Rd	$270,000	13.5	10.5	9.5	4.875	7.625	46.00	Mid	110
P34	0.05	E Park Dr	Sidewalk Both Sides	1st Street	2nd Street	$53,000	11	10.5	5.5	9.375	9.5	45.88	Mid	111
P85	0.06	S 1st St	Sidewalk Both Sides	Park Drive	Elm Lane	$74,000	11	10.5	5.5	9.375	9.5	45.88	Mid	112
P47	0.52	Lower Buckeye Rd	Sidewalk Both Sides	300 feet East of 5th Ave	4th St	$615,000	11	10.5	8	6.625	9.5	45.63	Mid	113
P68	0.16	N el Mirage Rd	Sidewalk Both Sides	825 feet north Indian School Road	Indian School Road	$183,000	11	10.5	8	6.625	9.5	45.63	Mid	114
P51	0.46	N 106th Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	$538,000	11	10.5	7	7.5	9.5	45.50	Mid	115
B2	1.99	107th Ave	Bicycle Lane Both Sides	Lower Buckeye Rd	Southern Ave	$1,090,000	9.5	10.5	12	5.75	7.625	45.38	Mid	116
B17	0.35	Buckeye Road	Bicycle Lane Both Sides	1000 ft West El Mirage Road	760 ft East El Mirage Road	$192,000	9.5	10.5	11	6.625	7.625	45.25	Mid	117
B31	0.17	Indian School Road	Bicycle Lane Both Sides	1000 ft East El Mirage Road	Agua Fria River Bridge	$92,000	9.5	10.5	11	6.625	7.625	45.25	Mid	118
B38	0.16	Lower Buckeye Rd	Bicycle Lane Both Sides	4th St	Agua Fria River West	$85,000	11	10.5	9.5	6.625	7.625	45.25	Mid	119
B40	0.75	Lower Buckeye Rd	Bicycle Lane Both Sides	Litchfield Rd	4th St	$409,000	11	10.5	9.5	6.625	7.625	45.25	Mid	120
P134	0.25	W Palm Ln	Sidewalk One Side	116th Lane	Avondale Blvd	$145,000	9.5	16	5.5	7.5	6.75	45.25	Mid	121
B25	0.36	El Mirage Road	Bicycle Lane Both Sides	Garfield Strett	Van Buren Street	$195,000	9.5	13.25	5.5	6.625	10.375	45.25	Mid	122
R2	0.44	Garden Lakes Parkway	Improvements Phase 1	Thomas Road	Lakeshore Drive	$900,000	8	13.25	7	7.5	9.5	45.25	Mid	123
P30	0.25	E Brinker Dr	Sidewalk Both Sides	Dysart Rd	Eliseo C Felix Jr Way	$292,000	12	10.5	5.5	7.5	9.5	45.00	Mid	124
P17	0.06	Avondale Blvd	Sidewalk One Side	McDowell Road	290 feet south McDowell Road	$32,000	9.5	10.5	9.5	5.75	9.5	44.75	Mid	125
P88	0.13	S Avondale Blvd	Sidewalk One Side	Rio Vista Lane	Lower Buckeye Road	$76,000	9.5	10.5	9.5	5.75	9.5	44.75	Mid	126
P122	0.59	W Lower Buckeye Rd	Sidewalk One Side	121st Drive	116th Ave	$345,000	9.5	10.5	9.5	5.75	9.5	44.75	Mid	127
P123	0.17	W Lower Buckeye Rd	Sidewalk Both Sides	116th Ave	Avondale Blvd	$194,000	9.5	10.5	9.5	5.75	9.5	44.75	Mid	128
P103	1.01	W Encanto Blvd	Sidewalk One Side	107th Ave	99th Ave	$595,000	11	10.5	7	6.625	9.5	44.63	Mid	129
B15	1.85	Broadway Road	Bicycle Lane Both Sides	El Mirage Road	107th Ave	$1,013,000	9.5	13.25	12	4	5.75	44.50	Mid	130
P145	0.75	W Van Buren St	Sidewalk One Side	107th Ave	101st Ave	$442,000	9.5	10.5	11	4	9.5	44.50	Mid	131
