2019

Town of Florence

Active Transportation Plan

Michael Baker INTERNATIONAL

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TOWN OF FLORENCE

ACTIVE TRANSPORTATION PLAN

Prepared for:

Prepared By:

Michael Baker International

2929 N. Central Avenue, 8th Floor

Phoenix, AZ 85012

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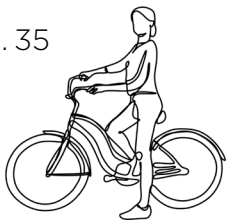

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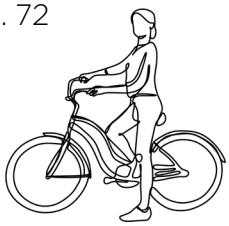

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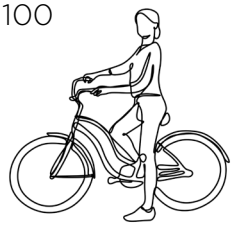

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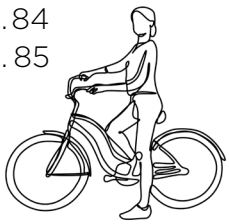

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I. Introduction

A. Town of Florence Active Transportation Plan Purpose

The Florence Active Transportation Plan (ATP) will provide the Town with its first ever plan solely focused on the identifying bicycle and pedestrian facilities within the town limits. The Florence ATP will establish clear bicycle and pedestrian paths, trails and routes that provide safe and enhanced connections to and from existing and planned neighborhoods, parks and open spaces, community gathering centers, downtown, government offices, employment centers and other key destinations in Florence.

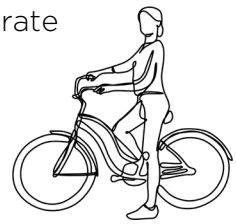
The Florence ATP will assist the Town in developing and administering policies and procedures necessary to create an integrated bicycle and pedestrian network with existing and planned town roadways, county and ADOT roadways and incoming master planned communities and employers.

The Florence ATP is made possible through grant funding assistance through the Maricopa Association of Governments (MAG) Bicycle and Pedestrian Master Plan/Updates and local Town of Florence contributions.

1. Objectives of the Florence ATP

In addition to the broad plan purpose of creating a safe and effective network of bicycle and pedestrian facilities in Florence, the Technical Advisory Committee, Parks Board, Planning Commission and Florence staff collectively identified and discussed the following plan needs and objectives of this ATP. Plan objectives include (in no particular order):

1) Focus on establishing off-street and on-street trail connections from Anthem and Florence Gardens to downtown Florence (specifically provide connection for the youth to the Community Center/ Aquatic Center, and the High School).
2) Evaluate the overall mobility potential for the SR 79 corridor, particularly between its intersection with SR 287 and Butte Avenue. Place emphasis on improving pedestrian connectivity from Florence High School to the Community Center, including evaluating the potential for bike lanes.
3) Develop an updated hierarchy of trails and paths with detailed cross sections for each.
4) Identify a network to accommodate people on road bikes and mountain bikes that are not necessarily desiring the same trail type.
5) Identify an appropriate all-weather crossing for OHV trails.
6) Establish policies and procedures to limit the improper/illegal use of OHV's on paths and trails that prohibit OHVs.
7) Establish policies and procedures to ensure that the future construction/improvement of existing and planned bridge facilities incorporate facilities for people walking and biking.



8) Evaluate and recommend path/trail connections from the existing rodeo grounds along SR 79B to downtown Florence.
9) Evaluate CART transit stops and offer recommendations for improved accessibility, trail connections and bicycle parking.
10) Evaluate and recommend trail connections from all schools to the Community Center.
11) Conduct a survey of Florence residents to solicit their input on desired bicycle and pedestrian needs and priorities.
12) Evaluate and recommend trail connections to the regional CAP trail.
13) Establish policy recommendations to require the incorporation of five-foot sidewalks and bike lanes in all new or "refreshed" Planned Unit Development (PUD) communities.
14) Incorporate Crime Prevention Through Environmental Design (CPTED) principals in all relevant plan recommendations.
15) Evaluate and recommend appropriate trail connections to the planned regional park southeast of Florence.
16) Evaluate the existing mid-block crossing of SR 79B near Florence High School and recommend modifications as needed.
17) Develop plan recommendations that can leverage existing and planned paths and trails to promote community events and showcase tourism activities.
18) Come into compliance with recently completed Safe Routes to School Studies at Florence K-8 and Anthem K-8.

B. Study Area Context

Florence is located in central Arizona along the Gila River, at the junction of State Route (SR) 287 and SR 79. Florence is the county seat of Pinal County and is generally considered a focal point in Pinal County for government services, employment and cultural activities. A large percentage of the jobs in Florence are government and detention related positions. It is located midway between the two largest metropolitan areas in Arizona: Phoenix is approximately 61 miles to the northwest and Tucson is approximately 70 miles to the south. See Figure 1 for additional reference.

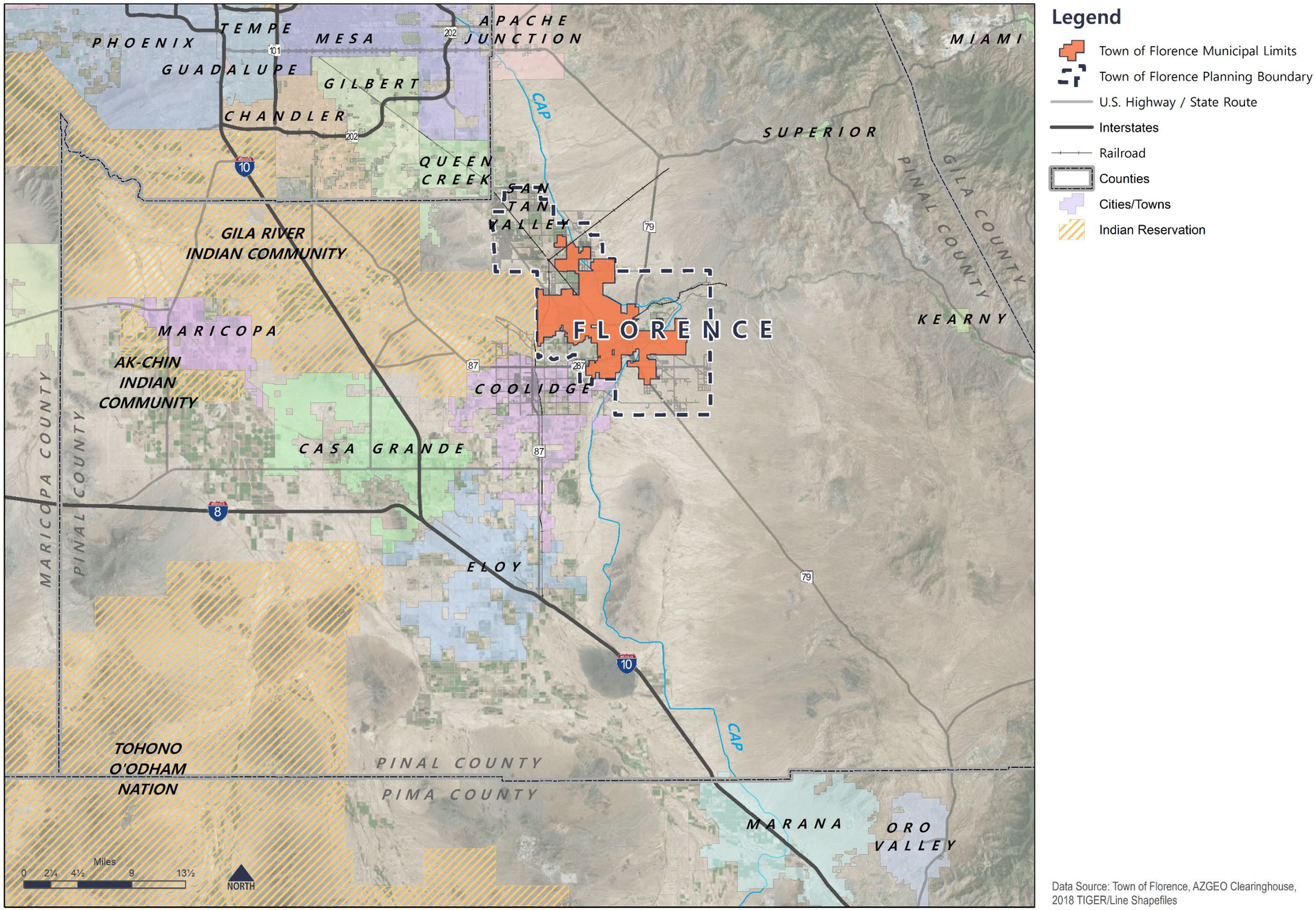
The Town of Florence is generally surrounded by unincorporated Pinal County and San Tan Valley to the northwest, the Gila River Indian Community (GRIC) to the west and the City of Coolidge to the southwest. The northern, eastern and southern boundaries of Florence are bordered by a combination of State Trust land, Bureau of Land Management land and privately-owned unincorporated county lands. The Arizona National Guard/Military Reserve owns land north and east of Florence, see Figure 17 for additional reference.

Major natural landmarks in the area are the Gila River, which flows in a westerly direction north of Downtown, and Poston Butte, which is located northwest of Downtown and is commonly known as "F Mountain".

The Town has three distinct residential developments that are geographically separated – Anthem at Merrill Ranch, Florence Gardens area and the "Old Florence" downtown/ Historic District area.

TOWN OF FLORENCE
Active Transportation Plan

Figure 1: Town of Florence Regional Context Map

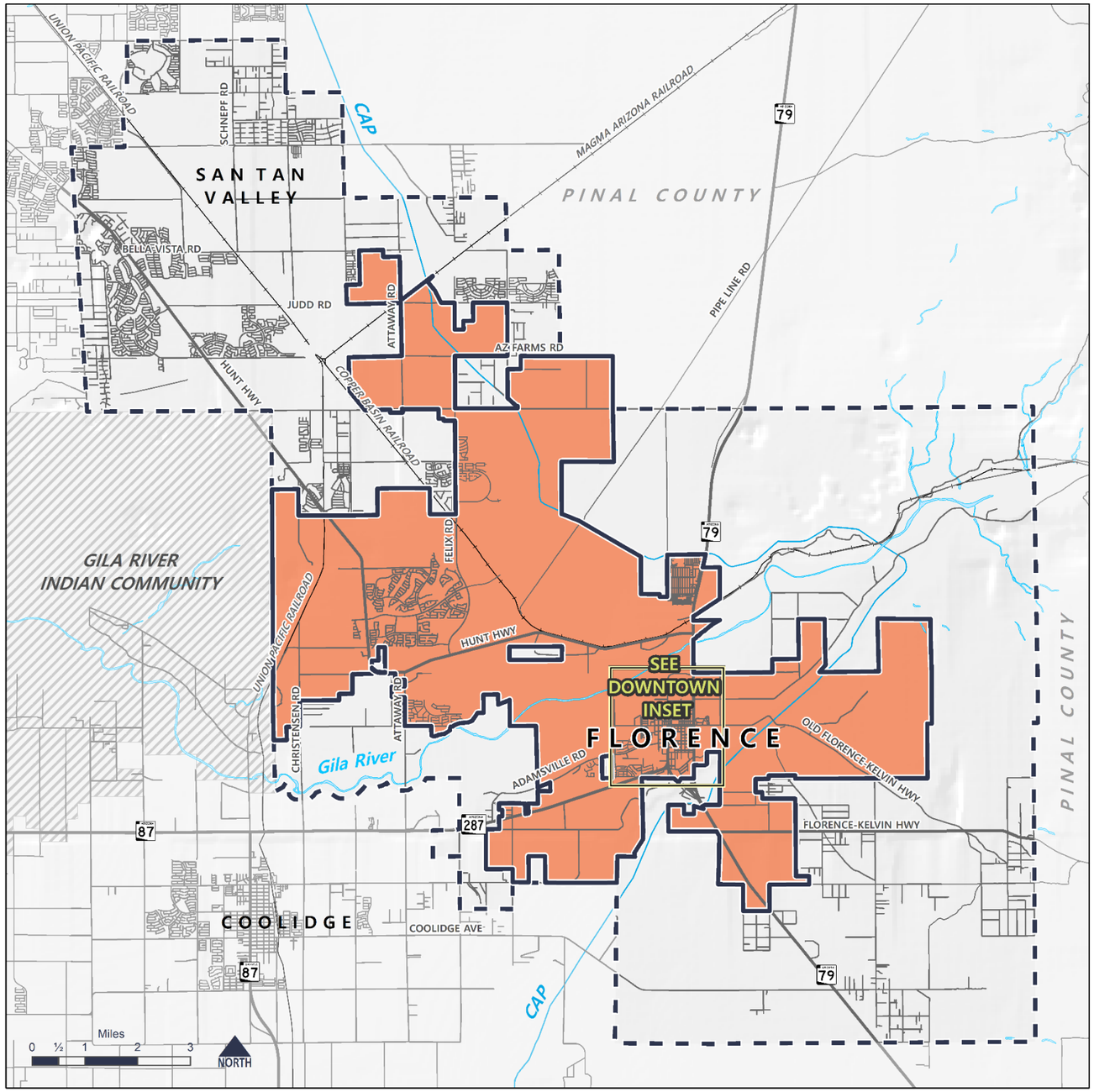


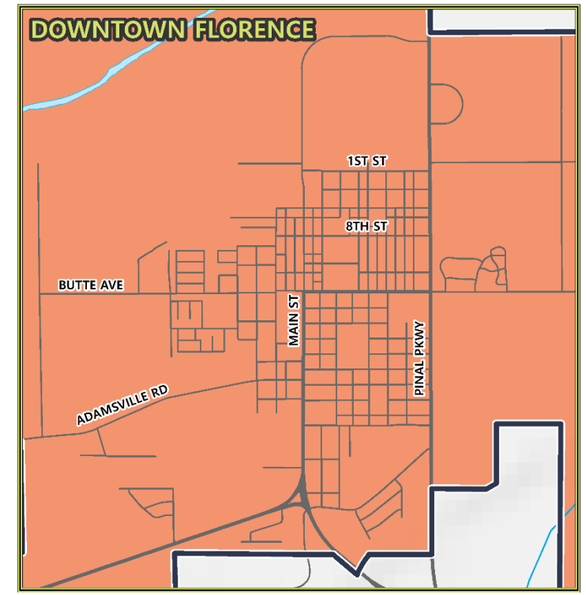
Data Source: Town of Florence, AZGEO Clearinghouse, 2018 TIGER/Line Shapefiles

Figure 2: Active Transportation Plan Study Area

TOWN OF FLORENCE

Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

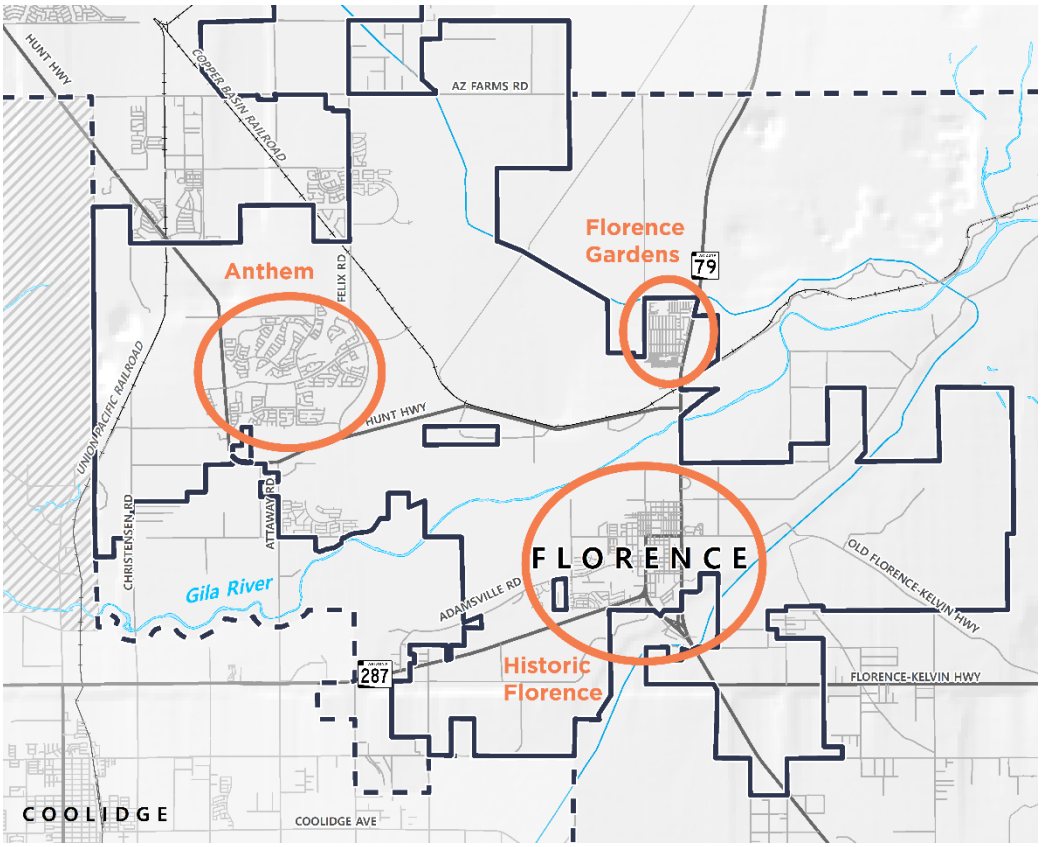
1. Town of Florence Incorporated Limits

As illustrated in **Figure 2** above, the Active Transportation Plan study area includes the 62.7 square miles within the Town of Florence incorporated limits, most of which is vacant, undeveloped property.

2. Florence's "Development Islands" and Their Connectivity Challenges

One of the key objectives of the Florence ATP is to develop recommendations to promote greater bicycle and pedestrian connectivity between Florence's three primary development areas – or "islands". As a community with extraordinary growth potential (vacant lands) and perhaps only 10% built out, it is not uncommon for communities such as Florence to have individual "development islands" that initially lack interconnectivity, but over time as the community grows, the Florence ATP will identify locations where enhanced connectivity should occur as Florence grows in population and employment.

Figure 3: Development Islands in the Town of Florence



These "islands" include Anthem at Merrill Ranch, Florence Gardens and the Florence downtown historic core and townsite neighborhoods. The vast majority of Florence's existing population base reside in these three areas. One of the primary objectives of the Florence ATP is to evaluate and recommend bicycle and pedestrian facilities that promote enhanced mobility and connectivity to and from the islands while also being cognizant of how future developing master planned communities will tie into this planned network as well.

3. Who are the Town's Pedestrian and Bicycle Users Today?

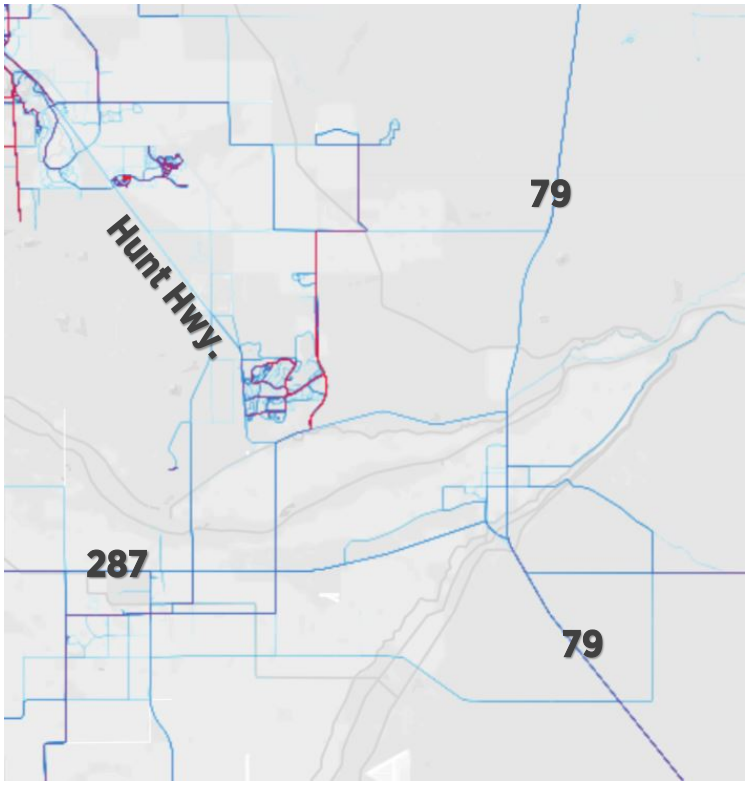
The recent transit survey conducted by the Town identified that over 4% of Florence residents responded that walking or bicycling is the most commonly use form of transportation. Only 1.3% responded that they do not have access to a vehicle. Another 34% responded they travel less than 10 miles to work or school, and 62% of all respondents are age 65 and older.

Nationally, according to the Pedestrian and Bicycle Information Center, one in 12 households are "no vehicle" households, yet 10.9% of all trips are made by walking. While this statistic is skewed by densely populated areas such as New York City where driving a car is increasingly less common, it does highlight that when there are destinations to walk to, people generally prefer to walk. According to the National Travel Survey, nearly 40% of all trips are less than two miles which is equivalent to a 30-minute walk or a 10-minute bicycle ride.

Figure 4 and Figure 5 below show the level of bicycle and pedestrian activity as heat maps within the Town of Florence. The data provided by Strava is derived from their smart phone app users that have allowed them access to their bicycle and pedestrian travel patterns over the last two years and is updated monthly. Anthem at Merrill Ranch clearly experiences the most frequent bicycle and pedestrian activity in Florence. It is also interesting to note that existing bicycle use on regional roadways is more frequent on SR 79 north and south of Town, and less frequent on Hunt Highway.

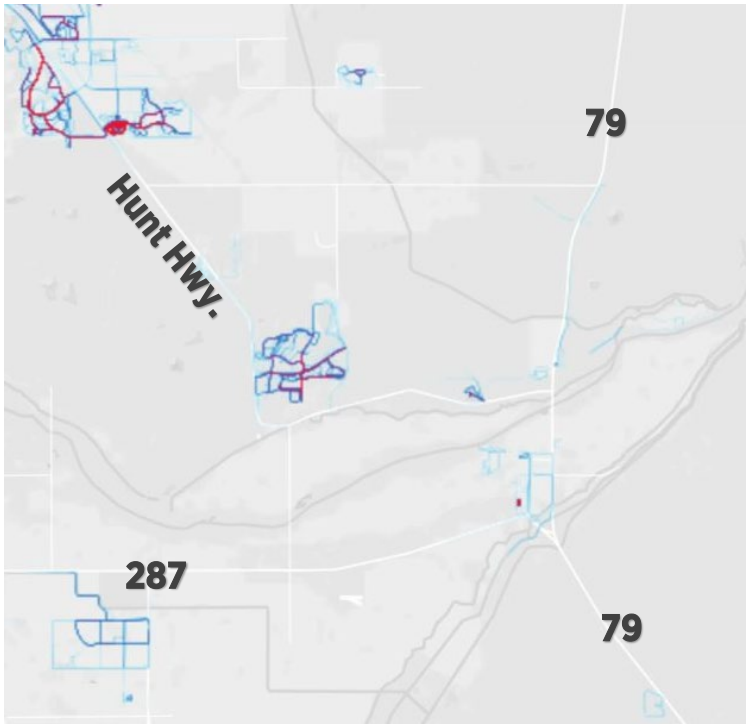
Citylab has warned Strava data users of equity concerns since the data is sourced from a social network of athletes that are likely higher income with technology access. This may present data anomalies across rural or lower-income areas where people may be riding, but without smart phones or watches to capture their ride. The state of Florida considers Strava's data captures approximately 10% of the total trips taken. Strava data, while valuable, cannot equitably be the sole basis for design or routing of facilities but is worth identifying for information purposes.

Figure 4: Strava Bicycling Activity Heat Map



SOURCE: STRAVA GLOBAL HEAT MAP

Figure 5: Strava Pedestrian Activity Heat Map



SOURCE: STRAVA GLOBAL HEAT MAP

C. What is Active Transportation?

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.

D. What are the Benefits of Active Transportation?

1. Healthy, Safe & Connected Community

America continues to fight an obesity crisis, and the percentage of the overweight or obese population is continually increasing across all genders, races, and income levels. According to the *Bicycling and Walking in the United States 2016 Benchmarking Report* created by the League of American Bicyclists, over 65% of the adult population had a body mass index "above a healthy level for their height and weight" in 2013, and nearly 30% were at or above the level of obesity.

While physical health is an obvious benefit from an active lifestyle, the above report states that bicycling and walking have been shown to produce a greater sense of well-being over other transportation modes. One study mentioned in the report stated that walking was perceived as less stressful than driving or taking transit, and 67% of bicycling and pedestrian commuters reported enjoying their commute versus 58% of vehicle commuters.

As noted above, Florence will experience tremendous incremental growth over the next few decades and now is the time to plan and provide policy guidance to establish bicycle and pedestrian connectivity between existing and planned residential, employment and recreational areas. A handful of various real estate surveys of prospective homebuyers have suggested that paths and trails are frequently pointed to as the most desirable amenity when looking for a new home.

2. Healthy Wallets

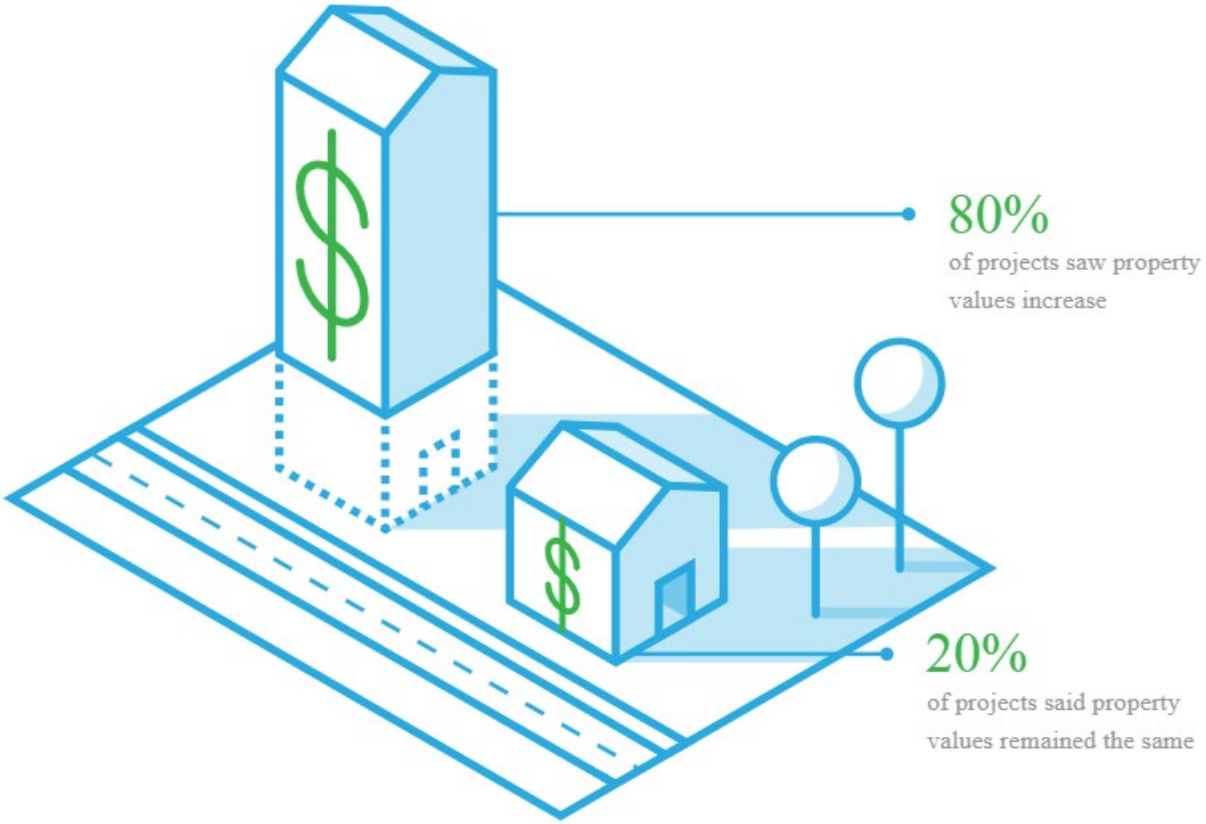
The personal automobile in America once meant freedom and status, but vehicle costs can be burdensome, and behaviors are changing as a result. According to the U.S. Department of Labor's U.S. Bureau of Labor Statistics (September 2018), the average vehicle costs $9,576 per year to own and operate ($4,054 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 people driving 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.

3. Healthy Market

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 having improved property values at a rate of 80%, while the remaining 20% maintained their property values. There have been no reported losses of property value regarding these popular street improvements (see Figure 6).

Figure 6: Positive Impact of Complete Streets Projects



SOURCE: BICYCLING AND WALKING IN THE UNITED STATES 2016 BENCHMARKING REPORT

E. Florence ATP Planning Framework + National Goals & Trends

1. The 6E's Framework

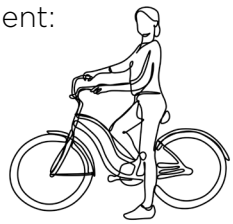
The following framework is a comprehensive approach to active transportation planning. As unequal access has been discovered as a significant factor in a user's commute, "Equity" was recently added to the once 5 E's. The now 6 E's are as follows:

- *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 people walking and biking is also key.
- *Equity-* Work to support safe, active, and healthy opportunities in underrepresented and vulnerable communities. Ensure facilities are designed for all ages and abilities. 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. Vision Zero

Vision Zero is a global effort that began in Sweden to reduce the number of fatalities and serious injuries in highway incidents to zero. This concept has been taken a step further across the United States and now aims to reduce the number of fatalities and serious injuries in all traffic incidents. Prioritizing safety above all else is now at the forefront of transportation safety policies in many cities and towns. Tempe is the only city in Arizona that is currently a Vision Zero city.

According to the Pedestrian and Bicycle Information Center located in Chapel Hill, North Carolina, there are five fundamental aspects of a strong Vision Zero Commitment:



1. Recognize traffic deaths and severe injuries can be prevented.
2. Focus on protecting human life and health across the transportation system.
3. Create transportation systems that accommodate human error.
4. Prioritize systemic changes rather than individual behavior changes.
5. Recognize and emphasize speed as the main factor of crash severity.

3. What's Trending

Safety Trends

Bicycle Crashes Across America Are on the Rise

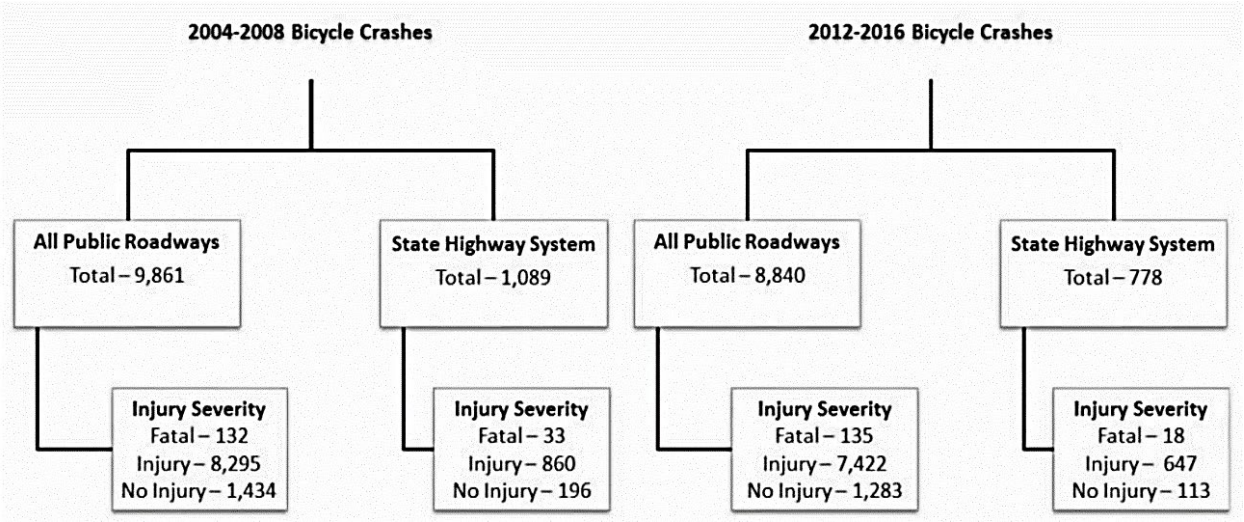
The number of fatalities amongst people biking reached a national low in 2010, according to data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS). Since 2010 however, the number of fatalities amongst people biking has increased to 840 in 2016, an increase of 32.6%. Between 2013 and 2014 the country saw a 3% decline in fatalities amongst people biking, but without accurate data for rider behaviors, it can't be known what the cause truly is. The Federal Highway Administration (FHWA) created the Course on Bicycle and Pedestrian Transportation. Based on a sampling across the nation, they found that people on bikes were at fault in nearly half of crashes with motor vehicles. People on bikes across the country need education about laws and safety. The most cited factors in bicycle related crashes sampled were: failure to yield, riding against traffic, stop sign violations, and safe movement violations. Younger people on bikes were also found to be more likely at fault. People driving were more likely to be at fault when older riders were involved in crashes.

Arizona is Improving

According to ADOT's Bicyclist Safety Action Plan 2018 in 2015, the most recent year of published data, Arizona had the 9th highest number of fatalities from bicycle motor vehicle crashes in the United States. However, as shown in the following data and Figure 7 below, Arizona is making progress in Bicyclist safety.

- 8,840 crashes involving people biking (all public roadways) were reported from 2012 to 2016, a 10.4% reduction as compared to the 2004 to 2008 period.
- 778 crashes involving people biking were reported on the State Highway System from 2012 to 2016, a 28.6% reduction from the 2004 to 2008 period.
- Fatalities among people biking decreased from 33 (2004 to 2008 period) to 18 (2012 to 2016 period), a 45.4% reduction.

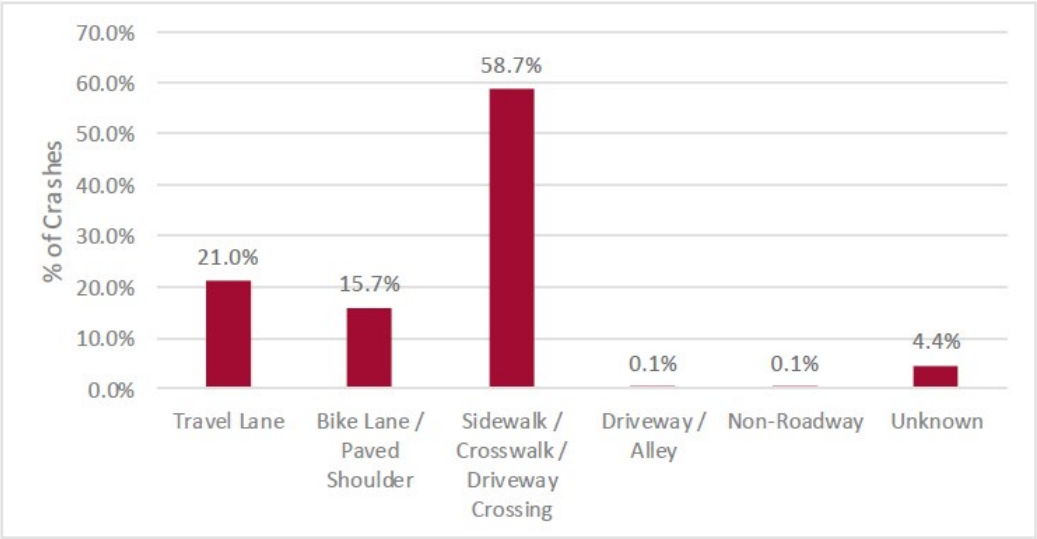
Figure 7: Statewide Crash Trend Comparison- People Biking



SOURCE: ADOT BICYCLIST SAFETY ACTION PLAN 2018

Despite the changes seen across the state, the issues at the national level are reflected locally as well in the causes of and circumstances involved in crashes. While riders are expected to ride with traffic, 49.5% of all bicycle related crashes in Arizona between 2012 and 2016 were people riding bikes facing traffic. Another 58.7% of crashes were involving the sidewalk/ driveway or crosswalk crossing (see *Figure 8*). This reflects a similar need for bicyclist education.

Figure 8: Crashes by Bicyclist Position



SOURCE: ADOT BICYCLIST SAFETY ACTION PLAN 2018

While safety appears to be increasing for people biking in Arizona, it has been steadily decreasing for people walking. The National Transportation Safety Board ranked Arizona 5th in the nation for pedestrian related deaths, while ADOT's Pedestrian Safety Action Plan reports pedestrian deaths have only increased near the State Highway

System. In September 2018, the City of Phoenix reported 69 pedestrian deaths for that nine-month period.

User Trends

Supporting Women

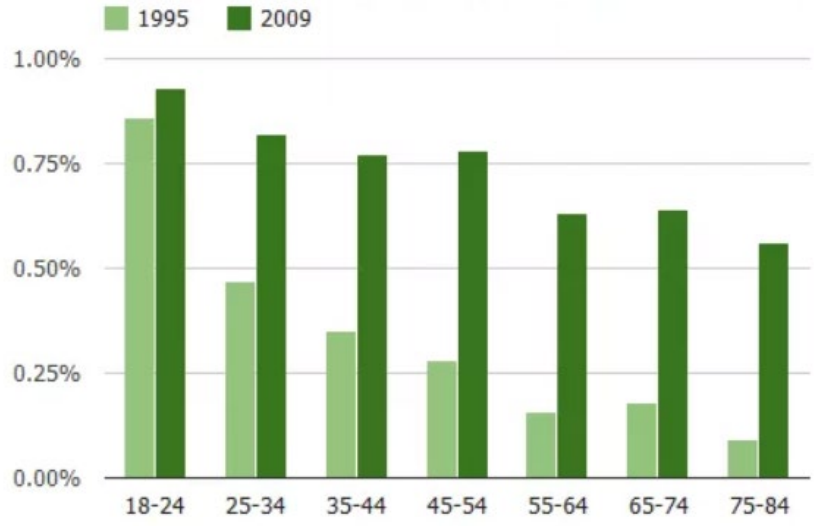
The Census Bureau reports that the rate of males commuting by bicycle is more than double that of females. However, in 2011, according to the League of American Bicyclists report *Women on a Roll,* 1.9 million women regularly commuted to work by bike and overall the number of female bike commuters increased 56% between 2007 and 2011. Overall, women are the most underrepresented demographic group of people on bikes, but in an effort to change that, the League of American Bicyclists recommends the following 5 C's:

1. Comfort- bicycling should feel safe and be enticing
2. Convenience- women have a unique role in the household and with childcare. This should be considered with access, as well as facility type (i.e. stroller and child friendly)
3. Confidence- provide the right instruction and support.
4. Consumer Products- women make up 50% of consumers, and 50% of all women are in control of their household finances.
5. Community- creating a social network for women can ensure their participation.

Supporting Age

The US Department of Transportation's National Household Survey reported that people 50 years and older completed 830 million bike rides (2.6 billion miles) in 2009, up from 175 million rides (400 million miles) in 1995. In addition, a survey conducted by PeopleforBikes suggested that those 55 years and older ride more (road cycling and trail riding) more than any other adult age group. With more free time, this demographic is eager for safe facilities to maintain an active lifestyle through retirement.

Figure 9: Biking Rates by Age Group, 1995-2009



Source: National Household Travel Survey

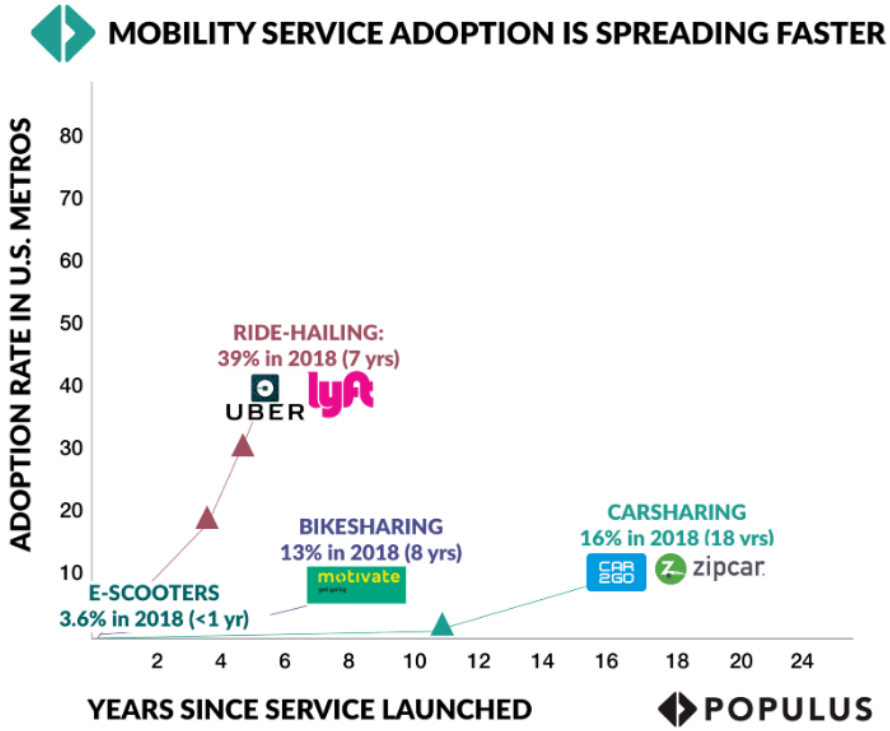
Conversely, our youth are hitting the streets in greater numbers due to the success of the National Safe Routes to School (SRTS) Program. Florence recently completed Safe Routes to School studies at Anthem K-8 and Florence K-8, which provided them with a list of recommendations for the future. The Center for Disease Control reported that over a 3-year period, schools involved in a SRTS program increased walking from 7% - 8% to 15% - 16% and bicycling from 1% - 2%. Not only does this result in safer street and community design, it can reduce traffic and congestion around schools as parents reduce personal vehicle trips during pick-up and drop-off times. When facilities and communities are designed with our most sensitive groups in mind, they become safer for all users.

Tech Trends

Shared Active Transportation Devices/ Micro-Mobility

Millennials, the largest generation to date, are changing the world in many ways, but the advent of rideshare and other shared active transportation devices may be their greatest impact so far. A 2018 report by Populous entitled *The Micro-Mobility Revolution* delves into the phenomena that is changing transportation faster than policy can keep up. While these shared mobility devices are not available in all communities and may never be, they are introducing more and more travelers and younger generations to a concept thought to be left behind in their childhood.

Figure 10: Growth Rate of Shared Mobility Services



Source: Populous Report- The Micro-Mobility Revolution

II. Inventory

A. Previous and Ongoing Studies, Plans and Reports

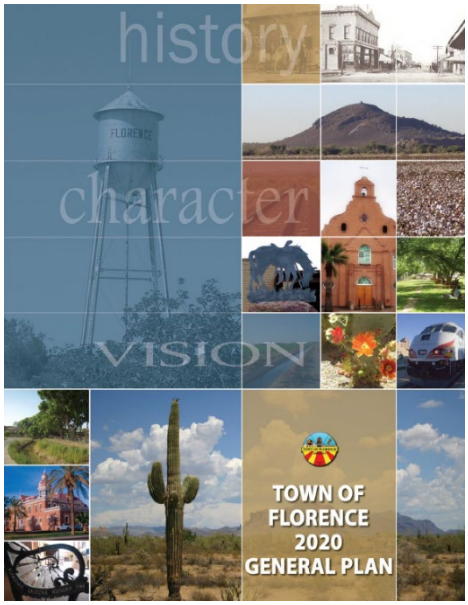
There are a varietry of existing studies and reports that infleunce and inform the preparation of the Florence ATP. The following studies were reviewed for applicable bicycle and pedestrian facililities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Florence.

1. Town of Florence Parks, Trails & Open Space Plan 2008

The Florence Parks, Trails and Open Space Master Plan, adopted in 2008, provides information and standards relating to parks and recreation facilities, special use parks, paved and unpaved trails, and trail heads. The report does not address bicycle facilities. Given rapid urbanization and growth within the County, the plan recognizes the importance of preserving large tracts of the Sonoran Desert (the world's most flora-diverse desert). The plan seeks to improve the Town's quality of life by providing recreational opportunities, preserving existing resources, defining the open space character, and contributing to the well-being of its communities.

Relative to trails, corridors and connectivity considerations are key to achieving alternative and active transportation mobility throughout the Town. The Master Plan establishes existing and proposed trail types and alignments as well as design guidelines for each trail type and trailhead type. Please see section II.E.1 for additional description of the existing and planned trails in Florence.

2. Town of Florence 2020 General Plan



The guiding principles related to pedestrian and bicycle needs include:

- "Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, bicyclists and pedestrians."
- "Expand and improve existing pedestrian paths and bikeways to promote health, recreation and connectivity among neighborhoods."
- "Provide a variety of transportation choices that serve as alternatives to the automobile, including walking, bicycling and transit."

The Land Use Element, Community Character Element, Circulation Element and the Parks, Trails, and Open Space Element are the only 4 elements that address pedestrian and bicycle needs.

<u>Land Use Element</u>

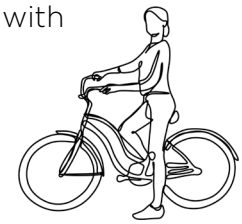
The Land Use Element clearly promotes connectivity as Florence grows and develops via pedestrian and bicycle facilities that fit the local landscape and character. Levels of pedestrian and bicycle service as well as access are described in the following land use types:

1. <u>Neighborhood Commercial (NC)-</u> "NC centers should provide convenient pedestrian and bicycle access from adjacent neighborhoods into the center. NC uses should be designed at a pedestrian scale and be supportive of non-vehicular oriented business."
2. <u>Commercial Centers-</u> "Commercial projects should provide for convenient pedestrian and bicycle access from adjacent neighborhoods into the shopping centers."
3. <u>Downtown Mixed Use-</u> "Typical uses within this more pedestrian-oriented land use category include retail, entertainment, professional services, restaurants, parks and mid-to-high density residential projects that are part of mixed-use developments."
4. <u>Freeway Mixed Use Overlay-</u> "Elements in this category include the encouragement of high density commercial, office and residential uses and creating attractive views from the freeway and along streets through building placement, quality architecture, pedestrian-oriented design and pleasant landscaping."

<u>Community Character Element</u>

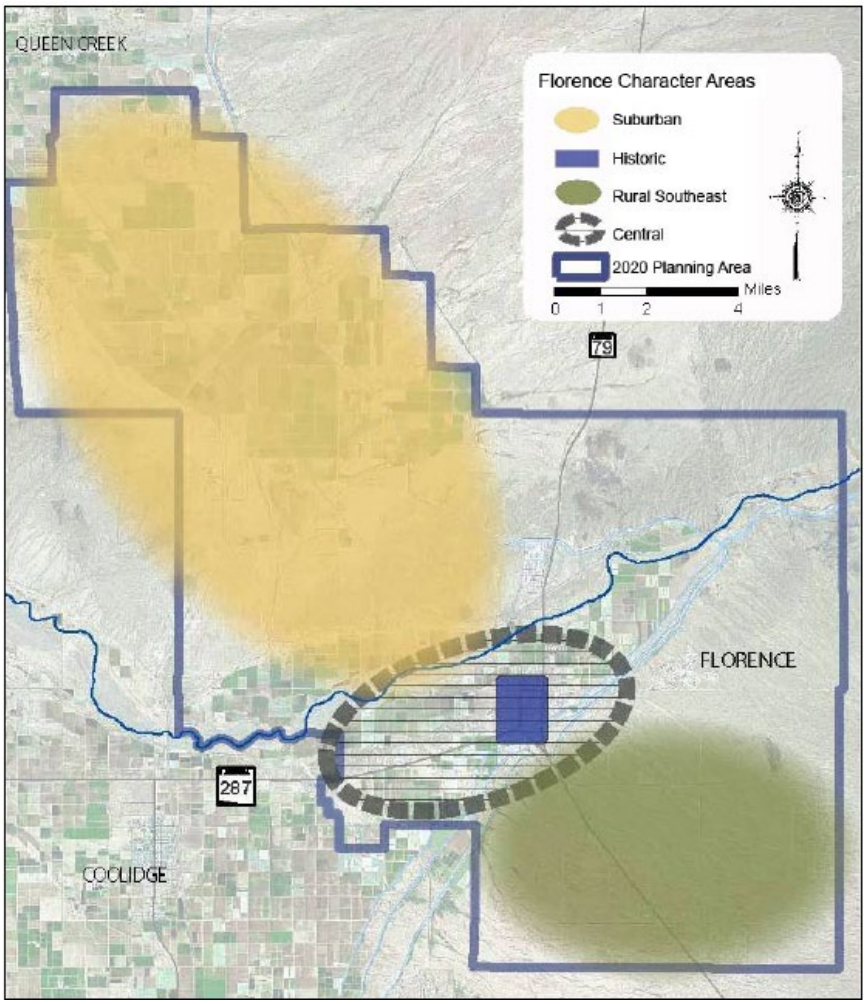
Within the General Plan Community Character Element, there are four recognized character areas with various desired attributes defined.

1. <u>Historic Florence</u> is described as "intended to be discovered on foot, with automobile traffic paying deference to pedestrians."



2. "While intended to be safe, interesting and attractive for pedestrians, Central Florence is intended to have a balanced mix of transportation modes and accommodate automobile-oriented businesses as long as parking is relegated to the side and rear of buildings."
3. "Connectivity should be provided to facilitate walking within and between developments in Suburban Florence. Pedestrian, bicycle and equestrian connectivity between Suburban Florence and other parts of town should also be provided through a network of trails. Buildings should be placed close to the sidewalk to create attractive and interesting street frontages that attract pedestrian traffic. Where possible, commercial developments should be placed close to and connected with residential developments to allow for and encourage walking to and from business."
4. Rural Southeast Florence does not address pedestrian provisions, but instead promotes only the preservation of the dark night sky, as well as the desert landscape allowing only for minimal physical obstructions.

Figure 11: Town of Florence General Plan Character Areas



SOURCE: TOWN OF FLORENCE 2020 GENERAL PLAN

Circulation Element

Pedestrian and bicycle facilities are referred to as "local in nature" and the CAP canal is described as the only "continuous" facility within the Town. Florence is described as generally lacking in designated routes and paths. This element calls for the encouragement of non-motorized transportation alternatives and refers to AASHTO's 1999 Guide for the Development of Bicycle facilities, FHWA's 2000 Manual on Uniform Traffic Control Devices & ADOT's standards to be followed where applicable. The Element also states that ADA design standards "should" be followed and that the Town is considering adopting a Complete Streets Policy.

Sidewalk expectations in urban areas are described as follows:

- 4 ft. sidewalks "should" be present on both sides of local streets.
- 5 ft. sidewalks "should" be present on both sides of arterial and collector roadways except…
- 6 ft. sidewalks "should" be present both sides of roadways in commercial districts.

Bike Lane expectations are as follows:

- One-way lanes with a combination of signage and striping signifying the designated space.

Bike Route expectations are as follows:

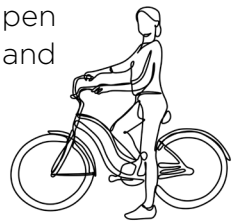
- Designated only with signage signifying the shared space.

Shared Use Paths are defined as a paved bike facility used by all non-motorized modes. Paths are to be 10 ft. minimum (where visibility is limited or there is a high volume of use and mix of users, paths should be 12 ft. minimum) and while concrete is preferred, asphalt is acceptable. Paths are required to be ADA accessible where grades are less than 5%. Routes should provide regional and local connections as well as a variety of loops connecting neighborhoods to destinations and to unpaved trails. There are two types of shared use path described- the Side Path and the Off- Street Path; expectations are as follows:

- Side Path- a physically separated from roadway via open space or physical barrier in either the roadway right-of-way (ROW) or another easement. Sidewalk may be constructed in addition to but is not required.
- Off-Street Path- 10 ft. minimum paved, independent corridor (utility, railroad, canal, wash) requiring special attention at roadway crossing (i.e. enhanced signage and/ or lighting, underpass/ overpass treatments, etc.)