P114	0.81	W Indian School Rd	Sidewalk Both Sides	380 feet East El Mirage Road	Copenhaagen Drive	$947,000	9.5	10.5	11	6.625	6.75	44.38	Mid	132
P69	0.34	N el Mirage Rd	Sidewalk One Side	Garfield Street	Van Buren Street	$201,000	9.5	13.25	5.5	6.625	9.5	44.38	Mid	133
B34	0.50	Indian School Road	Bicycle Lane Both Sides	103rd Ave	99th Ave	$271,000	9.5	10.5	13.5	5.75	4.875	44.13	Mid	134
P142	0.24	W Thomas Rd	Sidewalk One Side	119th Ave	116th Ave	$141,000	9.5	10.5	8	6.625	9.5	44.13	Mid	135
P49	0.46	N 103rd Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	$535,000	9.5	10.5	7	7.5	9.5	44.00	Mid	136
P50	0.50	N 105th Ave	Sidewalk Both Sides	Mulberry Drive	Thomas Road	$590,000	9.5	10.5	7	7.5	9.5	44.00	Mid	137
P94	0.35	W Avalon Dr	Sidewalk Both Sides	106th Ave	103rd Ave	$412,000	11	10.5	5.5	7.5	9.5	44.00	Mid	138
P97	0.35	W Catalina Dr	Sidewalk Both Sides	106th Ave	103rd Ave	$411,000	11	10.5	5.5	7.5	9.5	44.00	Mid	139
P45	0.08	Lower Buckeye Rd	Sidewalk Both Sides	127th Ave	127th Ave East .07 miles	$98,000	11	10.5	8	4.875	9.5	43.88	Mid	140
P82	0.31	S 127th Ave	Sidewalk Both Sides	Lower Buckeye Road	Superior Ave	$363,000	9.5	10.5	9.5	4.875	9.5	43.88	Mid	141
P153	0.12	W Whyman St	Sidewalk One Side	125th Ave	124th Ave	$72,000	13.5	10.5	5.5	4.875	9.5	43.88	Mid	142
B29	0.22	Encanto Blvd	Bicycle Lane Both Sides	115th Ave	112th Lane	$119,000	13.5	10.5	5.5	6.625	7.625	43.75	Mid	143
P120	0.21	W Lower Buckeye Rd	Sidewalk Both Sides	175 feet East 125th Ave	El Mirage Road	$249,000	13.5	10.5	8	4.875	6.75	43.63	Mid	144
B1	0.13	103rd Avenue	Bicycle Lane Both Sides	Zinc Apartment Parcl	Zinc Apartment Parcl	$69,000	8	10.5	8	6.625	10.375	43.50	Long	145
P105	0.35	W Flower St	Sidewalk Both Sides	106th Ave	103rd Ave	$413,000	11	10.5	5.5	6.625	9.5	43.13	Long	146
P131	0.35	W Mulberry St	Sidewalk Both Sides	106th Ave	103rd Ave	$412,000	11	10.5	5.5	6.625	9.5	43.13	Long	147
P147	0.22	W Van Buren St	Sidewalk One Side	1/4 mile west 111th Ave	111th Ave	$130,000	9.5	10.5	9.5	4	9.5	43.00	Long	148
MU3	1.01	Agua Fria River East	Multi-Use Path	Buckeye Road	Lower Buckeye Road	$3,161,000	12	10.5	4	7.5	10.375	44.38	Long	149
P39	0.11	Elisio Felix Jr Way	Sidewalk One Side	Brinker Drive	Riley Drive	$63,000	9.5	10.5	5.5	7.5	9.5	42.50	Long	150
P62	0.10	N 4th Ave	Sidewalk One Side	Loma Linda Blvd	Brinker Drive	$58,000	9.5	10.5	5.5	7.5	9.5	42.50	Long	151
P99	0.40	W Earll Dr	Sidewalk Both Sides	106th Ave	103rd Ave	$468,000	9.5	10.5	5.5	7.5	9.5	42.50	Long	152
P91	0.67	S Vermeersch Rd	Sidewalk Both Sides	Superior Ave	1.5 miles south Superior Ave	$785,000	9.5	10.5	8	4.875	9.5	42.38	Long	153