Parks, Trails, and Open Space Element

While the Town's Parks, Trails, and Open Space Plan of 2008 summarized above goes into much further details regarding trail type and location, the General Plan acknowledges only Unpaved Trails, Backcountry Trails, and Shared Use Paths (section repeated from Circulation Element above). In addition, this element describes Open Space as undeveloped (natural desert) or developed (golf course, retention basin) and



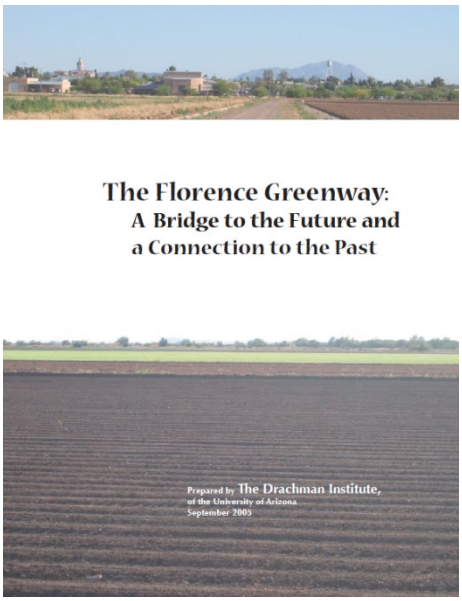
separates parks into three categories: Neighborhood Parks, Community Parks, and Special Use Parks. At the time of its adoption the Town had 6 parks public parks, 11 parks maintained by private developers, and 84 new parks proposed.

The objectives in this Element that influence the Florence ATP are as follows:

- Develop an on and off-street multi use path and trail system throughout the Town.
- Implement on-street bike lane system throughout town.
- Require private developments to maintain paths and trails to connect the system throughout the Town.
- Monitor progression of path and trail connections to avoid gaps.
- Provide paths and trails in parks and open space owned or leased by Town.
- Develop Town Trail Planner role.
- Develop facilities that enhance historical and cultural attributes of Town and Region.
- Coordinate interconnected path and trail system through area surrounding river for pedestrian and equestrian use.

3. Town of Florence Greenway Master Plan

This plan was created by the Drachman Institute at the University of Arizona in 2005. While it has since been superseded by the above Town of Florence Parks, Trails and Open Space Plan of 2008, there was some useful information to be gleaned from the report.



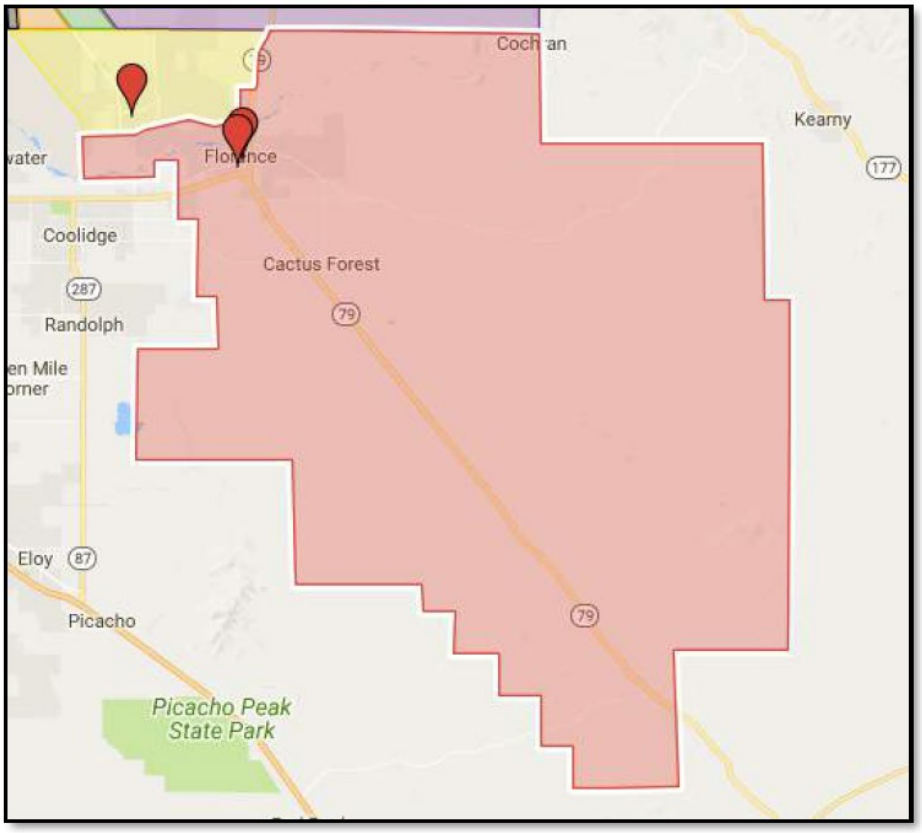
This Master Plan introduced the concept of a greenway loop around the Town's core that would connect to Adamsville, Florence Gardens, and the community south of Florence-Kelvin Highway while preserving the rural and ecologically sensitive setting. The institute highlighted the significance of the canal system in Florence for active transportation use and called out archaeologically sensitive sites to be mindful of when considering recreational uses and access.

4. Florence K-8 SRTS Report 2018

Maricopa Association of Governments retained Amec Foster Wheeler and Greenlight Traffic Engineering to conduct a Safe Routes to School study for two schools in the Town of Florence.

Located downtown, students walking and/ or bicycling to Florence K-8 school face a variety of challenges; the lack of bicycle lanes, illegal parking by parents obstructing safe pick-up and drop-off procedures, expansive street widths, speeding automobiles, and insufficient ADA facilities are among the most impactful. In addition, the school does not have a school crossing agreement with the Town which can result in a disconnect. Approximately 15% of students walk to school, 2% bike/skateboard/scooter to school, 28% ride the school bus, and 55% are driven to school (family vehicle/car pool).

Figure 12: Florence K-8 Transportation Boundary



SOURCE: FLORENCE K-8 SAFE ROUTES TO SCHOOL REPORT

Completed in May 2018, this study provided the following recommendations to the Town:

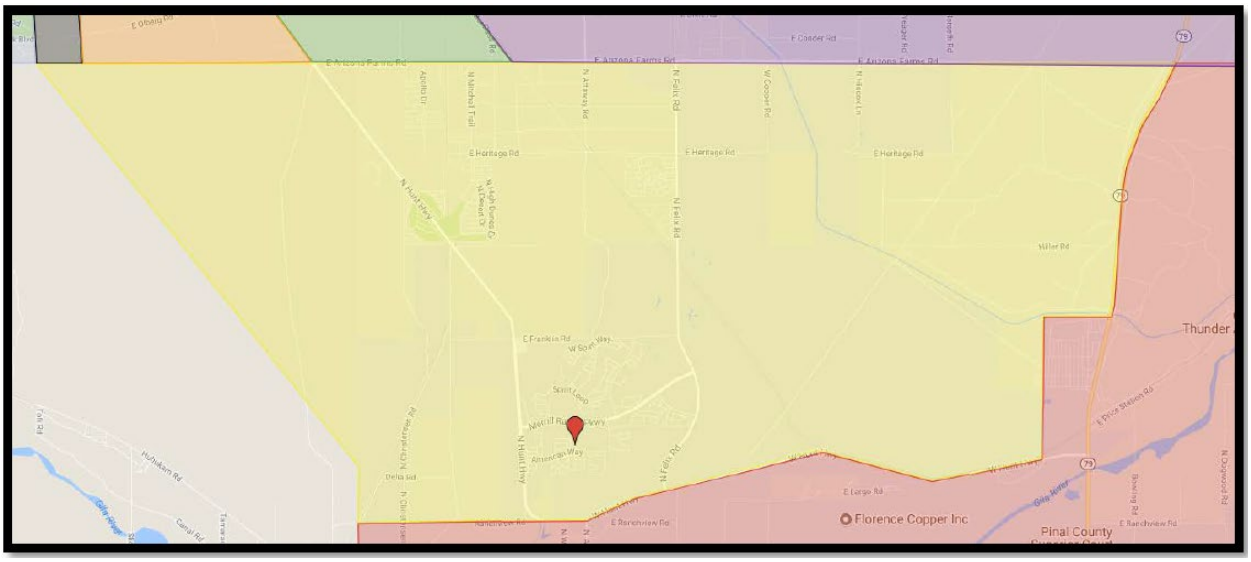
- Conduct sign inventory and replacement,
- Restripe existing crosswalks,
- Consider enhanced crossings across Butte Ave. and Main Ave.,
- Move the crosswalk at Main St. to Duron St.,
- Redesign parking facilitates on Orlando St.,
- Install bike facilities on Orlando St. and Park St.,
- Conduct needs assessment of pedestrian facilities on Florence Heights Dr.,
- Install speed feedback signs on Butte Ave. and Main St.
- Facilitate walking and bicycling school buses,
- Ensure crossing guard education and supplies,
- Organize volunteer Police Officers to enforce laws surrounding school,
- Conduct curb inventory and improvements, and
- Implement various encouragement and education activities.

5. Anthem K-8 SRTS Report 2018

Maricopa Association of Governments retained Amec Foster Wheeler and Greenlight Traffic Engineering to conduct a Safe Routes to School study for two schools in the Town of Florence.

Students walking and/ or bicycling to the Anthem K-8 school in Anthem at Merrill Ranch are challenged with lacking signage at crosswalks adjacent to the school (and throughout the community), vehicles queuing in both directions on Anthem Way and parents dropping off along Anthem Way in "No Parking Zones". In addition, the school does not have a school crossing agreement with the Town which can result in a disconnect. Approximately 13% of students walk to school, 8% bike/skateboard/scooter to school, 51% ride the school bus, and 29% are driven to school (family vehicle/car pool).

Figure 13: Anthem K-8 Transportation Boundary

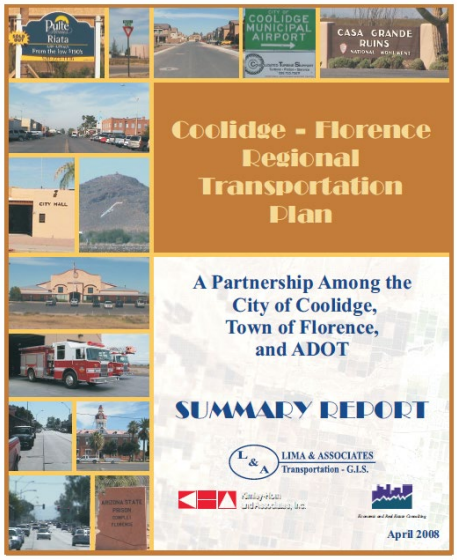


SOURCE: ANTHEM K-8 SAFE ROUTES TO SCHOOL REPORT

Completed in May 2018, this study provided the following recommendations to the Town:

- Ensure crossing guard education and supplies,
- Implement various encouragement and education activities,
- Add times to school speed limit signage,
- Provide pedestrian and bicycle education,
- Add times to school speed limit signage,
- Utilize a speed feedback trailer,
- Organize volunteer Police Officers to enforce laws surrounding school using radar,
- Restripe lane markings and crosswalks,
- Install stop bars at crosswalk approaches, and
- Update signage.

6. Coolidge-Florence Regional Transportation Plan 2008



The RTP identifies several challenges, the solutions for which form the basis of Florence's transportation plan:

- Considering and preparing for future regional bus, excursion rail and modern streetcar service (By 2025 Florence will have population and employment densities to support commuter rail service along a route between Phoenix and Tucson.
- Setting aside space for community transit center.

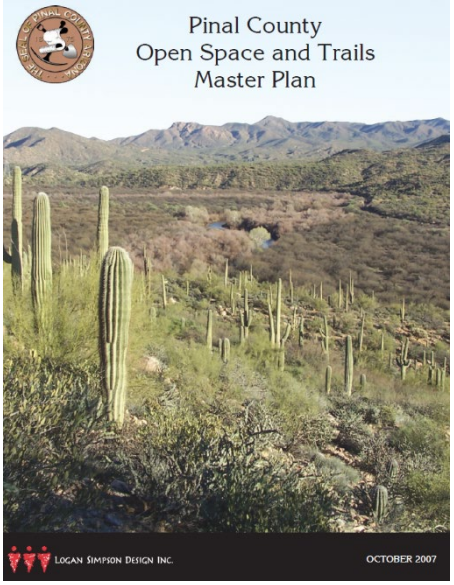
- Facilitating new development in a manner that will support use of transit within the community (Transit Oriented Development).
- Promoting use of rideshare options (vanpools or carpools).
- Preserving adequate rights-of-way for widening of existing roadways and development of new roadways.
- Supporting the Pinal Rides program, participating in the Advisory Council and providing funding.
- Addressing the need to conduct a Transit Feasibility and Implementation Study.

The RTP recommends that implementation of the following transit modes be pursued over the long-term: Dial-A-Ride paratransit service; deviated fixed-route service; regional bus and rail service; commuter rail and excursion rail service. It also recommends the continued coordination with the appropriate organizations and public agencies in the pursuit of inter-regional transit service.

A key element of the RTP influencing this Florence ATP are the Recommended Functional Road Classifications (Figure 4) that, in tandem with the Florence General Plan, identify and formally establish the Town of Florence Roadway Functional Classification System currently guiding the Town's policy and development guidance decisions. Please refer to Figure X for additional illustration of various bicycle lane and sidewalk facilities associated with each Town of Florence roadway cross section.

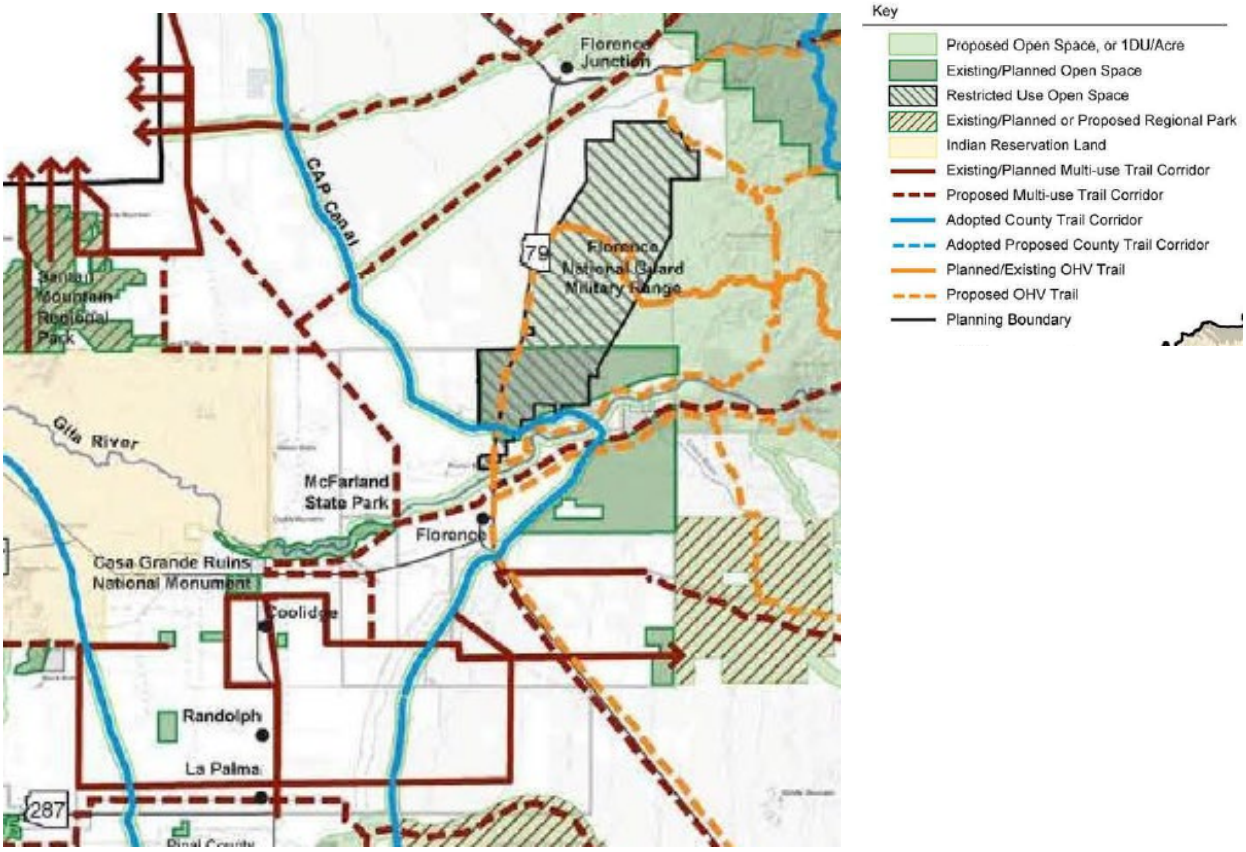
7. Pinal County Open Space and Trails Master (2007) and 2016 Map Update

Figure 14 below shows the final master plan for open space and trails. The plan links existing and planned trail networks to open space areas and corridors throughout the community and adjacent counties. In addition, open space buffers around areas such as Ironwood Forest National Monument and Coronado National Forest will separate roadways from non-motorized trail networks, and designs are intended to enhance the overall safety of the multimodal network, guide growth, and preserve the County's desert and open land. Within the study area, the plan proposes two regional parks and multi-use trail corridors which connect to open space areas and follow the existing transportation and drainage features. The multi-use trail system presented in this plan will guide open space and trail connectivity throughout the County and adjacent recreation areas.



Within the Town of Florence, this Plan identifies the CAP canal as a county trail corridor, a proposed OHV trail along SR 79 (connecting to existing and planned OHV trails east of SR 79), and a proposed multi-use trail corridor along the south bank of the Gila River providing connection to the Casa Grande Ruins National Monument and McFarland State Historic Park.

Figure 14: Pinal County Open Space & Trails Master Plan Update (2016)



8. CAP Canal Trail Master Plan Pinal County Segment 2015

The Master Plan for the Pinal County Segment of the Central Arizona Project CAP National Recreation Trail, conducted by McGann & Associates in association with Kittelson & Associates, was completed in November 2015. With Maricopa County and Pima County already having CAP Trails Master Plans established, Pinal County's CAP plan advances the development of the CAP Trails in Pinal County by:

- Defining a specific trail alignment.
- Identifying appropriate points of access.
- Establishing basic standards for trail construction.
- Identifying partners to assist Pinal County with trail construction and maintenance.

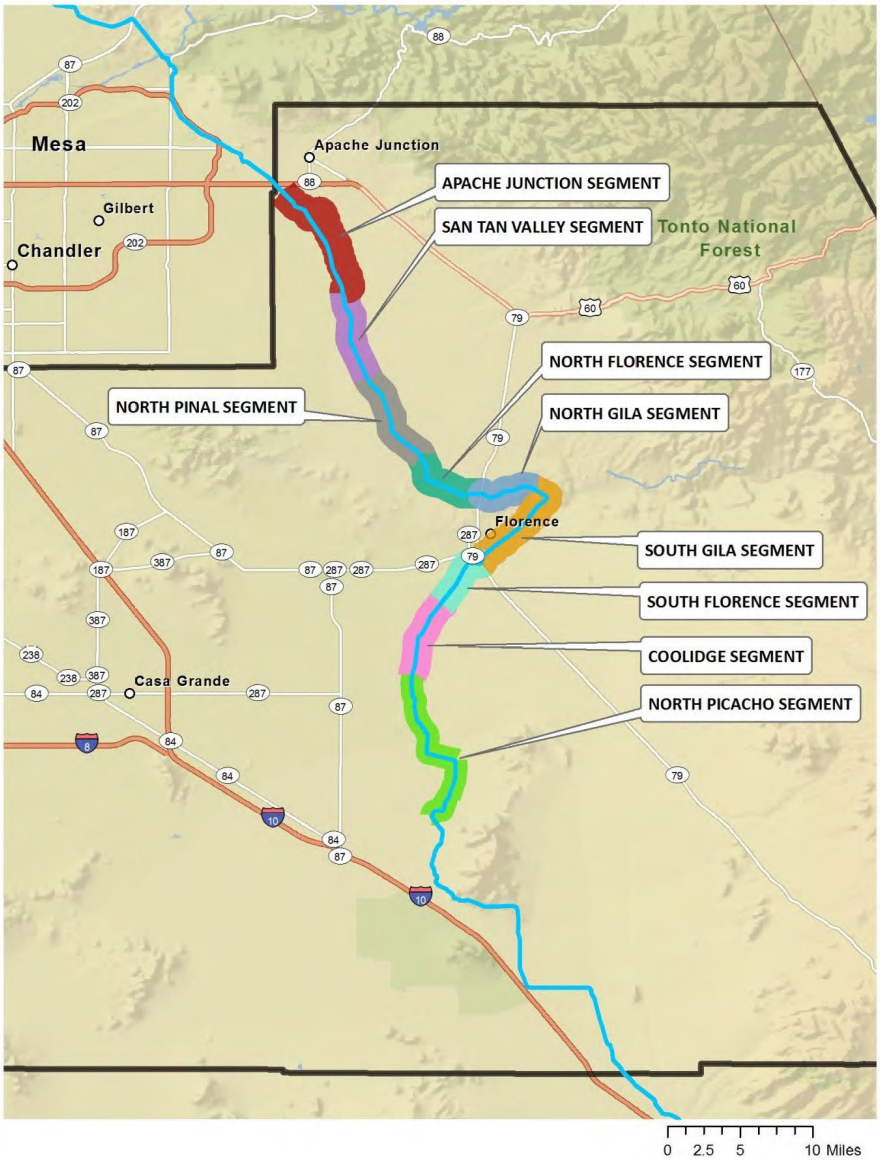
Designated by Secretary of the Interior on June 5th, 2003, this 336-mile National Recreation Trail will span from the California/ Arizona border to Pima County. The CAP Trail will also link to other

significant trails in their local surroundings including the Sun Corridor Trail, a trail that extends over 1,000 miles from the U.S./ Mexico border to Las Vegas, NV.

While the plan covers all 9 segments of the CAP Canal within Pinal County, 5 segments are within the Town of Florence limits:

- North Pinal Segment (6.2 miles)
- North Florence Segment (5.3 miles)
- North Gila Segment (3.8 miles)
- South Gila Segment (7.2 miles)
- South Florence Segment (3.9 miles)

Figure 15: CAP Canal Trail Master Plan; Pinal County Segment Map



SOURCE: MASTER PLAN FOR THE PINAL COUNTY SEGMENT OF THE CAP NATIONAL RECREATION TRAIL

Each segment will have unique plans and partners for the construction of each segment. The designated segments each have a varying level of complexity. In some locations, the trail is largely in place (doubling as a maintenance roadway), requiring only fencing and gate improvements. Other segments are more challenging due to physical impediments or other features.

The Town of Florence will likely be the lead agency for segments within Town limits according to the plan. While the Town's Parks, Trails, and Open Space Plan suggests the CAP trail is a combination of paved and unpaved segments depending on location and proximity to other amenities such as parks and trailhead access points.

In a January 2019 phone conversation with Kent Taylor, Pinal County Parks and Trails Director, construction is currently underway on the North Picacho Segment (12 miles long) south of the Town of Florence near the Pinal County/ Pima County border that extends north to Park Link Rd. Construction of this trail segment will be completed in the summer of 2019. The next segment that will be constructed will be from Park Link Dr. north to Highway 79 at the southern border of the Town of Florence and is currently undergoing the required environmental clearances prior to construction.

9. 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

Specific to Florence, none of the top priority crash high crash locations (intersections and/or roadway segments in analysis years 2012-2016) on the ADOT SHS occur within the Town of Florence. The closest is in Coolidge at SR 87 and Coolidge Avenue.

Through the bicycle crash potential assessment process conducted by the BSAP, it determined that analysis of high crash potential locations in the future, mileposts 134 to 136.4 on SR 79 in Florence was identified as a high crash potential segment. This segment is adjacent to the downtown along Pinal Parkway.

Additional information of interest to the Florence 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.

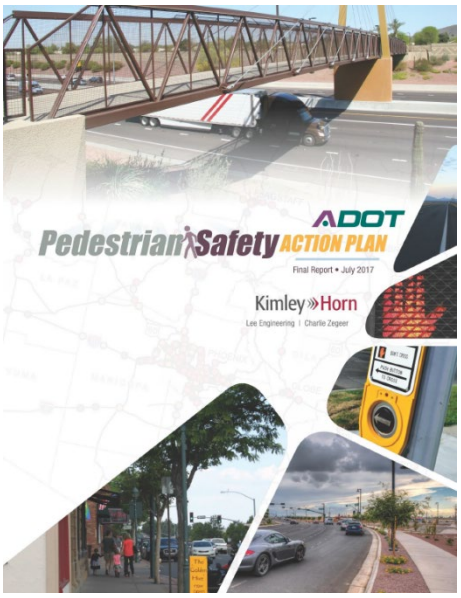
3) The most prominent violation for motorists was failure to yield the right-of-way (20.6 percent) For people on bikes, the most prominent violation was driving/riding in the opposing traffic lane (25.1 percent) and disregarding traffic signals (12.7 percent).

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.

10. 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 4 SHS, none are located in the town of Florence.

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 town of Florence were identified as high-risk locations.

11. Poston Butte Trail Study

Poston Butte is a 160-acre open space area with hiking trails to the summit of the butte, where Charles D. Poston, "Father of Arizona," is entombed. The Town of Florence is currently working with the Bureau of Land Management (BLM) to acquire another 200+ acres adjacent to the butte to preserve additional open space and expand hiking, biking and equestrian trails for recreation use. Proposed trails in the expansion would connect to all future bicycle/pedestrian access points and corridors.

B. Land Composition & Development Patterns

1. Existing Land Ownership

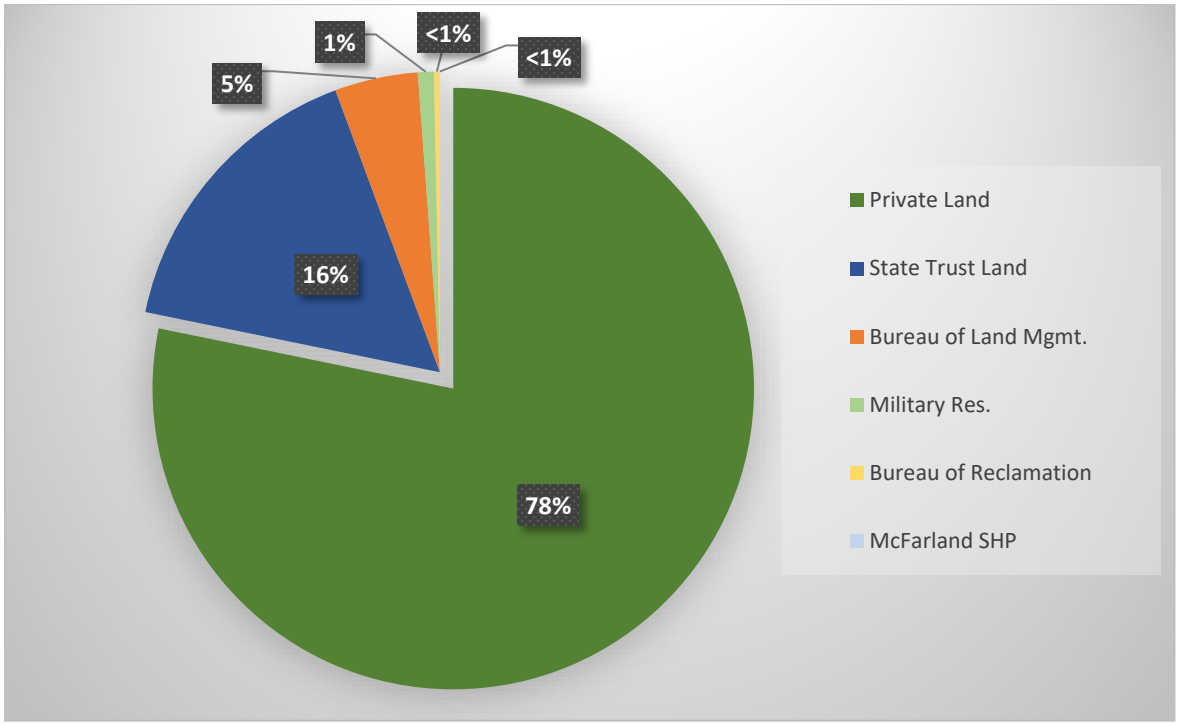
The Town of Florence municipal limits covers approximately 62.7 square miles of land owned and maintained by numerous sources, though privately-owned property is the overwhelming majority covering over ¾ of all properties in the Town limits.

Table 1: Land Ownership

Land Owners	Acreage	Percent
Private Land	31,385.58	78.21
State Trust Land	6,476.07	16.14
Bureau of Land Mgmt.	1,795.19	4.47
Military Res.	344.03	0.86
Bureau of Reclamation	125.20	0.31
McFarland SHP	1.78	0.01
Total	40,127.85	100

SOURCE: BLM 2017

Figure 16: Land Ownership



SOURCE: BLM 2017

Figure 17: Land Ownership Map

TOWN OF FLORENCE
Active Transportation Plan

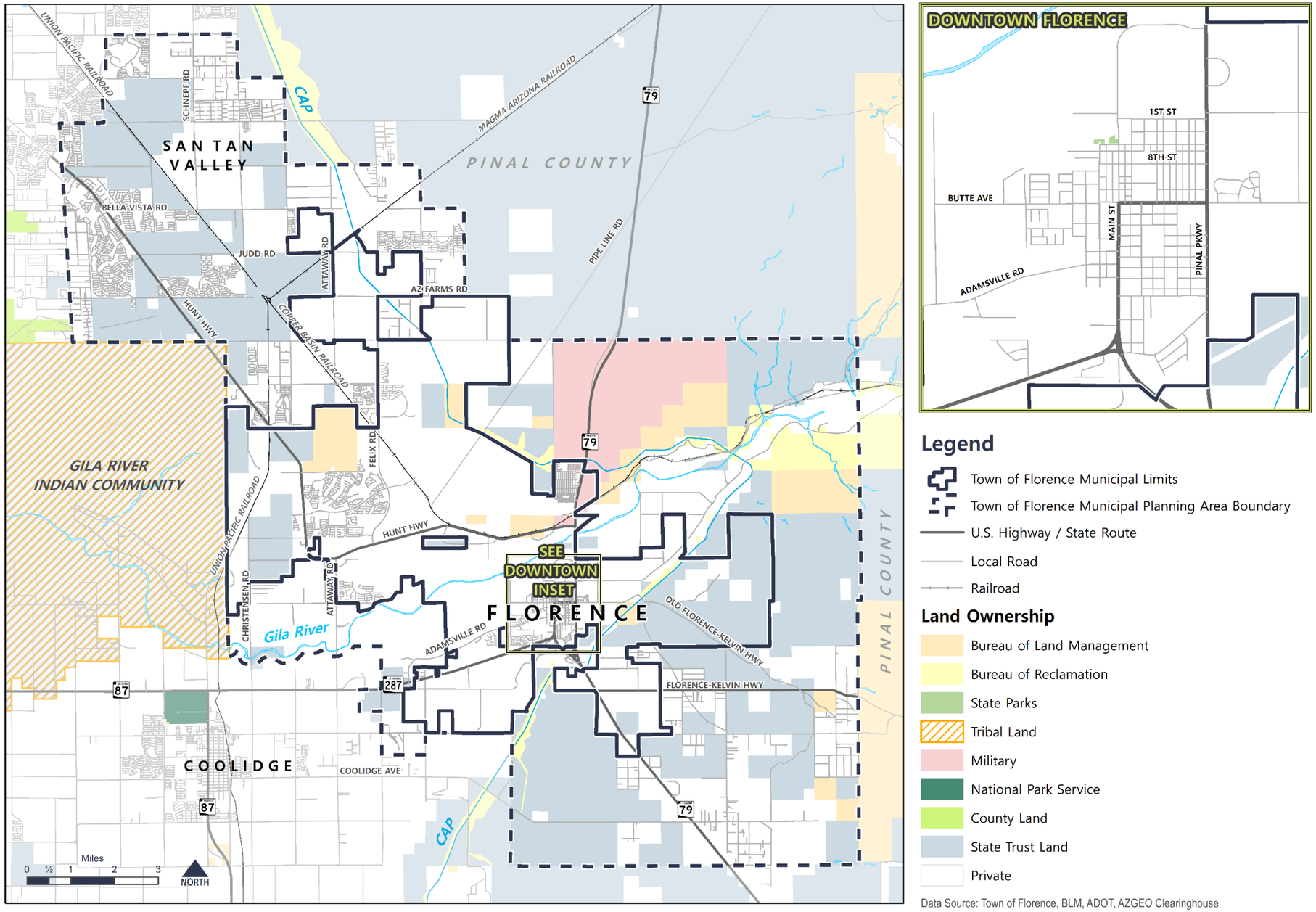
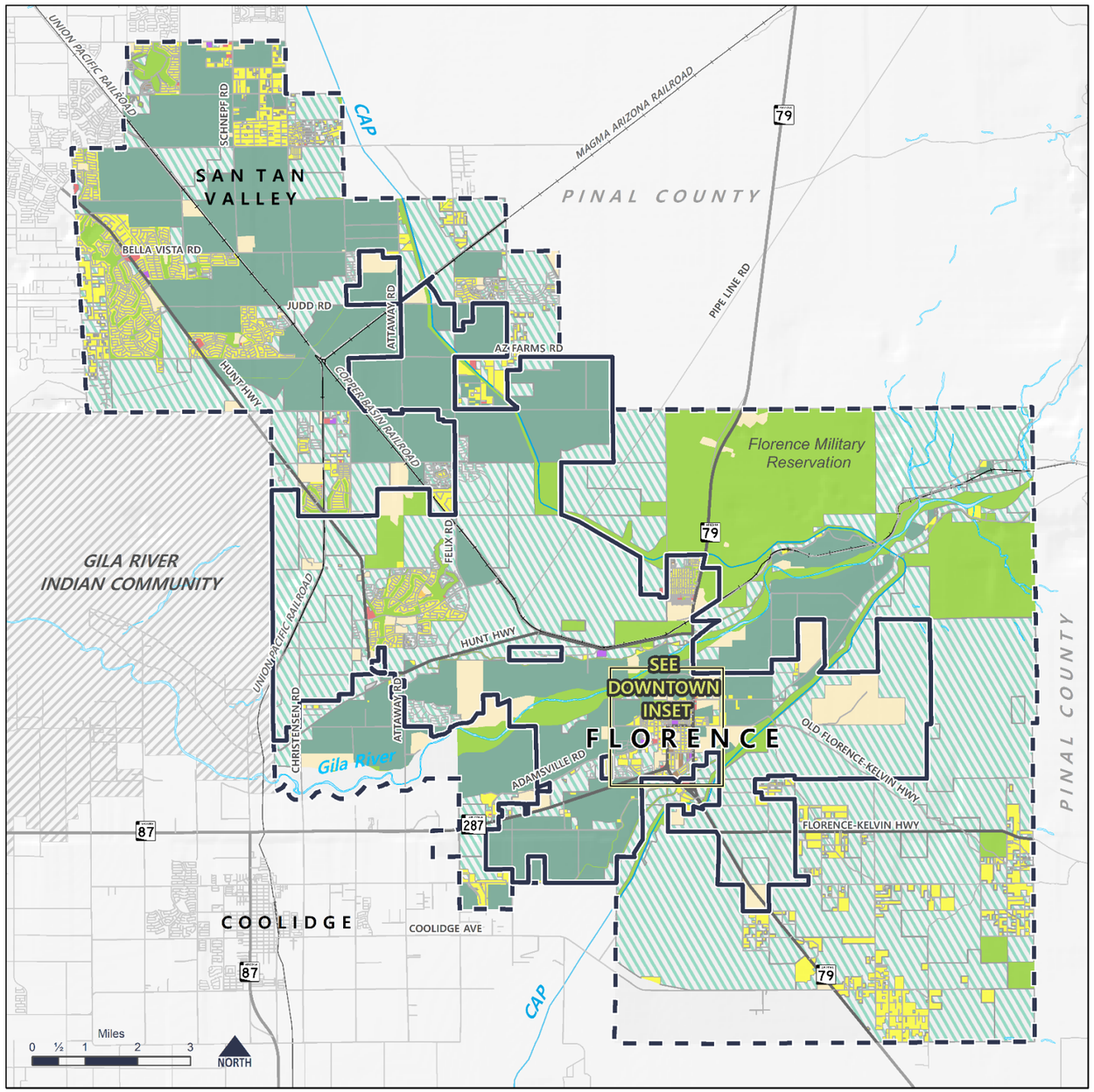
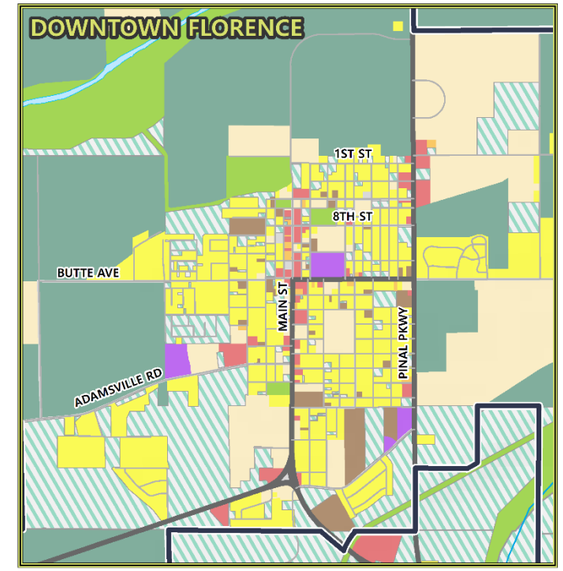


Figure 18: Town of Florence Existing Land Use

TOWN OF FLORENCE

Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

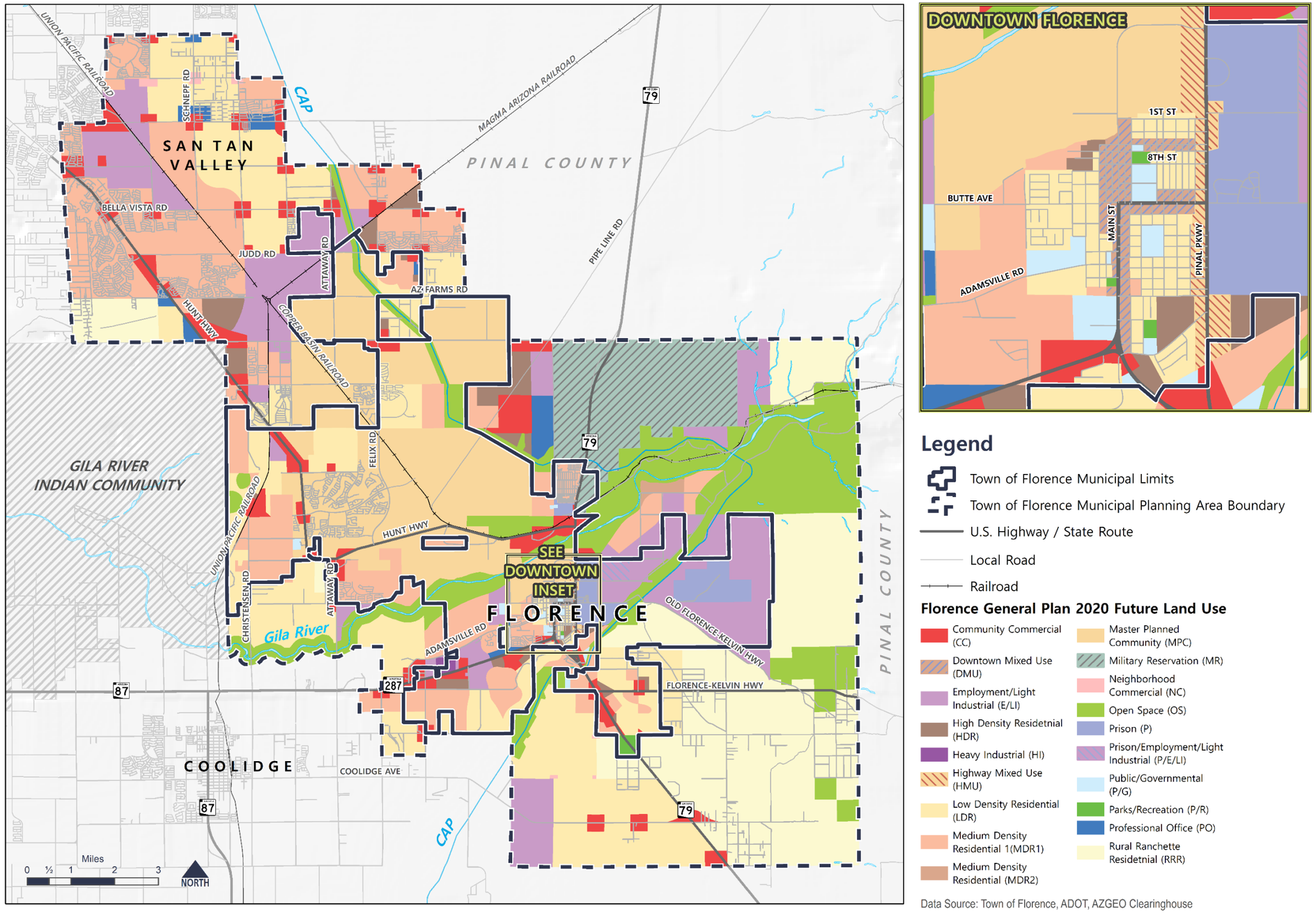
Existing Land Use

- Agriculture
- Commercial
- Industrial
- Multi Family Residential
- Office
- Open Space
- Other/Public Employment
- Single Family Residential
- Transportation
- Vacant

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

Figure 19: Town of Florence Future Land Use

TOWN OF FLORENCE
Active Transportation Plan



2. Existing Land Use & Activity Centers

As shown above in **Figure 18** what presently appears as agricultural land and undeveloped desert is primarily privately-owned land containing plans for future master planned communities (or Planned Unit Developments - PUD's). The existing residential areas in the Town of Florence are typically low, or low to medium density residential land uses. Employment is predominantly saturated in the historic core, with some additional employment located in the Anthem at Merrill Ranch community. Anthem at Merrill Ranch is a modern master planned community that currently consists of 2,244 residential dwelling units, and 212,290 sq. ft. of commercial space. Florence Gardens is a manufactured home community platted in the 1960's that contains 800 dwelling units and counting. Florence Gardens is an age restricted community (55 years and older) and reports a winter population of approximately 1,500 with a year-round population of only 350. Please refer to **Table 2** for existing land use areas and percentages.

Table 2: Existing Land Use

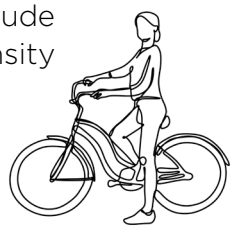
Land Use	Existing Area (Ac.)	Existing %
Single Family	9,846.79	8.10%
Multi Family	73.76	0.10%
Commercial	239.74	0.20%
Industrial	119.70	0.10%
Office	38.94	0%
Other Employment	8,755.12	7.20%
Mixed Use	0.00	0%
Transportation	1,273.73	1.00%
Open Space	9,886.25	8.10%
Agriculture	31,694.37	26.10%
Vacant	59,567.93	49.00%
Total Acres	121,496.34	-
Total SQMI	189.84	-

SOURCE: MARICOPA ASSOCIATION OF GOVERNMENTS 2016, BY MUNICIPAL PLANNING AREA (MPA)

3. Planned Future Land Uses and Florence's Growth Potential

Once considered a bedroom community, the Town of Florence's Future Land Use Plan, a product of the Town's 2020 General Plan, was developed in an effort to strike a balance between housing and employment and achieve a level of environmental, economic, and social sustainability. The plan allows for the Town to achieve their goal of becoming a "Town of neighborhoods" allowing them to keep the small-town rural feel, while providing opportunities for education and economic advancement.

The most prominent General Plan land use categories in the Town of Florence include Master Planned Community (MPC), Medium Density Residential (MDR), Low Density



Residential (LDR), and Employment/Light Industrial (E/LI). Existing Community Commercial (CC) land use is predominantly located along Hunt Highway, SR 287, SR 79, and in the Historic downtown core.

Downtown Florence consists primarily of Master Planned Community (MPC), Medium Density Residential (MDR), and Prison (P) land uses primarily east of SR 79, however it also provides for mixed uses within the Downtown Mixed-Use (DMU), Highway Mixed-Use (HMU), and Prison/ Employment/ Light Industrial (P/E/LI) Mixed-Use areas.

Mixed uses are somewhat new in the Town's planning efforts. The Downtown Mixed-Use (DMU) designation allows for taller buildings and higher densities than what is presently found along Main Street (SR 79B). Highway Mixed-Use (HMU), intended to create revitalization along SR 79 geared towards commuters, along with multistory structures that include residential use. HMU development will be automobile and non-resident focused, while DMU is more pedestrian in scale and resident focused. While no description is provided for the Prison/ Employment/ Light Industrial (P/E/LI) Mixed-Use areas, it can be inferred that the Town now allows for the combination of employment uses.

A breakdown of the various land use designations and their respective acreages are shown in **Table 3.** Please see **Figure 19** above for a map illustrating the Town's 2020 General Plan Future Land Uses.

Table 3: Existing & Future Land Use

Land Use	Existing Area (Ac.)	Existing %	Future Area (Ac.)	Future %
Single Family	9,846.79	8.10%	59,500.35	49.00%
Multi Family	73.76	0.10%	2,076.65	1.70%
Commercial	239.74	0.20%	4,961.54	4.10%
Industrial	119.70	0.10%	121.54	0.10%
Office	38.94	0%	779.45	0.60%
Other Employment	8,755.12	7.20%	21,563.08	17.70%
Mixed Use	0.00	0%	14,846.88	12.20%
Transportation	1,273.73	1.00%	1,273.85	1.00%
Open Space	9,886.25	8.10%	16,373.15	13.50%
Agriculture	31,694.37	26.10%	0.00	0%
Vacant	59,567.93	49.00%	-	-
Total Acres	121,496.34	-	121,496.34	-
Total SQMI	189.84	-	189.84	-

SOURCE: MARICOPA ASSOCIATION OF GOVERNMENTS 2016, BY MUNICIPAL PLANNING AREA (MPA)

4. Existing Zoning

While the General Plan offers guidance on Florence's growth for the entire municipal planning area (189 square miles), an evaluation of the existing zoning districts within the town municipal limits (62 square miles) begins to offer a more precise indicator of future mix, density and intensity of land uses that can be expected in the Florence ATP study area.

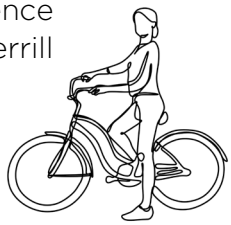
The Town of Florence currently contains the following zoning district within their Town limits. A breakdown of the various districts and their respective acreages are shown in Table 4. Please see Figure 20 for a map illustrating the existing zoning districts in Florence.

Table 4: Town of Florence Zoning

Zoning Category	Acreage	Percentage
Neighborhood Business	18	0.04%
Downtown and Highway Business	366	0.91%
Downtown Commercial	25	0.06%
Light Industrial	1,135	2.83%
Multiple Family Residential	39	0.10%
Manufactured Home Subdivision	340	0.85%
Neighborhood Office	33	0.08%
Multiple Zoning District	46	0.11%
Public/Institutional	69	0.17%
Planned Unit Development	22,232	55.42%
Neighborhood Multi-Family Residential	2,171	5.41%
Single Family Residential (R1-18)	4	0.01%
Single Family Residential (R1-6)	1,159	2.89%
Single Family Ranchette	1,370	3.42%
Rural Agricultural (RA-4)	8,331	20.77%
Rural Agricultural (RA-10)	1,923	4.79%
Recreational Vehicle Park/Subdivision	57	0.14%
Territory Square	799	1.99%
TOTAL	40,117	100%

As Table 4 illustrates, over one half of the Town of Florence consists of the Planned Unit Development (PUD). The PUD zoning district is primarily designed to accommodate master planned communities that typically consist of a mixture of land uses. Anthem at Merrill Ranch, Florence's largest and most active PUD is over 3,000 acres and is approved for approximately 9,000 dwelling units. Please refer to Table 5 for additional description of the various approved PUD's in the Town of Florence.

The vast majority of the lands in the western and northern reaches of the Florence Town limits consist of the PUD zoning districts which include the Anthem at Merrill

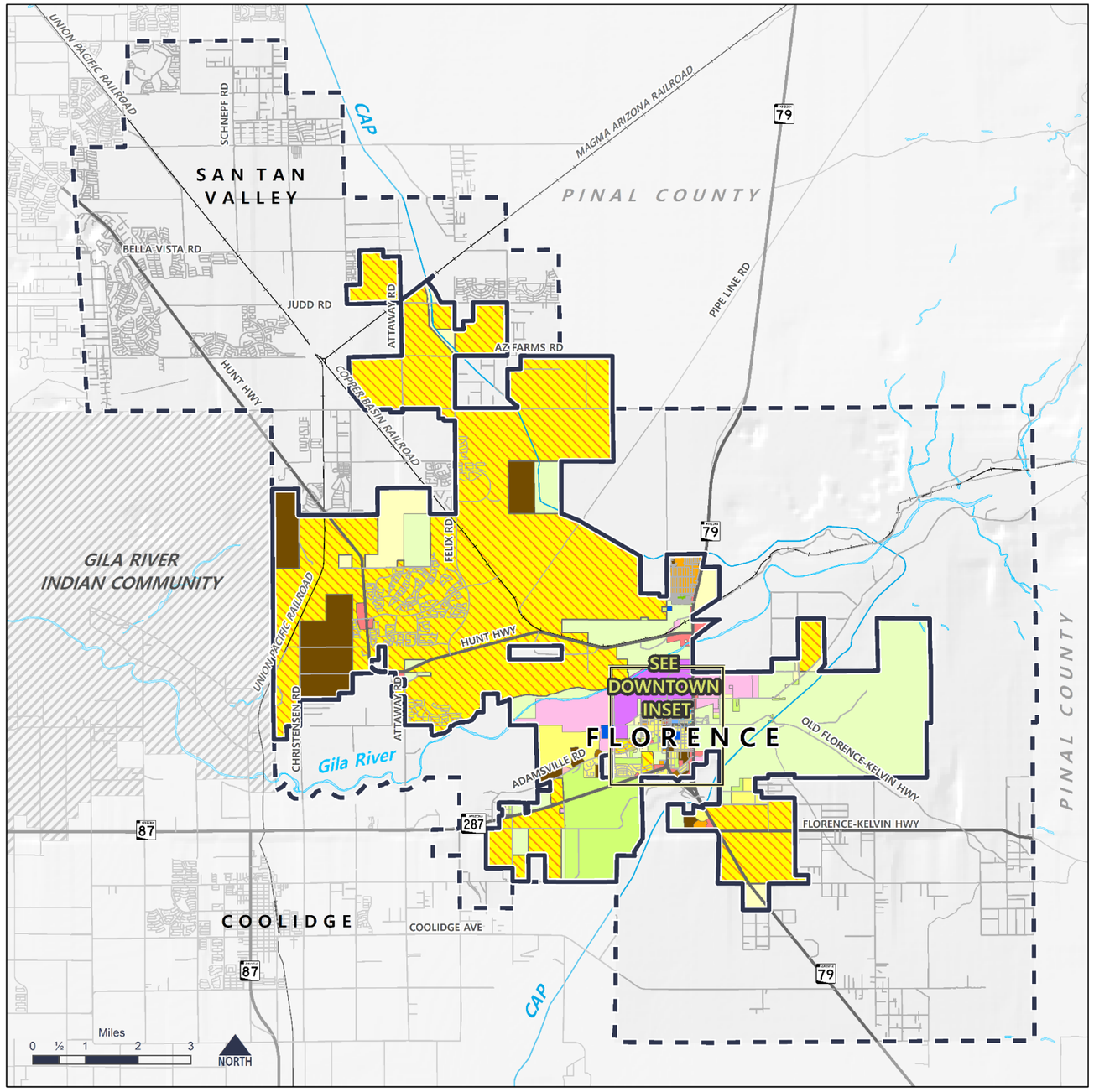


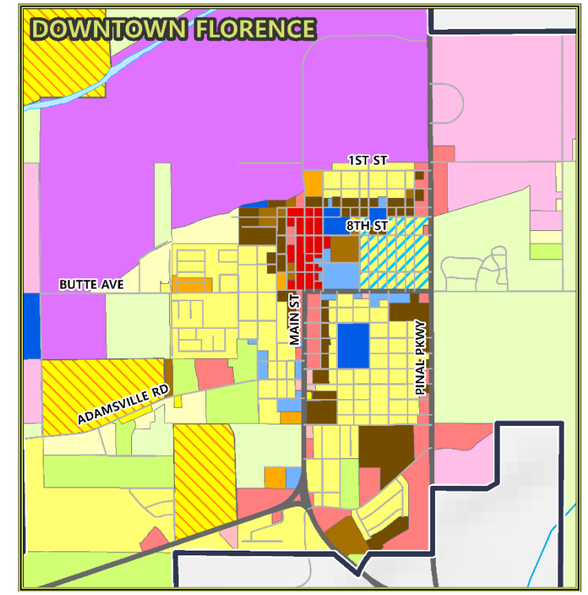
Ranch, Merrill Ranch, Skyview Farms, Aspen/ Palorossa Farms and Walker Butte PUDs. Rural Agriculture (RA-10) zoning predominately covers the eastern reaches of Florence southeast of the CAP canal. Rural Agriculture (RA-4) and PUD (Johnson Ranch Estates) zoning districts include the southern areas of Florence south of the downtown.

Existing zoning in the downtown area includes a mixture of single family residential (R1-6) for the mature neighborhoods in proximity to Main Street. Existing zoning along the Main Street frontage includes Downtown and Highway Business (B-2)) south of Butte Ave., and Downtown Commercial (DC) north of Butte Ave. Supporting districts in the downtown also include Neighborhood Multi-Family Residential (R-2), Multiple Family Residential (MFR) and Public/Institutional (P/I) that include Pinal County and Town of Florence government buildings and properties. Territory Square (TS) zoning is located along the south bank of the Gila River to approximately Ruggles St. The Territory Square district includes Town Hall, Aquatic Center, Heritage Park and the Community Center and future plans along the river frontage.

Figure 20: Town of Florence Zoning

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Town of Florence Zoning Districts

- Neighborhood Business (B-1)
- Downtown and Highway Business (B-2)
- Downtown Commercial (DC)
- Rural Agricultural (RA-10)
- Rural Agricultural (RA-4)
- Single Family Ranchette (R1-R)
- Single Family Residential (R1-6)
- Single Family Residential (R1-18)
- Manufactured Home Subdivision (MHS)
- Multiple Family Residential (MFR)
- Neighborhood Multi-Family Residential (R-2)
- Multiple Zoning District (NO, R-2, R1-6, MHS)
- Planned Unit Development (PUD)
- Neighborhood Office (NO)
- Public/Institutional (P/I)
- Light Industrial (LI)
- Territory Square (TS)
- Recreational Vehicle Park/Subdivision

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

5. Existing, Approved Planned Unit Developments

There are presently 36 approved PUD's in the Town of Florence which represents over one-half of land area within the Town Municipal Limits. **Table 5** provides a listing of each of the approved PUD's in Florence. For a map of PUD's refer to **Figure 27**.

Table 5: Existing/Approved Planned Unit Developments (PUDs)

PUD Name	Acreage	PUD Name	Acreage
Anthem at Merrill Ranch	3318.82	Merrill Ranch	5933.85
Aspen/ Palorossa Farms	1253.20	Mesquite Trails	644.03
Bonnybrooke Solar	318.44	Monterra	916.33
Burnett	0.78	Montessa	30.64
Dobson Farms	1693.53	Nevitt Farms (SRP)	526.79
Dobson Ranch	139.21	Rancho Sendero	41.45
Felix Farms	84.27	Redstone Ranch	29.99
Florence 70	73.04	Rodeo State Land	320.56
Florence Crossing	19.54	Sendera Ranch	398.01
Florence Industrial Park	71.10	Silver State Land	58.48
Freedom Farms	542.42	Skyview Farms	1856.50
Heritage Creek Estates	143.75	SunAire Ranch	107.43
Johnson Ranch Estates	1299.34	Territory Square	812.43
LB Inn	0.69	Twin Peaks State Land	482.93
La Entrada	40.43	Urton Farms	428.68
Magma Ranch (SRP)	72.19	Valley Farms Estate	79.50
Mahoney	9.99	Walker Butte	1700.21
Majestic Ranch	228.98	Western Century	63.33
		TOTAL	23,740.86

C. Demographics & Socioeconomics

1. Existing Population

As of July 2017, the Town of Florence has experienced a 2% increase since April 2010 with a total population of 26,074. Included in this total population is an incarcerated population of approximately 16,432 (AZ State Demographer, 2017). The incarcerated population skews other demographic data such as gender, age, population projections and Title VI as seen below in Table 6 and Figure 21 . This makes the public participation process of this study more significant. See Figure 24 for population density.

2. Population Projections

The Arizona State Demographers office (Office of Economic Opportunity) identifies Florence with a current population estimate (July 1, 2018) of 27,507. The 2016 MAG Socioeconomic Projections for Florence estimate the total population for the Florence municipal planning area to reach *82,300* by 2020, *106,000* by 2030, *134,300* by 2040, and *164,500* by 2050.

While the MAG future population forecasts may be a bit ambitious, it stands to reason that Florence will continue to experience growth. Now is the time to plan, invest and develop policies and guidelines to leverage public and private investments to incrementally develop bicycle and pedestrian facilities that will help Florence become a premier community for livability and active transportation.

3. Households

Approximately 5,472 households exist within the Town limits with a median home value of $112,100 dollars. The median household income is $48,919 dollars, lower than Pinal County at $52,555 and Arizona at $53,558.

4. Title VI Population

To help inform the "Equity" component of the Six E's throughout the study process, the following information regarding sensitive populations is provided. See Figure 23.

Table 6: Title VI Population

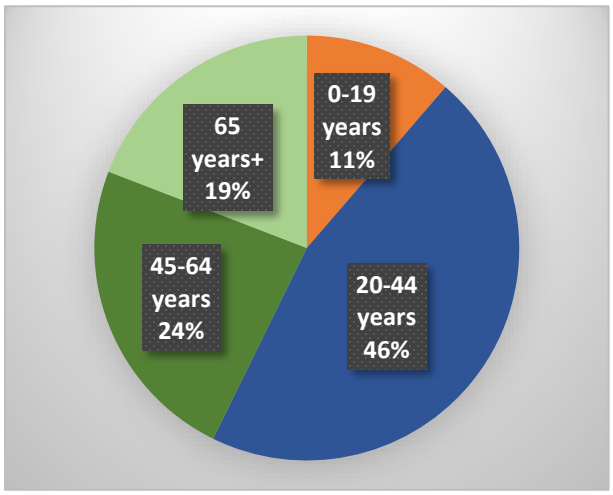
Title VI Population	Number	Percent
Minority	13,233	50.75
Age 65+	5,021	19.26
Female Head of Household (children <18, no husband)	102	0.39
Low Income (persons living below the poverty level)	1,940	7.44
Population with a Disability	1,437	5.51
Limited English Proficient Persons (LEP)	3,760	14.42

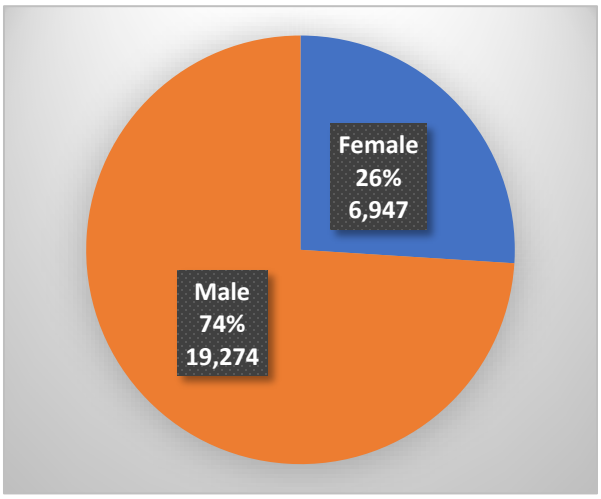
SOURCE: UNITED STATES CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2012-2016 5YR ESTIMATES. LEP NUMBERS PROVIDED BY TOWN OF FLORENCE STAFF.

5. Age & Gender

The median age of the population is 40.8 years (higher than Pinal County- 39.2 years and the State- 36 years). For age density see **Figure 24**.

Figure 21: Age & Gender





SOURCE: UNITED STATES CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2012-2016 5YR ESTIMATES

6. Zero Vehicle Households

The vehicle ownership data shown in **Figure 25** reflects residents in Anthem at Merrill Ranch, east Florence (near prisons), south Florence, and the area north of Arizona Farms Road within the Town limits as having 0 to 1% zero vehicle households. Downtown Florence and the Adamsville area residents have 7-11% zero vehicle households, while the remainder of the residents within the Town limits have 2 to 6% zero vehicle households.

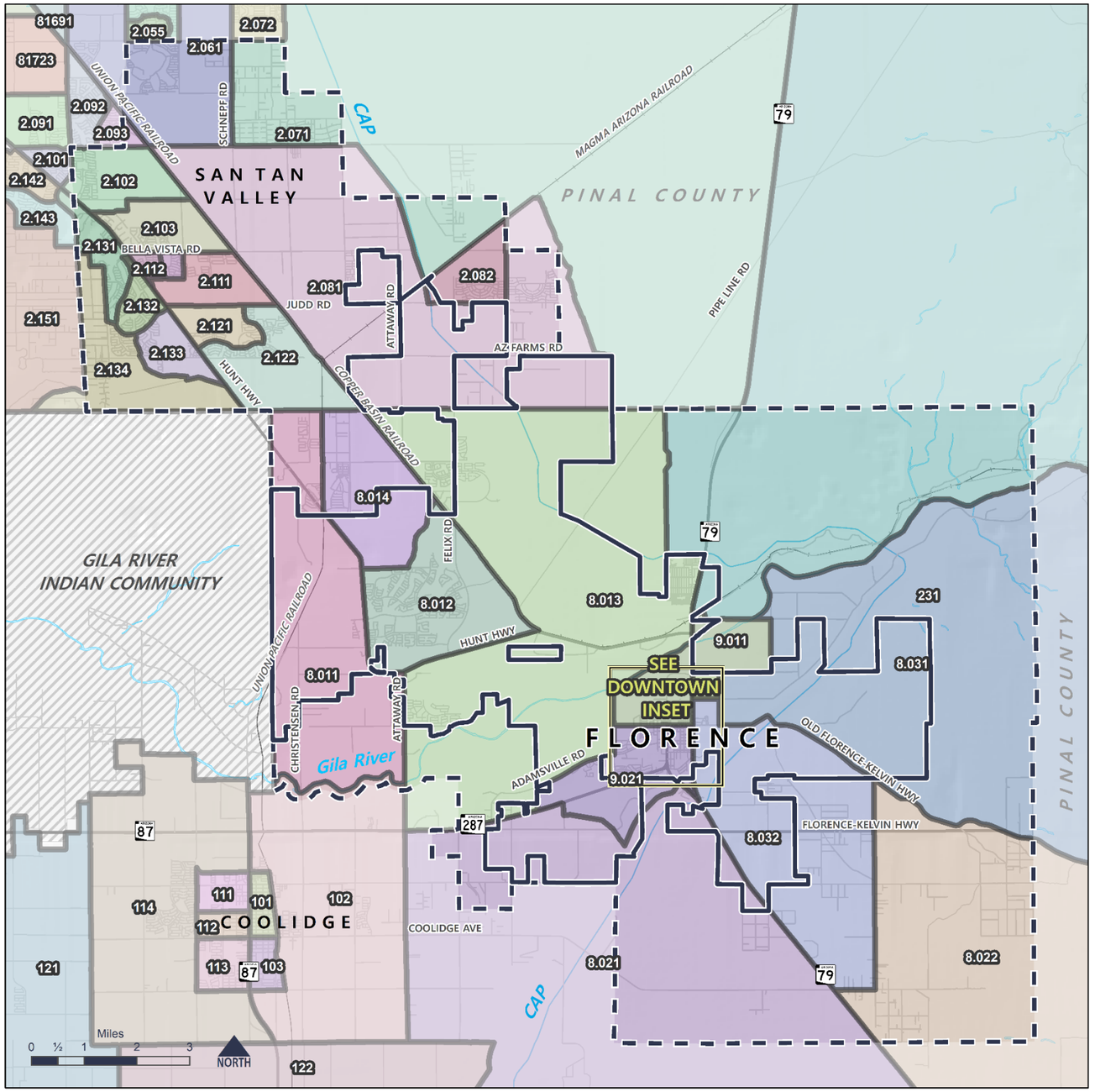
7. Existing Commuting Patterns

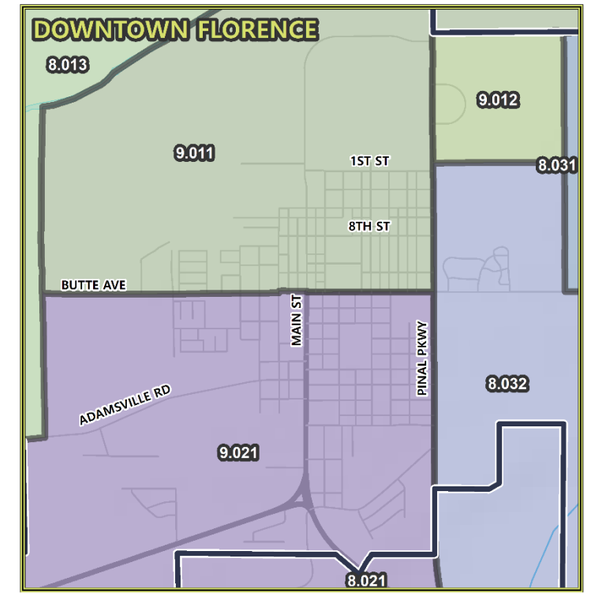
According to the 2015 American Community Survey (ACS), an estimated 4,717 non-resident employees work within the Town of Florence and commute from surrounding areas. A total of 2,509 Florence residents reportedly commute to their employment to areas surrounding the Town of Florence. Only approximately 443 Florence residents work within the Town of Florence. See Figure 25 and Figure 26.

Figure 22: Town of Florence Census Block Groups

TOWN OF FLORENCE

Active Transportation Plan





Legend

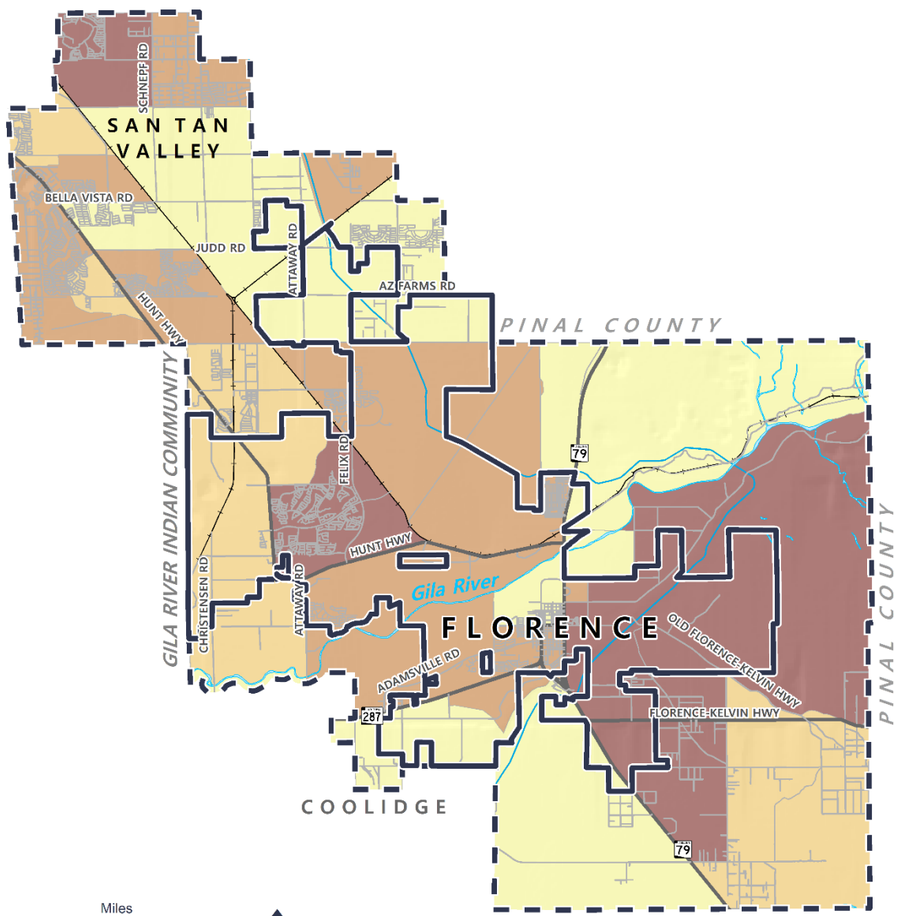
- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Block Group
- #.### Block Group ID Number

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

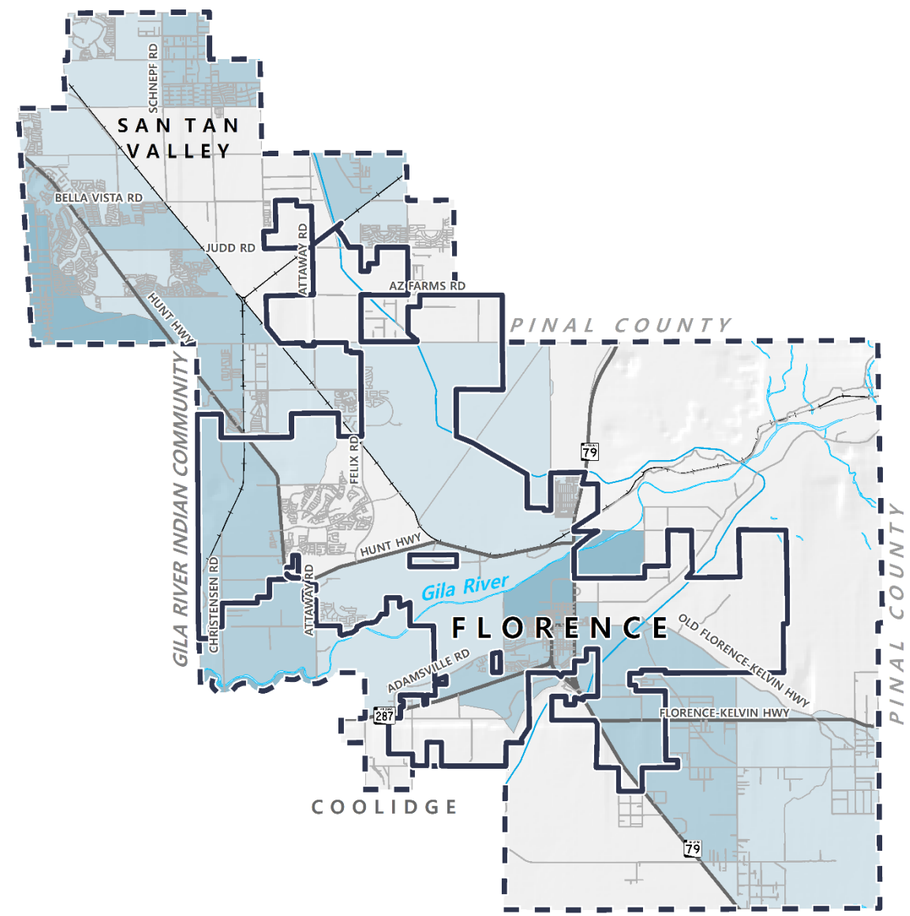
Figure 23: Population & Household Poverty

TOWN OF FLORENCE
Active Transportation Plan

Total Population by Block Group



Percentage of Households Below the Poverty Level by Block Group



Miles
0 ¾ 1½ 3 4½
NORTH

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Total Population by Block Group

- 597 - 1,699
- 1,700 - 2,728
- 2,729 - 4,253
- 4,254 - 6,884

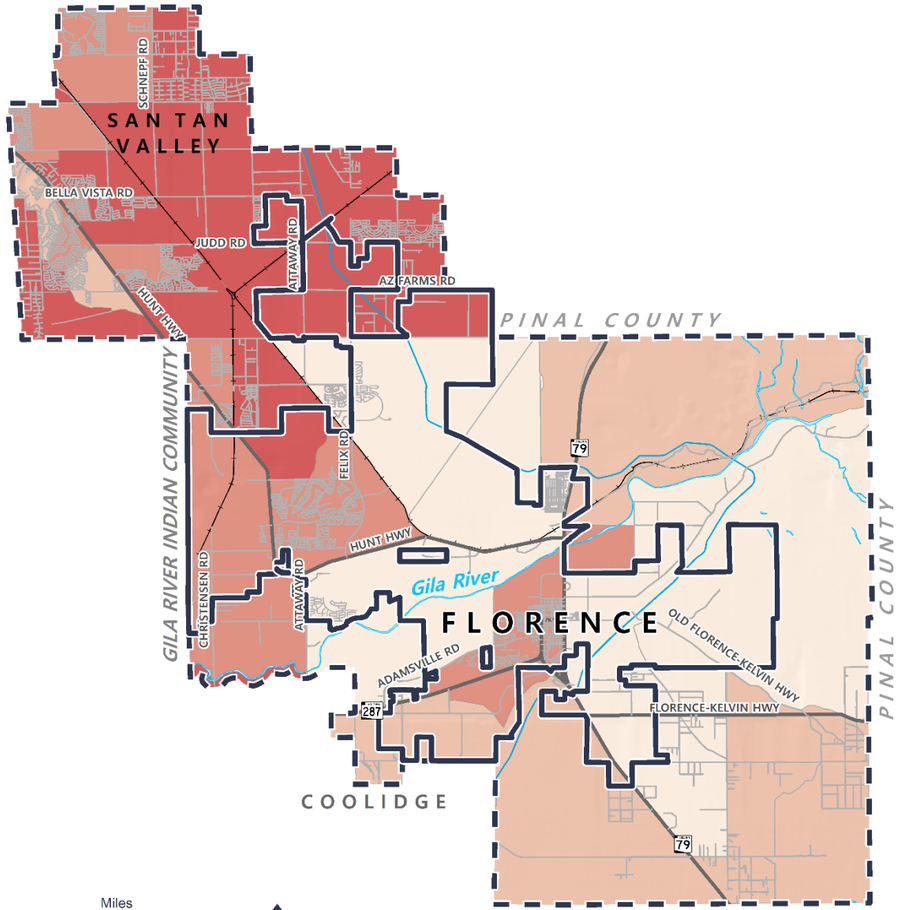
Percentage of Households Below the Poverty Level by Block Group

- Clear 0% - 7%
- 8% - 17%
- 18% - 32%
- 33% - 51%

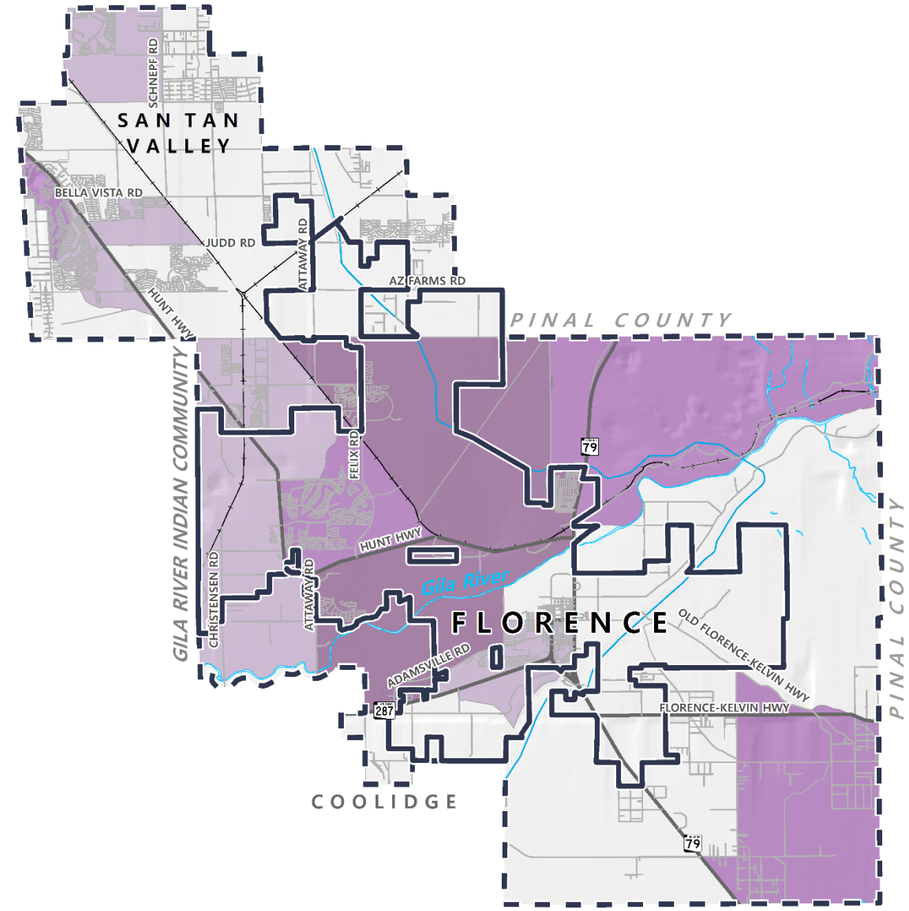
Figure 24: Population Under 20 & Population 65 Years and Older

TOWN OF FLORENCE
Active Transportation Plan

Percent of Population Less Than 20 Years Old by Block Group



Percent of Elderly (65+) Population by Block Group



Miles
0 ¾ 1½ 3 4½
NORTH

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
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- Railroad

Percent of Population <20 Years Old by Block Group

- 0% - 12%
- 13% - 24%
- 25% - 34%
- 35% - 79%

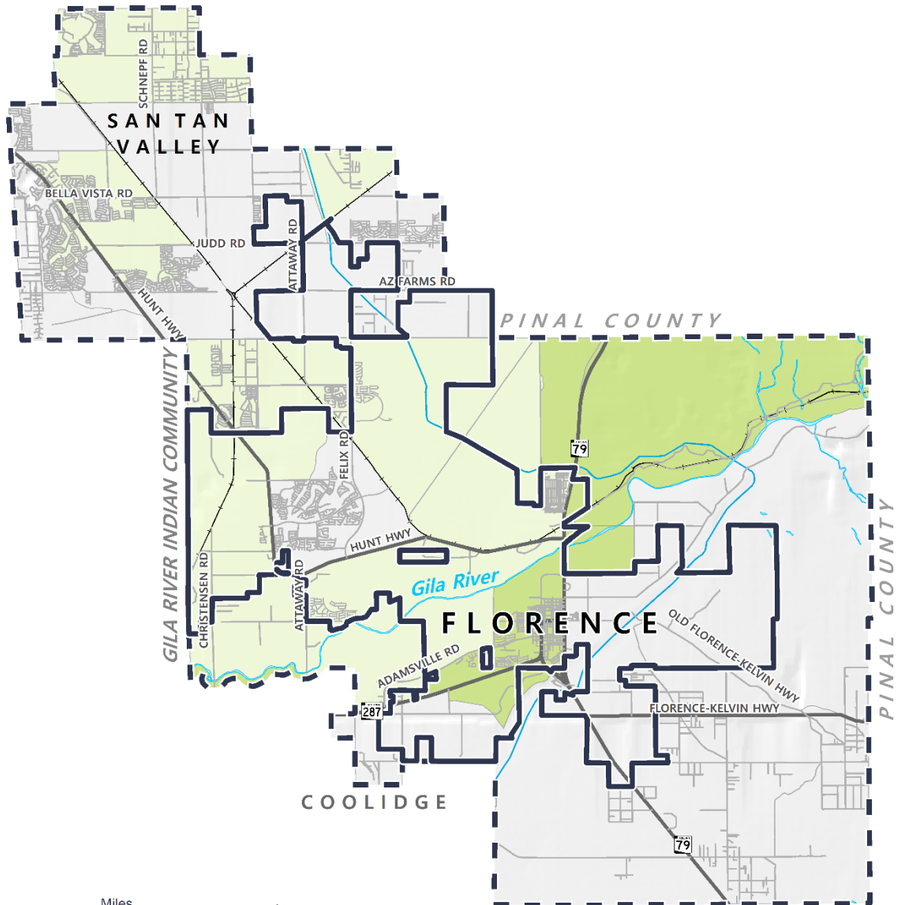
Percent of Elderly (65+) Population by Block Group

- Clear 1% - 11%
- 12% - 19%
- 20% - 40%
- 41% - 75%

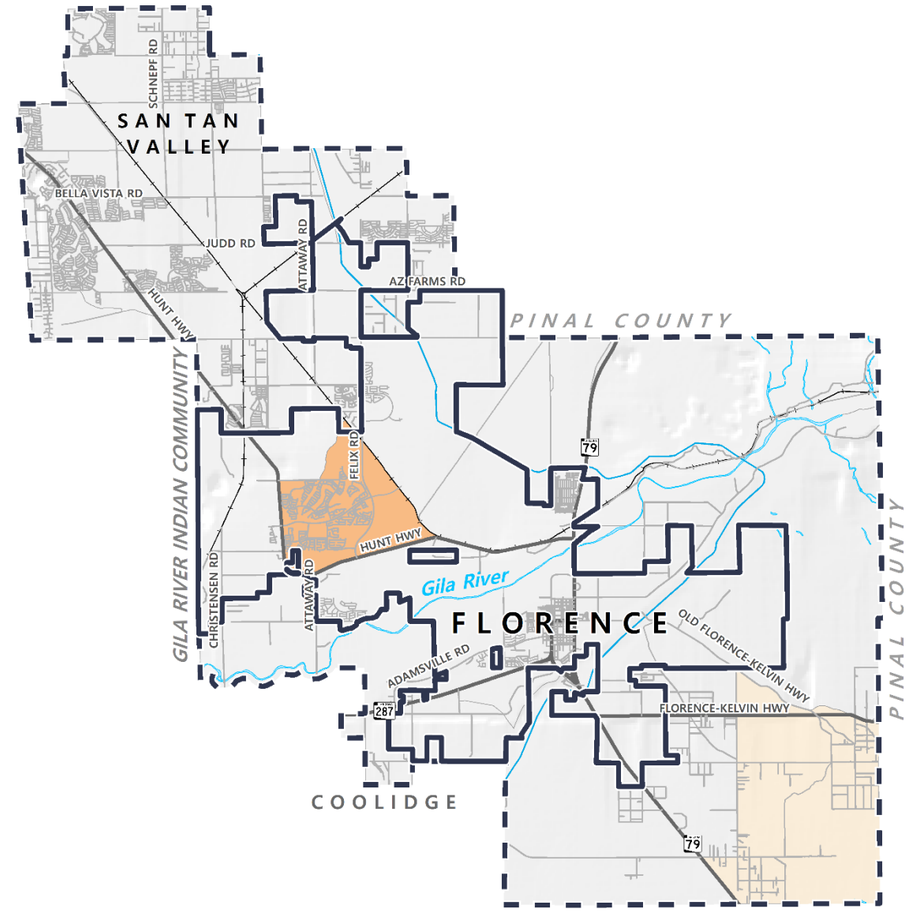
Figure 25: Zero Vehicle Households & Public Transit Commuters

TOWN OF FLORENCE
Active Transportation Plan

Percentage of Zero Vehicle Households



Percent of Population That Takes Public Transportation to Work by Block Group



Miles
0 ¾ 1½ 3 4½
NORTH

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Percentage of Zero-Vehicle Households

- Clear 0% - 1%
- 2% - 6%
- 7% - 11%
- 12% - 21%

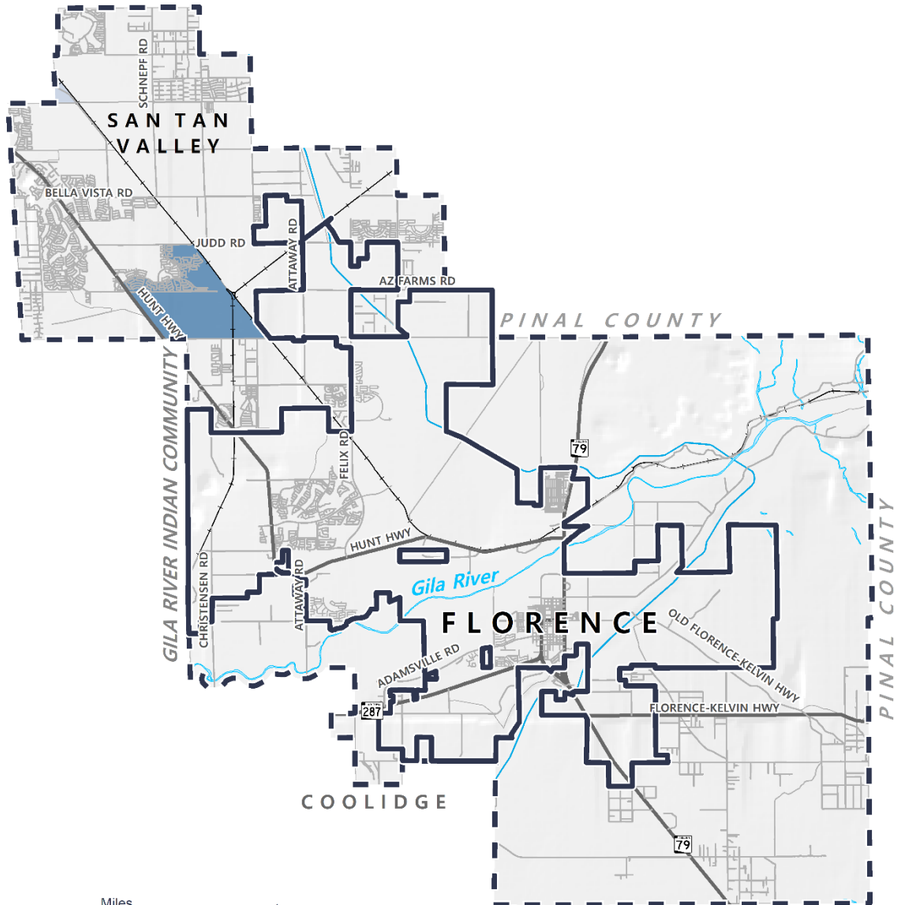
Percent of Population That Takes Public Transportation to Work by Block Group

- Clear 0%
- 1%
- 2% - 4%
- 5%

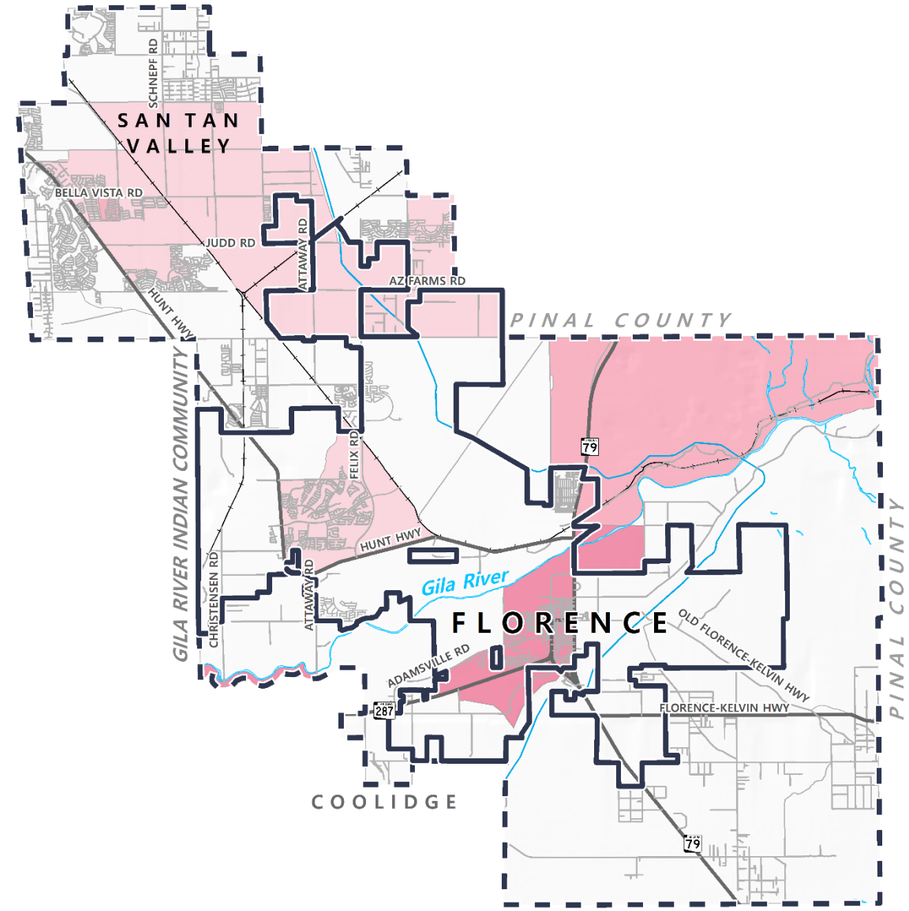
Figure 26: Bike Commuters & Pedestrian Commuters

TOWN OF FLORENCE
Active Transportation Plan

Percent of Population That Bikes to Work by Block Group



Percent of Population That Walks to Work by Block Group



Miles
0 ¾ 1½ 3 4½
NORTH

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse

Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Percent of Population That Bikes to Work by Block Group

- Clear 0%
- 1%
- 2%
- 3% - 6%

Percent of Population That Walks to Work by Block Group

- Clear 0% - 1%
- 2% - 3%
- 4% - 7%
- 8% - 14%

D. Existing Roadway Network

As the historical and current County seat and hub for commerce, government centers and area employers, Florence's is largely served by state highways and regional roadways connecting Florence to surrounding communities. For the Florence ATP, State Route (SR) 79, SR 287, SR 79B and the Town's arterial and collector roadway network are important to facilitating on-street bicycle and pedestrian mobility to supplement off-street mobility. These opportunities range from Main Street connectivity in the historic downtown to lengthy stretches of state routes that connect existing and planned residential communities.

Future recommendations of the Florence ATP will include bicycle and pedestrian facilities within existing Florence roadways. As such, it is then important to understand the Functional Classification of Florence's existing and planned roadways. Each Functional Classification identifies Florence's existing standards for right-of-way and expected roadway features that are illustrated in an approved cross section. For the Florence ATP, it is important to understand the town's current roadway requirements as the Florence ATP evaluates and recommends area wide facilities to enhance mobility and connectivity.

The existing Florence General Plan represents the recommended functional classifications that were derived from the Coolidge-Florence Transportation Planning Study of 2008 (see Figure 27). The General Plan designated functional classifications for roadways in Florence are described below.

Interstate - reference to Interstate 10 outside the Town limits.

Freeway - reference to the future North-South Corridor.

Principal Arterial - proposed six lane facilities along the one-mile grid system serving major local and regional traffic. Examples include SR 79, SR 287, Hunt Highway, Felix Road, Attaway Rd. and others.

Minor Arterial – designed to serve similar mobility needs as Major Arterials but are 4-lane facilities. Examples include Butte Road, Adamsville Road, Merrill Ranch Parkway and the Old Florence-Kelvin Highway.

Major Collector – these roadways can be configured as a 4-lane road or a two-lane road with center turn lane. Examples include Diversion Dam Road, Main Street, and Price Road.

Minor Collector – represent two-lane roads with no center turn lane that typically facilitate connection between internal neighborhoods and adjacent arterial roadways. Examples include Ranchview Road and Bowling Road.

Local Streets – local streets provide access directly to residential properties and are not designed to accommodate through traffic. Examples include Orlando Street, Brady Street etc.

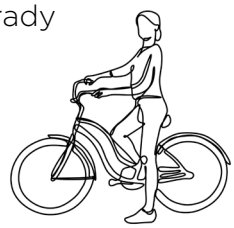
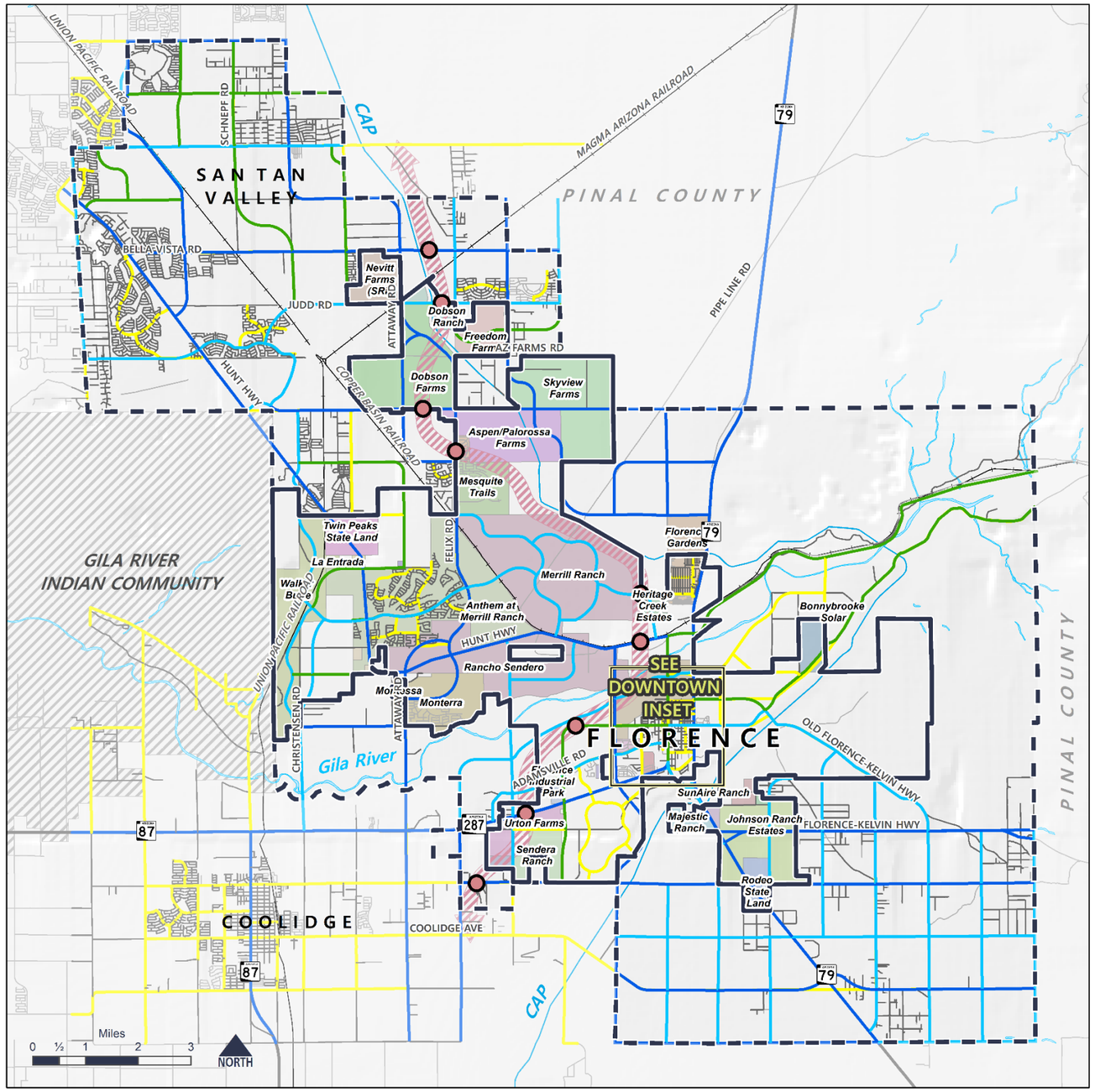
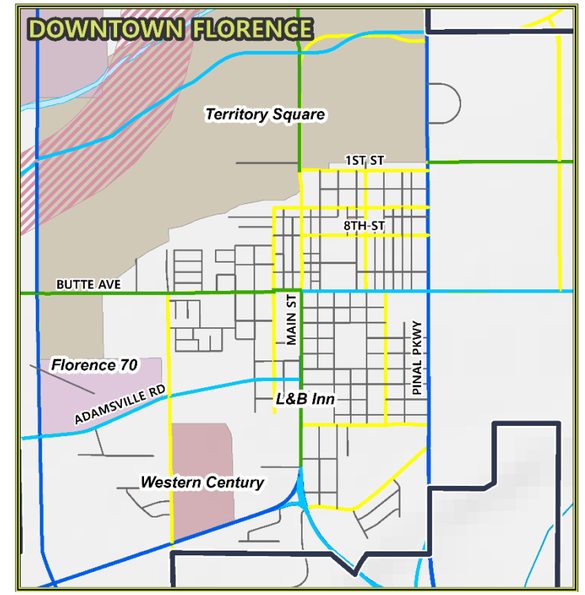


Figure 27: Roadway Functional Classification & Planned Unit Development

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Planned Unit Development

Recommended Roadway Functional Classification

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local/Private/ Unknown
- Proposed Interchange
- Proposed North-South Corridor

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

E. Existing & Planned Bicycle and Pedestrian Facilities

As illustrated in Figure 28, there are a variety of existing and planned trails and trailheads in the Town of Florence. There are Pinal County regional trails that traverse the Town of Florence, providing connection to destinations beyond Florence. In addition, there are up to six (6) different trail types that are either existing and/or planned by the Town of Florence that are intended to offer connection to local activity centers and existing/planned parks and open spaces.

Below is a description of the existing and planned bicycle and trail facilities as currently defined by the Town of Florence Parks, Trails and Open Space Master Plan (2008), the Pinal County Open Space and Trails Master Plan (2007 with map update in 2016) and the CAP Canal Trail Master Plan: Pinal County Segment (2015). It is worth noting that in review of Figure 28, there are select areas where the Pinal County and Town of Florence trails (as currently described/depicted) overlap with each other. One example is the CAP Trail that is shown by Pinal County as and "adopted county trail corridor" and also shown by the Town as a "Town Trail". These redundancies will be rectified through the Florence ATP process.

1. Existing & Planned Trail Types

The following trail types are currently identified for the Town of Florence. Please refer to Figure 29 for illustration of the location of each trail type and trailhead in the Town of Florence.

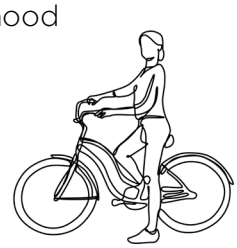
<u>Town of Florence Trail Types</u>

Shared Use (or Paved) Paths

This 10'-12' wide, paved facility is intended to be used by people walking, biking, skating, pushing strollers, wheelchair users, other non-motorized users, and anyone wanting a smooth and consistent surface. The paved path system includes regional and local connections. Shared Use Paved Paths can be either Side Paths or Off-Street Paths. The system of Paved Paths provides a variety of loops that connect neighborhoods to all types of destinations and unpaved trails. There is a total of 117 miles of existing/planned shared Use Paths in the Town of Florence and are generally identified along the planned North-South Corridor, locations connecting Heritage park to downtown and Adamsville Road and other internal connections from the planned Gila River Town Trail to other locations in Florence.

Town Trails

Existing and planned Town Trails are described as 8' – 10' wide, unpaved multi-use pathways that follow regional and major corridors such as the Gila River (along both sides), the CAP, the North-South Corridor, and existing washes in Merrill Ranch and the southeastern portions of the Town. Town Trails are intended to accommodate greater quantities and types of trail users than other unpaved trails such as Neighborhood Trails. There is a total of 54 miles of existing/planned Town Trails in Florence.



Neighborhood Trails

Existing and planned Neighborhood Trails are 5' – 8' wide, unpaved trails that are intended to connect Florence neighborhoods to the larger trail or path system. As currently planned, Neighborhood Trails are those within more rural neighborhoods (southeast portion of town) or those that provide local connections to neighborhood parks and schools. There is a total of approximately 18 miles of Neighborhood Trails existing/planned in Florence.

Back Country Trails

Existing and planned Back County Trails are 3' wide trails located within preserved open space and/or mountainous areas such as Poston Butte. These trails are constructed in context with the natural environment in which they are located. There are approximately 3 miles of Back Country Trails existing/planned in Florence.

Equestrian Trails

Equestrian only trails are intended solely for horseback riding in areas along sandy wash bottoms such as the Gila River. There is approximately 4 miles of Equestrian Trail currently planned in Florence, all located within the Gila River bottom.

Pinal County Trail Types

Adopted County Trail Corridor

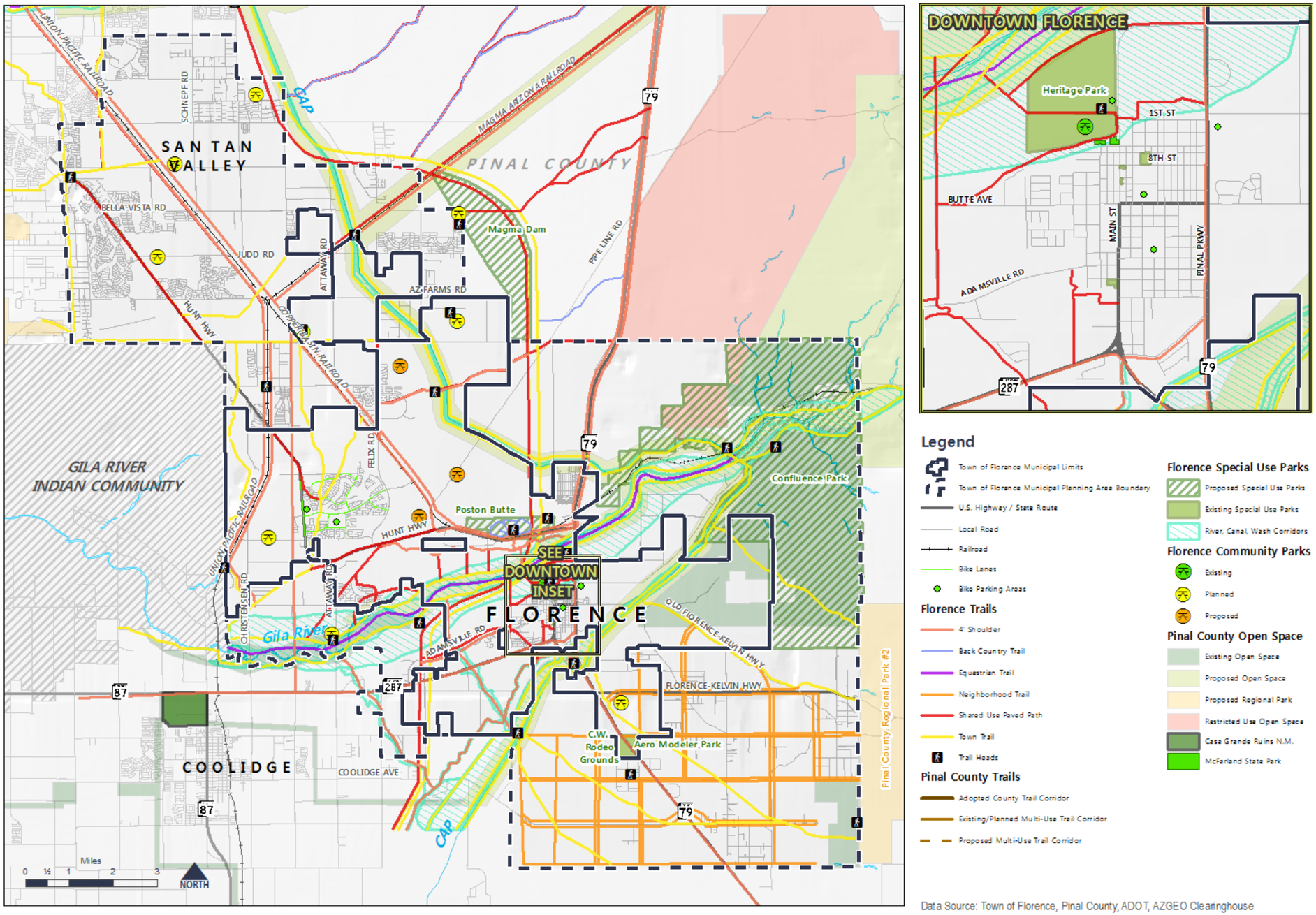
Identified as a high priority regional trail throughout Pinal County, the Adopted Trail Corridor within the Town of Florence limits is identified as the planned regional CAP trail. There is a total of 6.5 miles of Adopted County Trail corridor (CAP Trail) in the Town of Florence.