P96	0.98	W Broadway Rd	Sidewalk Both Sides	Avondale Blvd	107th Ave	$1,146,000	9.5	13.25	8	4	7.625	42.38	Long	154
P67	0.58	N el Mirage Rd	Sidewalk One Side	<Null>	825 feet north Indian School Road	$340,000	9.5	10.5	8	6.625	7.625	42.25	Long	155
B58	0.21	Thomas Road	Bicycle Lane Both Sides	Agua Fria River East	118th Drive	$117,000	9.5	10.5	8	6.625	7.625	42.25	Long	156
B20	0.10	Coldwater Springs Blvd	Bicycle Lane Both Sides	126th Avenue	125th Avenue	$55,000	8	10.5	5.5	7.5	10.375	41.88	Long	157
B26	0.74	El Mirage Road	Bicycle Lane Both Sides	Highland Ave	Indian School	$405,000	11	10.5	8	6.625	5.75	41.88	Long	158
P144	0.46	W Thomas Rd	Sidewalk One Side	350 feet West Rancho Santa Fe Blvd	Agua Fria River West	$270,000	8	10.5	8	5.75	9.5	41.75	Long	159
MU7	0.32	Durango Street	Trail Segment	125th Avenue	Agua Fria Trail	$1,015,000	5.5	10.5	4	11.25	10.375	41.63	Long	160
P6	0.21	119th Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	$123,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	161
P7	0.26	119th Ave	Sidewalk One Side	Palm Lane	McDowell Road	$150,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	162
MU2	2.07	Agua Fria River East	Multi-Use Path	Indian School Road	McDowell Road	$6,490,000	12	10.5	4	6.625	10.375	43.50	Long	163
P23	0.31	Civic Center Dr	Sidewalk Both Sides	400 feet southeast 114th Ave	Coldwater Springs Blvd	$362,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	164
P24	0.09	Civic Center Dr	Sidewalk One Side	Avondale Blvd	Madison Street	$54,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	165
P56	0.22	N 117th Ave	Sidewalk One Side	McDowell Road	1/4 mile south McDowell Road	$131,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	166
P57	0.24	N 119th Ave	Sidewalk One Side	McDowell Road	Roosevelt Ave	$143,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	167
P139	0.16	W Roosevelt St	Sidewalk One Side	120 Drive	119th Ave	$96,000	9.5	10.5	5.5	6.625	9.5	41.63	Long	168
MU5	1.87	Agua Fria River West	Multi-Use Path	Indian School Road	I-10	$5,837,000	9.5	10.5	5.5	7.5	10.375	43.38	Long	169

P1	0.50	101st Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	$295,000	9.5	10.5	8	4	9.5	41.50	Long	170
P70	0.40	Roosevelt St	Sidewalk One Side	103rd Ave	101st Ave	$237,000	8	10.5	9.5	4	9.5	41.50	Long	171
P28	0.12	County Line Rd	Sidewalk Both Sides	127th Ave	Dead End	$143,000	11	10.5	5.5	4.875	9.5	41.38	Long	172
P95	0.11	W Bohne St	Sidewalk Both Sides	127th Ave	Dead End	$125,000	11	10.5	5.5	4.875	9.5	41.38	Long	173
B4	0.32	112th Lane	Bicycle Lane Both Sides	Whyman Ave	Lower Buckeye Road	$173,000	9.5	10.5	7	6.625	7.625	41.25	Long	174