Existing/Planned Multi-Use Trail Corridor

This is a planned country trail that is predominately located along the Gila River. This county trail types is similar/redundant to the Town of Florence planned Town Trail along the Gila River, providing a proposed connection to the Casa Grande Ruins National Monument and other regional open spaces to the east of Florence. There is a total of approximately 10 miles of county planned Multi-Use Trail in the Town of Florence.

Figure 28: Existing and Planned Parks, Trails, and Bicycle Facilities

TOWN OF FLORENCE
Active Transportation Plan



2. Existing & Planned Trailheads

As shown in Figure 28, the Town of Florence has 20 planned trailheads within or near the current Florence Municipal Limits. As the Florence Parks, Trails and Open Space Master Plan describes, trailheads are located along all types and levels of trail and path corridors. They provide drive-in as well as non-vehicular access to local and regional destinations and open space areas. There are four levels of proposed standard trailheads, two with equestrian parking and amenities and two without. Many of the planned trailheads provide access to and from the Gila River corridor, Poston Butte and the CAP canal. The currently proposed locations and amenities levels associated with each trailhead will be refined and new recommendations as part of the Florence ATP.

3. Existing Bicycle Facilities

The Florence ATP is Florence's inaugural plan offering guidance to the planning of bicycle facilities in the Town. As such, the 2008 Parks, Trails and Open Spaces Master Plan does not provide guidance for bicycle facilities. Existing bicycle facilities presented here reflect findings observed in both field review and aerial photography.

As Figure 30 illustrates, existing bicycle lane facilities in the Town of Florence are exclusively located within the Merrill Ranch master planned community and along the ADOT State Routes that serve Florence. No other areas of the Town of Florence contain designated bicycle facilities.

Bicycle Lanes

Striped bike lane facilities are currently located along major collector roadways within the Merrill Ranch community. Striped bike lanes of 4.5 feet in width are located along both sides of the roadway along Merrill Ranch Parkway, American Way, Sun City Blvd., N. Anthem Way, Constitution Way, Spirit Way, Spirit Loop and Independence Way. There is a total of 9.5 miles of existing bike facility in Merrill Ranch. Bike lanes also exist on Hunt Highway south of Franklin Road to approximately 0.4 miles south of American Way.

Paved Shoulders

Although not explicitly promoted as bicycle facilities by ADOT, there are currently 4-foot wide shoulders along Highway's 79, 87 and 287 that offer pedestrian and bicycle mobility options along these key transportation corridors. Generally speaking, ADOT's policy is to construct state roadway facilities with shoulders that offer room for safety pull outs and or bicycle and pedestrian usage. While ADOT's policy is to not explicitly sign their roadways for bicycle use, state law permits bicycle and pedestrian usage of ADOT facilities unless signage prohibits such uses. In fact, recognizing that bicycling along ADOT roadways connects cities and towns across Arizona, ADOT has been proactive in identifying bicycle use on their facilities as represented by the preparation of the Bicycle Safety Action Plan and recent development of the AzBikePed.org website. This website can help people on bikes plan routes, providing information on shoulder widths, grades and traffic volume information.

US Bicycle Route 90

This is a 573 mile east-west route spanning from New Mexico to California through Tucson and Phoenix. Route 90 is comprised of paved shoulders along Arizona State Highways, shared use paths, and local streets. Town of Florence (see Figure 30) provides a crucial connection to US 90 bicycle route from Interstate 10 to US 60. Riders exit Interstate 10 at SR 87 to follow SR 87 north to SR 287, travel east on SR 287 to SR 79 and travel north on SR 79 to US 60.

Figure 29: US Bike Route 90

SOURCE: ADVENTURE CYCLING ORGANIZATION

Gila River Bridge

Preliminary construction design plans from ADOT call for the reconstructed Gila River Bridge to include a 6-foot sidewalk on the west side of the bridge. This sidewalk is intended to be used by people walking and biking. A concrete barrier will be constructed to protect users from motor vehicles, and a concrete barrier with railing will be constructed to protect users from the bridge edge. This new bridge design is currently under design and programmed to be completed by 2022.

4. Bike Parking

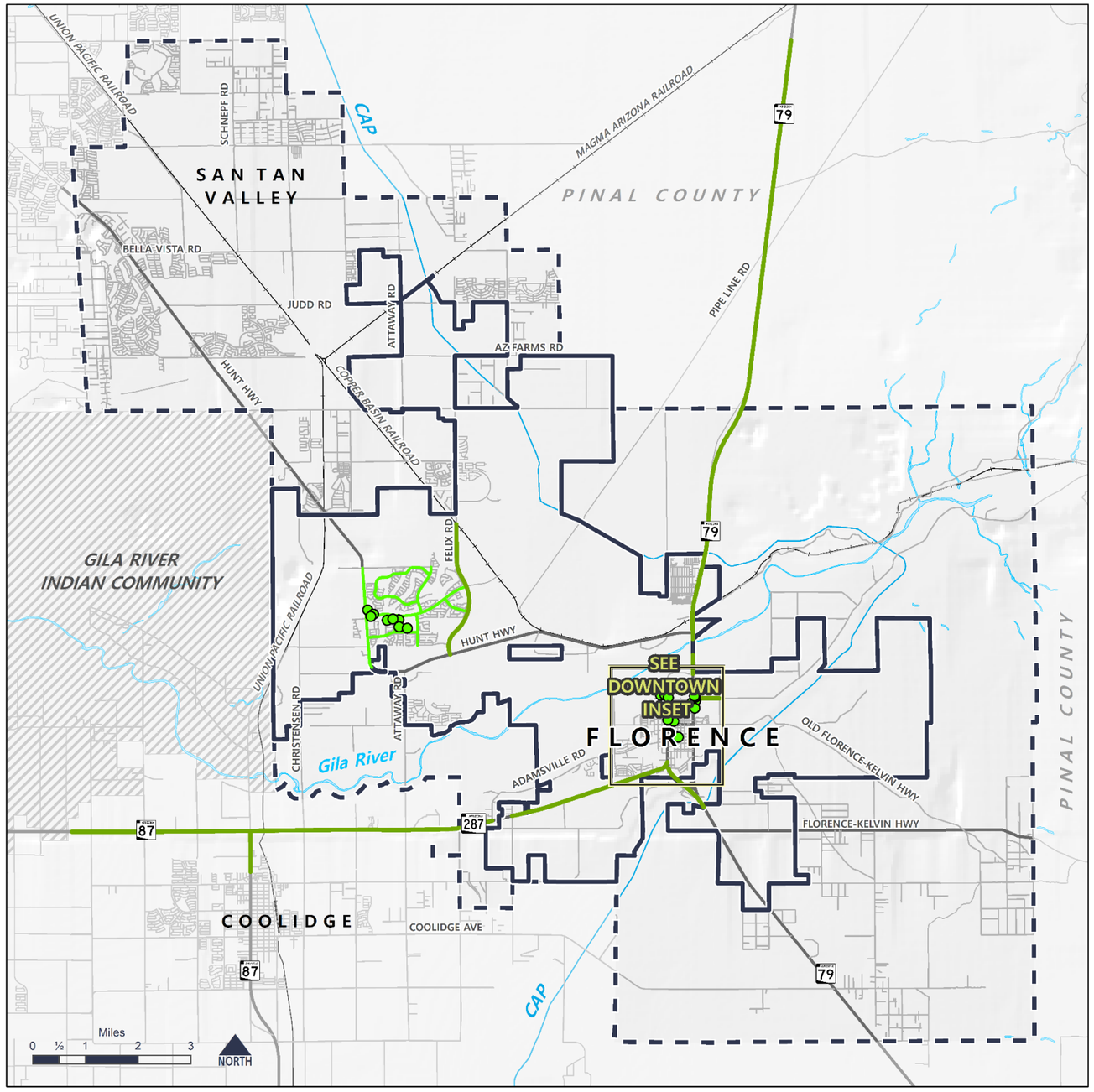
Below is a summary of what was observed during field work and other research. Additional field review may be necessary throughout the process to create a complete bike parking inventory.

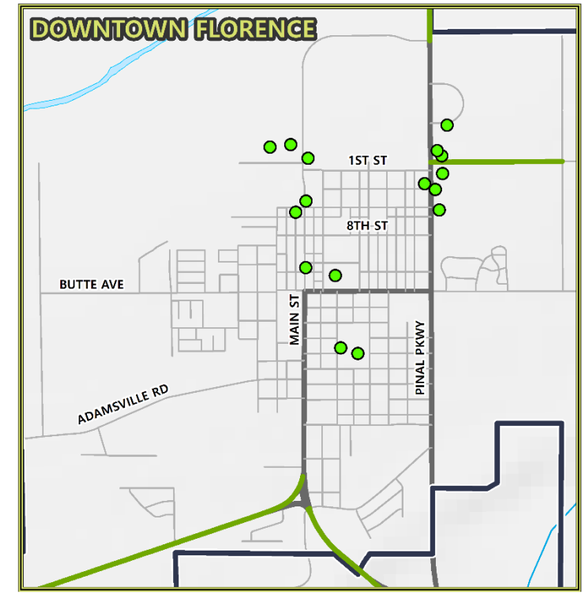
Bike parking coverage exceeded expectations. All Town of Florence facilities such as Town Hall, the Community Center, the Fitness Center, Padilla Park and the Aquatic Center offer bike parking. The Pinal County Superior Court, the Administrative Complex, and the new Pinal County Federal Credit Union provide bike parking. Florence K-8 and Anthem Elementary School both offer racks to students. Nearly all amenities in Anthem at Merrill Ranch provided bike parking, though not all were visible from the road. In addition, both McDonald's locations, Subway, Sonic, Taco Bell, the Giant gas station, Dollar General and the U.S. Post Office all provide bike parking (see Figure 30).

Bike parking could not be identified at Florence High School, Heritage Park, Florence Senior Center & Dog Park, Main Street Park or McFarland State Historic Park. While Anthem at Merrill Ranch provided bike parking at their community facilities, there was an inconspicuous rack behind Chen's Chinese Bistro on Merrill Ranch Parkway was hidden near a truck loading parking spot and was only visible form the off-street trail the travels behind the shopping center.

Figure 30: Existing Bicycle Facilities

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Bike Parking Facilities
- Paved Shoulders
- Bike Lanes

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse

F. Transit Connections

1. CART

The Central Arizona Regional Transit (CART) bus system is a fixed route service connecting Coolidge, Casa Grande, Central Arizona College and the Town of Florence. The CART bus system provides regional route services to neighboring communities for employment, medical and personal trips, as well as to Greyhound service. CART also connects to the Cotton Express at the Wal-Mart Transit Stop in Coolidge. From Wal-Mart, Florence residents can connect to additional needs via The Cotton Express which provides two circulator routes around Coolidge. There is also the potential for expansion into the Anthem area of Florence.

CART does not currently connect to any paths, trails, or bikeways. CART is funded by the FTA, ADOT, Central Arizona College, City of Coolidge, Pinal County and Town of Florence. The CART system operates both in the eastbound and westbound directions beginning service in Florence at 5:15 AM and ending in Florence at 7:09 PM. The entire loop is 2.5 hours round trip. The fares for riding the CART are "exact fare only" and range from two to four dollars for the day, with monthly passes available. Dial- A- Ride service also exists as a county provided service throughout the Town of Florence.

Figure 32 illustrates the CART Service Route, the following stop locations are all within downtown Florence, although arrangements can be made to be picked up at other locations along the route.

- Florence Pool/ City Complex (*shelter planned*)
- Adamsville Rd. & Main St.
- Stewart St. & Orlando St.
- Pinal County Administrative Complex (*shelter planned*), and
- Pinal County Courts (*existing shelter*)

Figure 31: CART Pricing Chart

Fare	One-Way Fare	Daily Fare	Month Fare	Local & CART Daily	Local & CART Month
Children 12 & Under or Students	$1.00	$2.00	$30.00	$3.00	$60.00
Adult 13-54	$2.00	$4.00	$60.00	$6.00	$90.00
Senior/ Disabled 55 & Up	$2.00	$4.00	$60.00	$6.00	$90.00

2. Greyhound

Greyhound once operated a bus stop at the Pinal County Complex but never conducted ticket sales at this location. Tickets were available online or at a terminal only. Route options from this location included destinations along the way to Tucson and Phoenix. Once at these locations, passengers could travel in any direction throughout the United States.

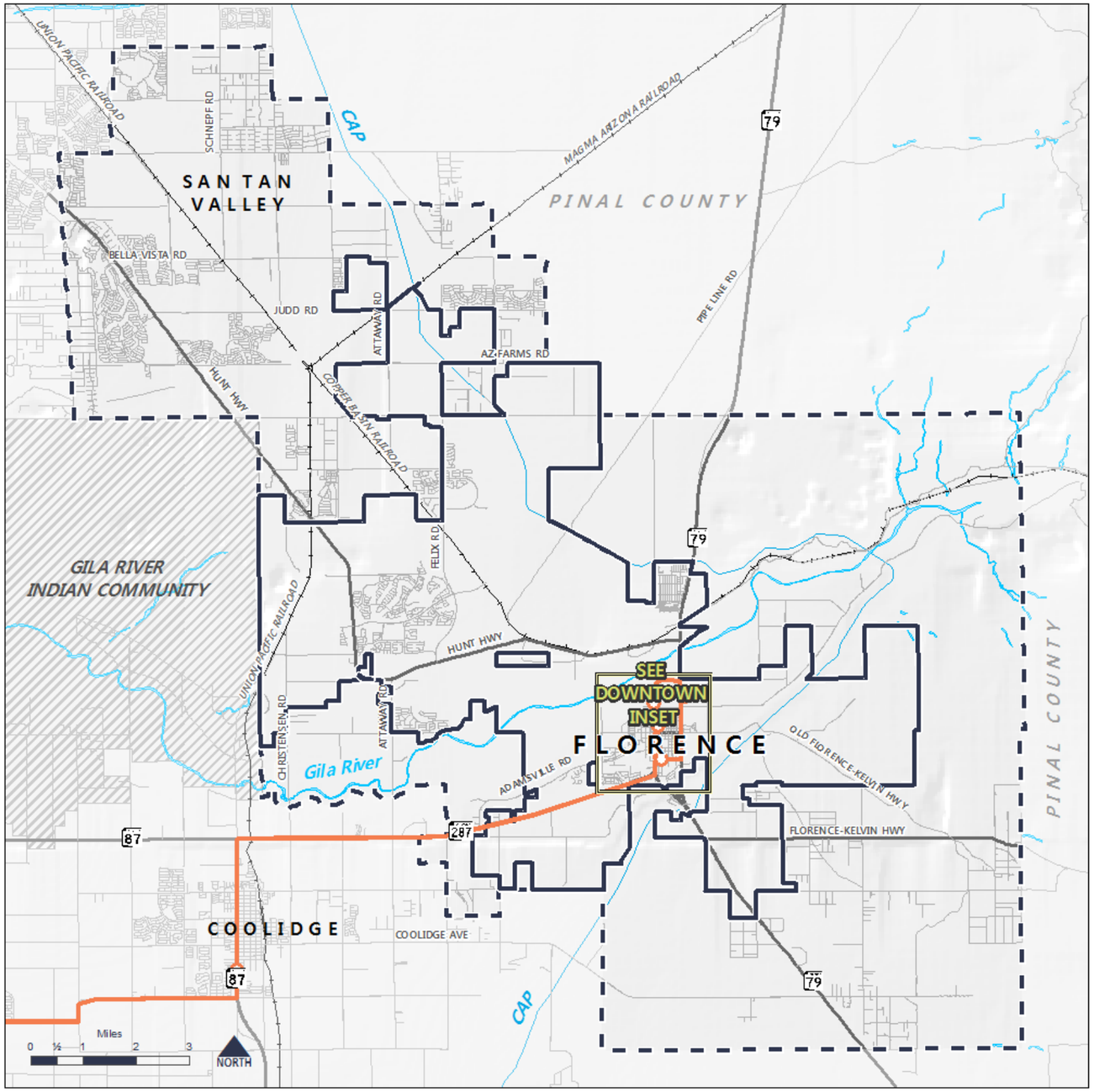
Presently, the Greyhound bus stop is not in operation. Service at the Pinal County Court Complex has unfortunately been discontinued, however there are plans to implement a Greyhound bus stop at the Love's truck stop in Eloy. This stop will be served by CART.

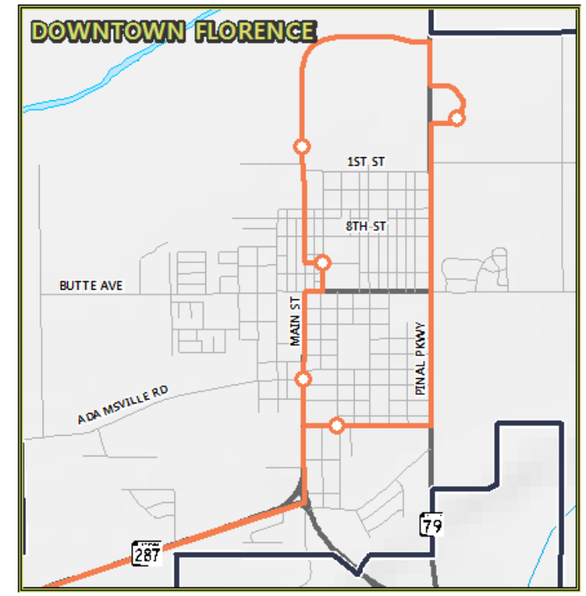
3. Give A Lift Program

The Town of Florence Give-A-Lift program is dedicated to promoting independence and enhancing the quality of life to seniors and people with disabilities. Florence residents by providing a no cost means of transportation to medical appointments. The program is available to Florence residents who are at least 55 years old and those with disabilities. All drivers are volunteers who have agreed to use their own vehicles to provide medical appointment transportation services. The program is funded in part through an Arizona Department of Transportation (ADOT 5310 grant).

Figure 32: Existing CART Transit Route

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Bus Stop
- Central Arizona Regional Transit (CART)

Data Source: Town of Florence, CART

G. Traffic & Safety Conditions

Traffic volume and crash data information on existing roadways in Florence is critical to understanding the existing roadway operations and level of service and how those operations may influence current and future safety consideration, bicycle comfort levels and pedestrian preference. This analysis will help inform possible recommended bicycle and pedestrian facilities along Florence roadways. These facilities could include the construction of new facilities or a reconfiguration of signing and/or pavement markings or other improvements within the existing right of way. The Pinal County Safety Study is in progress and further efforts for this plan will be coordinated to achieve regional continuity.

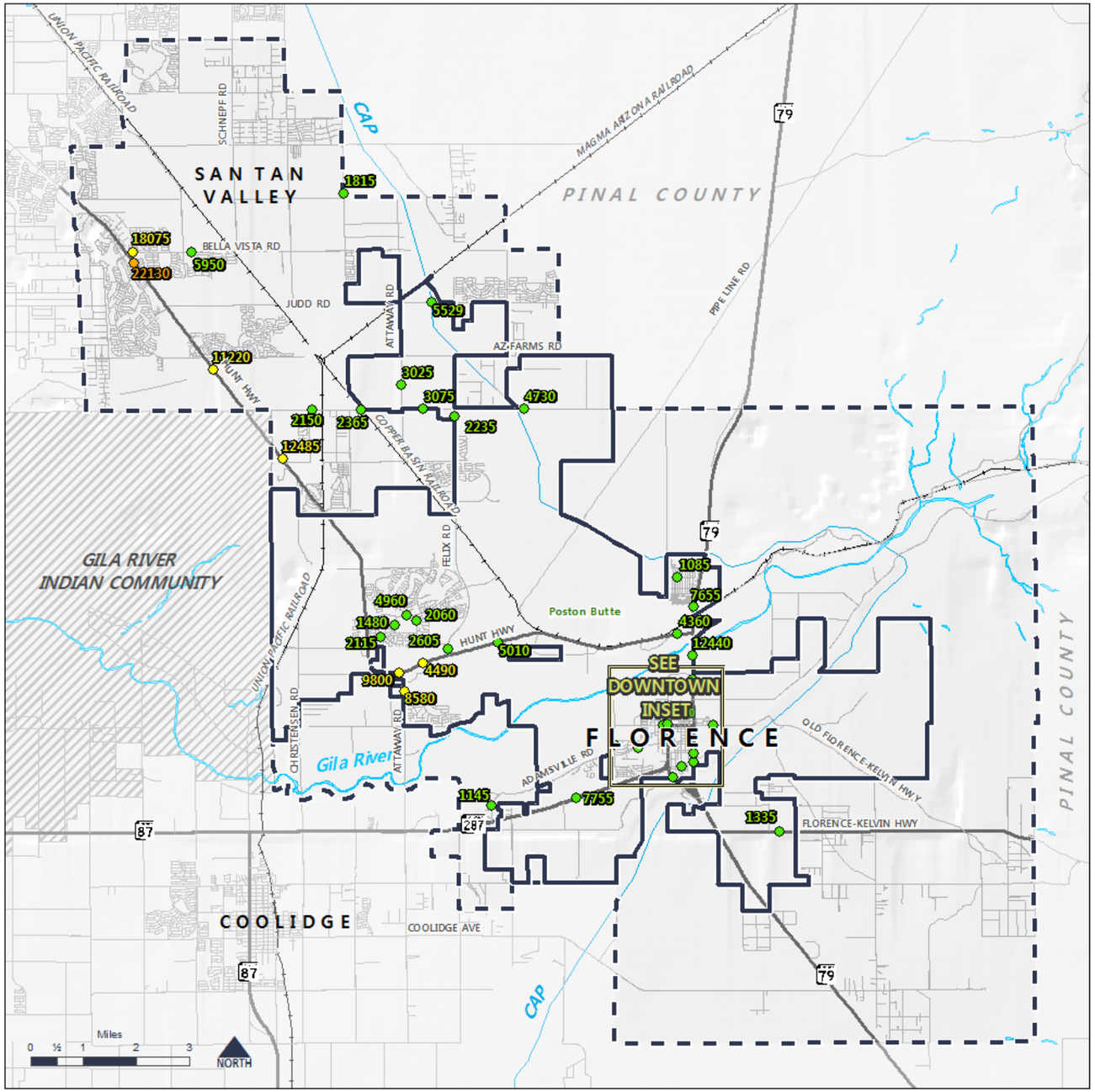
1. Roadway Traffic Counts

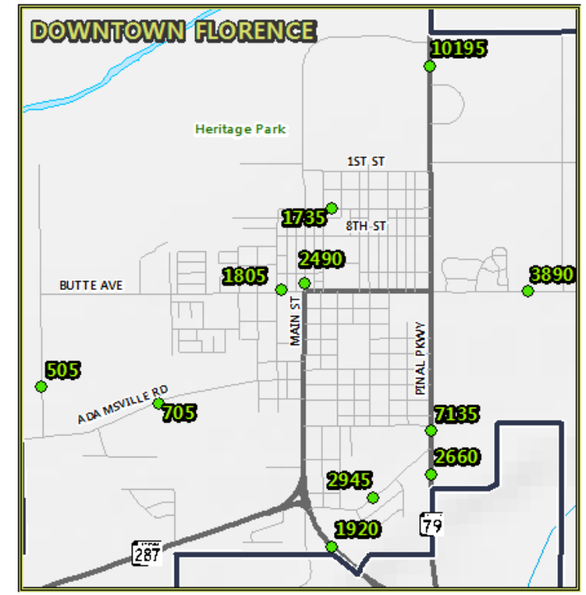
Average Daily Traffic (ADT) counts for the roadways within the study area shown in Figure 33 displays the ADT counts obtained from the Town of Florence are also supplemented by the counts obtained from the Maricopa Association of Governments (MAG) and ADOT Traffic Data Management System (TDMS) website. The ADT counts were collected during the years 2016, 2017 and 2018. The ADT values shown next to each roadway segment are color-coded by the agency the count was taken by and the year the count for that segment was conducted.

The highest traffic volumes within the study area occur on portions of State Highways. The highest traffic volume within the Town of Florence Planning boundary is on Hunt Highway between Bella Vista and Judd Road is 22,130 in the year 2017. Within the Town of Florence limits, the highest volumes identified include 12,440 along SR 79 at the Gila River bridge, 9,800 along Hunt Highway at its intersection with Attaway Road, 8,580 on Attaway Road south of Hunt Highway, and 7,755 on SR 287 west of downtown. In downtown Florence, on Main Street just north of Butte Ave., approximately 2,490 vehicles per day on average travel these roadways.

Figure 33: Existing Roadway Traffic Counts & Level of Service

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Traffic Count Location Level of Service (LOS)

- A - B LOS, AADT
- C LOS, AADT
- D LOS, AADT

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

2. Pedestrian and Bicycle Counts

The Florence ATP conducted bicycle and pedestrian counts at five (5) strategic locations in Florence (see Figure 34). The intent of the bicycle and pedestrian counts are to evaluate targeted locations where there are known levels of high bicycle and pedestrian activity. These locations were determined through discussions with town staff and analysis by the consultant to determine the priority locations. Traffic Research and Analysis, a sub consultant to Michael Baker for the Florence ATP project, collected 24-hour bicycle and pedestrian turning movement counts in fifteen-minute intervals at five (5) locations on November 1, 2018 in Florence. The locations and a brief summary of the results are described below, with the complete findings are included in Appendix C.

1. *Main Street at Ruggles Street*
    - North Leg Total – 163 (96% pedestrians, 3% bicyclists)
    - South Leg Total – 11 (100% pedestrians)
    - East Leg Total – 45 (96% pedestrians, 4% bicyclists)
    - West Leg Total – 73 (82% pedestrians, 18% bicyclists)
    - Overall, counts we fairly evenly distributed in the AM, mid-day and PM peak periods, with slightly higher volumes in the mid-day and PM peak periods
    -
2. *Existing crosswalk on Main Street approximately 185 feet south of Stewart Street (Florence High School)*
    - Cross walk Total – 86 (97% pedestrians, 3% bicyclists)
    - Overall, approximately 50% of all pedestrian and bicycle activities occurred during the mid-day peak. Counts also identified 25 pedestrians/bicyclists using the west leg of the Main Street/driveway intersection which is unmarked.

3. *East Virginia Street at Orlando Street (Florence K-8 school)*
    - North Leg Total – 59 (100% pedestrians)
    - South Leg Total – 6 (100% pedestrians)
    - East Leg Total – 99 (99% pedestrians, 1% bicyclists)
    - West Leg Total – 20 (100% pedestrians)
    - Overall, this intersection consists of yellow ladder style cross walks on all 4 legs of the intersection due to adjacency to school. Counts were fairly evenly distributed across the AM, mid-day and PM peak hours, with the north leg and east leg of the intersection having the highest levels of pedestrian and bicycle activity.

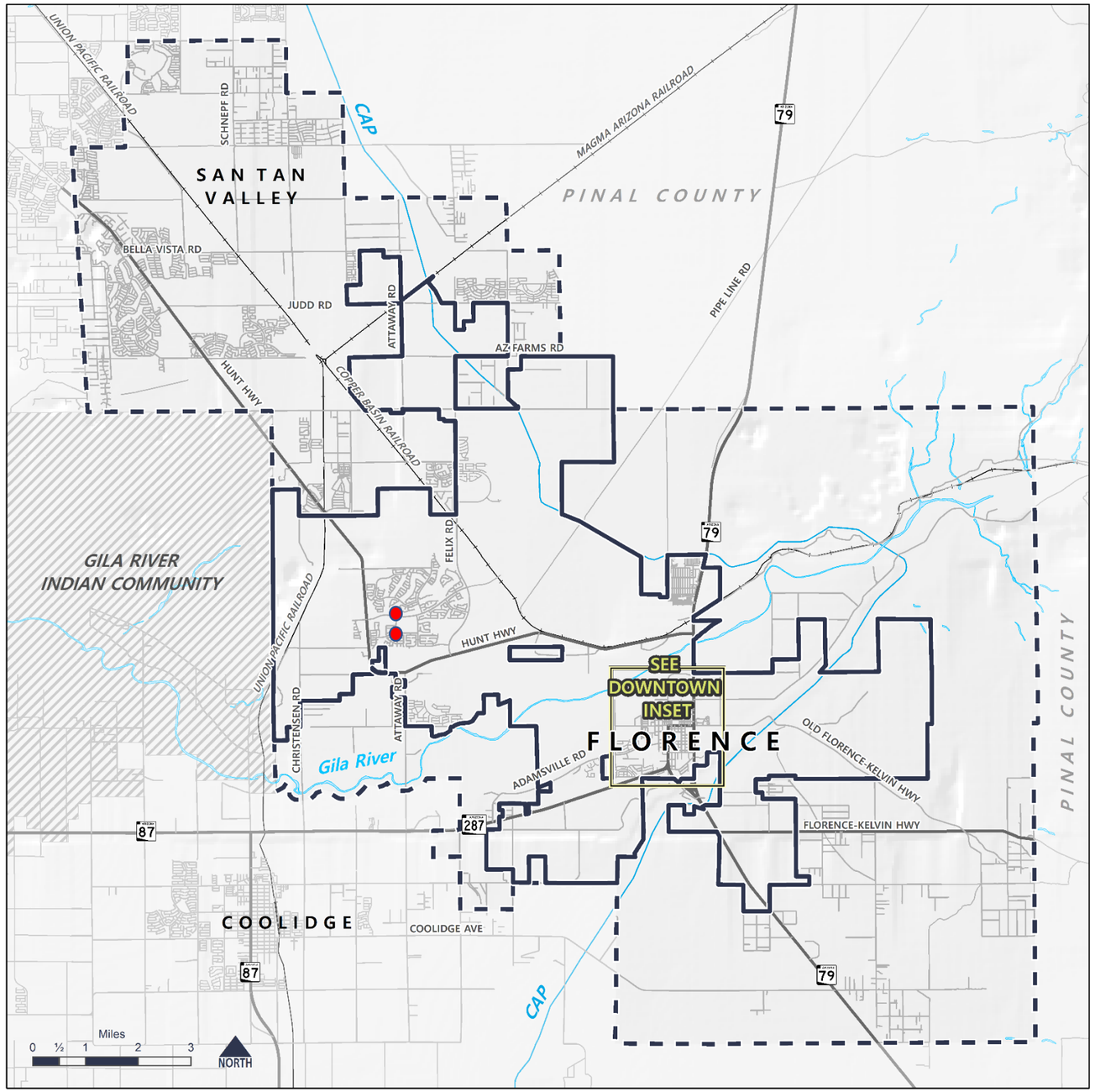
4. *Merrill Ranch Parkway at Anthem Way (Community Center)*
    - North Leg Total – 0
    - South Leg Total – 39 (77% pedestrians, 23% bicyclists)
    - East Leg Total – 1 (100% bicyclists)

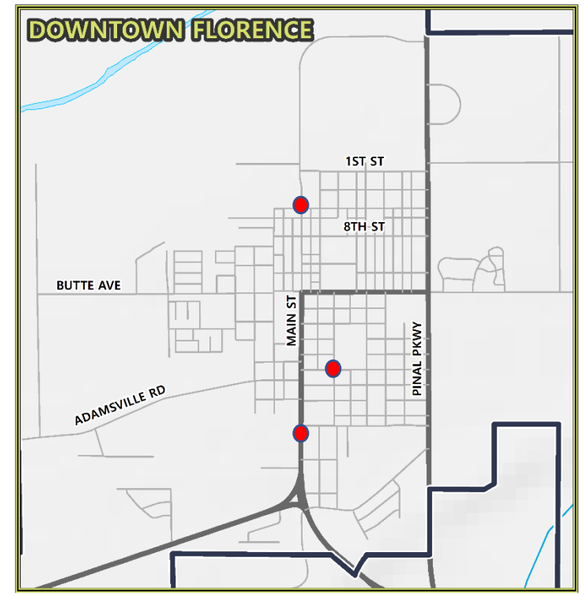
- West Leg Total – 13 (62% pedestrians, 38% bicyclists)
- Overall, this 3-point intersection contains striped cross walks along the south and west legs of the intersection. Activities were distributed fairly evenly across the AM, mid-day and PM peak hours, with slightly more activity experienced in the mid-day and PM.

5. *American Way at Anthem Way (Anthem Elementary School)*
    - North Leg Total – 183 (89% pedestrians, 11% bicyclists)
    - South Leg Total – 0
    - East Leg Total – 17 (100% pedestrians)
    - West Leg Total – 126 (84% pedestrians, 16% bicyclists)
    - Overall, this 3-point intersection contains striped cross walks along the north and west legs of the intersection. 17 pedestrians crossed at the east leg where no cross walk currently exists. Activities were distributed fairly evenly across the AM, mid-day and PM peak hours.

Figure 34: Pedestrian and Bicycle Count Locations

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- **Count Locations**

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse

3. Crash Analysis

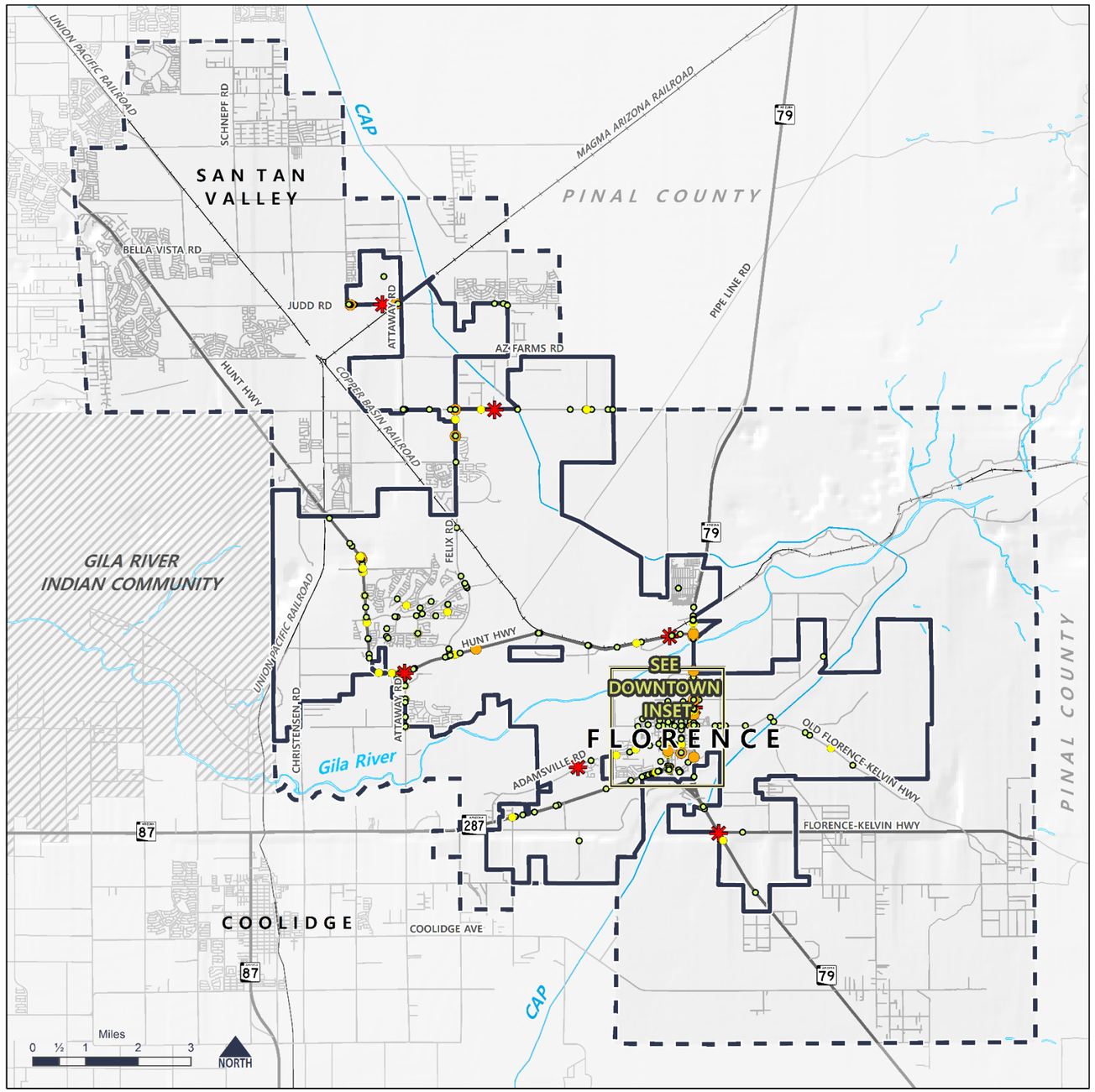
An analysis of all crashes, with particular attention to bicycle and pedestrian crashes was performed for the Florence ATP. A thorough analysis of the crash data will identify if there are any identifiable trends, patterns, predominant crash types and if there are any locations for re-occurring crashes that trigger notable bicycle and pedestrian safety concerns.

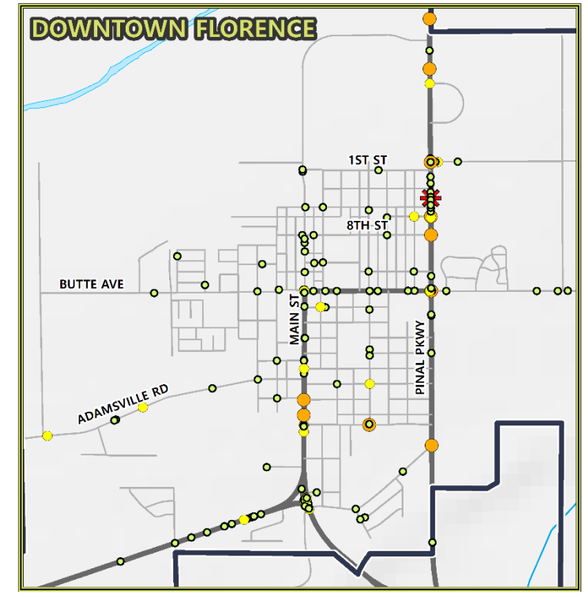
Crash data for the five-year period from January 1, 2013 to December 31, 2017 was obtained from the Town of Florence. During the five-year period, a total of 958 crashes were reported within the Town of Florence limits. Based on the crash data obtained from Town of Florence, there was one fatality reported within the Town of Florence limits in the year 2014 at the intersection of Highway 79 and Florence-Kelvin Highway. 246 of 958 crashes (26%) within the study corridor resulted in an injury crash whereas 711 of 957 crashes (74%) resulted in a no injury crash. Due to the limited nature of the crash data set provided by the Town of Florence, the crash summaries were restricted to the number of crashes per year and injury type only, and therefore supplemental crash data was obtained from ADOT Traffic Records Section for the five-year period from January 1, 2013 to December 31, 2017.

ADOT crash data (which also includes local and county roadways) for the five-year period from January 1, 2013 to December 31, 2017 within the Town of Florence limits was analyzed as part of this study. During the five-year analysis period, 437 total crashes occurred within the Town of Florence. Eight of the 437 crashes resulted in a fatality, 21 were serious injury crashes, 58 were minor injury crashes and 350 resulted in a no injury crash (see Figure 35). Seven crashes of the 437 total crashes (1.6%) were reported as bicycle and/pedestrian related crashes (see Figure 37). The following sections discuss the crashes within the study area for the five-year analysis period.

Figure 35: Crash Locations & Injury Severity (2013 – 2017)

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Florence Municipal Limit Crash Data 2013-2017 (Totals)

- No Injury/Possible Injury (350)
- Non-Incapacitating Injury (58)
- Incapacitating Injury (21)
- Fatal (7)

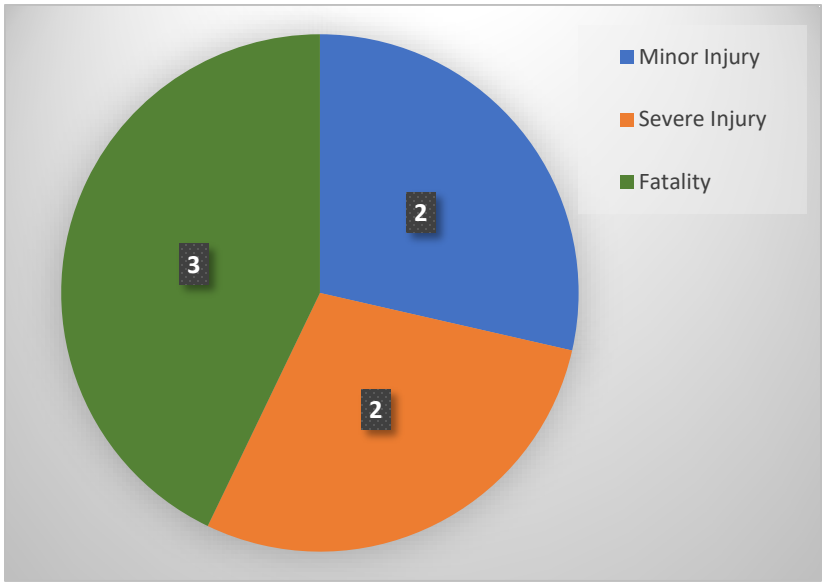
Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

4. Pedestrian and Bicycle Crash Analysis

Based on the crash data, of the total 436 crashes reported within the study area during the five-year analysis period, seven (1.4%) were pedestrian/pedal cycle related collisions.

Three of the seven pedestrian/bicycle related crashes (43%) resulted in fatalities which is greater than the statewide pedestrian/bicycle related fatalities for the analysis years 2013 to 2017 (7%); one in 2013 and one in 2015. One of the two pedestrian/bicycle related fatality occurred during the daylight condition and the other two occurred during the dark-not-lighted condition. Drugs was a factor in one of the reported fatalities. Of the remaining pedestrian/bicycle related crashes, two resulted in a non-incapacitating injury and the remaining two resulted in an incapacitating injury.

Figure 36: Pedestrian/ Bicycle Crash Summary



A comparison of pedestrian/bicycle related crashes that occurred within the study area in the five-year analysis period and the Statewide average is shown in Table 7.

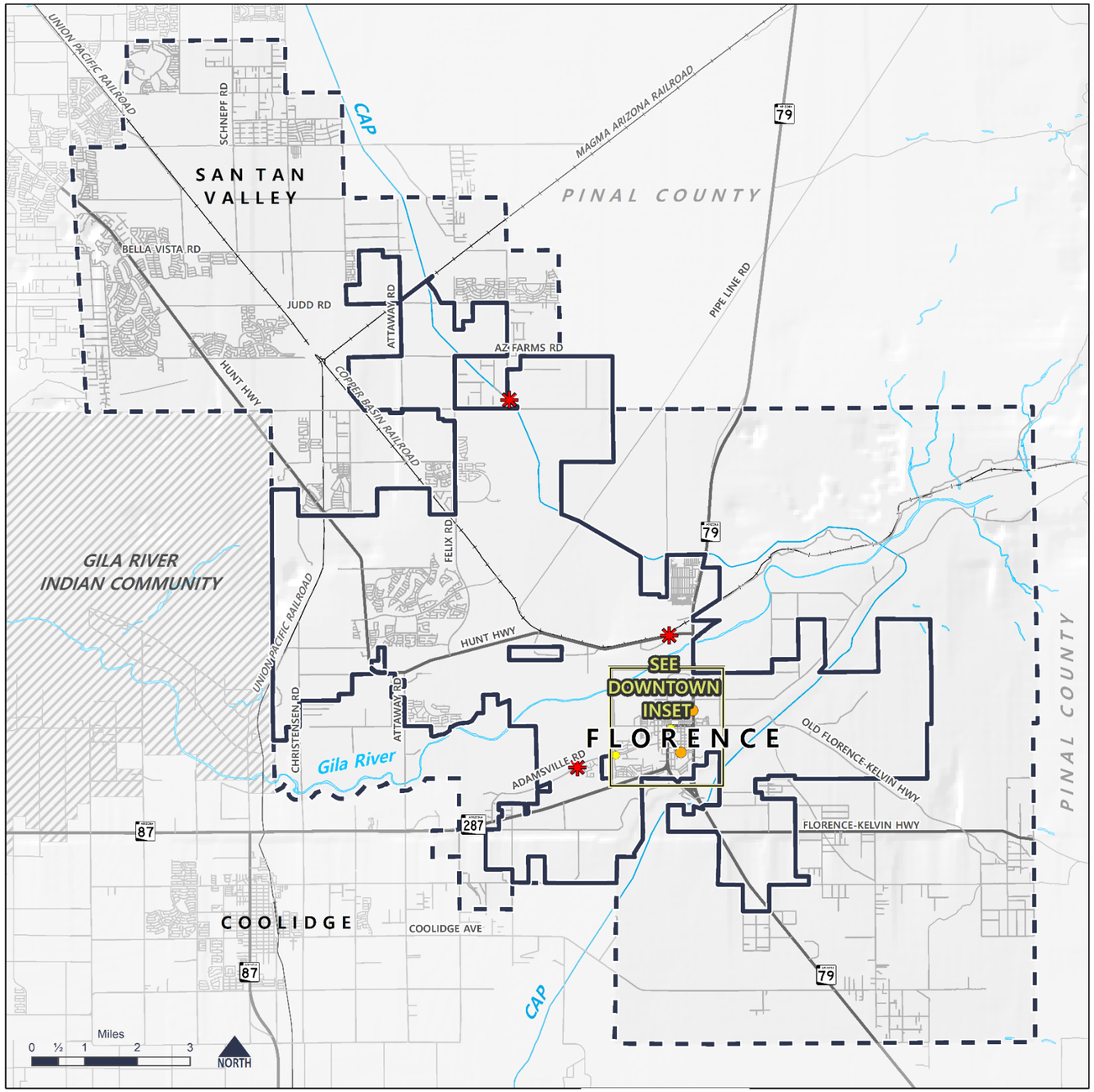
Table 7: Crash Severity Comparison

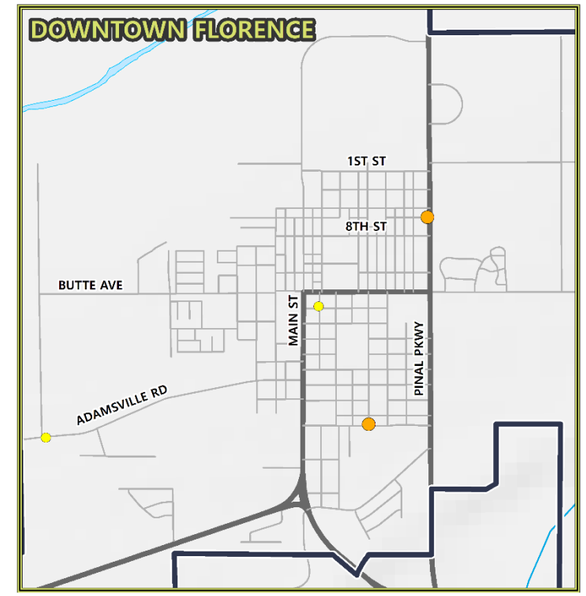
Crash Severity	Number	Florence %	Statewide Average %*
Fatal	3	43%	7%
Injury	4	57%	85%
Property Damage Only	0	0%	8%

*Average of Pedestrian/Bicycle Related crashes from 2013-2017

Figure 37: Bike/ Pedestrian Related Crash Locations & Injury Severity (2013 – 2017)

TOWN OF FLORENCE
Active Transportation Plan





Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Florence Pedestrian/Bicycle Crash Data 2013-2017 (Totals)

- No Injury/Possible Injury (0)
- Non-Incapacitating Injury (2)
- Incapacitating Injury (2)
- Fatality (3)

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

Figure 37 illustrates the locations of the pedestrian/pedal cycle related crashes within the Town boundary.

A detailed description of those crashes is outlined below:

1. Year 2013 – Bicycle related crash

- Injury Severity – Fatal.
- Location of Crash – on Adamsville Road near NTO Village Road, not intersection related.
- Roadway Classification – Minor Arterial,
- No bicycle facilities present in the roadway.
- Lighting Condition – Daylight

2. Year 2015 – Pedestrian related crash

- Injury Severity – Fatal.
- Location of Crash – on Hunt Highway west of Highway 79, not intersection related.
- Roadway Classification – Major Collector,
- Walking with the traffic, no pedestrian facilities present in the roadway.
- Lighting Condition – Dark-not-lighted

3. Year 2015 – Pedestrian related crash

- Injury Severity – Minor injury.
- Location of Crash – on Adamsville Road at Plant Road, intersection related.
- Roadway Classification – Minor Arterial,
- Walking against the traffic, no pedestrian facilities present in the roadway.
- Lighting Condition – Daylight

4. Year 2016 – Pedestrian related crash

- Injury Severity – Serious injury,
- Location of Crash – on Pinal Parkway at 6th Street, intersection related,
- Roadway Classification – Local,
- Crossing Pinal Parkway, no pedestrian facilities/crosswalk present in the roadway
- Lighting Condition – Dark lighted

5. Year 2016 – Pedestrian related crash

- Injury Severity – Minor injury,
- Location of Crash – on Aguilar Street at Elizabeth Street, intersection related,
- Roadway Classification – Major Arterial,
- Three pedestrians crossing Aguilar Street, vehicle making a northbound left-turn, crosswalk present in the roadway,
- Lighting Condition – Daylight

6. Year 2017 – Pedestrian related crash

- Injury Severity – Fatal
- Location of Crash – on Cooper Road north of Arizona Farms Road, not intersection related
- Roadway Classification – Minor Arterial,
- Pedestrian walking with traffic in the southbound direction, no pedestrian facilities present in the roadway
- Lighting Condition – Dark-not-lighted

7. Year 2017 – Bicycle related crash

- Injury Severity – Serious injury
- Location of Crash – on Stewart Street at Park Street, intersection related
- Roadway Classification – Minor Collector,
- Bicycle crossing Stewart Street at Park Street, vehicle travelling west on Stewart Street, no bicycle facilities present in the roadway
- Lighting Condition – Dark-not-lighted

H. Existing Active Events

1. Merrill Ranch Triathlon at Anthem Merrill Ranch

The 3rd Annual Merrill Ranch Triathlon will be held on Saturday, April 6th, 2019 in and around the Anthem at Merrill Ranch Development in northern Florence. This swim, bike, run event includes use of the neighborhood pool at the Parkside Community Center, as well as the bike lanes and paths throughout the development.

2. Bicycle Clubs

The Phoenix Metro Bicycle Club, Arizona Bicycle Club, Southwest Bicycles Cycling Club, and the Southeast Chandler Cycling Club are just a few of the clubs that host group rides which occasionally include Florence as part of their routes. More rides could be planned to include Florence as either a destination or pit stop if services were available to people riding bikes, i.e. bike repair shop.

3. Annual Florence Historic Home Tour

Each year the town hosts a historic home tour of over 20 homes. This year is the 34th Annual Tour and, while trolleys are available to ensure equitable access, walking is encouraged. Held in early February, the weather is ideal for physical activity.

III. Analysis

A. Survey Results

A survey consisting of 24 questions was developed to gain insight on the community's needs and concerns in relation to walking and bicycling safety, paths and trails, and behaviors and preferences. On September 17, 2018, the SurveyMonkey survey became live and was shared on the Town of Florence webpage (www.florenceaz.gov/active-transportation-plan). As of May 2019, 93 responses were received. While it is important to note these responses were not statistically significant, nor representative of the population, the information received provided some insight into local behaviors and needs. An exhaustive summary report of the survey can be found in Appendix B.

1. Demographics

- Of the respondents, 61% are female, 43% are ages 45-64, 36% are over age 65, and 19% are ages 25-44.
- 85% of respondents have 2 or more people residing in their home, however 25% have only one car, and another 2% have no car. 35% have 2 cars, 26% have 3 cars, and 12% have 4 or more.
- 77% of respondents own a bike, 23% do not own a bike.