B6	0.33	119th Ave	Bicycle Lane Both Sides	Monte Vista Road	McDowell Road	$178,000	9.5	10.5	7	6.625	7.625	41.25	Long	175
P119	0.16	W Lower Buckeye Rd	Sidewalk One Side	126th Ave	125th Ave	$94,000	11	10.5	8	4.875	6.75	41.13	Long	176
P54	0.14	N 10th St	Sidewalk Both Sides	435 feet south Riley Drive	Western Ave	$161,000	8	10.5	5.5	7.5	9.5	41.00	Long	177
P55	0.08	N 10th St	Sidewalk One Side	Riley Drive	435 feet south Riley Drive	$49,000	8	10.5	5.5	7.5	9.5	41.00	Long	178
P81	0.28	S 127th Ave	Sidewalk One Side	Vermeersch Road	Illini Street	$167,000	9.5	10.5	7	4	9.5	40.50	Long	179
P101	0.25	W Elwood St	Sidewalk One Side	125th Ave	El Mirage Road	$149,000	9.5	10.5	7	4	9.5	40.50	Long	180
P5	0.04	114th Ave	Sidewalk One Side	Coldwater Springs Blvd	Civic Center Drive	$25,000	8	10.5	5.5	6.625	9.5	40.13	Long	181
P25	0.09	Civic Center Dr	Sidewalk Both Sides	Madison Street	Jefferson Street	$109,000	8	10.5	5.5	6.625	9.5	40.13	Long	182
P26	0.17	Civic Center Dr	Sidewalk One Side	Jefferson Street	400 feet southeast 114th Ave	$100,000	8	10.5	5.5	6.625	9.5	40.13	Long	183
P27	0.10	Coldwater Springs Blvd	Sidewalk Both Sides	114th Ave	Civic Center Drive	$121,000	8	10.5	5.5	6.625	9.5	40.13	Long	184
B24	2.19	Dysart/Vermeersch Road	Bicycle Lane Both Sides	Lower Buckeye Road	Southern Ave	$1,198,000	9.5	10.5	9.5	4.875	5.75	40.13	Long	185
P43	0.06	Jefferson St	Sidewalk One Side	Avondale Blvd	Civic Center Drive	$34,000	8	10.5	5.5	6.625	9.5	40.13	Long	186
P58	0.24	N 119th Ave	Sidewalk One Side	Thomas Road	Virginia Ave	$143,000	8	10.5	5.5	6.625	9.5	40.13	Long	187
P42	1.28	Indian Springs Road	Sidewalk Both Sides	133rd Ave	El Mirage Road	$1,502,000	8	10.5	8	4	9.5	40.00	Long	188
B13	1.35	Avondale Blvd	Banner Wayfinding Signage	Broadway Road	Southern Avenue	$53,000	4	10.5	11	4	10.375	39.88	Long	189
B57	0.42	Thomas Road	Bicycle Lane Both Sides	Rancho Santa Fe Blvd	Agua Fria River West	$229,000	8	10.5	8	5.75	7.625	39.88	Long	190
P136	0.19	W Pioneer St	Sidewalk One Side	125th Ave	330 feet east 124th Ave	$113,000	9.5	10.5	5.5	4.875	9.5	39.88	Long	191
P137	0.12	W Pioneer St	Sidewalk Both Sides	127th Ave	Dead End	$135,000	9.5	10.5	5.5	4.875	9.5	39.88	Long	192
B7	0.51	119th Ave	Bicycle Lane Both Sides	I-10	Van Buren Street	$277,000	9.5	10.5	5.5	6.625	7.625	39.75	Long	193
MU4	2.81	Agua Fria River West	Multi-Use Path	Lower Buckeye Road	Gila River	$8,778,000	11	10.5	4	6.625	10.375	42.50	Long	194
B51	1.00	Roosevelt Street	Bicycle Lane Both Sides	107th Ave	99th Ave	$549,000	8	10.5	9.5	4	7.625	39.63	Long	195