2. Travel Habits

- Respondents travel by car to the following destinations the MOST:
    - Retail- 54%
    - Job- 42%
    - Schools- 37%
    - Health Facilities- 34%
- Respondents travel by car to the following destinations the LEAST:
    - Job- 53%
    - Schools- 52%
    - Worship Centers & Libraries- 31%
- Respondents travel by walking to the following destinations the MOST:
    - Other- 35%
    - Parks- 34%
    - Friend or Family Home- 24%
- Respondents travel by walking to the following destinations the LEAST:
    - Job- 87%
    - Schools- 83%
    - Health Facilities- 74%
    - Worship Centers & Libraries- 71%
    - Retail- 60%

- Respondents travel by bike to the following destinations the MOST:
    - Other- 37% (Comments reflect recreational use)
    - Parks- 19%
    - Friend or Family Home- 17%
- Respondents travel by bike to the following destinations the LEAST:
    - Job- 81%
    - Schools- 81%
    - Worship Centers & Libraries- 80%
    - Health Facilities- 71%
    - Restaurants & Coffee Shops- 66%
- When respondents were asked if they would prefer to walk or ride a bike to those destinations that they currently drive to, 78% responded "YES".
- Of those that responded "NO" to the above question, reasons cited include "poor connections, poor facilities, distances between destinations too long, and traffic speeds. Therefore, if those issues were rectified, they too may prefer to walk or ride a bike than to drive.

3. Challenges

- Streets respondents stated they prefer to avoid when walking or riding a bike are as follows:
    - Hunt Highway
    - Arizona Farms Rd.
    - Felix Rd.
    - Gila River Bridge
    - Pinal Parkway (SR 79)
    - Butte Ave.
    - Poston Butte Loop
    - Main Street (if on a bike)
    - Generally, all major roads
- When asked what the greatest challenges to walking and biking in the Town of Florence are, respondents listed the following:
    - Lack of facilities and connectivity- 38%
    - Traffic- 22%
- When asked to list the challenges faced when attempting to walk and bike in the Town of Florence, respondents listed the following:
    - Destinations are too far- 48%
    - Not enough bike lanes- 41%
    - Street lighting is inadequate- 37%
    - Driver's excessive speed- 34%
    - Driver's don't obey traffic laws- 34%
    - There aren't enough sidewalks- 33%
    - Not enough shade- 26%
    - Neighborhood streets and bike routes don't go to desired destinations- 26%

- When asked what would make it easier, safer, or more convenient when attempting to walk, bike, or take transit in the Town of Florence, respondents listed the following:
    - Sidewalk connections- 63%
    - Designated bike lane/ facility- 63%
    - Improved nighttime lighting- 63%

4. Sidewalks & Off-Street Trails

- When asked how safe they feel walking in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
    - 1- 40%
    - 3- 23%
    - 2- 16%
    - 5- 9%
    - 4- 9%
    - Do not walk- %3
- If available, respondents said they would use off-street trails in Florence:
    - Multiple times per week- 39%
    - Once per week- 27%
    - At least once a month- 14%
- If available, respondents said they would use off-street trails in Florence for:
    - Walking/ jogging- 74%
    - Bike riding (traditional/ road biking)- 55%
    - Walking a pet- 52%
    - Mountain biking- 30%
    - Equestrian use- 6%
- When asked how safe they feel using an off-street trail in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
    - 1- 29%
    - 2- 19%
    - Do no use off-street trails- 21%
    - 4- 14%
    - 3- 10%
    - 5- 8%

5. Bike Facilities

- When asked how they feel about bicycling on existing streets in Florence, respondents replied:
    - Interested, but only with bike lanes and slow speeds- 38%
    - Interested, but concerned about safety, nearly never ride on streets- 24%
    - Do not ride a bike- 16%
    - Enthusiastic and confident while riding on the streets- 10%

- When asked how safe they feel riding a bicycle in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
    - 3- 29%
    - 2- 24%
    - 5- 15%
    - Do not ride a bike- 16%
    - 1- 18%
    - 4- 5%

B. Field Review Findings

Over a span of four weeks, field reviews were conducted across the Town of Florence with varying focus. The field work reviewed transit stops, accessibility and connectivity, a cursory overview of ADA deficiencies, trails and trailheads, sidewalks and multi-use paths, bike facilities, pedestrian and bicycle crash locations, street widths and lighting. In addition, driver, pedestrian and bicyclist behavior was observed and documented.

1. Pedestrian Accessibility

The community of Anthem at Merrill Ranch appears to have excellent bicycle and pedestrian accessibility by design. Largely a reflection of being a newer master planned community with modern amenities, most community destinations a resident would want to access are accessible on foot or by bike in Merrill Ranch.

As Figure 40 shows, the downtown area is largely accessible in that there are continuous sidewalks on the majority of roadways. Sidewalk typically include 8' to 10' sidewalks along both sides of Main Street, and 4' to 5' sidewalks elsewhere in the downtown area. It is worth noting that some apartment homes (such as Saguaro Gardens, Pinal Parkway and Big Horn Ranch) do not have viable bicycle and pedestrian connectivity beyond their complexes. Florence Heights Dr. isolates the residents to the south from access to the north. There are crosswalks with pedestrian signage present across Florence Heights Dr., however there are no sidewalks on either side. SR 79/ Pinal Parkway Ave. is lacking sidewalks which limits connectivity to many of the major employers in the Town, as well as residences, businesses, and services.

2. Bicycle Facility Signage/Pavement Markings

Generally speaking, bicycle facility signage and/or pavement markings are lacking in Florence. Throughout Merrill Ranch specifically, there are no pavement markings nor signage for bike lanes (see Figure 38). In downtown, there are occasions where there are pedestrian crossing signs in locations where there is no sidewalk or destination to cross to. There was no signage from Hunt Highway alerting people driving to the Poston Butte trailhead- neither for safety nor for wayfinding. There is also no signage for the US Bike Highway Route 90. Consistent with ADOT's policy, there is no signage along the highway suggesting that people may ride their bikes on the shoulder.

Figure 38: Bike Lane Pavement Marking & Bike Lane Signage

3. ADA Compliance

While a detailed evaluation of ADA compliance/non-compliance of existing facilities is beyond the scope of the Florence ATP, a broad assessment was conducted to identify any obvious ADA shortcomings, particularly in the downtown area. Many of the downtown sidewalks appear to meet current ADA requirements, many of the ramps appear to not meet requirements. The primary challenges for people with disabilities in the downtown area are the utility poles located within the ramps and sidewalks, and gaps in sidewalk coverage. At first glance it appears that new buildings and adjacent pedestrian facilities are within ADA compliance, but the Town's Community Center has a wide path that leads to a street curb and no ramp is provided (see below).

4. Grassroots Park-and-Rides

Locals in Florence have identified preferred locations for park-and-rides by simply using vacant dirt lots near intersections. This was observed at Arizona Farm Rd. and SR 79 (outside Town limits) as well as Hunt Highway and SR 79, both on the east side of SR 79.

Arizona Farms & SR 79

Hunt Highway & SR 79

5. Transit

While Greyhound service has departed from downtown Florence to nearby Eloy, the CART is still providing service to Florence and its neighbors (see Figure 32). The CART brochure currently depicts six (6) stops within downtown Florence, yet the schedule lists five (5) stops. No signs or other bus stop identifiers could be located for the following stops: Florence Pool/ City Complex (*shelter planned*), Adamsville Rd. & Main St., Stewart St. & Orlando St.

Pinal County Courts Bus Stop

From this transit stop, riders can head east or west on the route. The stop was visible upon entering the property, there was ample shade, seating was provided, CART brochures were in place, and a trash can was located adjacent to the stop. Bike parking was not located at the stop, however, there was one located on the west side of the building's entrance approximately 200 feet away. While the property itself appears ADA compliant, there is limited safe access as a person walking or biking. There is no sidewalk or shoulder along SR 79/ Pinal Parkway Ave., and the speeds traveled appeared to be higher than the posted speed limit. This bus stop can also be accessed via Diversion Dam Rd., however there is no sidewalk present along this roadway and therefore it is not a viable ADA accessible route.

Pinal County Administrative Complex

This bus stop location is a bit inconspicuous. It was identified by its sign located at the end of a sidewalk. There were no CART brochures in place, no seating, and no shade. The ramps of the surrounding sidewalks are not currently ADA compliant, however the access through the Administrative Complex is ADA compliant. A new bus shelter is planned here, at an accessible location closer to the entrance.

6. Continuity & Connectivity

The greatest challenge to connectivity and continuity by far is the separation of the Town's three most developed areas. The development "islands" within the Town of Florence include Anthem at Merrill Ranch, Florence Gardens and the Florence downtown historic core. Each of these "islands" have varying levels of pedestrian and bicycle mobility internal to their development areas.

Merrill Ranch (as discussed above) is a modern master planned community that overall contains sidewalks and bike lanes/trails within the community. Florence Gardens however, which dates to the 1960's, does not have bike lanes or sidewalks. What

Florence Gardens does have is a combination of dirt shoulders, 32-foot wide pavement sections and limited vehicle trips which makes internal mobility relatively safe and efficient. The downtown historic core does not have bike facilities, but the sidewalk connectivity is nearly uninterrupted, and many of the streets are low volume and low speed making it comfortable to ride a bike in the street. The challenge (and key objective of the Florence ATP) with these three communities is what is lacking between them; bicycle and pedestrian facility connections.

Figure 39: Downtown Sidewalk Network

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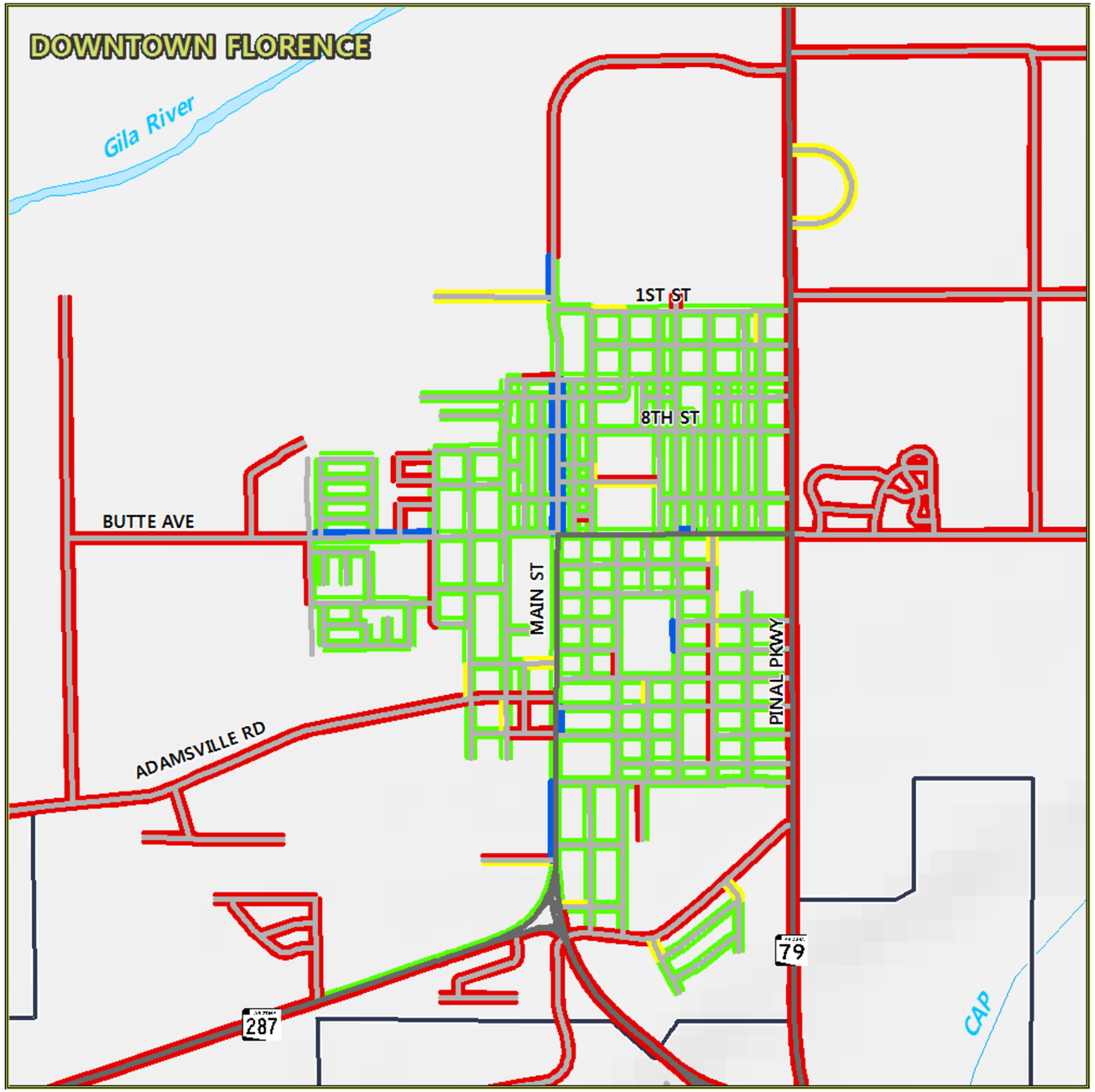
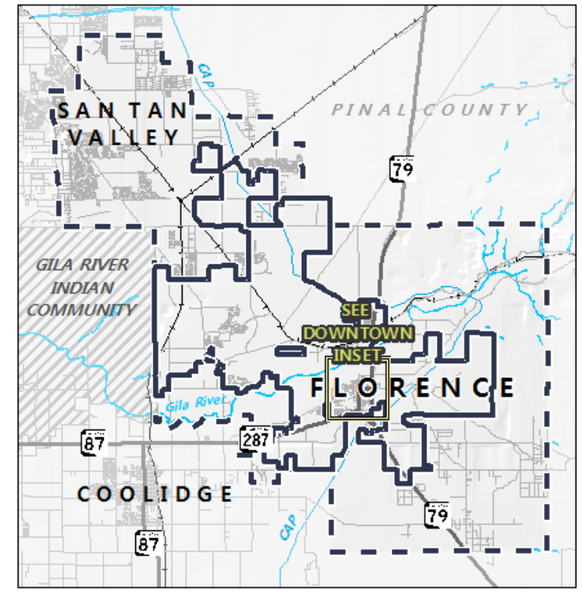




Legend

- Town of Florence Municipal Limits
- Town of Florence Planning Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Downtown Sidewalks

- Sidewalks 8' - 10'
- Sidewalks 4' - 5'
- Intermittent/Inaccessible Sidewalks
- No Sidewalks

Data Source: Town of Florence, Pinal County, ADOT

C. Gap Analysis

1. Sidewalks

While the Anthem at Merrill Ranch Community has created a functional network of sidewalks, there are major gaps leading to and from the various access points of the development.

In the downtown core, the Town has provided sidewalks at a minimum of 4 ft. on nearly all streets, and occasionally 5 ft., 8 ft., and 10 ft. sections appear. On the retail section of Main St. there are raised and covered 10 ft. sidewalks which elevate the pedestrian's comfort level.

The primary gaps, or largest gaps, are those along SR 79 between Florence Gardens and Downtown, Downtown and Adamsville, Downtown and the apartment complexes south of Stewart St., and Anthem at Merrill Ranch to Florence Gardens and Downtown. Additionally, the Gila River bridge has been a pinch point between the downtown users and users to the north. ADOT is constructing a new bridge over the Gila River complete with buffered space for people walking and biking allowing for facilities to create further connections. Another standout gap is the disconnect between downtown's sidewalk system and the major employers on the east side of Pinal Parkway Ave.

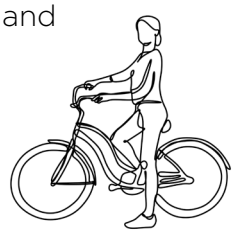
2. Shared- Use Paths

In the Anthem at Merrill Ranch Community meandering multi-use paths/sidewalks in 6 ft., 8 ft. and 10 ft. widths are present throughout the community on major roadways such as those with bike lanes as well as Hunt Highway between Franklin Road and approximately 0.4 miles south of American Way (8 ft.).

Paved 5 ft., 6 ft., 8 ft. and 10 ft. wide off-street paths throughout the Anthem at Merrill Ranch Community connect neighborhoods, amenities, and a retail center. These paths were lighted, however frequency changed based on proximity to roadway, amenities (such as playgrounds and community center), and path intersections. No other shared use paths are present in the Town of Florence

3. Trails

The only established trail observed during the field analysis was the Poston Butte Trail. There appears to be two trails leading from the Poston Butte Trailhead; one that is a wide and maintained trail to the top, and the other is a narrow path leading around the north side of Poston Butte before making its way to the top, essentially creating a loop option for hikers. All other trails may be physically usable by people walking, mountain biking and riding horses, however they appear to be for OHV use primarily. This is apparent by the visible tire ruts made by the OHV's, the random placement of the trails (grassroots creation), lack of signage and wayfinding, lack of a map or trailhead, and the rough, inconsistent, unmaintained surfaces.



The New Poston Butte Park Conceptual Plan is underway with new access points, parking and amenities on recently acquired land. Connections to this park and will be decided as part of the Town's upcoming Parks, Trails, and Open Space Master Plan update.

Additional unofficial off-road trails exist along Hunt Highway, the railroad, and the Gila River Bed (OHV trails are not included in this study however). These trails could also physically be used people walking, mountain biking and riding horses, however they are again they are not user friendly.

4. Bicycle Facilities

Aside from the facilities in place in Anthem at Merrill Ranch and along Hunt Highway's curve, the paved shoulders along ADOT's roadways, the unsigned US Bike Highway 90, and the planned Gila River Bridge, there are no bike facilities within the Town of Florence. This provides a nearly blank slate to create the network necessary to connect the Town's development islands.

IV. Recommended Facilities

The recommendations set forth are made in response to the public survey findings and stakeholder feedback, as well as existing conditions both researched and observed. Recommendations are separated into On-Street Facilities and Off-Street Facilities. The On-Street Facilities were determined separately from this study; however, considerations were made for the Off-Street Facilities network.

A. On-Street Bicycle and Pedestrian Facilities

The following sections outline in detail the on-street bicycle and pedestrian facility types, design standards, and cross sections. These on-street facilities were determined as part of a concurrent study; the Florence Transportation Planning Study. This study focused primarily within the Town Limits and resulted in a significant downgrading of numerous roadways laying the groundwork for an extensive on-street network. The proposed bike and pedestrian facilities located in or adjacent to the roadway are shown in Figure 41.

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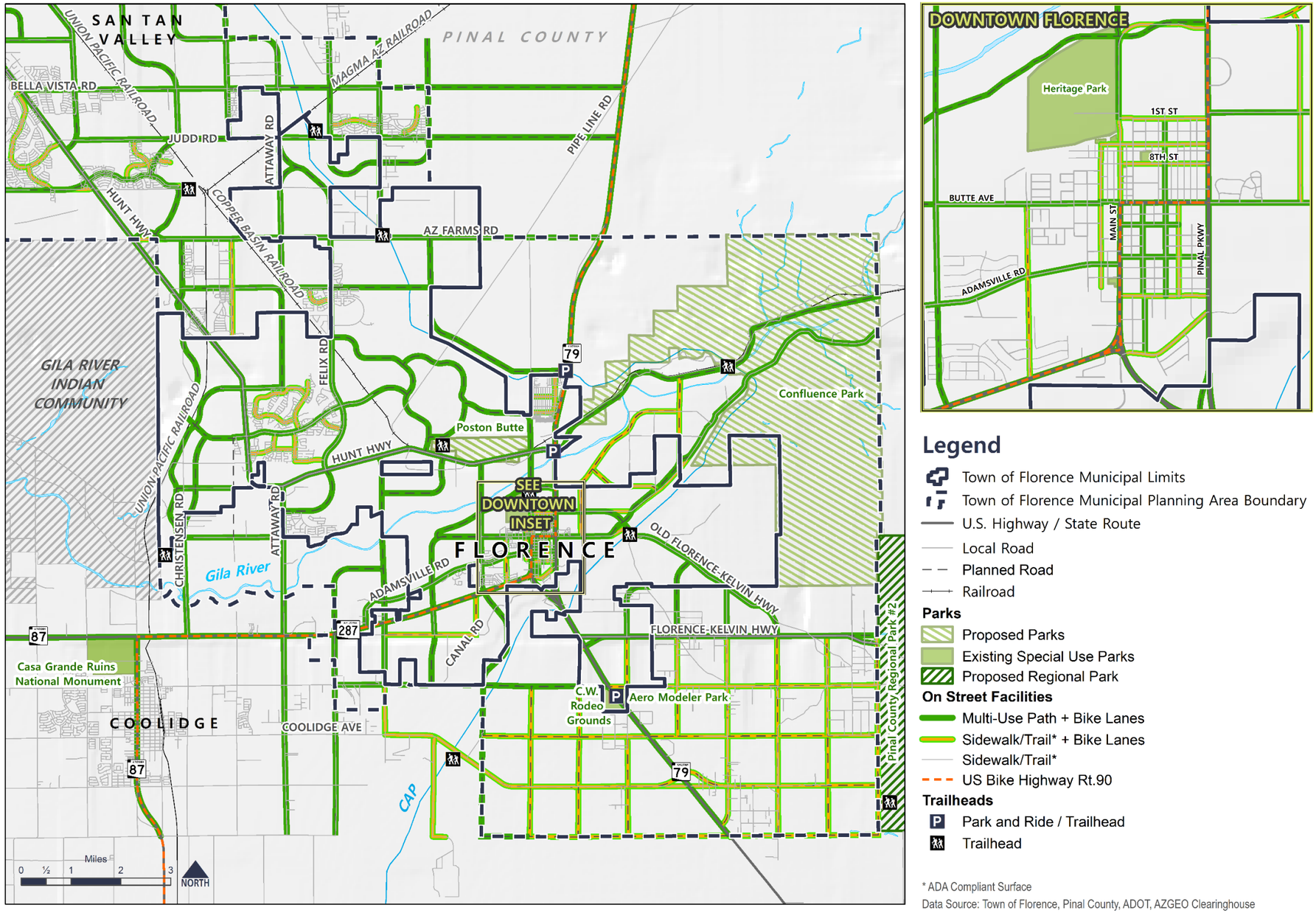
Figure 40: On-Street Bicycle and Pedestrian Facilities (as identified by the Florence Transportation Planning Study)



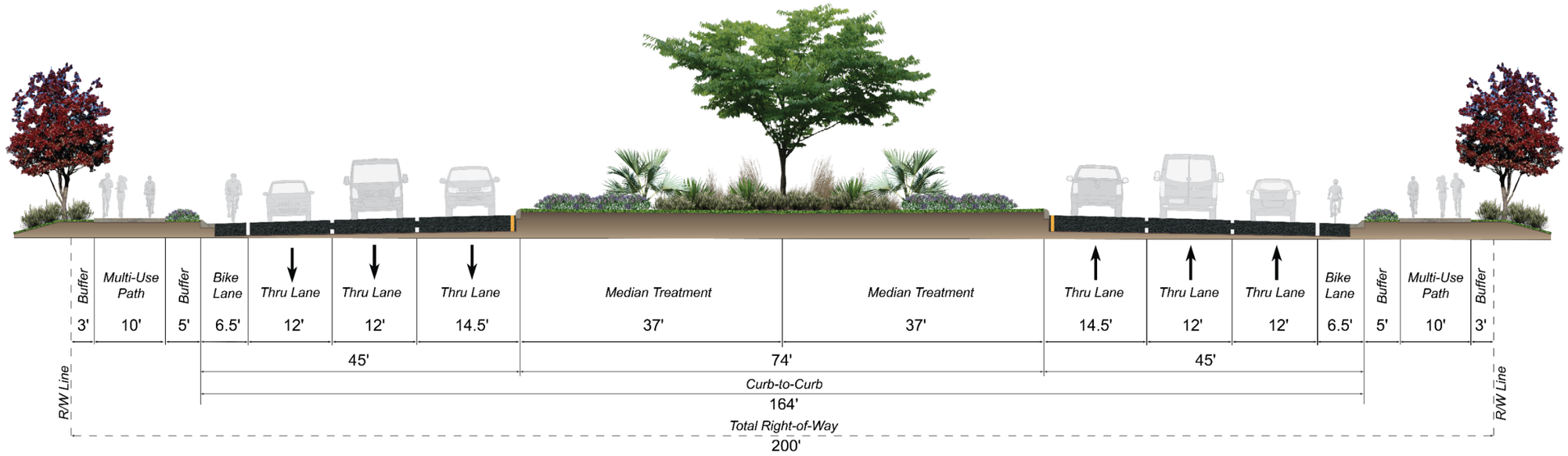
* ADA Compliant Surface

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse

1. Parkway

Also known in Arizona as the "Arizona Parkway", this roadway is a divided roadway that can accommodate greater volumes of vehicles traveling at higher speeds. One of its most notable features are the detached Multi- Use Paths and Bike Lanes. The posted speed limit for these roadways is 55 mph.

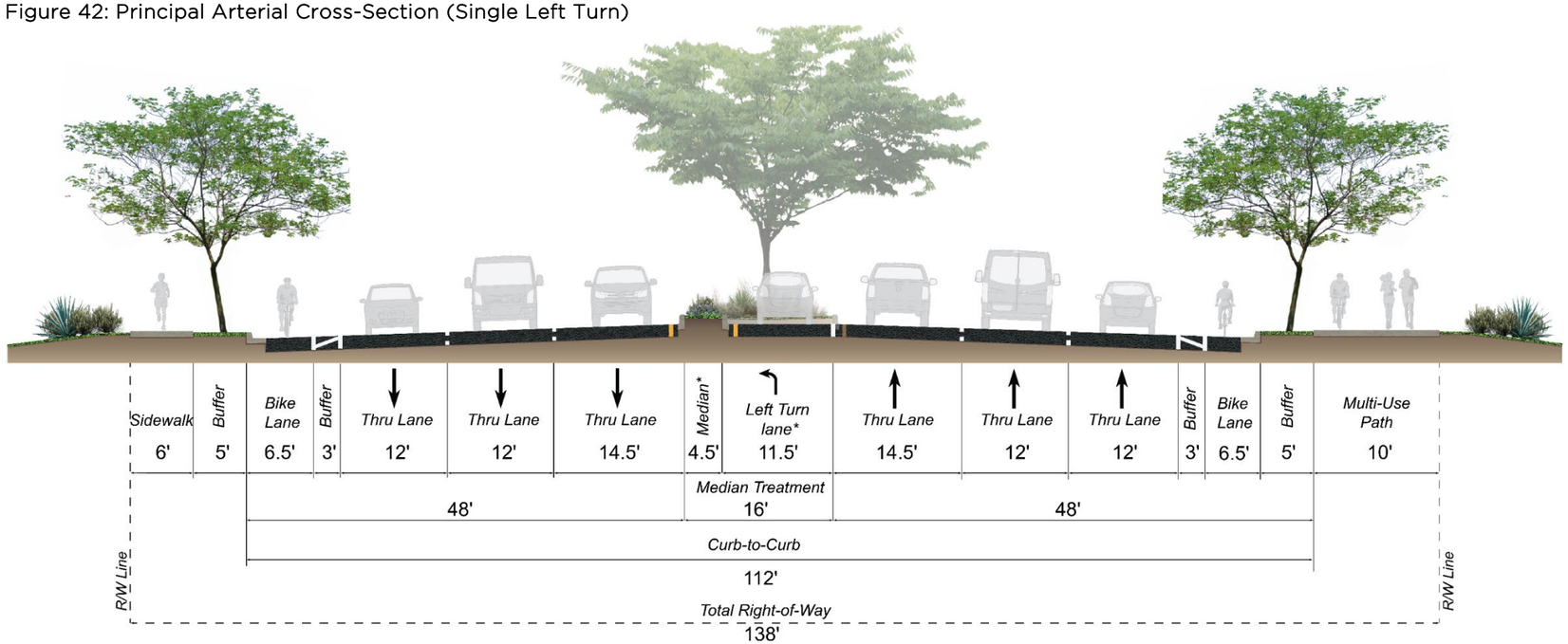
Figure 41: Parkway Cross-Section



2. Principal Arterial

The Principal Arterial is often the most significant classification in that it carries the highest proportion of traffic in conventional urbanized areas. In a small urban area context like Florence however, these facilities can be limited in number and extent. A Principal Arterial often supports the largest volumes of traffic at higher speeds, but also serves through travel and to large employment of activity centers. These trip characteristics tend to be longer trip lengths. Principal Arterials are either fully or partially access controlled. This Principal Arterial provides a Multi- Use Path, oversized sidewalk, and buffered bike lanes and speed limits of 40-45mph.

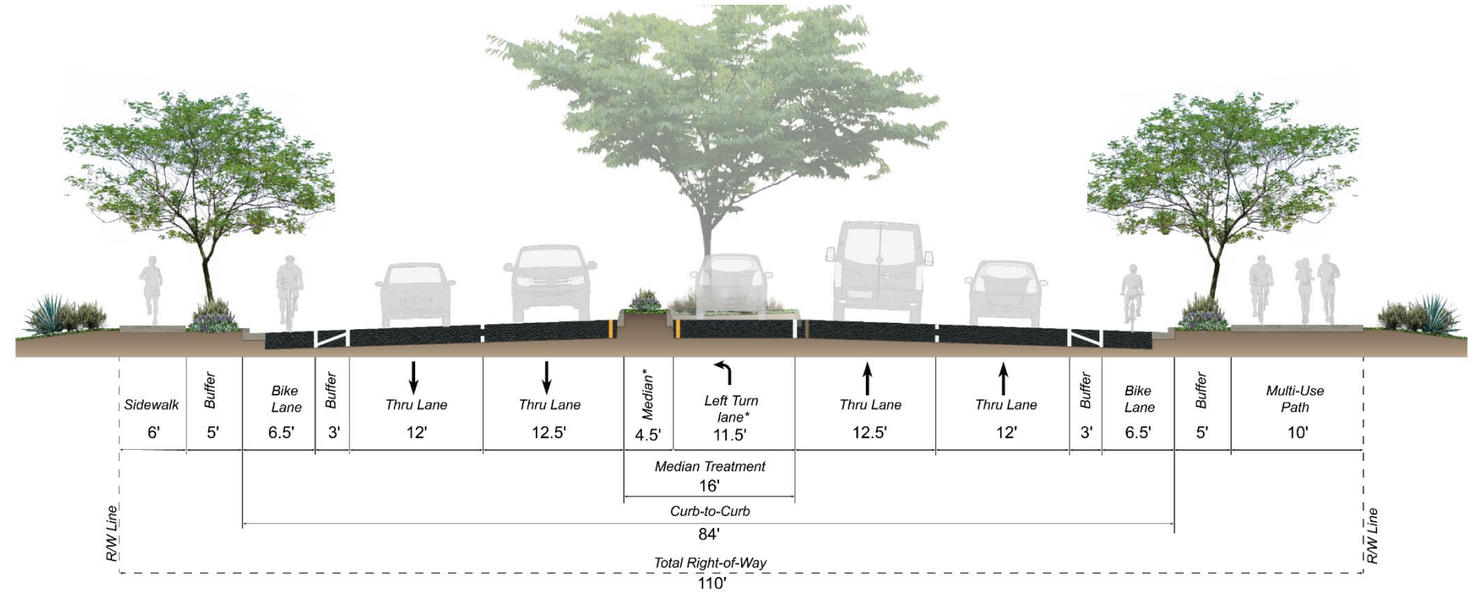
Figure 42: Principal Arterial Cross-Section (Single Left Turn)



3. Minor Arterial

The Minor Arterial augments the Principal Arterial by serving moderately high daily traffic over shorter trip lengths. The Minor Arterial is a 4-lane facility. These roadways have more frequent driveway access to adjacent land uses and interconnect with collector roadway systems, serving trips of moderate length. Minor Arterials are the primary roadways on the Florence Functional Classification Plan 2040. These roadways include a detached Multi- Use Path, oversized sidewalks, and buffered bike lanes and speed limits of 35mph.

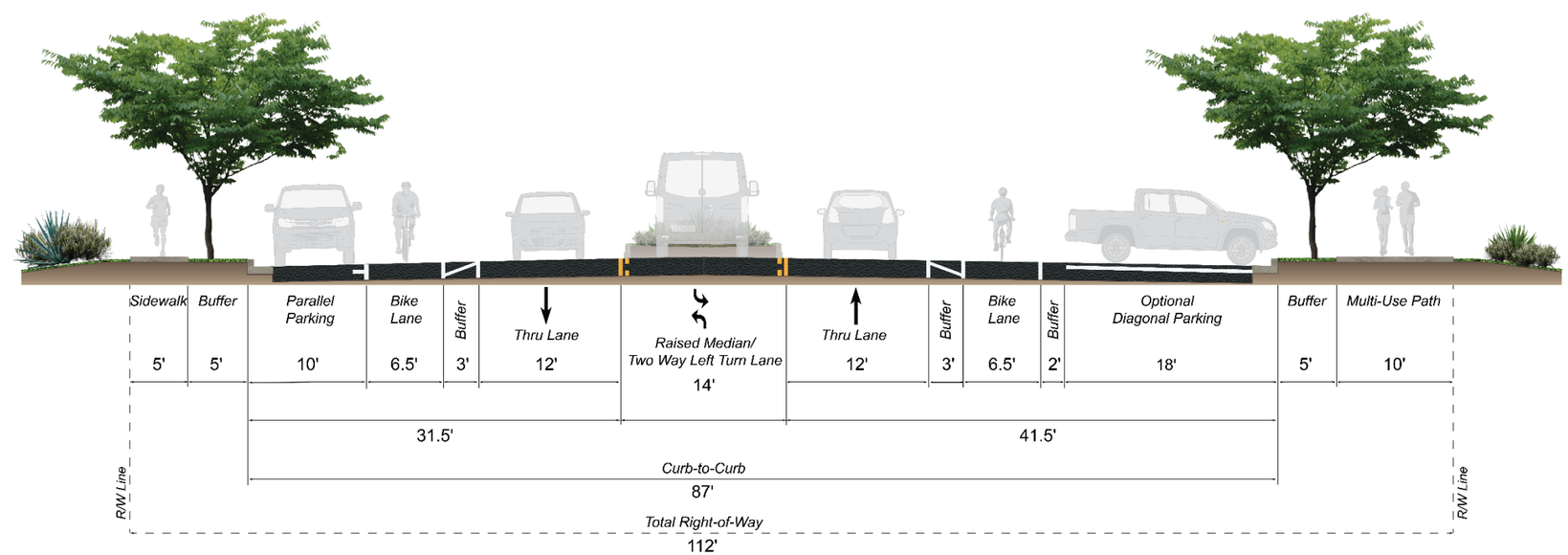
Figure 43: Minor Arterial Cross-Section



4. Enhanced Collector

As the name implies, the Enhanced Collector is applicable to serving residential and/or commercial land uses whereby there is an added need or emphasis on enhanced or expanded mobility needs. These include oversized shared use paths, bicycle lanes/buffers, and on-street parking. Land uses being served by an Enhanced Collector may offer a commercial core area, village, central business district, business park or other development project with mixture of land uses at higher densities/intensities and/or may be seeking a unique character of place through the enhanced use of street trees, hardscaped plazas, public art and mobility options. These roadways are expected to have a 25mph speed limit posted.

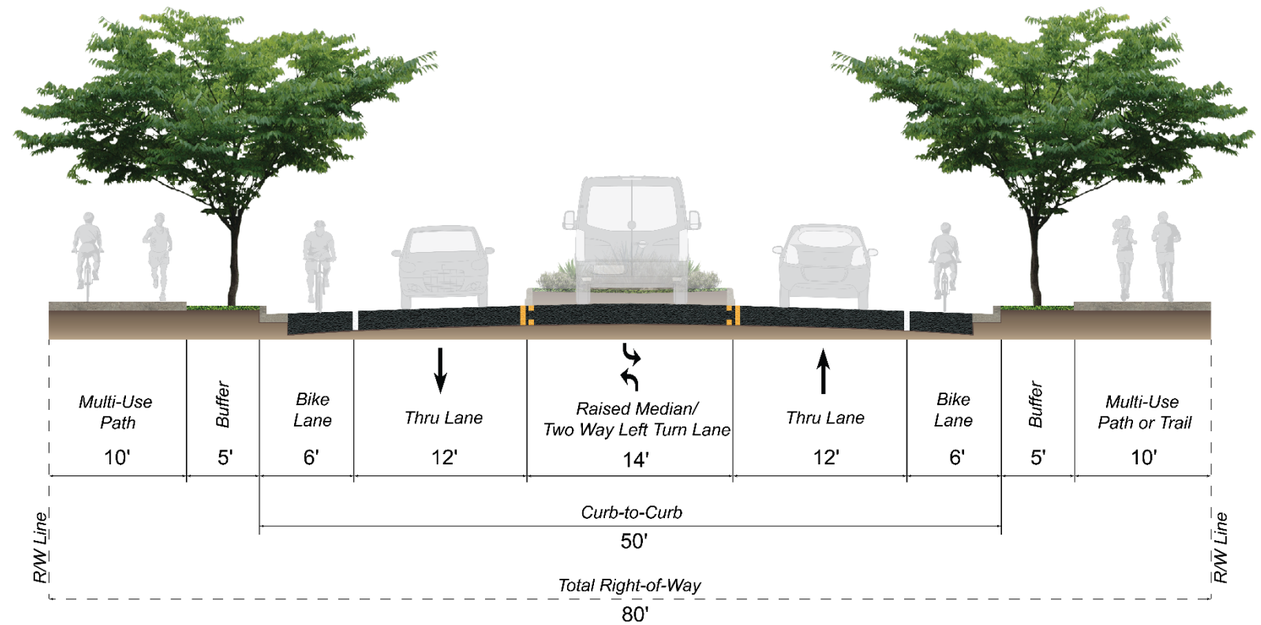
Figure 44: Enhanced Collector Cross-Section



5. Major Collector

A conventional Major Collector roadway at 80-feet in right-of-way width provides connection from arterial streets to local streets over short distances and direct access to non-residential properties. This roadway type is complete with multi-use paths, as well as an optional multi-use trail based on context, as well as bike lanes. The anticipated speed for these roadways in 25 mph.

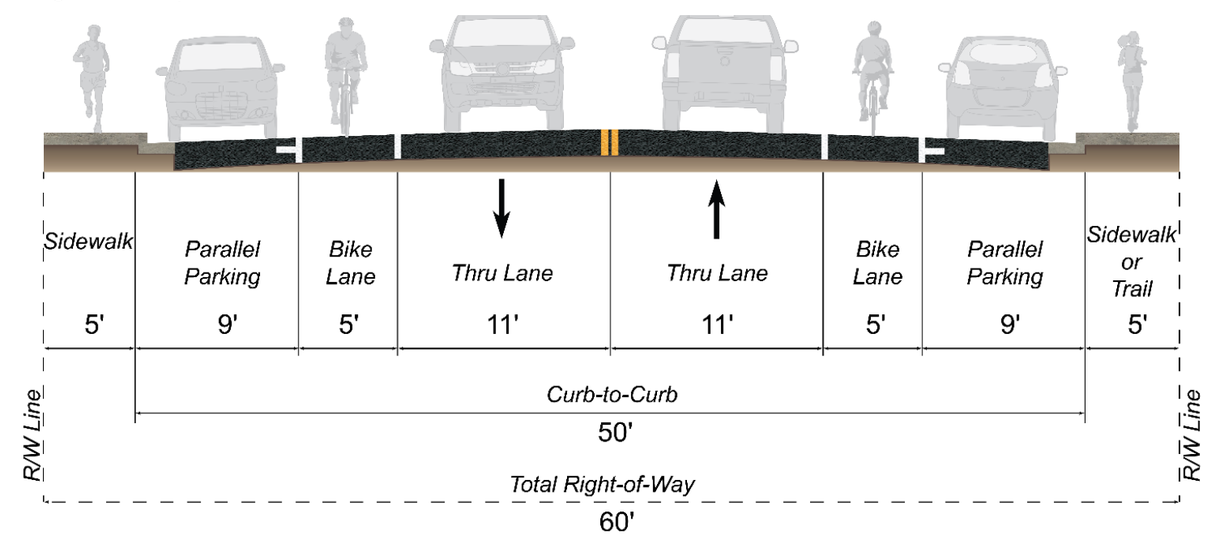
Figure 45: Major Collector Cross-Section



6. Superlocal

The Superlocal is primarily intended to serve short trips, provide direct access to private properties, and accommodate on street parking. In comparison to the Major Collector roadway, the Superlocal contains bicycle lanes and sidewalks (trail option available based on context), travel lanes are 11-feet rather than 12-feet in width, landscaping areas are reduced, and there is no median area provided. The speed limit for this roadway is anticipated to be 25mph.

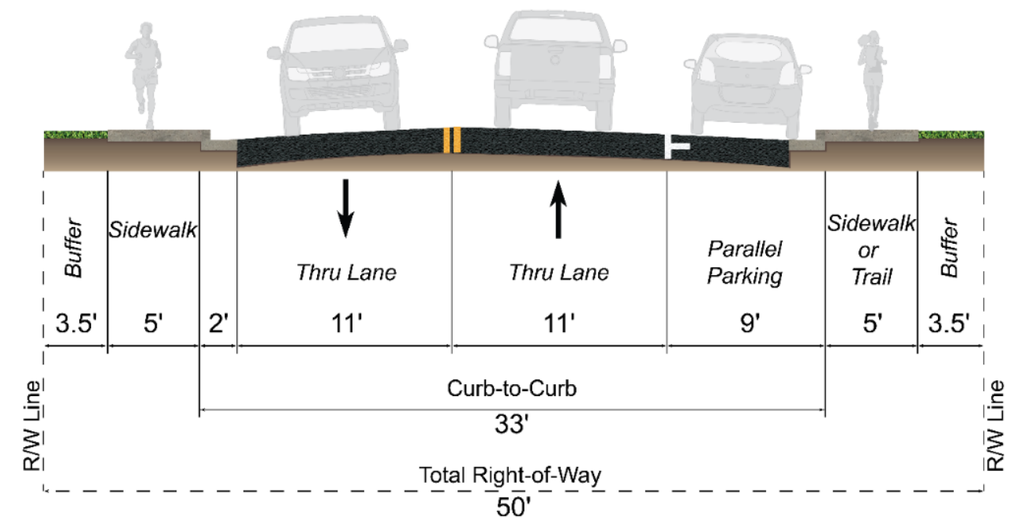
Figure 46: Superlocal Cross-Section



7. Local Streets

Local roadways are the most abundant type of road and is specifically designed to have high accessibility and to connect to collector and arterial roadways. Local roads are also typically designed to support slow speed travel and to discourage through traffic. Local roads typically only serve residential land uses and accommodate on street parking within the curb-to-curb pavement section. There are typically no on street bicycle facilities on local roads due to the slower travel speeds of the vehicles. The speed limit for both cross-sections is anticipated to be 25mph. The *50-foot local road* is not intended to support long distance travel or high-speed vehicles. This local road is designed to provide direct access to adjacent land uses as the origin or destination. The 50-foot local road is designed to only accommodate on street parking on one side of the roadway. This type of local road would be applied when residential land uses only exist on one side of the road.

Figure 47: 50-Foot Local Cross-Section

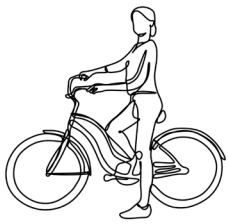


B. Off-Street Bicycle and Pedestrian Facilities

The Town of Florence established a trail hierarchy within the 2008 Parks, Trails, and Open Space Plan. This hierarchy was streamlined into a more functional and easier to administer hierarchy to provide clear guidance and flexibility in applying context sensitive rural and urban applications of the trail types. For comparison purposes and historical context, the existing adopted Town and County paths and trail types are shown in the column on the left (Pinal County trails in white, and the Town of Florence in grey) while the new proposed Florence ATP hierarchy is identified in the column in the middle, and the approximate mileage within the Town limits is shown in the column on the right.

Table 8: Existing vs Proposed Paths & Trails Hierarchy

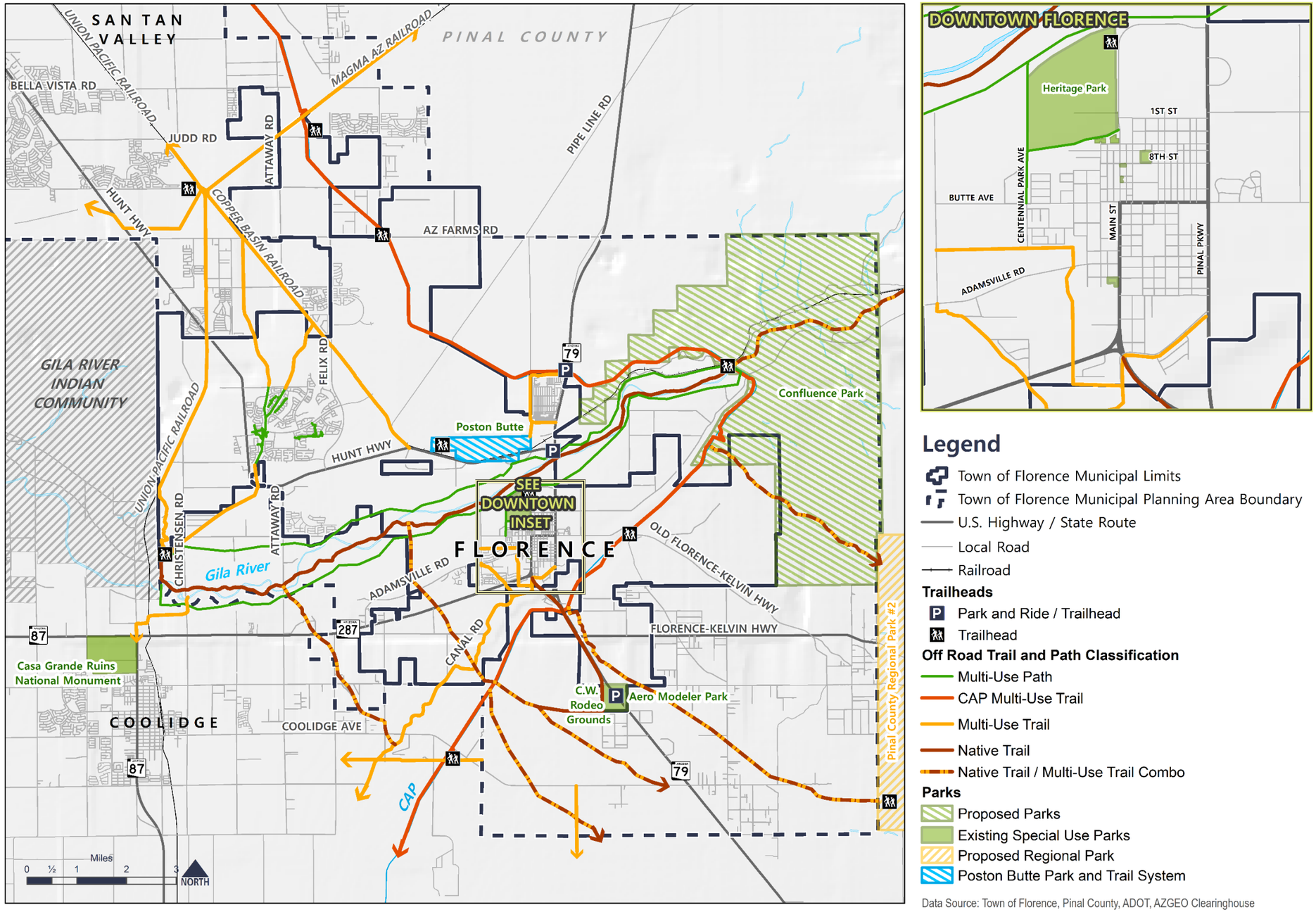
Existing Hierarchy	Proposed Hierarchy	Proposed Miles (Appx.)
Neighborhood Trail (8')	Multi-Use Path- Paved (8'-10')	11
Town Trail (8'-10')		
Shared Use Paved Path (10'-12')		
Existing/ Planned County Multi- Use Trail Corridor	Multi-Use Trail- Unpaved Decomposed Granite (8'-10')	21
Proposed County Multi- Use Trail Corridor		
Equestrian Trail (8')		
Town Trail (8'-10')		
Neighborhood Trail (8')		
Back Country Trail (3')	Poston Butte Open Space & Trails Development Plan	TBD
Adopted County Trail Corridor	CAP Trail (Unpaved)	7
Town Trail (8'-10')		
Equestrian Trail (3'-4')	Native Trail Natural Surface (3'-5')	13
Town Trail (8'-10')		
4' Shoulder (4')	New Roadway Cross Sections (Florence Transportation Planning Study)	Reference Florence Transportation Planning Study
Shared Use Paved Path (10'-12')		
Neighborhood Trail (8')		



The following sections outline in detail the recommended off-street bicycle and pedestrian facility types, design standards, and cross sections. The trail type and location/alignment of each off-street facility was influenced by existing and proposed land uses and park facilities identified Town of Florence Parks and Open Space Plan of 2008 and 2020 General Plan. Off-street facility connections with planned on-street facilities proposed in the Florence Transportation Planning Study were also evaluated.

Figure 48: Off-Street Bicycle and Pedestrian Facilities

TOWN OF FLORENCE
Active Transportation Plan



Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse

1. Multi-Use Path

To respect the existing rural character of the Town and leverage its proximity to the Gila River, there are only two Multi-Use Paths planned; the *Florence Gila River Path* and the *Heritage Loop.* When developed, these paths are anticipated to be the most utilized active transportation facilities in Florence. The proposed *Florence Gila River Path* is comprised of approximately 26.2 miles (8 miles of which are within existing Town Limits), while the Heritage Loop is approximately 3.1 miles. Wayfinding along the path is expected to be more advanced and frequent than on other trails, particularly near intersections with roadways and other trails and amenities. The use of the path/trail combination is dependent upon context, such as in Figure 51 which highlights two possible variations of the same trail type. The image on the left is a straight section of path, requiring a minimum width and providing a soft shoulder for equestrians or joggers. The image on the right reflects the need for widening the path through a series of curves, as well as an optional decomposed granite path adjacent to the asphalt. Other examples include the Indian Bend Wash Path in Scottsdale, and the Paseo Trail (Consolidated Canal Path in Chandler).

Figure 49: Multi-Use Path Cross Section

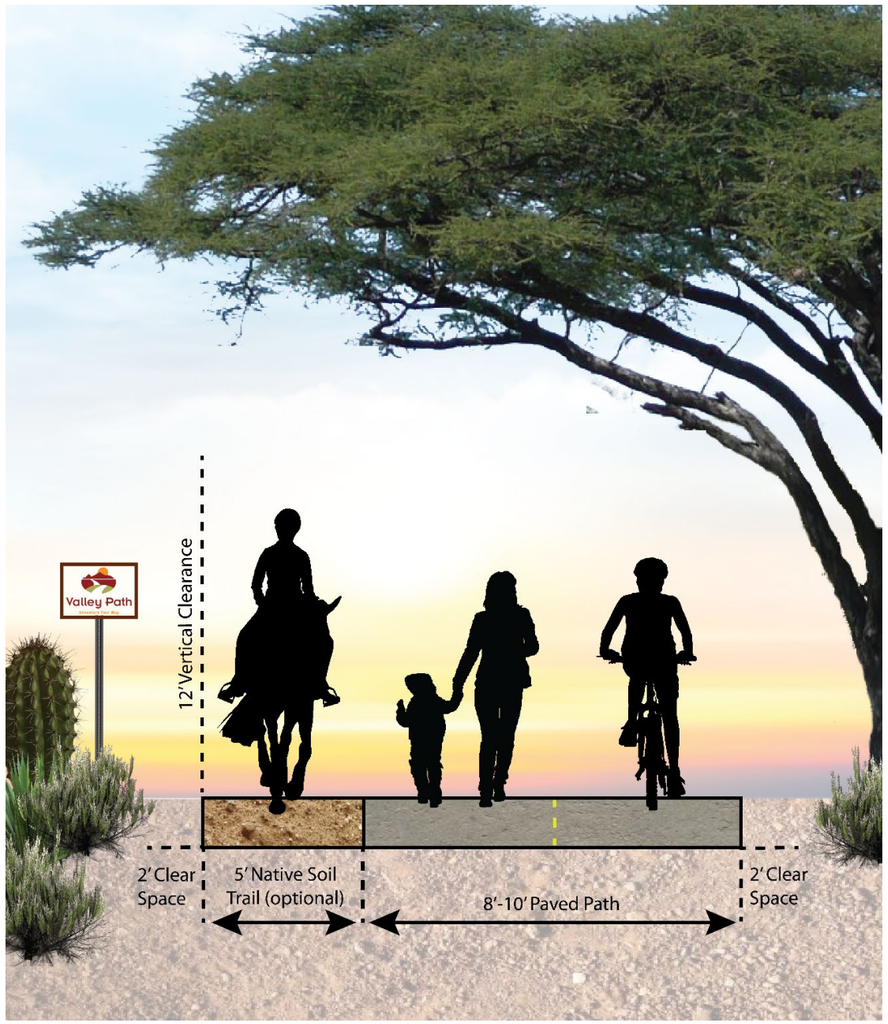


Table 9: Multi-Use Path Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/ Linear Foot
Paved Path	Multi	8-10', 12' where use is high or terrain limits visibility (separated in half by dashed yellow striping).	Concrete or asphalt	2', 3' near signage or other furnishings*	12'	$140- $152**
Paved Path/ Trail Combination	Multi	8-10', 12' where use is high or terrain limits visibility (separated in half by dashed yellow striping). Additional 3-5' trail depending upon surface desired.	Concrete or asphalt with Native Soil (3') or Decomposed Granite (5') Trail adjacent	2', 3' near signage or other furnishings*	12'	$150- $175**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 50: Multi-Use Path/ Trail Combination Examples

2. *Multi-Use Trail*

Multi-Use Trails are planned with low impact design to minimize disturbance of the natural environment. Proposed Multi-Use Trails total approximately 21 miles within the Town's existing boundary (the most of any trail type), seven miles of which includes the Native Trail/ Multi-Use Trail combination type. The goal is to create a seamless network of off-street, unpaved trails that link neighborhoods to other community destinations including *The Florence Gila River Path* and *CAP Canal Trail*. Examples of a Multi- Use Trail shown in **Figure 53** include the Albuquerque Bosque Trail in Albuquerque, NM (left) and The Arizona Canal Trail in Phoenix, AZ (right).

Figure 51: Multi-Use Trail Cross Section

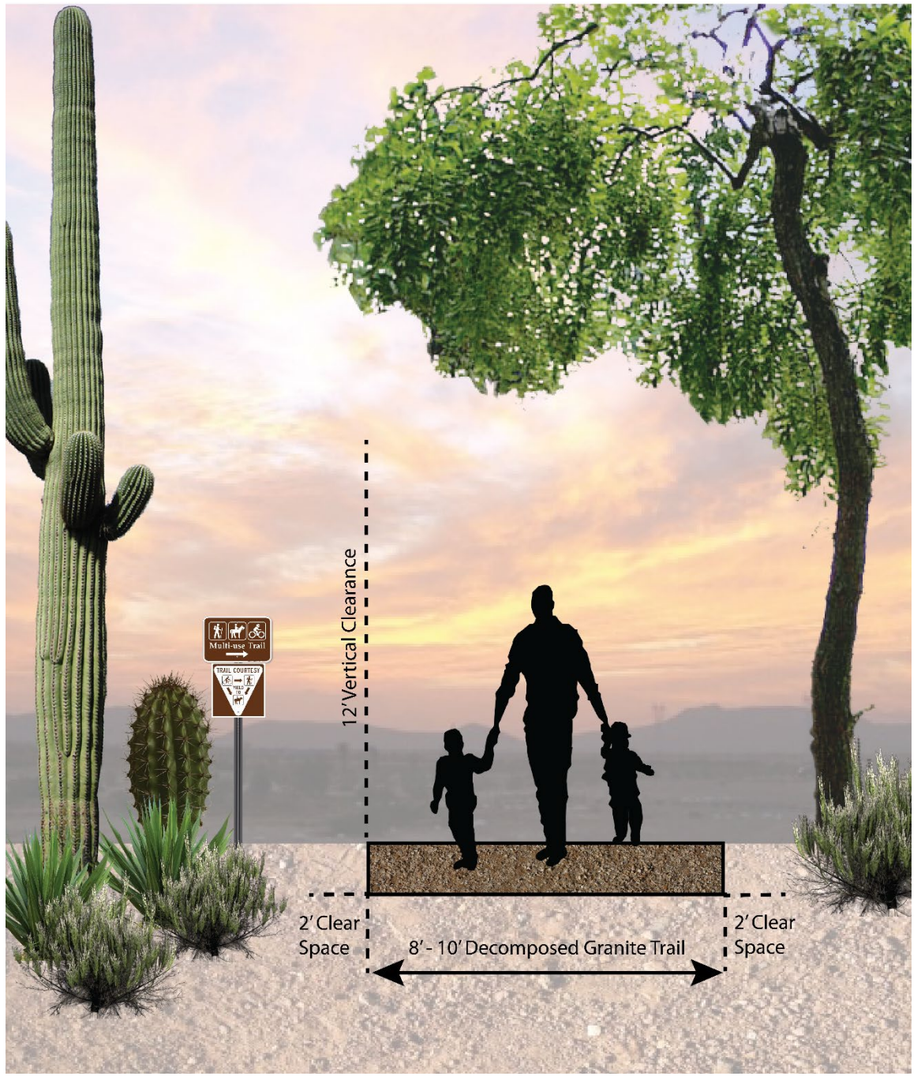


Table 10: Multi-Use Trail Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Unpaved Trail	Multi	8-10', 12' where use is high or terrain limits visibility.	Stabilized Decomposed Granite	2', 3' near signage or other furnishings*	12'	$70- $140**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 52: Multi-Use Trail Examples

3. Native Trail

The Town of Florence Native Trail is intended for equestrian use but can also accommodate hiking and mountain biking. This trail is not constructed, but rather is cleared and maintained, with minimal signage installed. Many of the Native Trails will be located within wash corridors and provide soft sand terrain, while others closer to development may have a harder clay-like surface. There are over 13 miles of proposed Native Trail within Florence Town limits (7 miles of which are included in the Native Trail/ Multi-Use Trail combination type). Examples of a Native Trail shown in **Figure 55** include a trail in the McDowell Mountain Preserve, Scottsdale, AZ (left) and the Apache Wash Trail in Cave Creek, AZ (right). To keep users safe, signage should be provided at trailheads to educate people mountain biking on equestrian etiquette. This symbiotic behavior can be reinforced through steps lined out in the **Action Plan**.

Figure 53: Native Trail Cross Section

Table 11: Native Trail Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Native Trail	Multi	2-5' based on conditions, 3-5' preferred.	Natural Soil	2', 3' near signage or other furnishings*	12'	$30- $55**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 54: Native Trail Examples

C. Design Standards

Paths, wayfinding, and bicycle facilities standards for the treatments recommended in this document are found within the publications denoted in Table 12. An "X" marking in the table indicates the inclusion of a particular treatment within the respective national design guidance document. A "-" marking indicates a treatment may not be specifically identified but can be considered compliant assuming MUTCD signage and markings are applied. While AASHTO and the MUTCD standards are the leading standards, NACTO serves as an additional beneficial resource. Where conflict exists between AASTHO and the MUTCD and local standards (such as county or regional), follow local standards. Above all, engineering judgment is recommended to ensure that the application fits the context of each treatment, given the many complexities of evolving roadways and users.

Table 12: Facilities Standards Matrix

Facility/ Feature	FHWA Manual of Uniform Traffic Control Devices (MUTCD) (2009 Edition)	AASHTO Guide for the Development of Bicycle Facilities (2012, 4th Edition)	NACTO Urban Bikeway Design Guide (2012, 2nd Edition)
Signed Shared Roadway	X	X	X
Marked Shared Roadway	X	X	X
Bicycle Boulevard	-	X	X
Paved Shoulder	X	X	-
Bike Lane	X	X	X
Buffered Bike Lane	-	X	X
Colored Bike Lanes	X[1]	X	X
Combined Bike Lane/ Turn Lane	X	X	X
Bicyclists at Roundabouts	X[2]	X	-
Multi-Use Paths (On-Street)	X	X	-
Multi-Use Paths (Off-Street)	X	X	-
Wayfinding Sign Types	X	X	X
Wayfinding Sign Placements	X	X	X
Bike Parking	-	X	-
Roadway Crossings (At-Grade)	X	X	X
Roadway Crossings (Grade Separated)	X	X	-

[1] *Interim approval granted.*
[2] *Bicycle lanes shall not be provided on the circular roadway of a roundabout.*

D. Combined Facilities

The following map shows the combined on and off-street facilities recommended for the Town of Florence both in this study, and within the Transportation Planning Study.

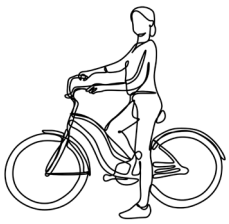


Figure 55: Combined On and Off-Street Facilities Map

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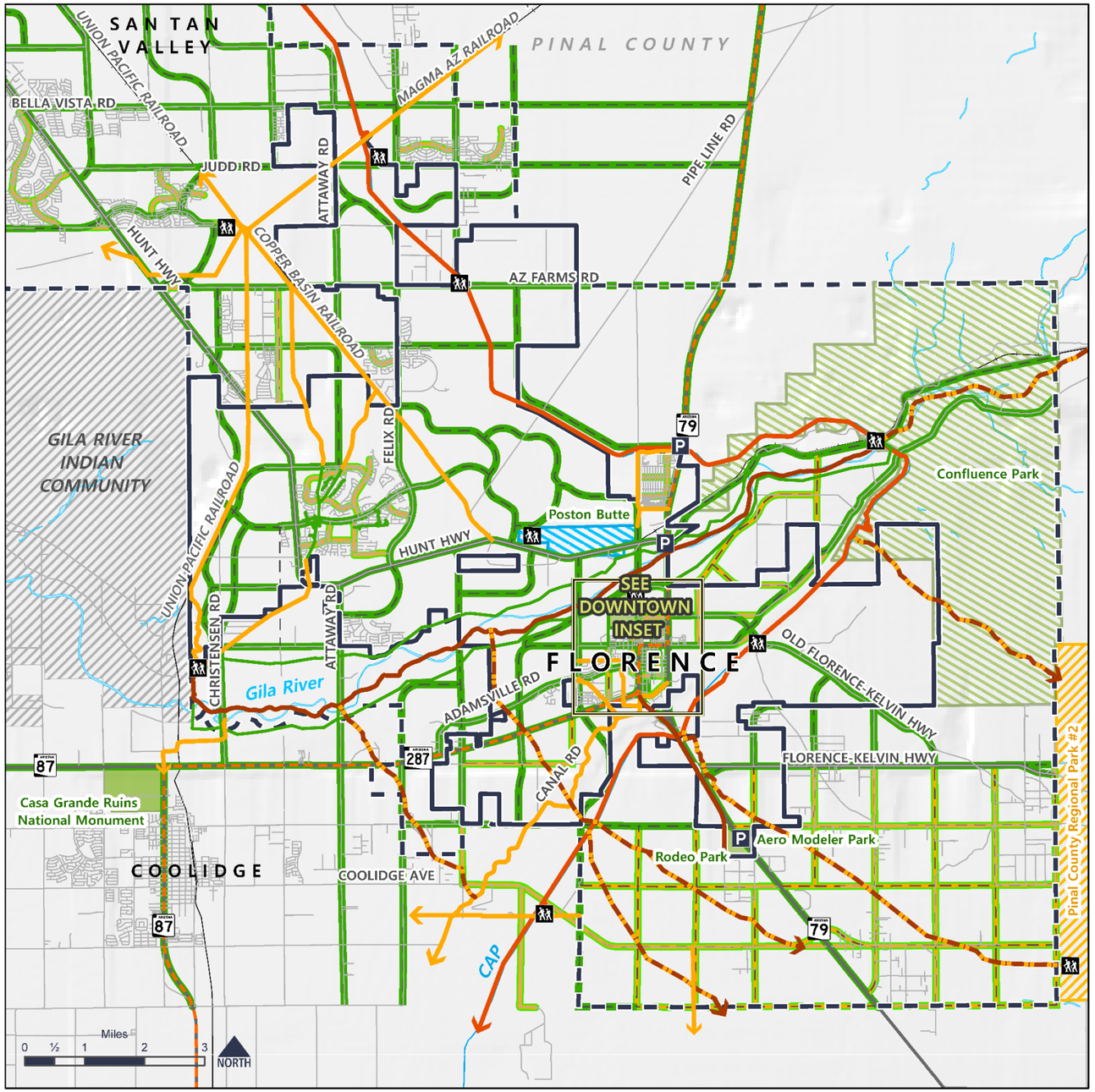
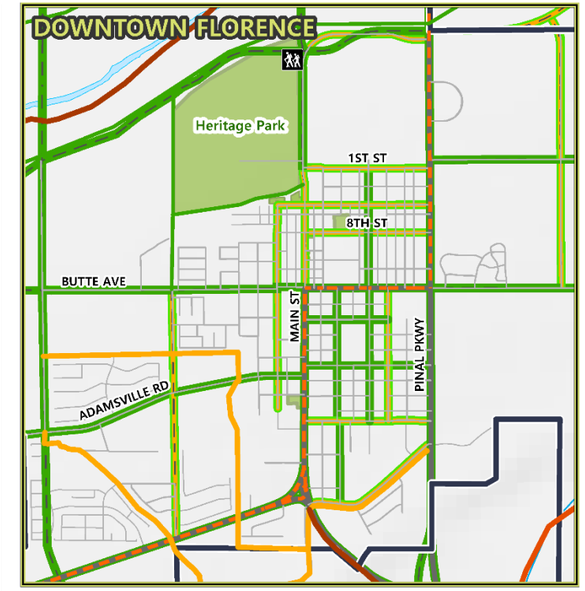




Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Planned Road
- Railroad

Parks

- Proposed Parks
- Existing Special Use Parks
- Proposed Regional Park
- Poston Butte Park and Trail System

On Street Facilities

- Multi-Use Path + Bike Lanes
- Sidewalk/Trail* + Bike Lanes
- Sidewalk/Trail*
- US Bike Highway

Off Road Facilities

- Multi-Use
- CAP Multi-Use Trail
- Multi-Use Trail
- Native Trail
- Native Trail / Multi-Use Trail Combo

Trailheads

- Park and Ride / Trailhead
- Trailhead

* ADA Compliant Surface

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse

E. Recreational Trail Loops & Event Routes

The proposed facilities are intended by design to form looped connections throughout the town. Looped facilities can help promote tourism, attract homebuyers and employers, increase property values, and provide opportunities for hosting active events. While Anthem at Merrill Ranch has had success with triathlons, the proposed facilities within this document lend themselves to the expansion of active events for the Town.

At roughly 26.2 miles long, the following events can be accommodated using the paved Florence Gila River Loop:

- Sprint Triathlon bike ride (12.4 miles)- short of half of the loop
- Half Triathlon run (13.1 miles)- half of the loop length
- Half Marathon run (13.1 miles)- half of the loop length
- Triathlon/ Ironman run (26.2 miles)- entire loop
- Marathon run (26.2 miles)- entire loop
- Half Triathlon bike ride (56 miles)- just over two trips around the loop
- Triathlon/ Ironman bike ride (112 miles)- just over four trips around the loop
- Half Century (50 miles)- nearly two trips around the loop
- Metric Century Ride (62.137 miles)- nearly two and one-half trips around loop
- Century Ride (100 miles)- nearly four trips around the loop

At approximately 3 miles in length, the following events can be accommodated using the paved Heritage Loop, the unpaved Florence Greenway Loop, and/or the unpaved Five Parks Loop:

- Sprint Triathlon and 5K runs (3.1 miles)- entire loop

At roughly 13 miles in length, the following events can be accommodated using the unpaved Adamsville Loop:

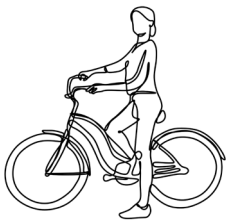
- Half Triathlon run (13.1 miles)- entire loop
- Half Marathon run (13.1 miles)- entire loop

At approximately 7 miles long, the following events can be accommodated using the unpaved Rodeo Loop:

- Half Triathlon run (13.1 miles)- nearly two trips around the loop
- Half Marathon run (13.1 miles)- nearly two trips around the loop

At roughly 17.5 miles, the following events can be accommodated using the unpaved Rail Trail Loop:

- Triathlon/ Ironman run (26.2 miles)- nearly twice the loop
- Marathon run (26.2 miles)- nearly twice the loop



The CAP National Recreation Trail, while not a loop, can also be utilized for segments of various active events, however special event permits may need to be attained from the United States Department of the Interior and/or Bureau of Reclamation.

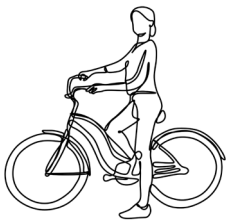


Figure 56: Town of Florence Recreational Trail Loops

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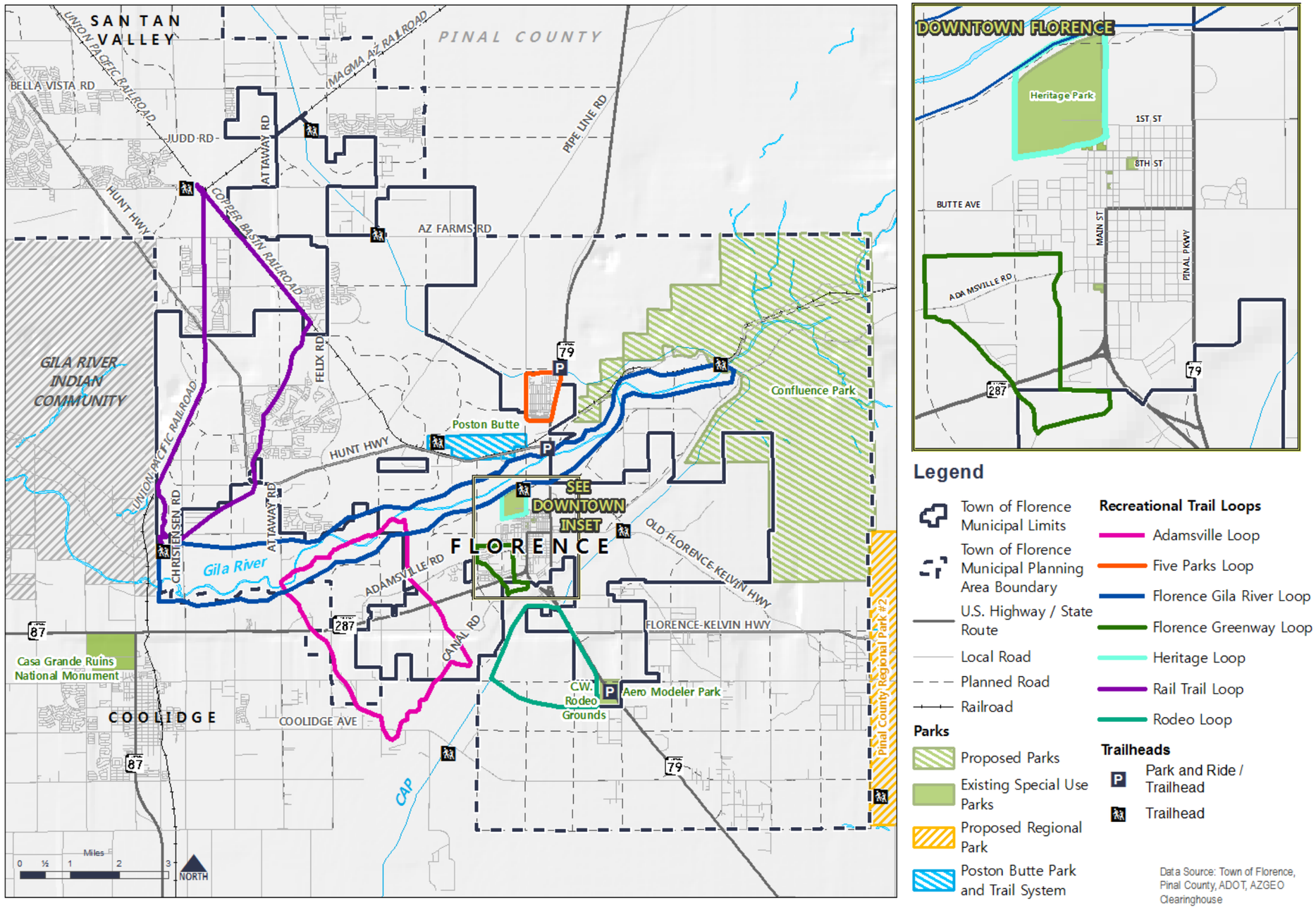


V. Action Plan

The Action Plan found in **Table 13** is separated into the following series of suggested actions:

- On-Street Facility Actions (14),
- Off-Street Facility Actions (18),
- Transit Actions (3),
- Programming Actions (4), and
- Tourism & Event Actions (10).

The actions listed within these categories are assigned a lead agency and a prescribed term (short, medium, or long).

Table 13: Action Plan

On-Street Facility Actions			
Actions	**Notes**	**Lead Agency**	**Term**
Construct on-street facilities (multi-use paths, sidewalks, bike lanes, and trails) in concurrence with roadway improvements per the Florence Transportation Planning Study.	As roadways and segments or roadways are necessary to be improved, Town and/or property owner shall construct bicycle and pedestrian facilities per approved roadway cross sections.	Town, ADOT, Property Owners	Short Medium Long
Incorporate ADA compliant bike and pedestrian facilities upon both sides of any bridge crossing of the Gila River to connect to the north and south banks of the Florence Gila River Path. The following grade separated crossings of the Gila River are identified in the Florence Transportation Planning Study; Plant Road, Attaway Road, Christensen Road, Valley Farms Road, Main Street and SR 79.	As bridge crossings of the Gila River become prioritized for construction, ensure that bicycle and pedestrian facilities are incorporated into the bridge design on at least one side, with both sides being preferred.	Town, county, state and/or Federal partners	Short Medium Long
Relocate the existing yellow ladder school crosswalk of Main Street at Aguilar Street south to Brady Street.	Modify location of this important crossing to enhance pedestrian and vehicular safety and reduce congestion at the intersection of Butte Avenue and Main Street (79B) in accordance with the 2019 Florence K-8 SRTS study.	Town, ADOT	Short
Move the white striped crosswalk across Main Street south of Stewart Street at the High School to the north side of the intersection with Stewart Street. Increase pedestrian warning signage.	Modify location of this crosswalk to reduce potential conflict with vehicular turning movements and enhance pedestrian safety.	Town, ADOT	Short
Conduct warrant study for RRFB at the existing school crossing on Butte Avenue at Orlando Street.	A mid-block crossing at this location is recommended to enhance pedestrian safety at this busy pedestrian location connecting businesses, elementary school, residents and large government employers in the area. Conduct required warrant study to confirm appropriate mitigation measures and RRFB crossing apparatus. This recommendation also furthers and is consistent with the SRTS study recommendation for same.	Town, ADOT	Medium
Reconfigure Orlando Street between Florence Heights Drive and Butte Avenue to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, restrict on-street parking in accordance with the 2019 Florence K-8 SRTS study. (Existing 80-foot ROW; potential to be reduced to 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Short
Conduct warrant study for RRFB at the school crossing on Florence Heights Drive at Orlando Street.	An enhanced mid-block crossing at this location is recommended primarily to enhance student pedestrian safety and deter students from crossing at DeSoto Lane. This recommendation also furthers and is consistent with the SRTS study recommendation for same. Conduct required warrant study to confirm appropriate mitigation measures and crossing apparatus.	Town	Long

Reconfigure Park Street between Stewart Street and Butte Avenue to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (Existing 80-foot ROW; potential to be reduced to 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking. Roadway important connector between Florence K-8 school, government employers and surrounding neighborhoods.	Town	Short
Reconfigure Park Street between Butte Avenue and 1st Street to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Reconfigure East Virginia Street between Main Street and SR 79 to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Reconfigure Brady Street between Main Street and San Carlos Street to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Add bike lanes to both sides of Main Street (SR 79) between Butte Avenue and Van Haren Street. Per ADOT's requirements, conduct a traffic study to reduce the travel lane widths and attain approval from the State Traffic Engineer and the District Engineer.	Existing roadway along most segments consist of 20-foot travel lanes, providing sufficient width to incorporate bike lanes to enhance connection between Florence High School and the Community Center/Library. Work with ADOT District Engineer and State Bicycle Coordinator to finalize approval of bike lanes on Main Street. If not approved, stripe a 4' shoulder on this section of the roadway and provide "3-feet please" signage.	Town, ADOT	Short Medium
Coordinate with ADOT to provide a multi-use path (6' minimum width) on both sides of the Gila River bridge on SR 79 north of downtown.	To accommodate existing and future bicycle and pedestrian movements connecting downtown to Florence Gardens and other planned land uses, encourage ADOT to enhance the bridge design to incorporate a six-foot multi-use path on both sides of the bridge.	ADOT, Town	Short
Conduct an ADA self-evaluation by department within the Town and develop an ADA Transition Plan to be addressed in concurrence with roadway improvements per the Florence Transportation Planning Study.	Title II of the Americans with Disabilities Act (ADA) applies to the operations of State and local governments. It requires municipalities with 50 or more employees to conduct a self-evaluation of its current services policies, and practices and their accessibility to, and usability by people with disabilities. The self-evaluation identifies programmatic and structural barriers and makes recommendations to correct those policies and practices that are inconsistent with Title II's requirements as part of an ADA Transition Plan.	Town, Federal partners	Long

Off-Street Facility Actions			
Actions	**Notes**	**Lead Agency**	**Term**
Construct the CAP Canal Trail and provide wayfinding in accordance with the Pinal County Segment CAP Trail Master Plan. At the time of this report the North Picacho Segment is under construction (to be completed Summer 2019). A total of 6.8 miles of the CAP Trail are within existing Town Limits. The following order is prescribed in the Town of Florence within the aforementioned plan: 1. South Florence Segment (3.9 miles, south/east bank) 2. South Gila Segment (7.2 miles, south/ east bank) 3. North Gila Segment (3.8 miles, south bank) 4. North Florence Segment (5.3 miles) (north bank west of SR 79, south bank east of SR 79) 5. North Pinal Segment (6.2 miles, north bank)	Focus phasing and implementation from south to north in conjunction with Pinal County implementation plans. Each segment has unique plans and partners, as well as a varying level of complexity. While many segments utilize an existing maintenance roadway, others present more unique design challenges.	Town, County, BOR	Short Medium Long
Construct the Florence Gila River Path and provide wayfinding and signage. A total of 8 miles of the Florence Gila River Path are within existing Town Limits (primarily within phases 1-4). The following phases are in recommended order: 1. Plant Road to SR 79 (south bank) 2. Plant Road to SR 79 (north bank) 3. Valley Farms to Plant Road (north bank) 4. Valley Farms to Plant Road (south bank) 5. Attaway Road to Valley Farms Road (north bank) 6. Attaway Road to Valley Farms Road (south bank) 7. Christensen Road to Attaway Road (north bank) 8. Christensen Road to Attaway Road (south bank) 9. east of SR 79 (north bank) 10. east of SR 79 (south bank)	It is anticipated that the Native Trail for the Gila River would be the initial, short term trail that should be developed first to provide trail amenities within/along the Gila River. Following the Native Trail development, the phases should be carried based on proximity of residential development and amenities which may change over time. At this time, the phases are outlined (to left), but this order is flexible.	Town, Property Owners, Pinal County Flood Control District, BOR, USACE, other Federal partners, Grant funding	Short Medium Long
Construct Mixed-Use Trail along Union Pacific Railroad (UPRR). Provide connection to Magma Railroad Trail, Copper Basin Railroad Trail	To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with UPRR and seek grant funding and volunteer organizations to construct trail in incremental segments.	Town, UPRR, volunteer equity	Short Medium Long
Construct Mixed-Use Trail along Magma Railroad. Provide connection to Union Railroad Trail, Copper Basin Railroad Trail	To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with Florence Copper and seek grant funding and volunteer organizations to construct trail in incremental segments.	Town, Florence Copper, volunteer equity	Short Medium Long
Construct Mixed-Use Trail along Copper Basin Railroad (CBRY). Provide connection to Magma Railroad Trail, Union Pacific Railroad Trail, and Poston Butte Park.	To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with Copper Basin Railroad (CBRY) and seek grant funding and volunteer organizations to construct trail in incremental segments. For connection to Poston Butte Park, refer to the Poston Butte Open Space and Trails Development Plan.	Town, CBRY/ local mining company, volunteer equity	Short Medium Long

Construct Multi-Use Path from The Florence Gila River Path to Heritage Park and Butte Avenue along Centennial Park Place, as well as along the southside of Heritage Park to the Community Center and Main Street. Construct prior to first phase of The Florence Gila River Path.	This path can provide a "Lunchtime Loop" for employees in the downtown area, as well as lend itself to competitive event uses such as a Triathlon.	Town	Short Medium
Construct Multi-Use Trail along the Florence Canal from Cactus Forest Road north to SR 79 (provide connection to the Native Trail along the west side of SR 79), and along Florence Heights Road.	This trail will enhance off street trail connectivity with perpendicular Native Trails within this region and to downtown and the Gila River. Coordinate with irrigation and drainage district for access and liability indemnification measures.	Town, San Carlos Irrigation and Drainage District (SCIDD)	Long
Construct Multi-Use Trail connection from the Florence Canal Trail to SR 287 along the drainage ditch southwest of Campbell Road. Continue along drainage ditch behind Florence High School, across Adamsville Road along Bush Street to Butte Avenue.	This will provide a connection from the CAP Canal Trail and the C.W. Rodeo Grounds to downtown and to the high school. This trail, in part with the on-street system, will function as part of the Florence Greenway Loop. Coordinate with irrigation and drainage district for access and liability indemnification measures.	Town, SCIDD	Long
Construct Multi-Use Trail along the drainage ditch southwest of Adamsville Road and Plant Road, across SR 287, south to the Florence Canal Trail.	This trail, in part with the on-street system, will function as part of the Florence Greenway Loop.	Town, SCIDD	Medium Long
Develop a Native Trail within the Gila River Bed. There are three recommended phases for this action: 1. West of SR 79 2. East of SR 79 to the CAP Canal (connecting to Pinal County's proposed Confluence Park) 3. E of the CAP Canal	This natural trail to accommodate people walking, mountain biking, and riding horses is intended to complement the more formal Multi-Use Path suggested for the upper banks of the future channelized Gila River. There is potential for Multi-Use Trails to be added to the banks of the Gila River, east of the CAP Canal Trail as development dictates.	Town	Short
Develop Native Trails south of Town in the following recommended order: 1. Rodeo Park north to the CAP Canal and to downtown Florence on the west side of SR 79 2. Wash west of Rodeo Park to the CAP Canal Trail, as well as south along wash. 3. Wash east side of SR 79 and Rodeo Park with connection to CAP Canal Trail and connection to Pinal County's proposed Confluence Park. 4. Wash east of Old Florence-Kelvin Highway with connection to CAP Canal Trail. 5. Wash through Adamsville to CAP Canal Trail and the Canal Road Trail 6. Wash southwest of the Gila River to the Canal Road Trail	Recommendation for these Multi-Use Trails to be added to the banks of the existing large washes by encouraging the preservation of these washes throughout town as private development occurs adjacent to these washes incrementally over time. Modify the Town Development Code to require multi-use trails along preserved wash banks and consider density exchanges for provision of wash facilities.	Town policy and code requirements of private property owners	Short Medium Long
Construct the Poston Butte Park path and trail system in accordance with the Poston Butte Open Space and Trails Development Plan, while providing connections to the paths and trails outlined in this plan.	Consider connections to the Florence Gardens Area, the CAP Canal Trail, and the Copper Basin Railroad Trail.	Town	Medium Long

Construct Multi- Use Trail around the Florence Gardens Area.	Provide connection to the CAP Canal Trail and Poston Butte Park trail system, as well as internal to the residential developments along the McFarland Boulevard alignment.	Town, adjacent property owner	Short Medium
Construct Multi-Use Trails north of Merrill Ranch providing connections to the Copper Basin Railroad Trail. Construct the eastern alignment first, followed by the western alignment.	Utilizing existing washes in the area to enhance regional trail connectivity from Merrill ranch to other planned trail facilities as incoming private development occurs.	Town, adjacent property owner	Short Medium
Construct Multi-Use Trail south of Merrill Ranch providing connections to the Union Pacific Railroad Trail and the Florence Gila River Path.	Utilizing existing wash in the area to enhance regional trail connectivity from Merrill Ranch to other planned trail facilities as incoming private development occurs.	Town, adjacent property owner	Medium Long
Construct Trail Heads at the following locations in order of trail development: • The intersection of the Union Pacific Railroad Trail • The Magma Railroad Trail • The Copper Basin Railroad Trail • The CAP Canal and Arizona Farms Road • CAP Canal and Judd Road • The Florence Gila River Path intersection with the Union Pacific Railroad Trail • CAP Canal and The Florence Gila River Path intersection • Pinal County Regional Park entrance proposed in Pinal County's Open Space and Trails Master Plan of 2016 • Old Florence-Kelvin Highway and the CAP Canal • The CAP Canal and Cactus Forest Road. For the Poston Butte Trailhead, refer to the Poston Butte Open Space and Trails Development Plan.	Trailhead designs may vary based on available area and physical characteristics/constraints, but amenities should include the following: vehicular parking, equestrian parking with hitching posts (where equestrian use is expected), accessible pathways to the amenities and Multi-Use Paths or Trails from the parking areas, restrooms, ADA accessible water fountains (with spigots for equine needs), shade (natural or man-made), trash receptacles, picnic tables, electrical outlets, and air pumps or tools (where high bicycle use is expected).	Town, Pinal County, adjacent property owners, grant funding	Long
Construct Park-and-Ride/ Trail Head Combos at the following locations in order of trail development: • Hunt Highway and SR 79 • Rodeo Park and SR 79 • CAP Canal and SR 79	Designs may include the above amenities, however the needs of trail users as well as commuters should be considered. Traffic volumes, noise, number of restrooms, and amount of shade coverings should likely be enhanced from a standard trail head.	Town, Pinal County, MAG, Federal funding	Short Medium Long
Locate user counters at trail heads as paths and trails are constructed.	This practice can project future maintenance needs, assist in prioritization of future paths and trails, as well as gain funding leverage for future projects.	Town, MAG	Long

Transit Facilities Actions			
Actions	**Notes**	**Lead**	**Term**
Provide ADA compliant bike and pedestrian access to and from transit stops to other facilities both off and on-street (sidewalks, paths, and trails).	While the CART system is currently in a state of flux, as new stops are decided upon, access and equity must be considered in each location.	Town, CAG	Medium Long
Ensure construction of transit stops in accordance with MAG's Bus Stop Design Guidelines.	Clear space for wheelchairs to get on and off of the bus, as well as turn around, and get to and from the stop is of the utmost importance. Ensuring these standards are met, all users will be benefited.	Town, CAG	Medium Long
Provide bike parking at all transit stops.	Regardless whether bus stops are sheltered, or simply signed, bike parking should be available at each stop location.	Town, CAG	Medium Long
Programming Actions			
Actions	**Notes**	**Lead**	**Term**
Establish an Adopt- A- Trail/ Path program	Partner with local volunteer and advocacy groups to maintain trail and litter abatement for local priority trail segments.	Town, volunteer organizations	Short Medium
Establish Student Trail Club teaching skills to youth and establishing annual trail projects and goals.	Depending upon age, skill, and level of commitment, Club can assist in trail construction, maintenance, issue reporting, and environmental stewardship.	Town, volunteer organizations	Short Medium
Establish volunteer Trail Patrol group. Involve cyclists, joggers, parents, equestrians, and police to add extra eyes and ears to the maintenance needs of trails as they are developed. This group can later serve as stakeholders and future design resources.	Consider creating OHV branch of Trail Patrol to report on OHV trails, and to work with Town preventing OHV use on non-OHV trails.	Town, Police Department, volunteer organizations	Short Medium
Establish a Town Bike Shop. Create student bike mechanics training program, prisoner bike mechanics training program, and bike refuse/ recycling program.	Offer public maintenance services and do-it-yourself stations for tourists and visitors, as well as bike rentals. Public/ Private Partnerships can include local detention centers. Town can also partner with schools, waste management, and bike clubs.	Town, Public/ Private Partnerships	Medium

Tourism & Event Actions			
Actions	**Notes**	**Lead**	**Term**
Work with local horse and buggy operators to finalize Carriage Routes and procedures for operating on multi-use trails and paths.	Proposed Carriage Route is as follows: Main Street from Stewart north to Heritage Park, west along the southside of Heritage Park, north along Centennial Park Place, east on Florence Gila River Path, then south on Main Street. Paths around the park and the small section of the Florence Gila River Path north of Heritage Park would require wider widths and increased signage. Surface, widths, signage, and times of operation should be considered.	Town	Short Medium Long
Establish and provide incentives for local residents/business owners to establish active transportation friendly tourism businesses (i.e. bike and hiker hostels, bed and breakfasts or cafes along paths and trails, outdoor outfitters, and trail riding guiding companies).	As regional path and trail facilities are developed, consider a reduction in Town permit fees and/or expedited plan reviews to incentivize these businesses in Florence.	Town	Short Medium Long
Install US Bike Highway Route 90 signage (MUTCD: M1-9 sign, green) throughout the Town and post "Welcome Cyclists" signs at the entrance into downtown from the north and south.	Work with the Adventure Cycling Association to secure signage for the route and promotional resources. Add extra signage to highlight tourism opportunities as they develop.	Town, Adventure Cycling Association	Short Medium Long
Hold a "Bike to Work and School Day". Advertise and promote the event, provide incentives and encourage employers and schools to provide incentives. Create beverage and snack stations along popular routes. Involve police and fire.	Utilize Safe Routes to School resources as well as the League of American Bicyclists to determine practices and ensure success. Provide community maps of locations for refreshments and consider t-shirts with annual designs selected competitively.	Town, MAG	Short Medium
Create annual walk-a-thon and roll-a-thon events to raise funds for paths and trails maintenance and extensions.	As paths and trails gain popularity, students and residents can participate in an active fundraising event on an existing facility to highlight what their money will build. Can be done in one day, or over the span of a weekend.	Town	Short Medium Long
As paths and trails are completed, hold "Opening Day" ceremonies with activities to highlight their completion such as inviting children to stamp their handprints into the concrete, holding races and sidewalk chalk art competitions, as well as sunset walks.	Celebrate the success of added trail segments and leverage this opportunity to support community events to emphasize the value and importance of trails ion the community.	Town, volunteer organizations	Short Medium Long
Create public map of on and off-street facilities and update annually. Highlight connections to transit and park and rides.	Provide online as well as hard copies at the Library, fitness center, and courthouse.	Town	Medium Long
Develop a Cycle the Arts/ Cycle the Past/ or Cycle the Tunes annual event with a developing route of highlights from around the community.	Routes can incorporate the existing Historic Home Tour route or a newly determined art route, as well as offer short, medium, and long distances. Routes can be altered annually if desired. Schools students and other residents can get involved through art competitions. Cycle the Tunes is a ride/ walk event that encourages musicians to play on their porches while visitors stop and listen along a predetermined route.	Town, Historic Preservation & Arts Groups and Committees	Short Medium

Develop a monthly Open Street Day in the downtown area. Prohibit vehicular traffic and organize games and entertainment and allow local vendors to set up along 8th Street.	Consider one Saturday or Sunday each month along 8th Street between Park Street and Main Street.	Town	Short Medium Long
Develop annual Ciclovia around Downtown. A Ciclovia is similar to an Open Street Day as it closes a street to vehicles, but it differs specifically as a bike-centric event.	Can be held in tandem with a community event such as prior to a parade or during a market or car show on adjacent roadways.	Town	Medium Long

A. Tactical Urbanism

It is important to note that while there are detailed recommendations, the Town of Florence can "test drive" these individually to analyze their effectiveness, as well as gauge community buy in. Tactical Urbanism provides an incremental path to success and is described in "Tactical Urbanism Vol. 1" (see Appendix A) as:

- "A deliberate, phased approach to instigating change;
- The offering of local solutions for local planning challenges;
- Short-term commitment and realistic expectations;
- Low-risks, with a possibility of a high reward; and
- The development of social capital between citizens and the building of organizational capacity between public-private institutions, non-profits, and their constituents."

Tucson recently had success with this approach when they partnered with the Living Streets Alliance and utilized tactical urbanism to reallocate roadway space for human use. The roadway is now being redesigned by removing a lane and one access point.

Figure 57: Tucson/ Living Streets Alliance Tactical Urbanism Example

VI. Policies

With the preparation of this Florence Active Transportation Plan, the Town is in an ideal position to adopt policies to promote Active Transportation. While predominately a rural community, continued urbanization through the growth of master planned communities and employment core is imminent, and the Town has a prime opportunity to incorporate bicycle and pedestrian facilities into the community fabric and thus prevent the need for expensive retroactive solutions in the future.

Vision Zero Policy- Create a Vision Zero Policy and attach a date; recommended 2040 (consistent with the plan horizon of the Florence Transportation Planning Study). Vision Zero was created to reduce traffic related pedestrian deaths, with the ultimate goal of zero.

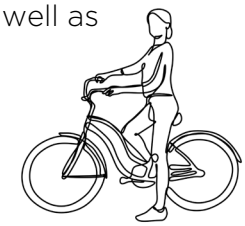
Complete Streets Policy- The term "Complete Streets" refers to the practice of designing streets so that people of all ages and abilities can choose and use their travel mode safely (i.e. take transit, use a wheelchair or other mobility device, drive a car, walk, ride a bicycle) and not be confined to one choice. The Town should adopt a Complete Streets policy to ensure that all users are considered, if not accommodated, with each opportunity for changing streets within Florence Town Limits. Some recommended aspects of such policy include, but are not limited to:

- Parking located in the rear of buildings
- Drinking fountains/ water bottle fillers (dogs too!) and trash receptacles
- Shade (art, landscaping, architecture)
- Lighting and seating
- Wayfinding

Maintenance Procedures & Best Practices- Establish operation and maintenance procedures and budget line items to establish acceptable response timeline, and annual frequency. 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.

Parking- Excessive on and off-street parking requirements can create urban landscapes that are dominated by parking lots and pavement. Consider the creation of a shared use parking agreement/ordinance to allow for highly used daytime lots to be utilized at night by neighboring nighttime uses, or to allow lots with high weekday use to be utilized on the weekend by neighboring weekend uses.

Master Planned Communities (MPC's) and Planned Unit Developments (PUD's)- The average American feels most comfortable walking or riding a bike off of 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 as well as



connection between subdivisions (or residential communities) in the subdivision platting submittal and review process. In addition, pedestrian connections should be made to cul de sacs, 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 Town-planned Paths and Trails

Crime Prevention Through Environmental Design (CPTED)- In collaboration with the Town of Florence police department, Florence should create a policy requiring certain CPTED principles within various types of developments addressing "natural surveillance, natural access control, territorial reinforcement, and maintenance". Example of these objectives related to Active Transportation include: enhanced lighting (natural preferred), the removal of hiding spots, planting of defensive species (thorny plants), resilient materials (i.e. light coverings), and increased maintenance (to prevent repeated graffiti or continued public facility damage).

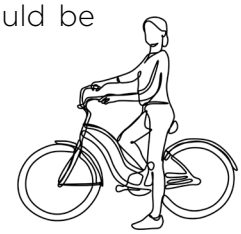
Activate Canal Space- Town should formulate policy to consider access and ways to activate the space along canals with all incoming developments with adjacency to a canal.

Town Development Code Updates – Update the existing Town of Florence Development Code to modify or eliminate any existing development standards that may be in potential conflict with the development standards and design guidance presented herein.

Micro Mobility- Whether the Town desires, or does not desire, a bike share or scooter share company it has become commonplace for companies to operate where policies are not in place. Create an ordinance that either allows or disallows private companies from operating a bike or scooter share in the Town of Florence. If desired, the Town's ordinance can serve as an attractor to such companies.

Bike Parking- The Town should 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 Town placing bike racks or working with other public institutions to have them placed on site. The Town should add minimum bike parking requirements to their zoning codes for private developments. Typically bike parking requirements should be 10% to 20% 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 bike rack.

Wayfinding- The Town should establish wayfinding standards relevant to local character and branding. The Town should also incorporate wayfinding technologies to provide enhanced access using the Global Positioning System [GPS],and provide coordination with online mapping tools, Smart Cities initiatives, and databases of bike and trail facilities (i.e. AllTrails, Strava, and GoogleMaps). These platforms should be updated immediately after completion of facility to reduce user confusion.



Off-Highway Vehicle (OHV) Separation- 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 from entering and to provide access for maintenance vehicles.

VII. Funding Sources

The appropriate funding opportunity for each unique project in the Action Table can be identified quickly using **Table 14**. Detailed descriptions of each funding source can be found following the table.

Table 14: Funding Sources Matrix

Funding Source	Design/ Build	Planning	Programming
Local			
MAG Safe Routes to School		X	X
MAG Transportation Improvement Program	X	X	X
MAG Design Assistance	X		
State			
AZ Governor's Office of Highway Safety			X
Arizona State Parks and Trails	X	X	X
Federal			
Federal Highway Administration	X	X	X
Federal Transit Administration	X	X	X
National Parks Service	X	X	
Land and Water Conservation Fund	X	X	
Other			
American Association of Retired Persons	X		
Active Living Research		X	X
Trust for Public Land		X	
People for Bikes	X		
Rails to Trails Conservancy	X		

A. Local

Maricopa Association of Governments (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 (STBGP-MAG). 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.

B. State

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.

C. Federal

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; and
- 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.

D. Other

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.

The Town of Florence

The Town of Florence can include a variety of items in their Paths & Trails funding toolbox. The Town can utilize Development Impact Fees, sell path and trail naming rights, utilize severance fees from the various operations surrounding the Gila River, 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.

VIII. Appendices

A. Additional Resources

B. Survey Summary (Retrieved from Survey Monkey: June 6, 2019)

C. TRA Traffic Counts

Appendix A: Additional Resources

Additional Resources:

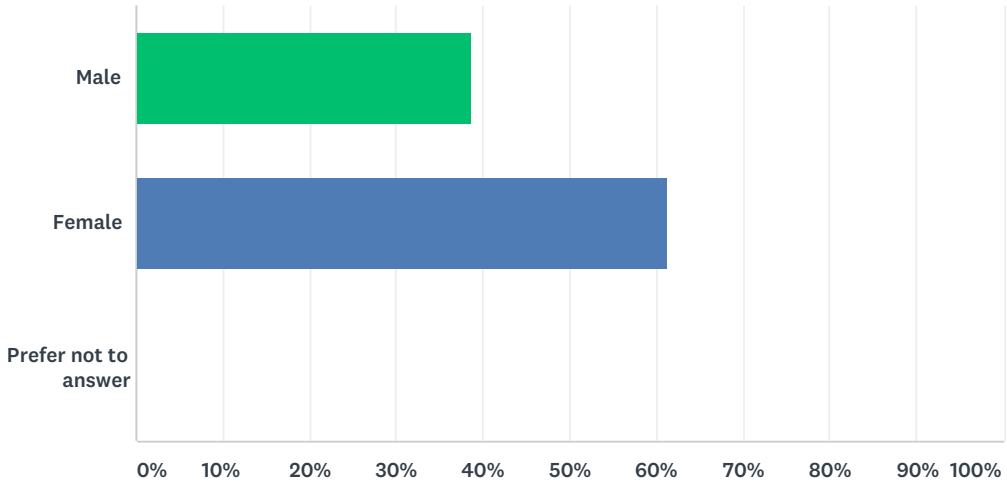
- Bicyclists Safety Action Plan, 2018, ADOT
- Pedestrian Safety Action Plan, 2017, ADOT
- Bicycle and Pedestrian Plan Update, 2013, ADOT
- An Economic Impact Study if Bicycling in Arizona- Out of State Bicycle Tourists & Exports, 2013, ADOT
- Recreational Trails Program Annual Report, 2019, FHWA
- Women on a Roll, 2013, The League of American Bicyclists
- Shared Micromobility in the US, 2018, NACTO
- Don't Give Up at the Intersection, 2019, NACTO
- Bicycle and Pedestrian Pathway/ Railroad Crossing Recommendations, 2014, MAG
- Regional Active Transportation Plan Toolbox, awaiting release 2019, MAG
- National Park Service Active Transportation Guidebook, 2018, NPS
- Building Blocks, 2019, SRTS National Partnership
- Investing in Health, 2019, SRTS National Partnership
- The Economic Benefits of Open Space and Trails in Pinal County, Arizona, 2012, The Trust for Public Land
- Guide for Development of Bicycle Facilities, 2012, AASHTO
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2011, AASHTO
- Designing for All Ages & Abilities, 2017, NACTO
- Nature Based Placemaking, 2017, Pennsylvania Department of Conservation and Natural Resources and the Pennsylvania Downtown Center.
- Bicycling and Rumble Strips, AARP
- Dangerous By Design, 2019, Smart Growth American and National Complete Streets Coalition
- Accessible Shared Streets, 2017, FHWA
- THE PARK(ing) DAY MANUAL, 2011, Rebar Group Inc.
- THE PARK(ing) DAY MANIFESTO, 2011, Rebar Group Inc.
- Tactical Urbanism Vol 1., The Street Plans Collaborative, & NextGen
- Tactical Urbanism Vol 2., The Street Plans Collaborative, & NextGen
- Tactical Urbanists Guide to Materials and Design Version 1.0, 2016, The Street Plans Collaborative
- Small Town and Rural Multimodal Networks, 2016, FHWA
- Roadmap to Livability Collection (6 books), 2018, AARP
- Walk Audit Tool Kit, 2016, AARP

Appendix B:

Survey Summary

Q1 What is your gender?

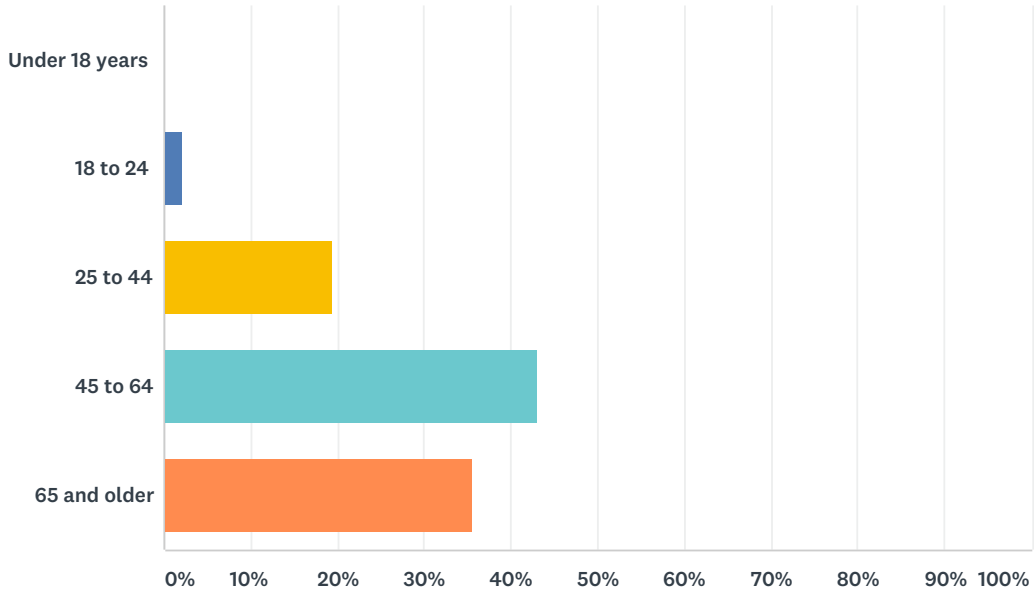
Answered: 93 Skipped: 0



ANSWER CHOICES	RESPONSES	
Male	38.71%	36
Female	61.29%	57
Prefer not to answer	0.00%	0
TOTAL		93

Q2 Which best describes your age group?