P154	0.48	W Winslow Ave	Sidewalk Both Sides	Avondale Blvd	111th Ave	$565,000	11	10.5	5.5	5.75	6.75	39.50	Long	196
B52	2.97	Southern Ave	Bicycle Lane Both Sides	Dysart Road	107th Ave	$1,625,000	8	10.5	12	4	4.875	39.38	Long	197
P140	3.47	W Southern Ave	Sidewalk Both Sides	Buckeye Canal	107th Ave	$4,065,000	8	10.5	12	4	6.75	41.25	Long	198
P72	0.09	S 107th Ave	Sidewalk Both Sides	125 feet south Lower Buckeye Road	600 feet south Lower Buckeye Road	$103,000	8	10.5	8	5.75	6.75	39.00	Long	199
P73	0.14	S 107th Ave	Sidewalk One Side	600 feet south Lower Buckeye Road	Miami Ave	$81,000	8	10.5	8	5.75	6.75	39.00	Long	200
P74	0.25	S 107th Ave	Sidewalk Both Sides	Miami Ave	1/4 Mile south Miami Ave	$295,000	8	10.5	8	5.75	6.75	39.00	Long	201
P4	0.34	111th Ave	Sidewalk One Side	Roosevelt Street	Van Buren Street	$201,000	9.5	10.5	5.5	4	9.5	39.00	Long	202
P152	0.24	W Warner St	Sidewalk Both Sides	127th Ave	125th Ave	$286,000	8	10.5	7	4	9.5	39.00	Long	203
MU10	0.88	Agua Fria River	Multi-Use Path	McDowell Road	Van Buren	$2,761,000	8	10.5	4	7.5	10.375	40.38	Long	204
R3	0.14	Palm Lane	Road Extension	116th Avenue	118th Avenue	$691,000	9.5	10.5	4	6.625	7.625	38.25	Long	205
P133	0.12	W Palm Ln	Sidewalk One Side	119th Ave	650 feet East 119th Ave	$73,000	8	10.5	5.5	6.625	7.625	38.25	Long	206
P112	0.25	W Illini St	Sidewalk One Side	125th Ave	El Mirage Road	$144,000	9.5	10.5	7	4	6.75	37.75	Long	207
B28	2.02	El Mirage Road	Bicycle Lane Both Sides	Broadway Road	Indian Springs Road	$1,108,000	8	10.5	9.5	4	5.75	37.75	Long	208
P8	0.03	126th Ave	Sidewalk Both Sides	Warner Street	Dead End	$33,000	8	10.5	5.5	4	9.5	37.50	Long	209
P9	0.04	126th Dr	Sidewalk Both Sides	Warner Street	Illini Street	$42,000	8	10.5	5.5	4	9.5	37.50	Long	210
P59	0.03	N 125th Dr	Sidewalk Both Sides	Warner Street	Dead End	$32,000	8	10.5	5.5	4	9.5	37.50	Long	211
P100	0.24	W Elwood St	Sidewalk Both Sides	127th Ave	125th Ave	$286,000	8	10.5	5.5	4	9.5	37.50	Long	212
P104	0.25	W Florence St	Sidewalk One Side	127th Ave	125th Ave	$144,000	8	10.5	5.5	4	9.5	37.50	Long	213
P110	0.09	W Illini St	Sidewalk Both Sides	127th Ave	126th Drive	$111,000	8	10.5	5.5	4	9.5	37.50	Long	214
P111	0.19	W Illini St	Sidewalk Both Sides	Vermeersch Road	Dead End	$225,000	8	10.5	5.5	4	9.5	37.50	Long	215
B8	0.20	119th Ave	Bicycle Lane Both Sides	Thomas Road	Encanto Blvd	$112,000	8	10.5	5.5	5.75	7.625	37.38	Long	216
P38	0.26	el Mirage Rd	Sidewalk Both Sides	Alta Vista Road	Gila River	$305,000	8	10.5	8	4	6.75	37.25	Long	217
P75	0.26	S 107th Ave	Sidewalk One Side	1/4 Mile south Miami Ave	Jones Ave	$150,000	8	10.5	8	4	6.75	37.25	Long	218