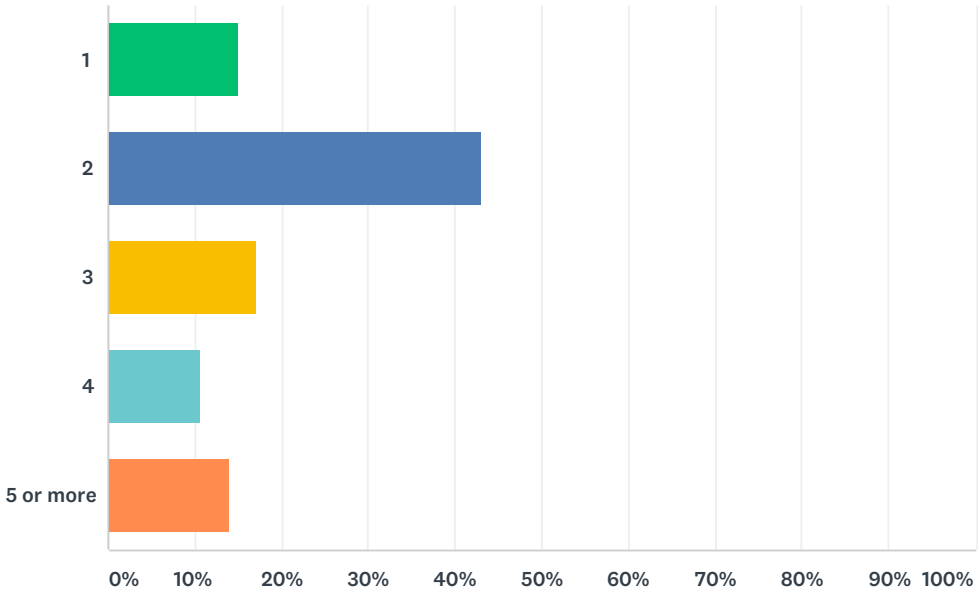
Answered: 93 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18 years	0.00%	0
18 to 24	2.15%	2
25 to 44	19.35%	18
45 to 64	43.01%	40
65 and older	35.48%	33
TOTAL		93

Q3 How many people reside in your household (including yourself)?

Answered: 93 Skipped: 0



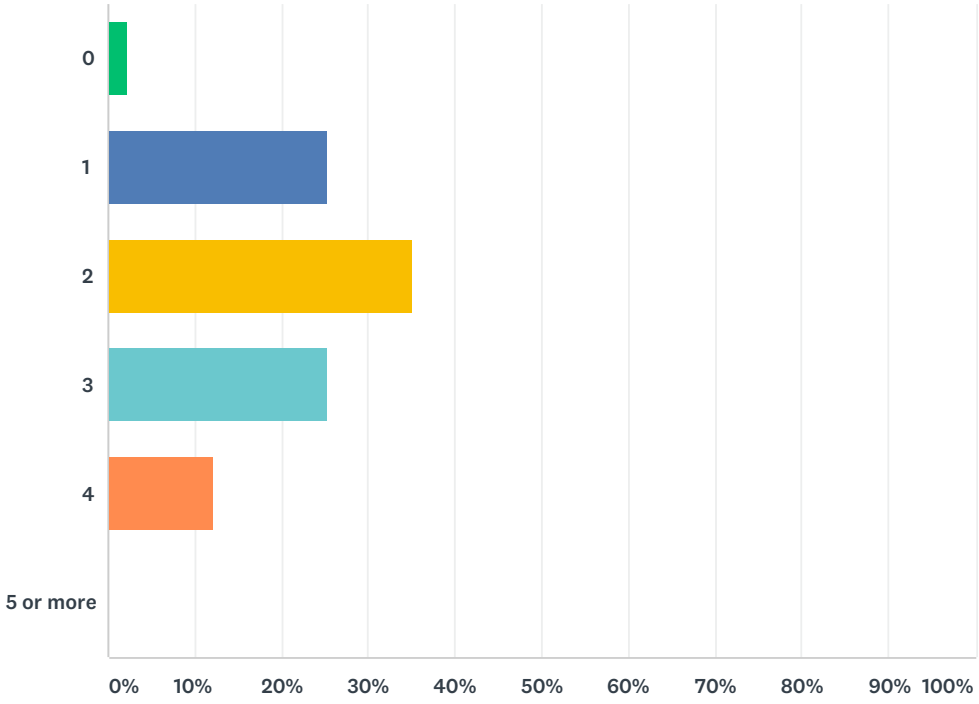
ANSWER CHOICES	RESPONSES	
1	15.05%	14
2	43.01%	40
3	17.20%	16
4	10.75%	10
5 or more	13.98%	13
TOTAL		93

Q4 What is the nearest street intersection to your residence?

Answered: 89 Skipped: 4

Q5 How many vehicles do you have as a household? (owned or leased) (cars, trucks, motorcycles, etc.)

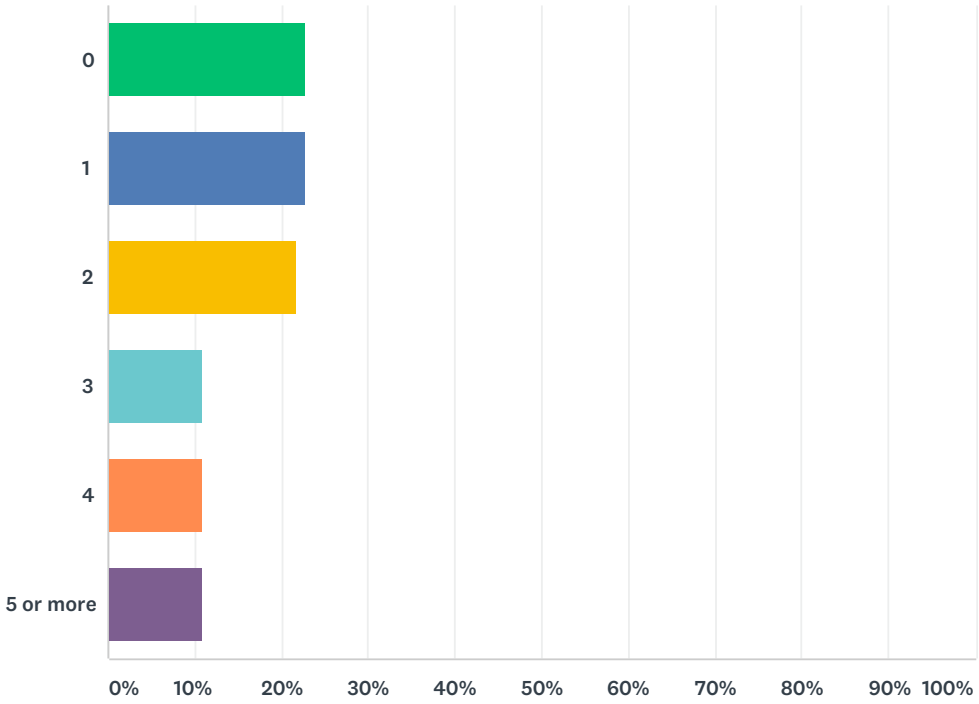
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
0	2.20%	2
1	25.27%	23
2	35.16%	32
3	25.27%	23
4	12.09%	11
5 or more	0.00%	0
TOTAL		91

Q6 How many bicycles do you have as a household?

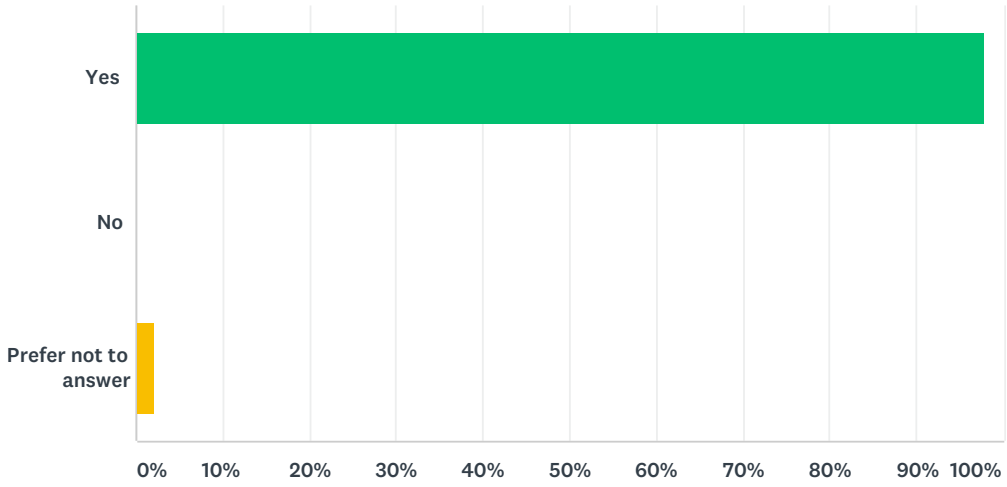
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
0	22.83%	21
1	22.83%	21
2	21.74%	20
3	10.87%	10
4	10.87%	10
5 or more	10.87%	10
TOTAL		92

Q7 Do you possess a currently valid driver's license?

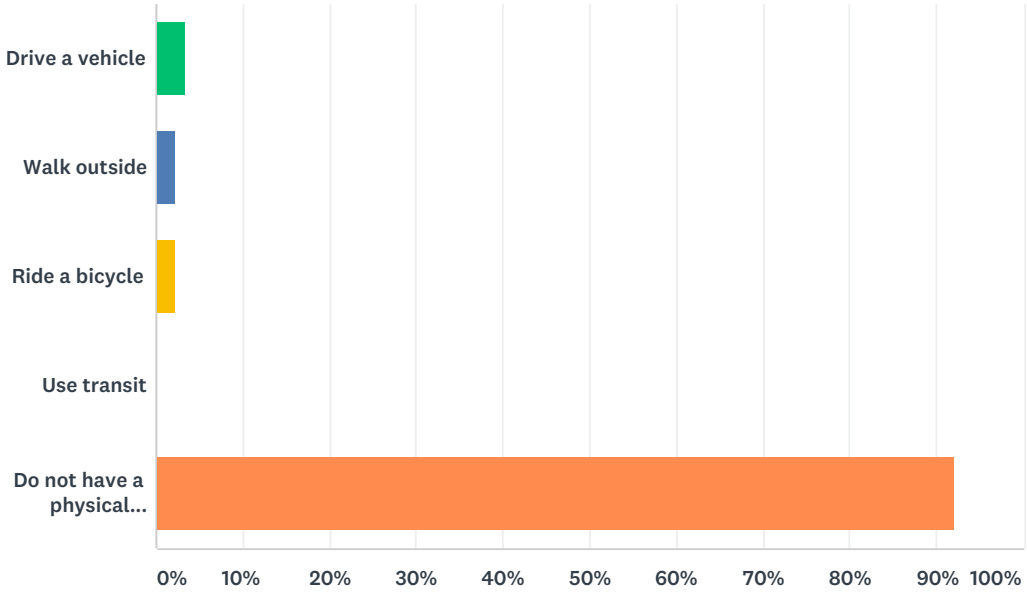
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	97.83%	90
No	0.00%	0
Prefer not to answer	2.17%	2
TOTAL		92

Q8 Do you have a physical condition that limits or prevents your ability to do any of the following?

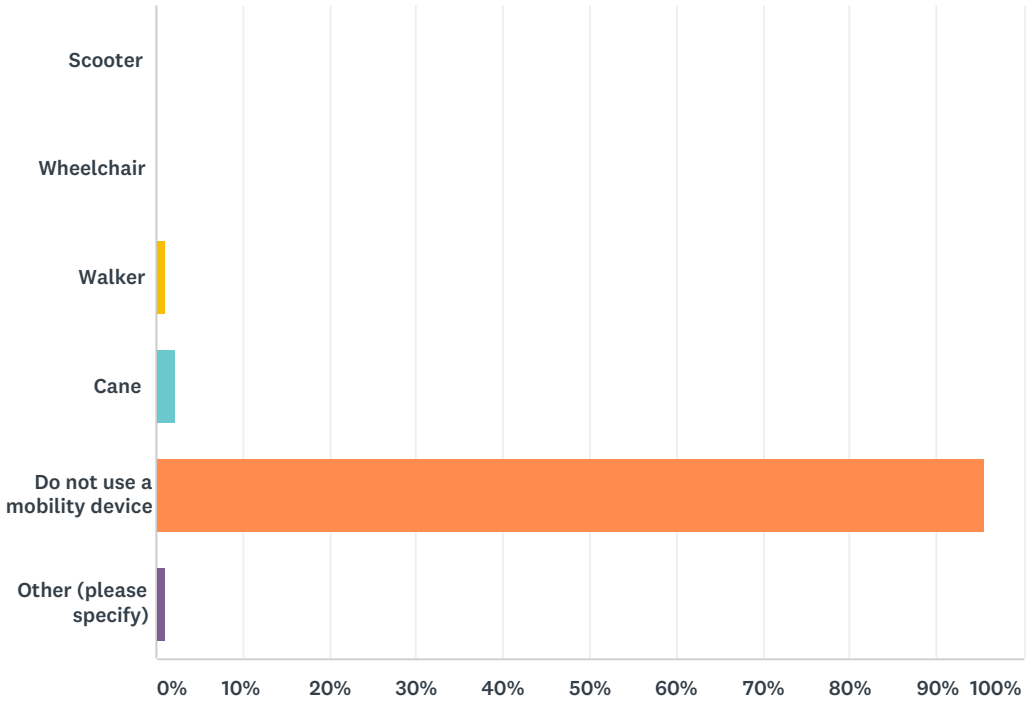
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Drive a vehicle	3.37%	3
Walk outside	2.25%	2
Ride a bicycle	2.25%	2
Use transit	0.00%	0
Do not have a physical condition that limits mobility	92.13%	82
TOTAL		89

Q9 Do you use a mobility device?

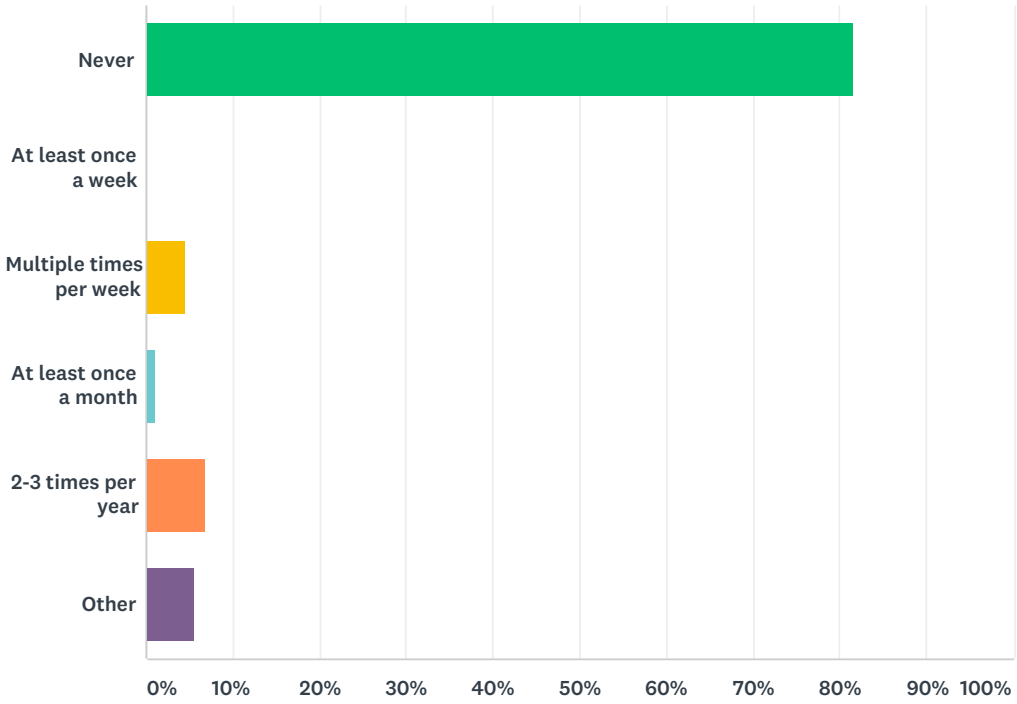
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Scooter	0.00%	0
Wheelchair	0.00%	0
Walker	1.12%	1
Cane	2.25%	2
Do not use a mobility device	95.51%	85
Other (please specify)	1.12%	1
TOTAL		89

Q10 How frequently do you use transit?

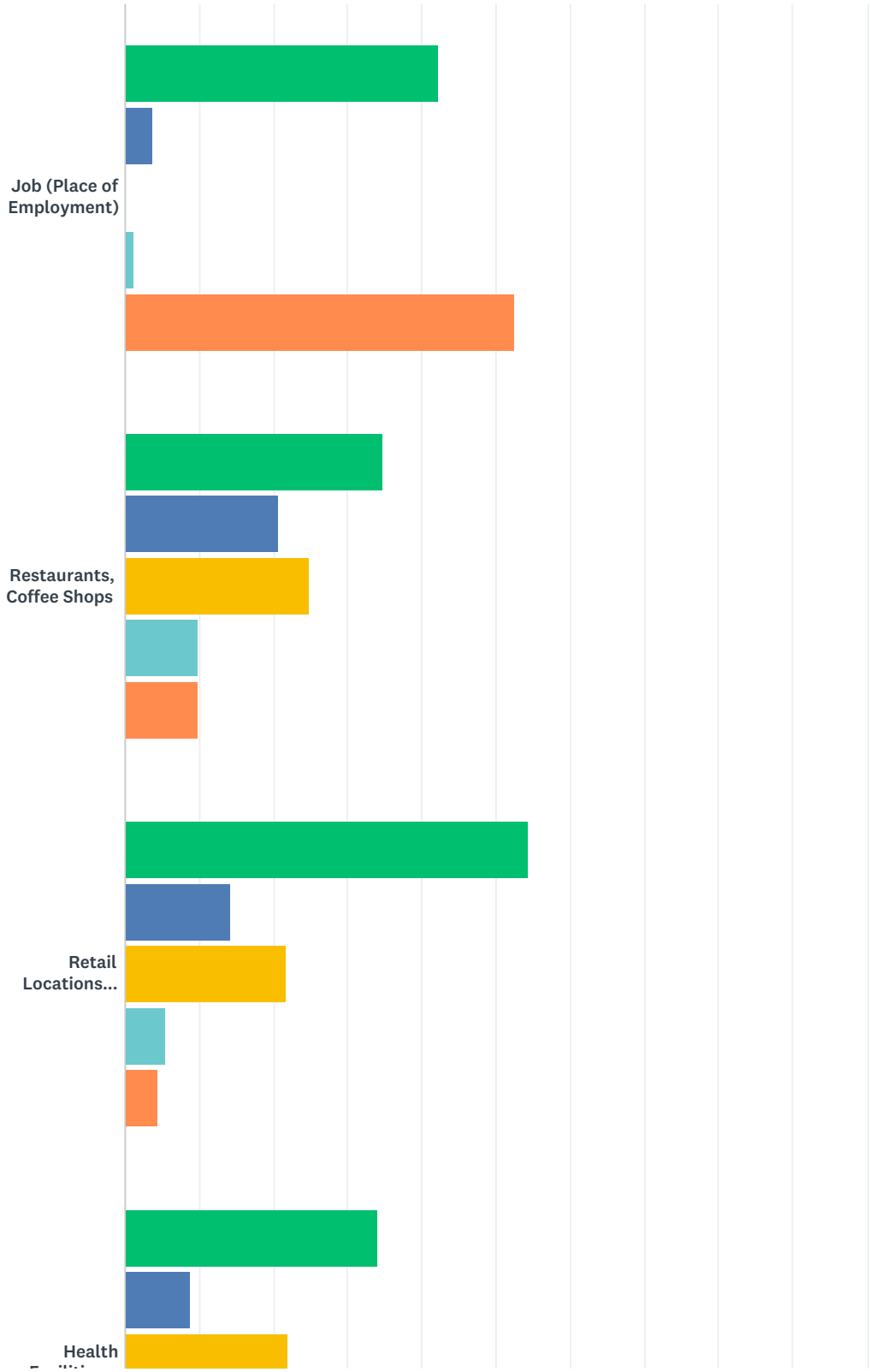
Answered: 87 Skipped: 6

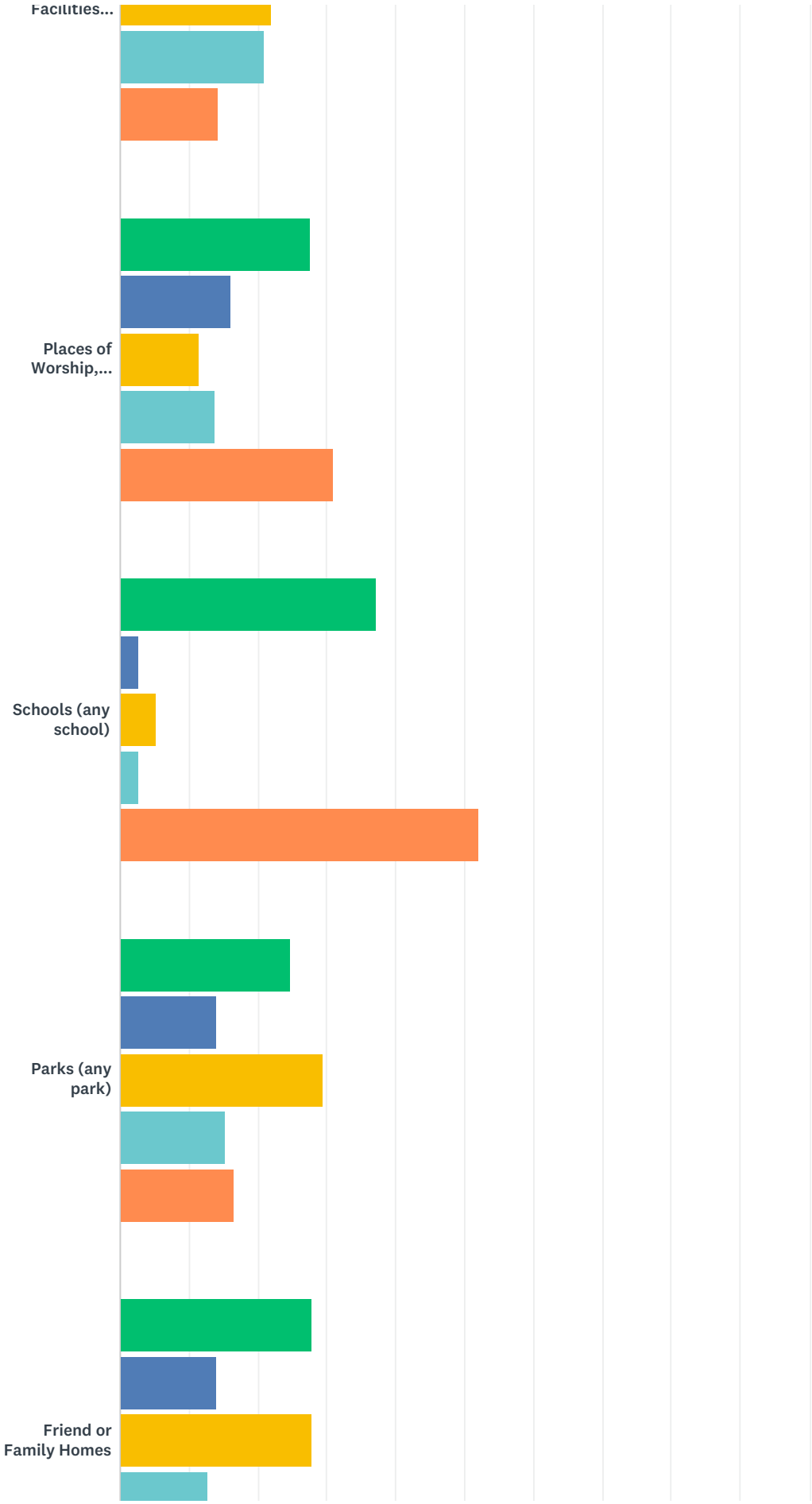


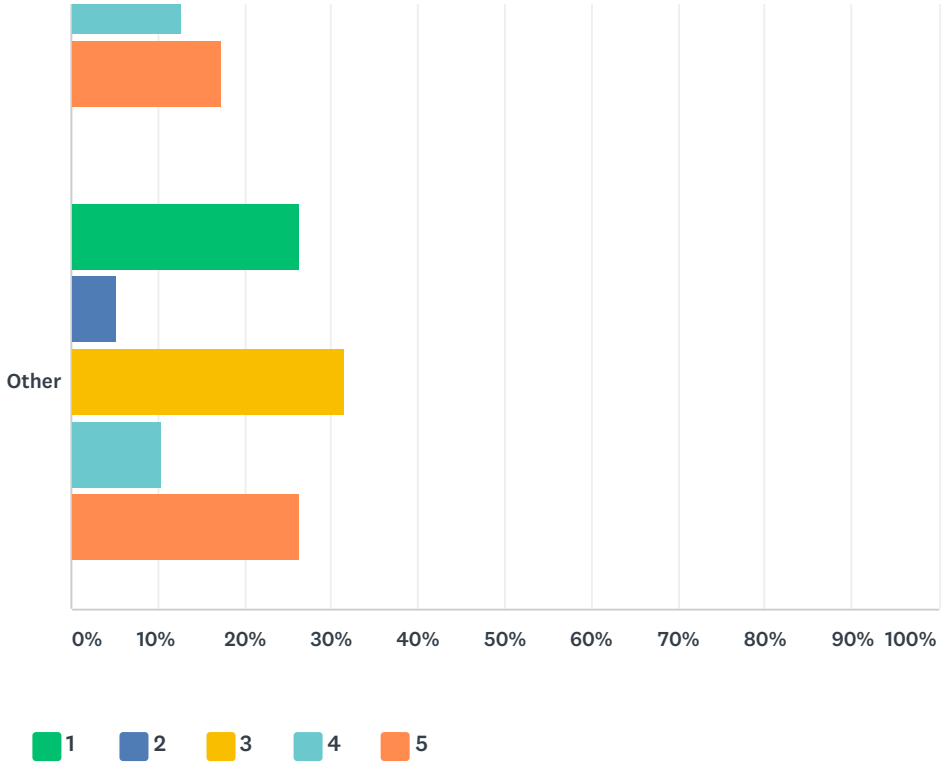
ANSWER CHOICES	RESPONSES	
Never	81.61%	71
At least once a week	0.00%	0
Multiple times per week	4.60%	4
At least once a month	1.15%	1
2-3 times per year	6.90%	6
Other	5.75%	5
TOTAL		87

Q11 How frequently do you travel by vehicle to the following destinations? Use each number (1,2,3,4 or 5) only once. 1 = I go there most often; 5 = I go there least often

Answered: 92 Skipped: 1



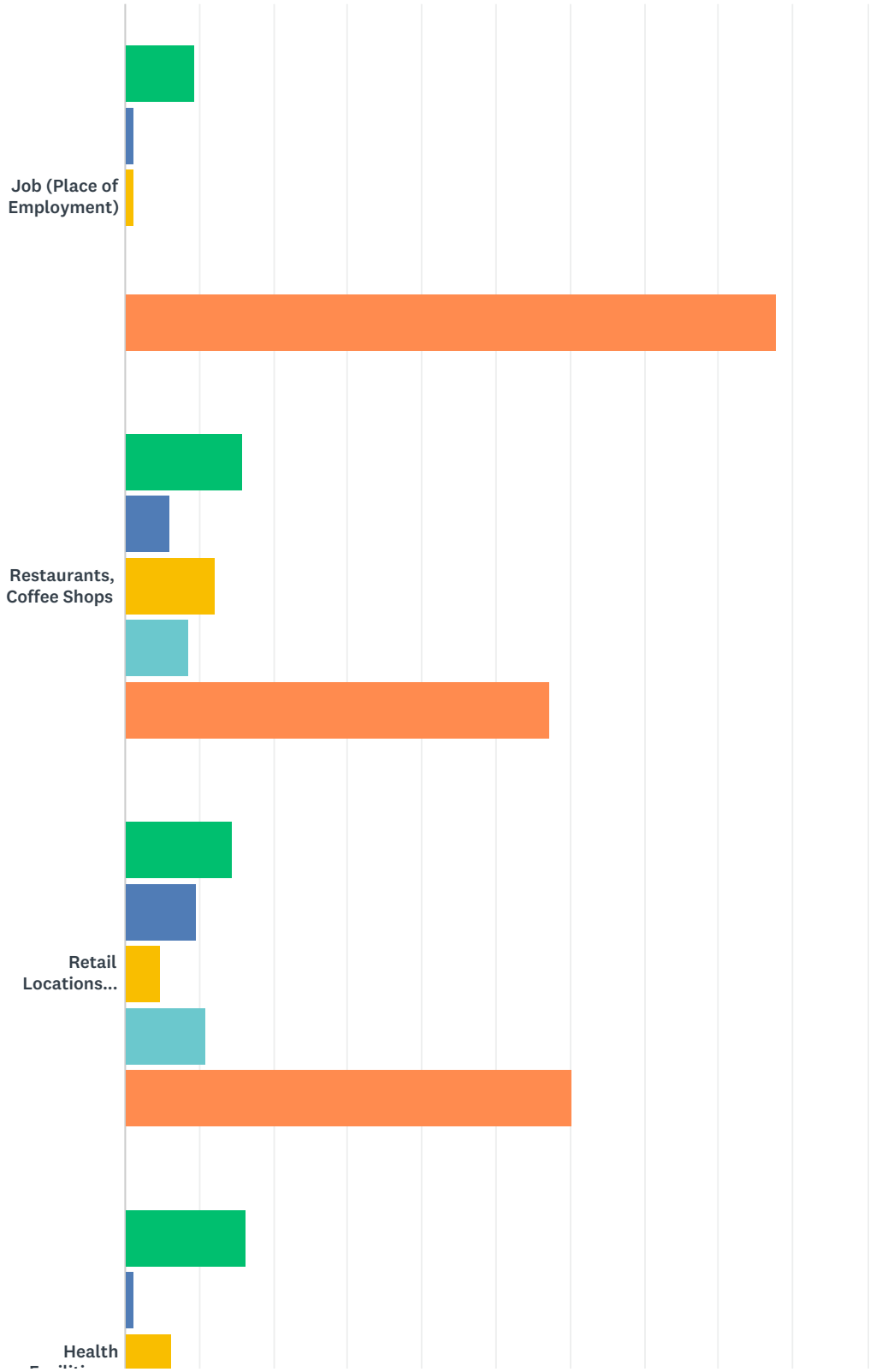

Facilities...
Places of Worship,...
Schools (any school)
Parks (any park)
Friend or Family Homes

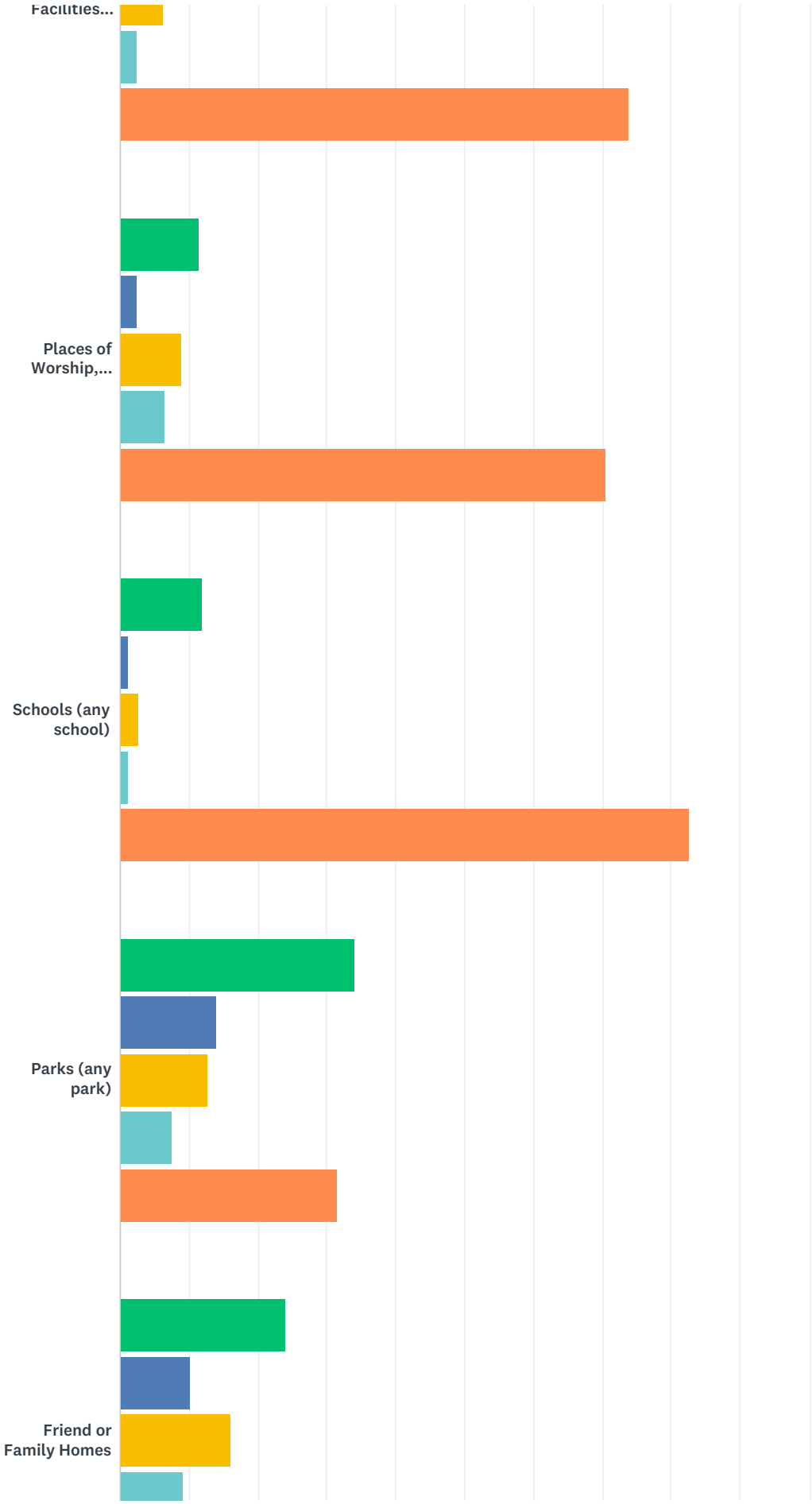


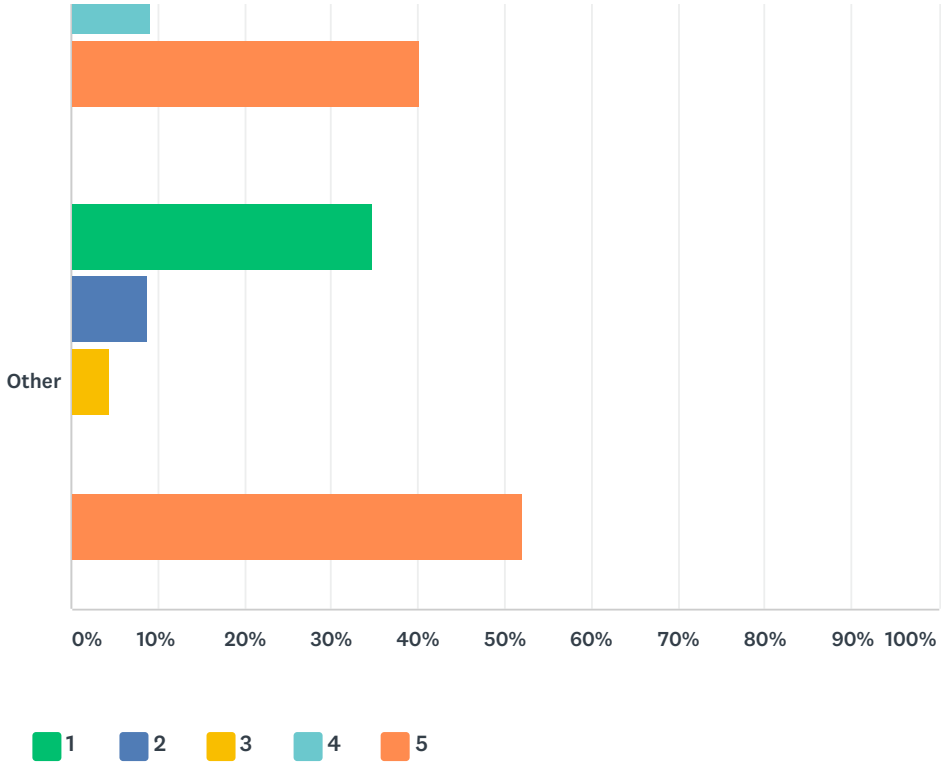
	1	2	3	4	5	TOTAL
Job (Place of Employment)	42.31% 33	3.85% 3	0.00% 0	1.28% 1	52.56% 41	78
Restaurants, Coffee Shops	34.78% 32	20.65% 19	25.00% 23	9.78% 9	9.78% 9	92
Retail Locations (Grocery Stores, Shops, Personal Services)	54.35% 50	14.13% 13	21.74% 20	5.43% 5	4.35% 4	92
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	34.07% 31	8.79% 8	21.98% 20	20.88% 19	14.29% 13	91
Places of Worship, Community Center, Library, Public Services	27.59% 24	16.09% 14	11.49% 10	13.79% 12	31.03% 27	87
Schools (any school)	37.33% 28	2.67% 2	5.33% 4	2.67% 2	52.00% 39	75
Parks (any park)	24.71% 21	14.12% 12	29.41% 25	15.29% 13	16.47% 14	85
Friend or Family Homes	27.91% 24	13.95% 12	27.91% 24	12.79% 11	17.44% 15	86
Other	26.32% 5	5.26% 1	31.58% 6	10.53% 2	26.32% 5	19

Q12 How frequently do you walk to the following destinations? Use each number (1,2,3, 4 or 5) only once. 1 = I walk there most often; 5 = I walk there least often

Answered: 90 Skipped: 3



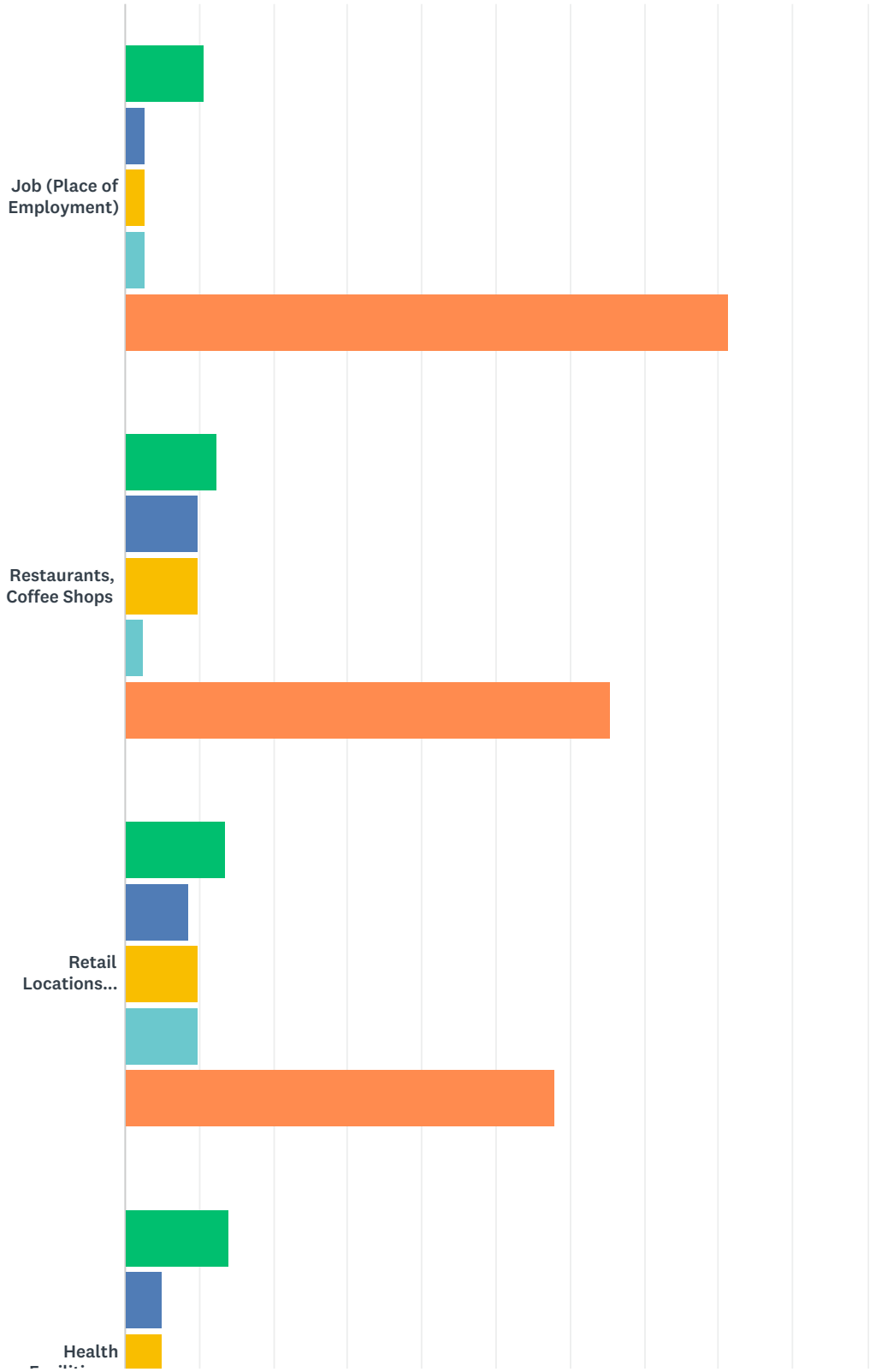

Facilities...
Places of Worship,...
Schools (any school)
Parks (any park)
Friend or Family Homes

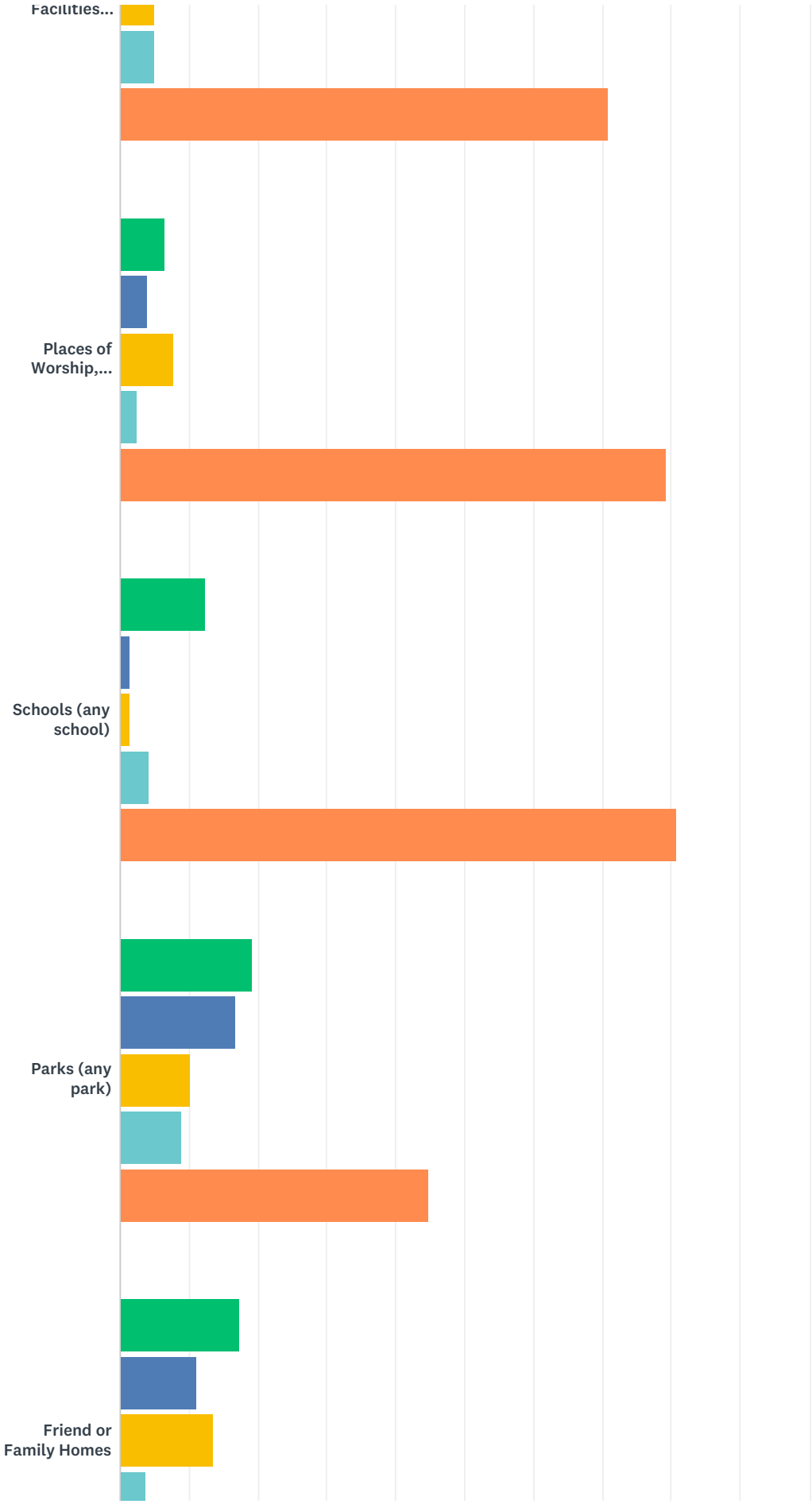


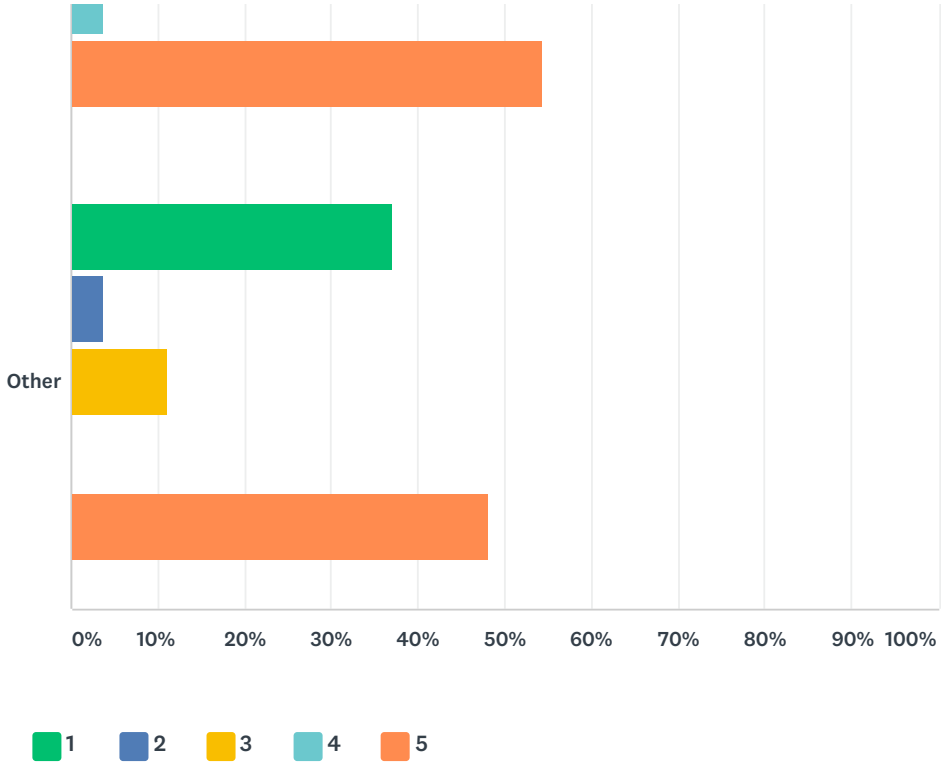
	1	2	3	4	5	TOTAL
Job (Place of Employment)	9.46% 7	1.35% 1	1.35% 1	0.00% 0	87.84% 65	74
Restaurants, Coffee Shops	15.85% 13	6.10% 5	12.20% 10	8.54% 7	57.32% 47	82
Retail Locations (Grocery Stores, Shops, Personal Services)	14.46% 12	9.64% 8	4.82% 4	10.84% 9	60.24% 50	83
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	16.25% 13	1.25% 1	6.25% 5	2.50% 2	73.75% 59	80
Places of Worship, Community Center, Library, Public Services	11.54% 9	2.56% 2	8.97% 7	6.41% 5	70.51% 55	78
Schools (any school)	12.00% 9	1.33% 1	2.67% 2	1.33% 1	82.67% 62	75
Parks (any park)	34.18% 27	13.92% 11	12.66% 10	7.59% 6	31.65% 25	79
Friend or Family Homes	24.14% 21	10.34% 9	16.09% 14	9.20% 8	40.23% 35	87
Other	34.78% 8	8.70% 2	4.35% 1	0.00% 0	52.17% 12	23

Q13 How frequently do you ride a bike to the following destinations? Use each number (1,2,3, 4 or 5) only once. 1 = I ride a bike there most often; 5 = I ride a bike there least often

Answered: 88 Skipped: 5



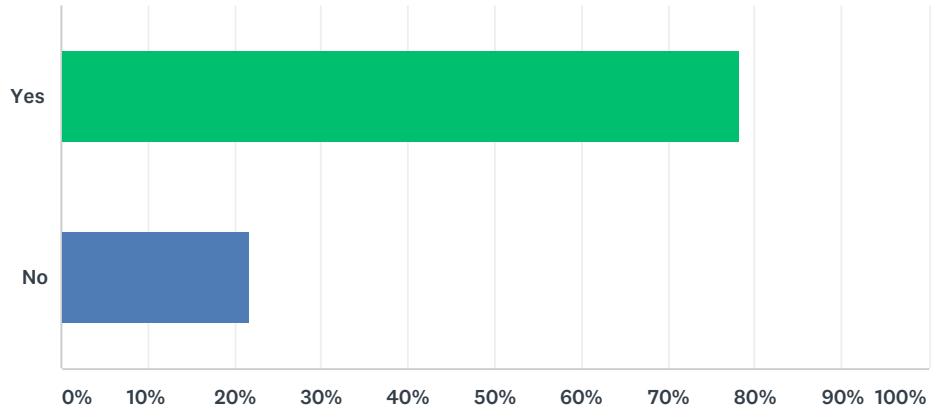

Facilities...
Places of Worship,...
Schools (any school)
Parks (any park)
Friend or Family Homes



	1	2	3	4	5	TOTAL
Job (Place of Employment)	10.67% 8	2.67% 2	2.67% 2	2.67% 2	81.33% 61	75
Restaurants, Coffee Shops	12.35% 10	9.88% 8	9.88% 8	2.47% 2	65.43% 53	81
Retail Locations (Grocery Stores, Shops, Personal Services)	13.58% 11	8.64% 7	9.88% 8	9.88% 8	58.02% 47	81
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	13.92% 11	5.06% 4	5.06% 4	5.06% 4	70.89% 56	79
Places of Worship, Community Center, Library, Public Services	6.49% 5	3.90% 3	7.79% 6	2.60% 2	79.22% 61	77
Schools (any school)	12.33% 9	1.37% 1	1.37% 1	4.11% 3	80.82% 59	73
Parks (any park)	19.23% 15	16.67% 13	10.26% 8	8.97% 7	44.87% 35	78
Friend or Family Homes	17.28% 14	11.11% 9	13.58% 11	3.70% 3	54.32% 44	81
Other	37.04% 10	3.70% 1	11.11% 3	0.00% 0	48.15% 13	27

Q14 Would you prefer to walk or bike to any of those destinations?