P76	0.25	S 107th Ave	Sidewalk Both Sides	Jones Ave	Broadway Road	$294,000	8	10.5	8	4	6.75	37.25	Long	219
P89	1.24	S Dysart Rd	Sidewalk Both Sides	1.5 miles south of Superior Street	Southern Ave	$1,458,000	8	10.5	8	4	6.75	37.25	Long	220
P78	0.26	S 111th Ave	Sidewalk Both Sides	Lower Buckeye Road	Miami Ave	$303,000	8	10.5	5.5	5.75	6.75	36.50	Long	221
P130	0.97	W Miami Ave	Sidewalk Both Sides	Avondale Blvd	107th Ave	$1,134,000	8	10.5	5.5	5.75	6.75	36.50	Long	222
P102	0.13	W Elwood St	Sidewalk One Side	El Mirage Road	122nd Ave	$74,000	9.5	10.5	5.5	4	6.75	36.25	Long	223
P77	0.19	S 109th Ave	Sidewalk Both Sides	Pecan Road	Southern Ave	$222,000	8	10.5	5.5	4	6.75	34.75	Long	224
P79	0.29	S 114th Ave	Sidewalk Both Sides	Sunland Ave	Southern Ave	$340,000	8	10.5	5.5	4	6.75	34.75	Long	225
P80	0.45	S 122nd Ave	Sidewalk Both Sides	Southern Ave	Gila River	$531,000	8	10.5	5.5	4	6.75	34.75	Long	226
P83	0.16	S 129th Ave	Sidewalk Both Sides	Hidalgo Ave	Southern Ave	$190,000	8	10.5	5.5	4	6.75	34.75	Long	227
P92	0.24	W Alta Vista Rd	Sidewalk Both Sides	El Mirage Road	121st Ave	$281,000	8	10.5	5.5	4	6.75	34.75	Long	228
P93	0.52	W Atlanta Ave	Sidewalk Both Sides	1/2 Mile west Avondale Blvd	Avondale Blvd	$609,000	8	10.5	5.5	4	6.75	34.75	Long	229
P98	0.25	W Chambers Ave	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	$291,000	8	10.5	5.5	4	6.75	34.75	Long	230
P106	0.49	W Hidalgo Ave	Sidewalk Both Sides	Avondale Blvd	111th Ave	$573,000	8	10.5	5.5	4	6.75	34.75	Long	231
P107	0.31	W Hidalgo Ave	Sidewalk Both Sides	1/4 mile El Mirage Road	El Mirage Road	$369,000	8	10.5	5.5	4	6.75	34.75	Long	232
P108	0.40	W Hidalgo Ave	Sidewalk Both Sides	Dysart Road	830 feet east of 129th Ave	$475,000	8	10.5	5.5	4	6.75	34.75	Long	233
P109	0.12	W Hidalgo Ave	Sidewalk Both Sides	630 feet west of 109th Ave	109th Ave	$140,000	8	10.5	5.5	4	6.75	34.75	Long	234
P135	0.37	W Pecan Rd	Sidewalk Both Sides	625 feet west 109th Ave	107th Ave	$436,000	8	10.5	5.5	4	6.75	34.75	Long	235
P138	0.24	W Roeser Rd	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	$277,000	8	10.5	5.5	4	6.75	34.75	Long	236
P141	0.25	W Sunland Ave	Sidewalk Both Sides	Avondale Blvd	350 feet east 114th Ave	$291,000	8	10.5	5.5	4	6.75	34.75	Long	237
MU11	2.95	Transmission Lines	Multi-Use Path	Lower Buckeye	Broadway / Agua Fria River	$9,227,000	9.5	10.5	5.5	4	7.625	37.13	Long	238
MU8	5.27	Gila River	Multi-Use Path	143rd Ave	East of 107 Ave	$16,489,000	8	10.5	4	4	10.375	36.88	Long	239
MU9	0.57	SR-30	Trail Segment	119th Ave	Avondale Blvd	$1,770,000	4	10.5	4	4	10.375	32.88	Long	240