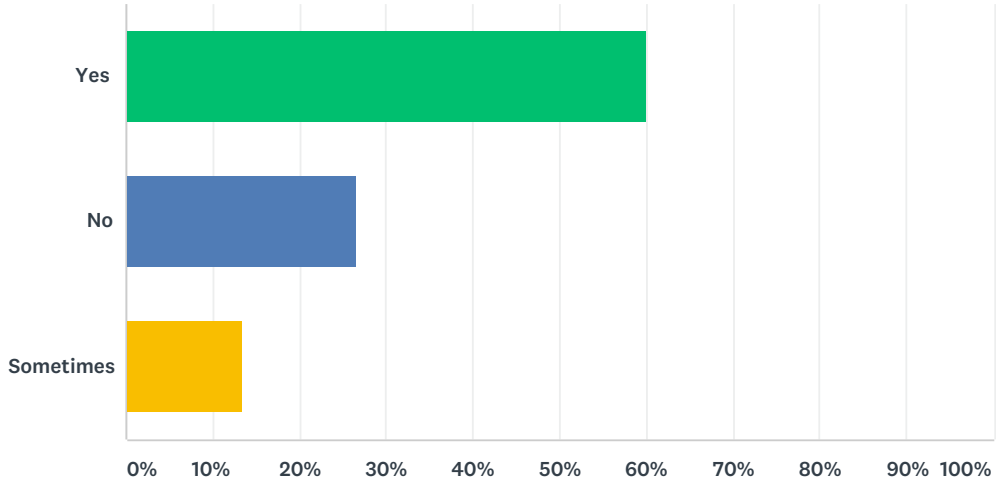
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	78.26%	72
No	21.74%	20
TOTAL		92

Q15 Do you tend to avoid certain streets or sidewalks when walking or biking?

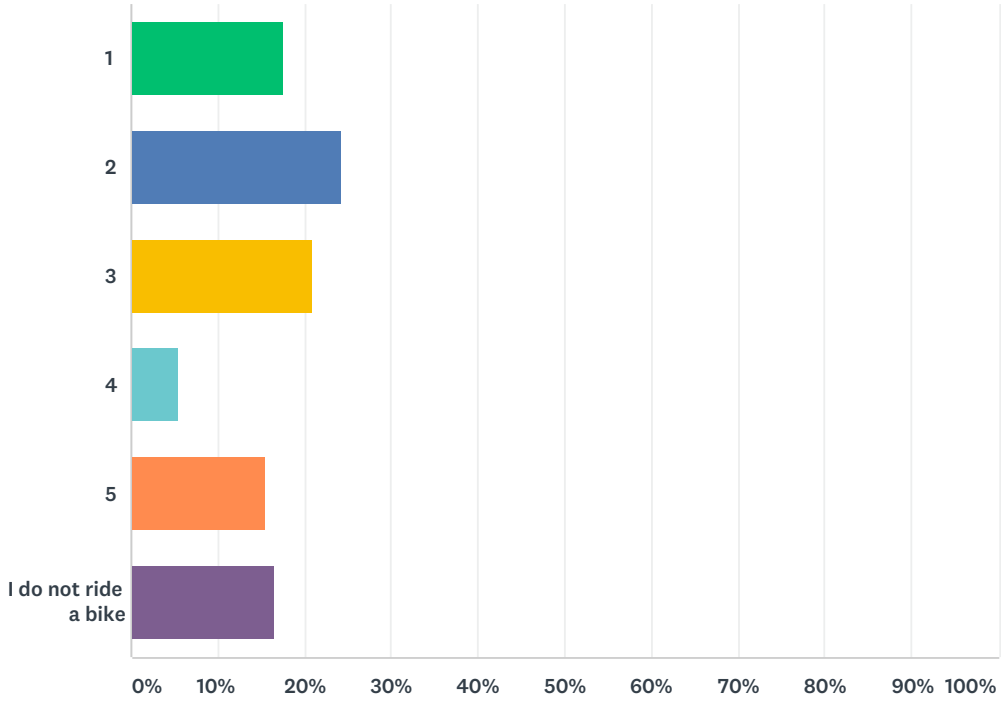
Answered: 90 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	60.00%	54
No	26.67%	24
Sometimes	13.33%	12
TOTAL		90

Q16 How safe do you feel riding a bicycle in Florence or where you live? Select a number 1-5: 1 being the safest; 5 being the least safe

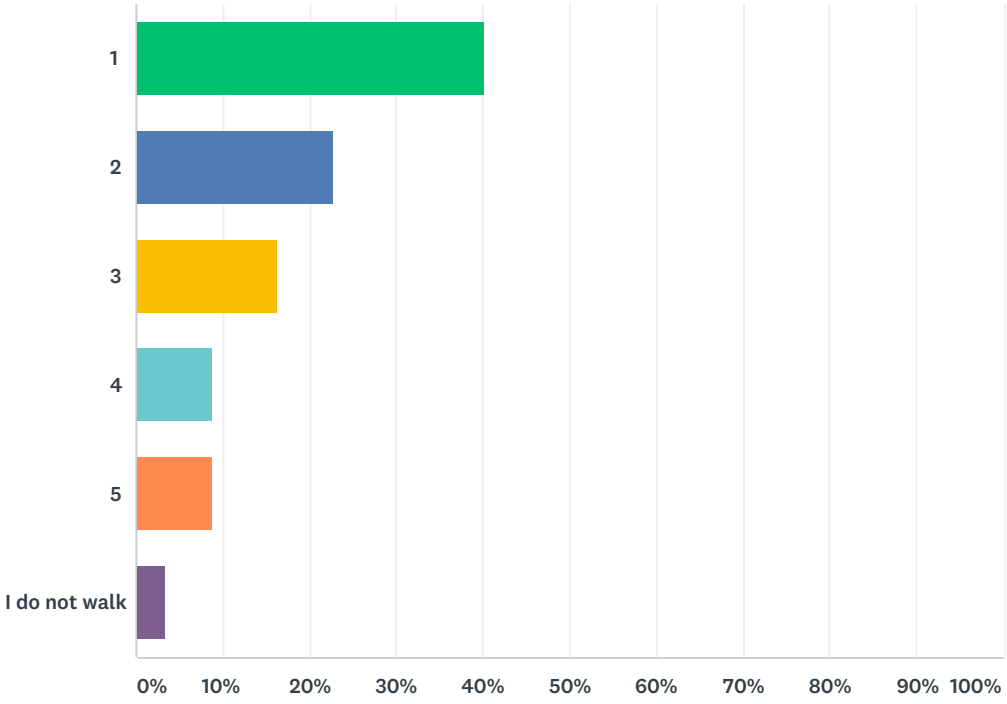
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	17.58%	16
2	24.18%	22
3	20.88%	19
4	5.49%	5
5	15.38%	14
I do not ride a bike	16.48%	15
TOTAL		91

Q17 How safe do you feel walking in Florence or where you live? Select a number 1-5: 1 being the safest; 5 being the least safe

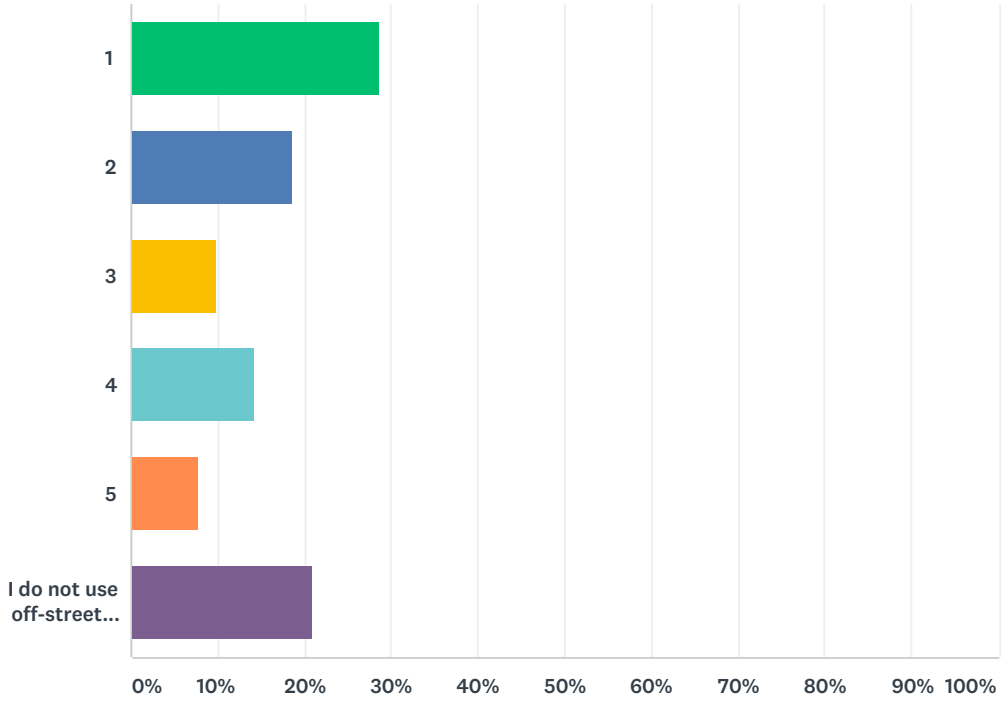
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
1	40.22%	37
2	22.83%	21
3	16.30%	15
4	8.70%	8
5	8.70%	8
I do not walk	3.26%	3
TOTAL		92

Q18 How safe do you feel using an off-street trail in Florence or where you live? Select a number 1-5: 1 being the safest; 5 being the least safe

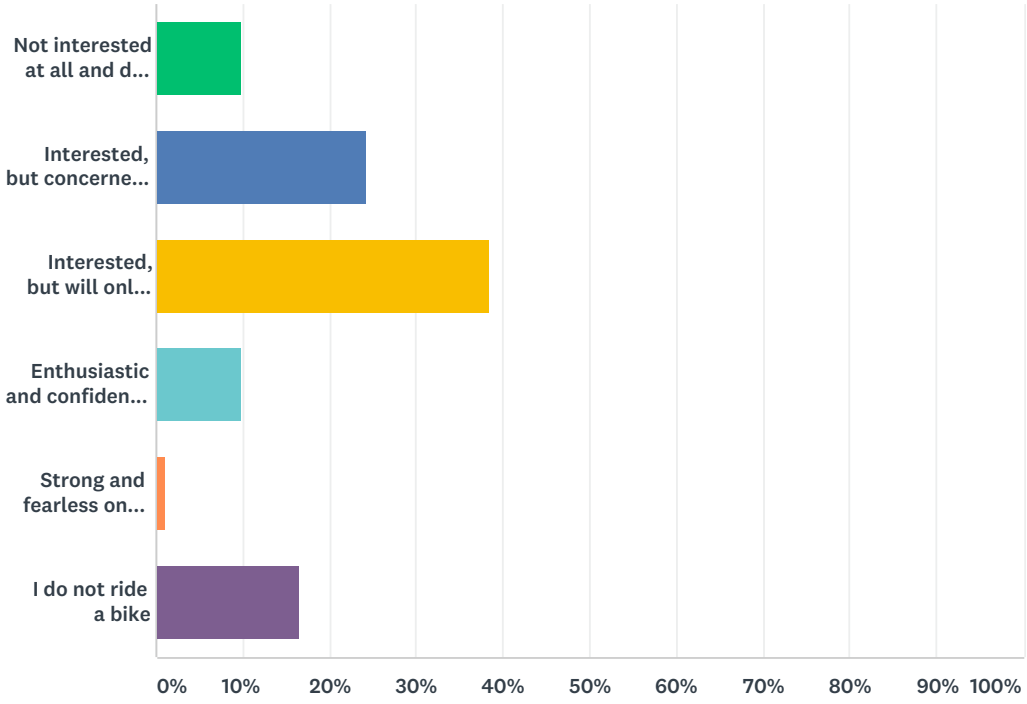
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	28.57%	26
2	18.68%	17
3	9.89%	9
4	14.29%	13
5	7.69%	7
I do not use off-street trails	20.88%	19
TOTAL		91

Q19 Which of the following best describes how you feel about bicycling on existing streets in Florence?

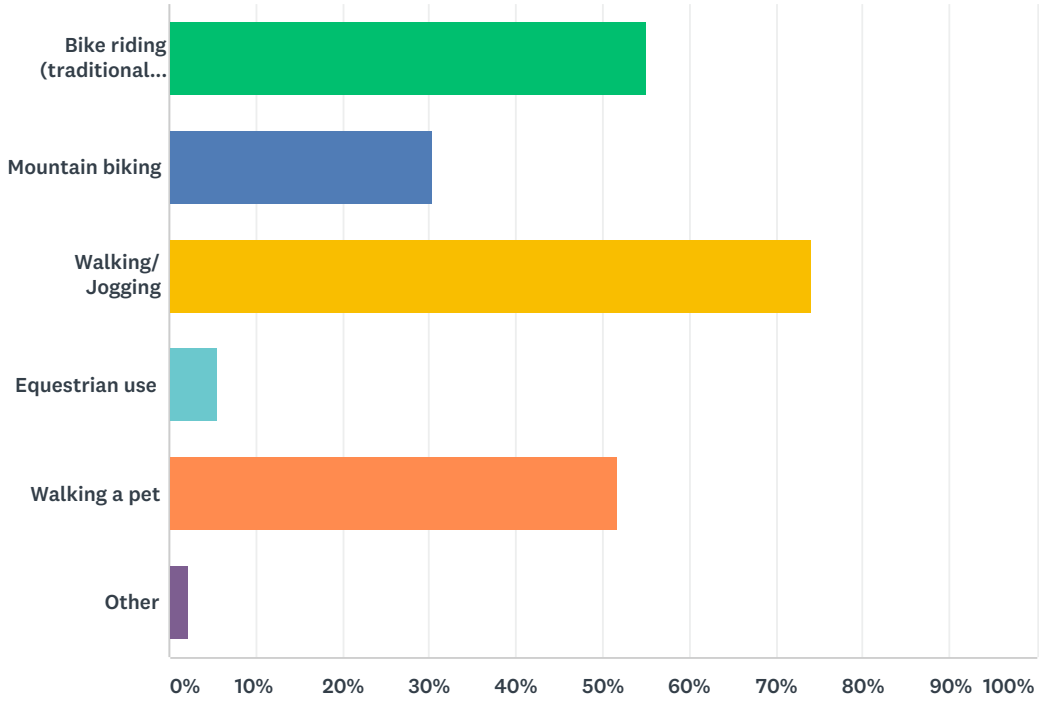
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
Not interested at all and do not ride on the streets	9.89%	9
Interested, but concerned about safety, nearly never ride on streets	24.18%	22
Interested, but will only ride on streets with bike lanes and slower speeds	38.46%	35
Enthusiastic and confident while riding on the streets	9.89%	9
Strong and fearless on streets	1.10%	1
I do not ride a bike	16.48%	15
TOTAL		91

Q20 For what purpose do you or would you use off-street trails in Florence? (Check all that apply)

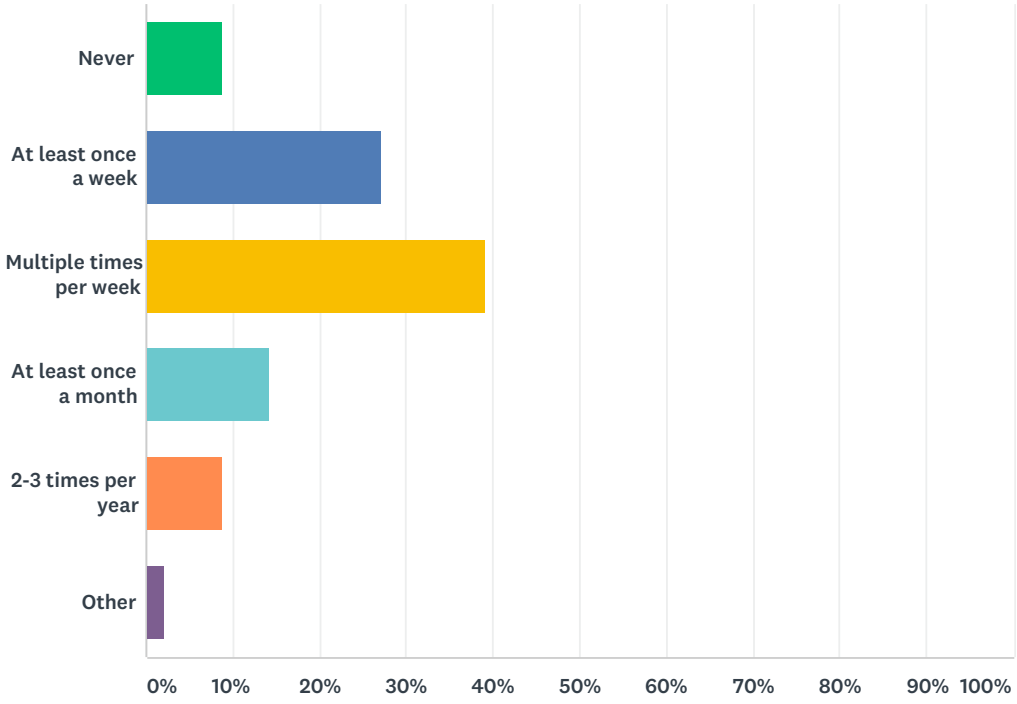
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bike riding (traditional bike, road bike)	55.06%	49
Mountain biking	30.34%	27
Walking/ Jogging	74.16%	66
Equestrian use	5.62%	5
Walking a pet	51.69%	46
Other	2.25%	2
Total Respondents: 89		

Q21 If available, how frequently would you use off-street trails in Florence?

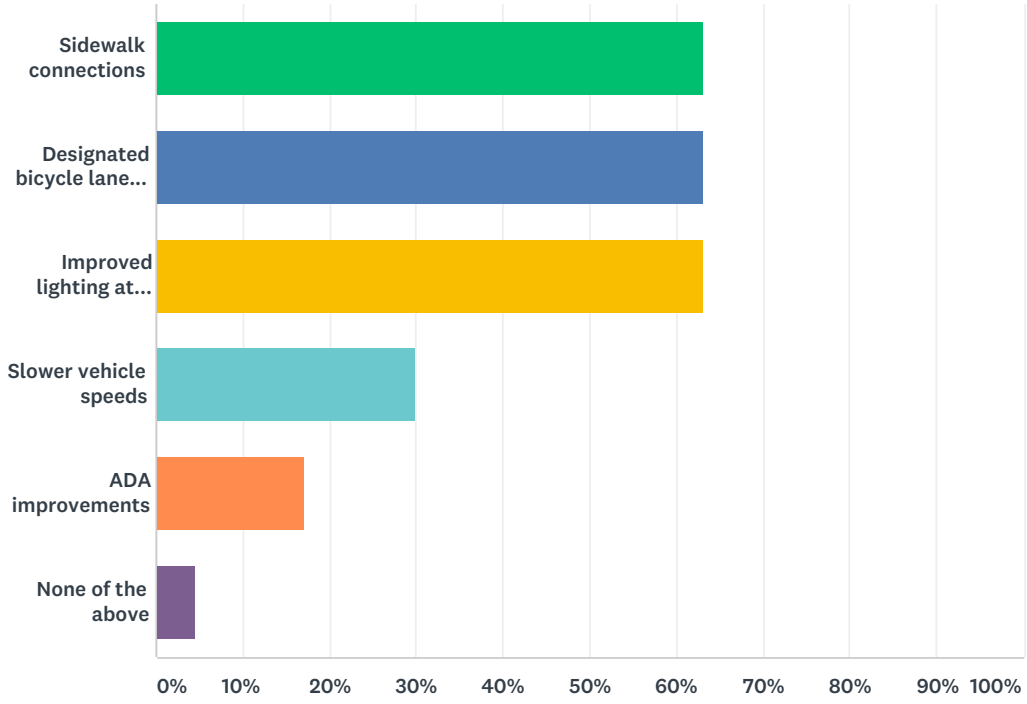
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Never	8.70%	8
At least once a week	27.17%	25
Multiple times per week	39.13%	36
At least once a month	14.13%	13
2-3 times per year	8.70%	8
Other	2.17%	2
TOTAL		92

Q22 What would make it easier, safer, or more convenient for you to walk, bike, or take transit? (Check all that apply)

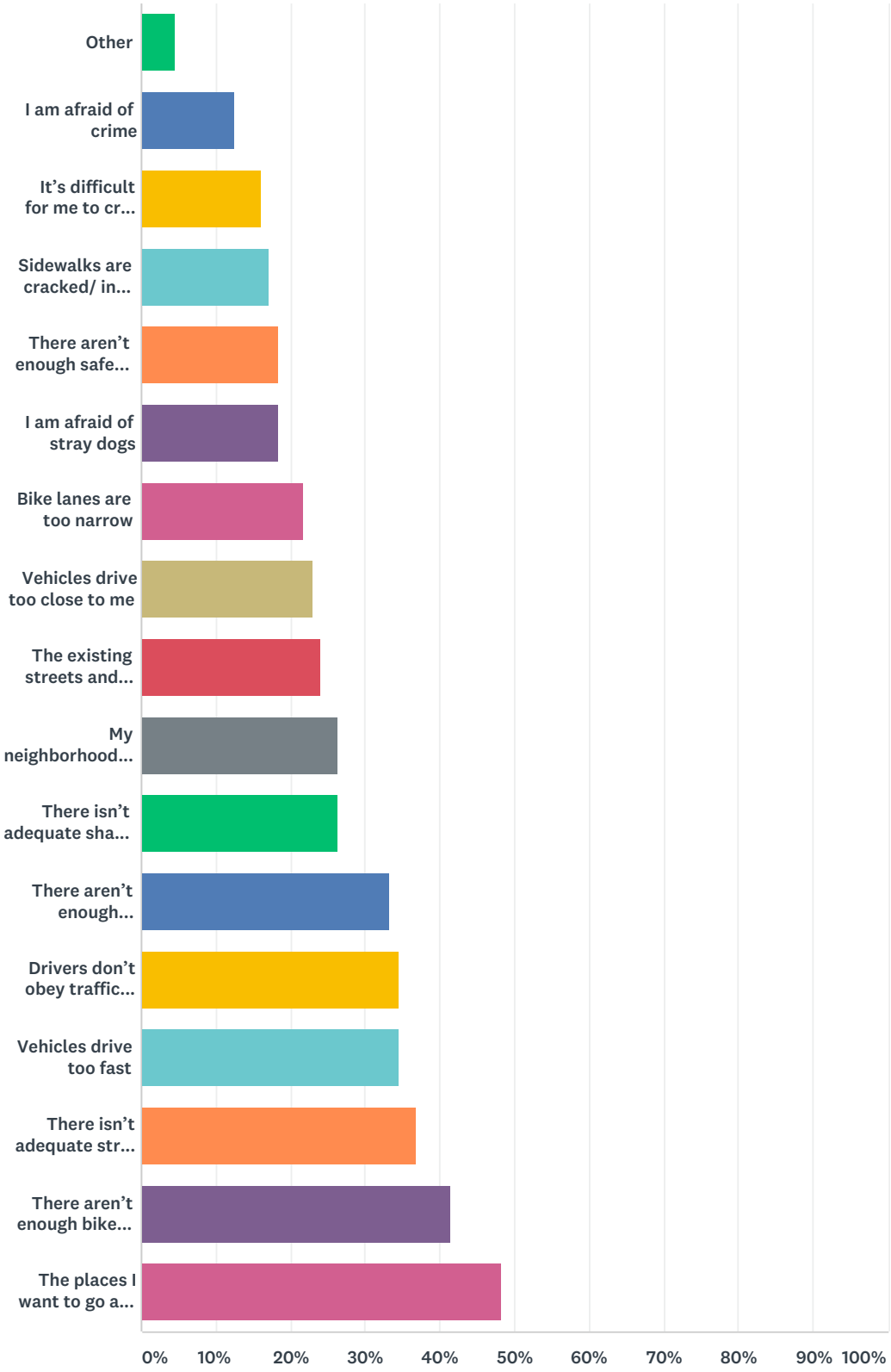
Answered: 87 Skipped: 6



ANSWER CHOICES	RESPONSES	
Sidewalk connections	63.22%	55
Designated bicycle lane or facility	63.22%	55
Improved lighting at nighttime	63.22%	55
Slower vehicle speeds	29.89%	26
ADA improvements	17.24%	15
None of the above	4.60%	4
Total Respondents: 87		

Q23 Select the challenges that you face, if any, when attempting to walk or bike to your desired destinations: (Check all that apply)

Answered: 87 Skipped: 6



ANSWER CHOICES	RESPONSES	
Other	4.60%	4
I am afraid of crime	12.64%	11
It's difficult for me to cross busy intersections	16.09%	14
Sidewalks are cracked/ in disrepair	17.24%	15
There aren't enough safe places to cross the street between intersections	18.39%	16
I am afraid of stray dogs	18.39%	16
Bike lanes are too narrow	21.84%	19
Vehicles drive too close to me	22.99%	20
The existing streets and sidewalks don't go where I want to go	24.14%	21
My neighborhood streets and bike lanes/routes don't go where I want to go	26.44%	23
There isn't adequate shade (not enough trees)	26.44%	23
There aren't enough sidewalks	33.33%	29
Drivers don't obey traffic laws	34.48%	30
Vehicles drive too fast	34.48%	30
There isn't adequate street lighting (it's too dark)	36.78%	32
There aren't enough bike lanes	41.38%	36
The places I want to go are too far away to walk/bike	48.28%	42
Total Respondents: 87		

Q24 What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Florence?

Answered: 79 Skipped: 14

Appendix C:

TRA Traffic Counts

Traffic Research and Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

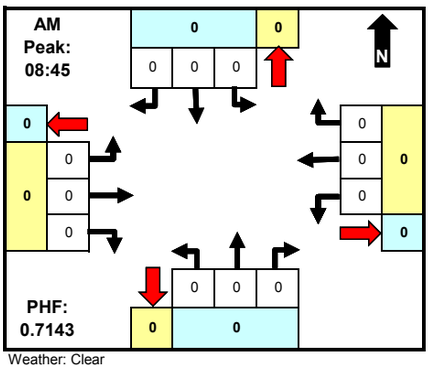
Site ID	File Name	Route	Location	Direction	Count Type	Count Dur	Start Date	Start Time	Avg Vol	AM PkHr	AM PkVol	AM PHF	PM PkHr	PM PkVol	PM PHF	Latitude	Longitude	Comments
1	1805295	N MAIN ST	At RUGGLES ST	ALL	TMC	24	11/1/2018	0:00	325	18:45	9	0.2813	18:45	9	0.2813	33.0359	-111.3876	
2	1805296	S MAIN ST	At SOUTH OF STEWART ST	ALL	TMC	24	11/1/2018	0:00	125	15:15	3	0.3750	15:15	3	0.3750	33.0236	-111.3877	
3	1805297	ORLANDO ST	At EAST VIRGINIA STREET	ALL	TMC	24	11/1/2018	0:00	185	18:15	1	0.2500	18:15	1	0.2500	33.0269	-111.3855	
4	1805299	N ANTHEM WAY	At MERRILL RANCH PKWY	ALL	TMC	24	11/1/2018	0:00	93	10:45	12	0.7500	10:45	12	0.7500	33.0614	-111.4759	
5	1805298	N ANTHEM WAY	At AMERICAN WAY	ALL	TMC	24	11/1/2018	0:00	384	7:30	10	0.6250	7:30	10	0.6250	33.0570	-111.4765	

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

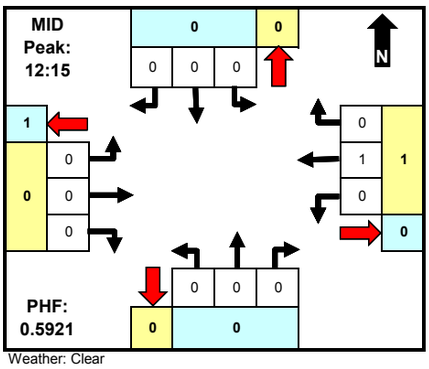
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805295
Count Date: 11/1/2018

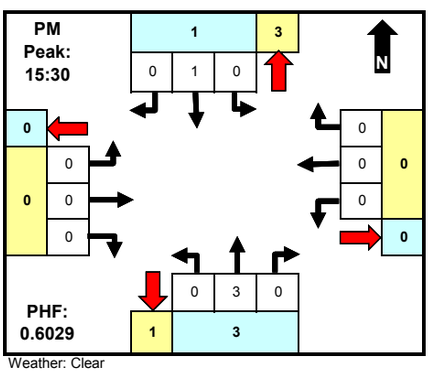
N MAIN ST & RUGGLES ST



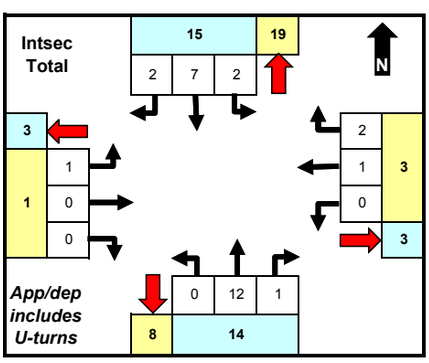
Weather: Clear



Weather: Clear



Weather: Clear



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	0	0	0	0	0	0	0
MID	0	0	1	0	0	0	0	1	1
PM	1	3	0	0	3	1	0	0	4
Total	15	19	3	3	14	8	1	3	33

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	N MAIN ST					RUGGLES ST					N MAIN ST					RUGGLES ST					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
06:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
09:00	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
09:15	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
09:30	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
11:00	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	5
11:45	0	0	0	0	8	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	10
12:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
12:15	0	0	0	0	8	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	15
12:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7
12:45	0	0	0	0	7	0	1	0	0	6	0	0	0	0	0	0	0	0	0	5	19
13:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	1	0	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	12
13:30	0	0	0	0	3	0	0	0	0	3	0	1	0	0	0	0	0	0	0	2	9
13:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
14:15	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
14:30	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8
14:45	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	0	0	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
15:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
15:45	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	17
16:00	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
16:15	0	0	0	0	7	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	4
17:00	0	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	9
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	1	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	11
17:45	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	5
18:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
18:15	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	5	8
18:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
19:30	1	0	0	4	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	13
19:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	7	2	4	163	0	1	2	0	45	0	12	1	1	11	1	0	0	0	73	325
AM Peak Hr:																					8:45
Pk Vol	0	0	0	0	11	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	20
PHF	n/a	n/a	n/a	n/a	0.550	n/a	n/a	n/a	n/a	0.583	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	0.714
MID Peak Hr:																					12:15
Pk Vol	0	0	0	0	22	0	1	0	0	9	0	0	0	0	3	0	0	0	0	10	45
PHF	n/a	n/a	n/a	n/a	0.688	n/a	0.250	n/a	n/a	0.375	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	0.500	0.592
PM Peak Hr:																					15:30
Pk Vol	0	1	0	0	20	0	0	0	0	4	0	3	0	0	0	0	0	0	0	13	41
PHF	n/a	0.250	n/a	n/a	0.714	n/a	n/a	n/a	n/a	0.250	n/a	0.375	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.271	0.603

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805295
Count Date: 11/1/2018

N MAIN ST & RUGGLES ST

AM Peak: 08:45

North leg: 11 (5 Ped, 0 Bike, 6 Ped, 0 Bike)
West leg: 2 (0 Ped, 0 Bike, 2 Ped, 0 Bike)
East leg: 7 (Ped 1, Bike 0, Ped 6, Bike 0)
South leg: 0 (Ped 0, Bike 0, Ped 0, Bike 0)

MID Peak: 12:15

North leg: 22 (13 Ped, 0 Bike, 8 Ped, 1 Bike)
West leg: 10 (5 Ped, 0 Bike, 5 Ped, 0 Bike)
East leg: 9 (Ped 1, Bike 0, Ped 8, Bike 0)
South leg: 3 (Ped 3, Bike 0, Ped 0, Bike 0)

PM Peak: 15:30

North leg: 20 (11 Ped, 0 Bike, 9 Ped, 0 Bike)
West leg: 13 (10 Ped, 2 Bike, 0 Ped, 1 Bike)
East leg: 4 (Ped 0, Bike 0, Ped 4, Bike 0)
South leg: 0 (Ped 0, Bike 0, Ped 0, Bike 0)

Intsec Total

North leg: 163 (76 Ped, 2 Bike, 81 Ped, 4 Bike)
West leg: 73 (34 Ped, 8 Bike, 26 Ped, 5 Bike)
East leg: 45 (Ped 13, Bike 2, Ped 30, Bike 0)
South leg: 11 (Ped 6, Bike 0, Ped 5, Bike 0)

	North CW	North CCW	East CW	East CCW	South CW	South CCW	West CW	West CCW	Total
AM	6	5	6	1	0	0	0	2	20
MID	9	13	8	1	3	0	5	5	44
PM	9	11	4	0	0	0	12	1	37
Total	85	78	30	15	6	5	42	31	292

CW = Clockwise
CCW = Counter-clockwise

	North Leg CW		North Leg CCW		East Leg CW		East Leg CCW		South Leg CW		South Leg CCW		West Leg CW		West Leg CCW		INTSEC
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0		2	0	0	0	2
3:45	0	0	0	0	0	0	1	0	0	0	0		0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:30	0	0	0	0	0	0	1	0	0	0	0		0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	0	0	0		0	0	2	0	2
5:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0		1	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:30	0	0	1	0	0	0	0	0	0	0	0		0	0	1	0	2
6:45	0	0	0	0	1	0	0	0	0	0	0		0	0	0	0	1
7:00	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1
7:15	2	0	2	0	0	0	1	0	0	0	0		0	0	1	0	6
7:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:45	1	0	1	0	0	0	1	0	0	0	0		0	0	0	0	3
8:00	1	0	1	0	0	0	1	0	0	0	0		0	0	1	0	4
8:15	0	0	0	0	0	0	0	0	0	0	0		2	0	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0	1
8:45	3	0	2	0	0	0	0	0	0	0	0		0	0	2	0	7
9:00	0	0	1	0	2	0	1	0	0	0	0		0	0	0	0	4
9:15	1	0	1	0	3	0	0	0	0	0	0		0	0	0	0	5
9:30	2	0	1	0	1	0	0	0	0	0	0		0	0	0	0	4
9:45	3	0	4	0	0	0	0	0	0	0	0		0	0	0	0	7
10:00	2	0	1	0	0	0	0	0	0	0	0		0	0	0	0	3
10:15	1	0	2	0	0	0	0	0	0	0	0		0	0	0	0	3
10:30	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1
10:45	2	0	3	0	1	0	0	0	0	0	0		0	0	0	0	6
11:00	1	0	2	0	1	0	1	0	0	0	0		0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	1	0	1	0	1	0	1	0	0	0	0		0	0	1	0	5
11:45	4	0	4	0	0	0	1	0	0	0	0		0	0	0	0	9
12:00	1	0	0	0	0	0	0	0	0	0	0		0	0	1	0	2
12:15	2	0	6	0	3	0	0	0	3	0	0		1	0	0	0	15
12:30	3	0	0	0	0	0	0	0	0	0	0		4	0	0	0	7
12:45	1	1	5	0	5	0	1	0	0	0	0		0	0	5	0	18
13:00	2	0	2	0	0	0	0	0	0	0	0		0	0	0	0	4
13:15	4	0	2	0	1	0	0	0	0	0	0		1	0	2	1	11
13:30	2	0	1	0	0	0	2	1	0	0	0		2	0	0	0	8
13:45	1	0	1	0	0	0	0	0	0	0	0		0	0	0	0	2
14:00	3	0	2	0	0	0	0	0	0	0	0		0	0	0	0	5
14:15	4	0	4	0	0	0	0	0	0	0	0		0	0	0	0	8
14:30	4	0	3	0	0	0	0	0	0	0	1		0	0	0	0	8
14:45	1	0	2	0	1	0	0	0	0	0	0		0	0	0	0	4
15:00	4	0	2	0	2	0	0	0	0	0	0		0	0	0	0	8
15:15	1	0	1	0	0	0	0	0	0	0	0		0	0	0	0	2
15:30	3	0	4	0	0	0	0	0	0	0	0		0	0	0	0	7
15:45	1	0	2	0	0	0	0	0	0	0	0		10	2	0	0	15
16:00	1	0	2	0	0	0	0	0	0	0	0		0	0	0	1	4
16:15	4	0	3	0	4	0	0	0	0	0	0		0	0	0	0	11
16:30	2	0	0	0	0	0	0	0	0	0	0		0	0	0	0	2
16:45	0	0	0	0	0	0	0	1	0	0	0		0	0	2	0	3
17:00	3	0	0	0	1	0	0	0	0	0	1		3	0	1	0	9
17:15	0	0	0	0	0	0	0	0	0	0	0		0	0	1	0	1
17:30	1	1	2	1	0	0	0	0	0	0	0		1	1	0	2	9
17:45	0	0	0	0	0	0	0	0	0	0	0		0	2	0	0	2
18:00	3	0	2	0	0	0	0	0	0	0	0		1	0	2	0	8
18:15	3	0	1	0	1	0	0	0	1	0	0		0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	2	0	0		2	1	2	0	7
18:45	0	0	0	0	1	0	1	0	0	0	0		0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	2		1	0	0	1	4
19:30	0	2	0	1	0	0	0	0	0	0	0		0	2	0	0	5
19:45	1	0	2	0	0	0	0	0	0	0	0		0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0		0	0	1	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0		1	0	0	0	1
21:00	0	0	0	0	1	0	0	0	0	0	0		0	0	1	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0		2	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total	**81**	**4**	**76**	**2**	**30**	**0**	**13**	**2**	**6**	**0**	**5**	**0**	**34**	**8**	**26**	**5**	**292**
AM Peak Hr:																	**8:45**
Pk Vol	6	0	5	0	6	0	1	0	0	0	0	0	0	0	2	0	20
MID Peak Hr:																	**12:15**
Pk Vol	8	1	13	0	8	0	1	0	3	0	0	0	5	0	5	0	44
PM Peak Hr:																	**15:30**
Pk Vol	9	0	11	0	4	0	0	0	0	0	0	0	10	2	0	1	37

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

TRAFFIC RESEARCH & ANALYSIS, INC.
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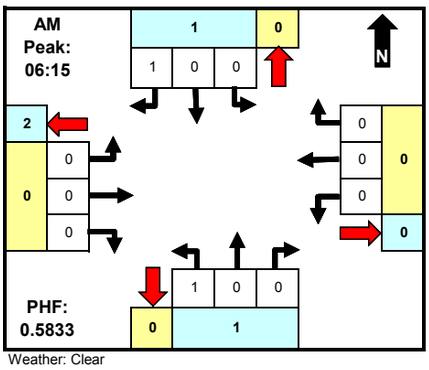
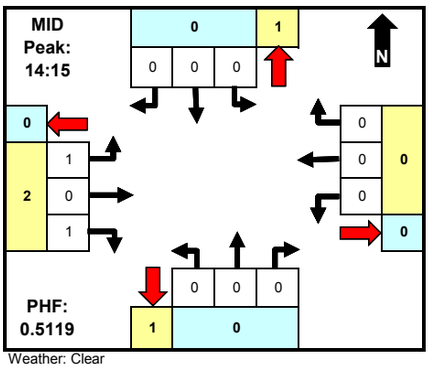
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805296
Count Date: 11/1/2018

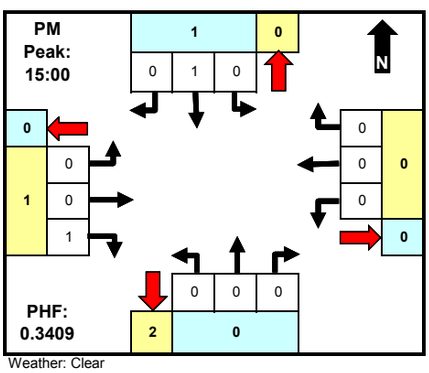
S MAIN ST & SOUTH OF STEWART ST



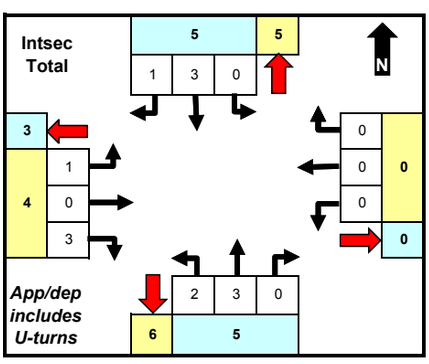
Weather: Clear



Weather: Clear



Weather: Clear



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	1	0	0	0	1	0	0	2	2
MID	0	1	0	0	0	1	2	0	2
PM	1	0	0	0	0	2	1	0	2
Total	5	5	0	0	5	6	4	3	14

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	S MAIN ST					SOUTH OF STEWART ST					S MAIN ST					NONE					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	1	6
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	21
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	11
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	1	0	0	0	0	0	0	2	3	0	0	86	1	0	3	0	25	125
AM Peak Hr:																					6:15
Pk Vol	0	0	1	0	0	0	0	0	0	0	1	0	0	0	17	0	0	0	0	2	21
PHF	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	0.472	n/a	n/a	n/a	n/a	0.500	0.583
MID Peak Hr:																					14:15
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1	0	1	0	1	43
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.500	0.250	n/a	0.250	n/a	0.250	0.512
PM Peak Hr:																					15:00
Pk Vol	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	1	0	2	15
PHF	n/a	0.250	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.275	n/a	n/a	0.250	n/a	0.500	0.341

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805296
Count Date: 11/1/2018

S MAIN ST & SOUTH OF STEWART ST

AM Peak: 06:15

Leg	Total	Ped	Bike	Ped	Bike
North	0	0	0	0	0
West	2	1	0	1	0
East	0	0	0	0	0
South	17	15	0	2	0

MID Peak: 14:15

Leg	Total	Ped	Bike	Ped	Bike
North	0	0	0	0	0
West	1	0	0	1	0
East	0	0	0	0	0
South	40	4	0	34	2

PM Peak: 15:00

Leg	Total	Ped	Bike	Ped	Bike
North	0	0	0	0	0
West	2	1	0	0	1
East	0	0	0	0	0
South	11	2	0	8	1

Intsec Total

Leg	Total	Ped	Bike	Ped	Bike
North	0	0	0	0	0
West	25	6	2	14	3
East	0	0	0	0	0
South	86	33	1	50	2

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	0	0	0	0	15	2	1	1	19
MID	0	0	0	0	4	36	0	1	41
PM	0	0	0	0	2	9	1	1	13
Total	0	0	0	0	34	52	8	17	111

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	5
06:45	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	9
07:00	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	18	1	0	0	0	0	20
14:30	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
15:00	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
16:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	4	0	1	0	2	0	0	0	7
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	0	1	0	0	0	2	0	5
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	33	1	50	2	6	2	14	3	111
AM Peak Hr:																	6:15
Pk Vol	0	0	0	0	0	0	0	0	15	0	2	0	1	0	1	0	19
MID Peak Hr:																	14:15
Pk Vol	0	0	0	0	0	0	0	0	4	0	34	2	0	0	1	0	41
PM Peak Hr:																	15:00
Pk Vol	0	0	0	0	0	0	0	0	2	0	8	1	1	0	0	1	13

TRAFFIC RESEARCH & ANALYSIS, INC.
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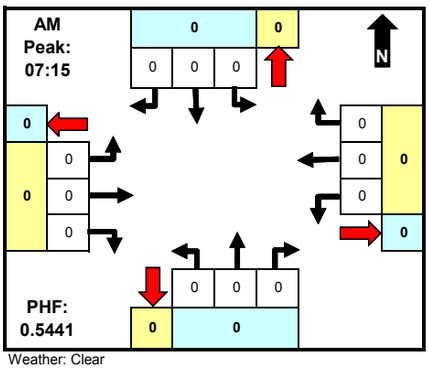
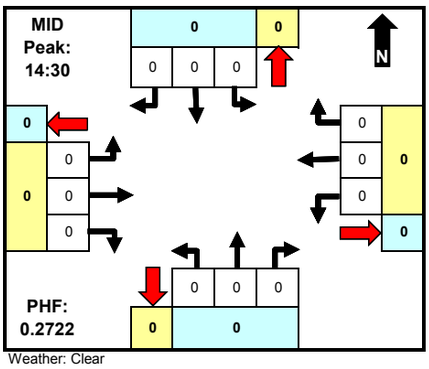
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805297
Count Date: 11/1/2018

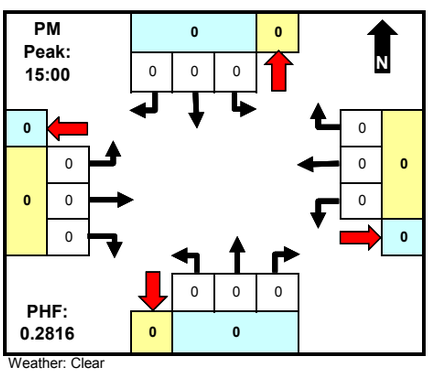
ORLANDO ST & EAST VIRGINIA STREET



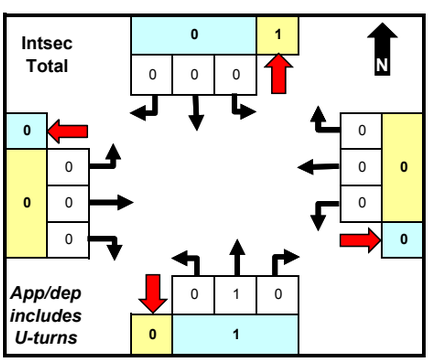
Weather: Clear



Weather: Clear



Weather: Clear



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	1

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	ORLANDO ST					E VIRGINIA ST					ORLANDO ST					E VIRGINIA ST					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
06:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
07:15	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
07:30	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	10
07:45	0	0	0	0	4	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	17
08:00	0	0	0	0	1	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
11:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	0	0	0	32	0	0	0	0	46	0	0	0	0	1	0	0	0	0	0	79
15:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	59	0	0	0	0	99	0	1	0	0	6	0	0	0	0	20	185
AM Peak Hr:																					7:15
Pk Vol	0	0	0	0	8	0	0	0	0	27	0	0	0	0	2	0	0	0	0	0	37
PHF	n/a	n/a	n/a	n/a	0.500	n/a	n/a	n/a	n/a	0.519	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	0.544
MID Peak Hr:																					14:30
Pk Vol	0	0	0	0	35	0	0	0	0	50	0	0	0	0	1	0	0	0	0	0	86
PHF	n/a	n/a	n/a	n/a	0.273	n/a	n/a	n/a	n/a	0.272	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	0.272
PM Peak Hr:																					15:00
Pk Vol	0	0	0	0	41	0	0	0	0	47	0	0	0	0	1	0	0	0	0	0	89
PHF	n/a	n/a	n/a	n/a	0.320	n/a	n/a	n/a	n/a	0.255	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	0.282

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Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
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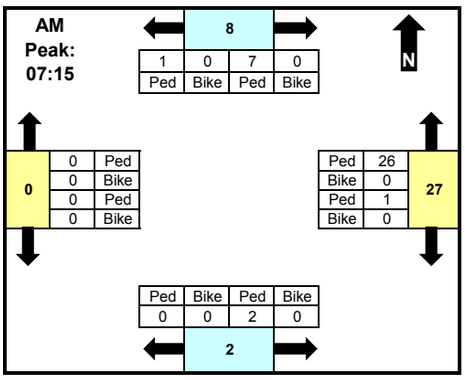
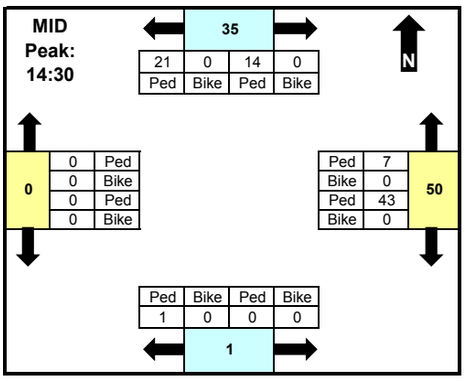
Intersection ID: 1805297
Count Date: 11/1/2018

ORLANDO ST & EAST VIRGINIA STREET

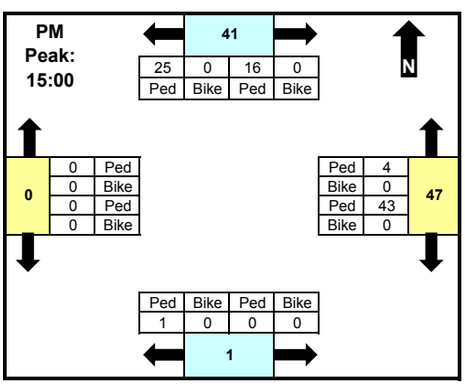
AM Peak: 07:15



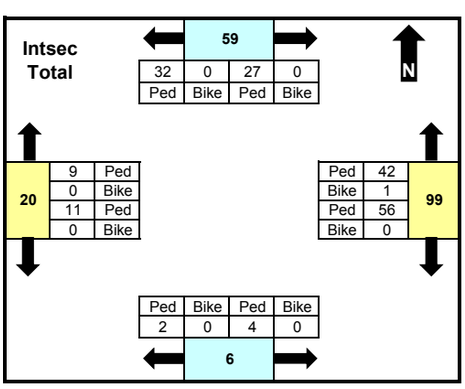
MID Peak: 14:30



PM Peak: 15:00



Intsec Total



	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	7	1	1	26	0	2	0	0	37
MID	14	21	43	7	1	0	0	0	86
PM	16	25	43	4	1	0	0	0	89
Total	27	32	56	43	2	4	9	11	184

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

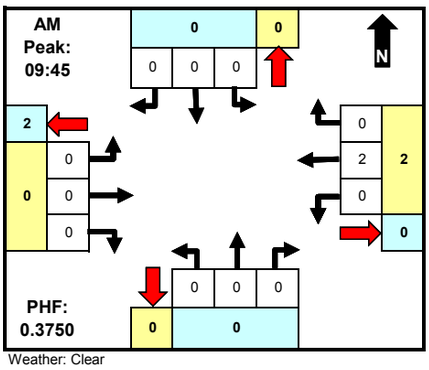
	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
06:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
07:15	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
07:30	2	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0	10
07:45	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	17
08:00	0	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	11	0	21	0	43	0	3	0	1	0	0	0	0	0	0	0	79
15:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	1	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
17:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
18:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	32	0	56	0	42	1	2	0	4	0	9	0	11	0	184
AM Peak Hr:																	7:15
Pk Vol	7	0	1	0	1	0	26	0	0	0	2	0	0	0	0	0	37
MID Peak Hr:																	14:30
Pk Vol	14	0	21	0	43	0	7	0	1	0	0	0	0	0	0	0	86
PM Peak Hr:																	15:00
Pk Vol	16	0	25	0	43	0	4	0	1	0	0	0	0	0	0	0	89

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

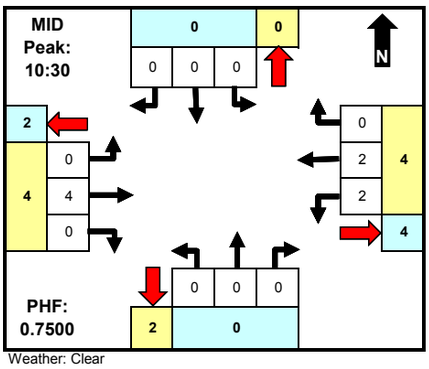
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805299
Count Date: 11/1/2018

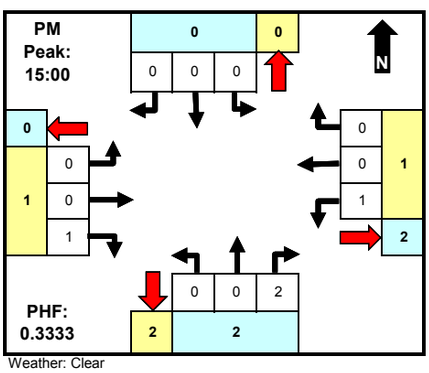
N ANTHEM WAY & MERRILL RANCH PKWY



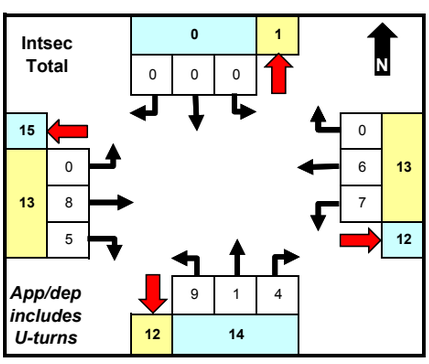
Weather: Clear



Weather: Clear



Weather: Clear



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	2	0	0	0	0	2	2
MID	0	0	4	4	0	2	4	2	8
PM	0	0	1	2	2	2	1	0	4
Total	0	1	13	12	14	12	13	15	40

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	NONE					MERRILL RANCH PKWY					N ANTHEM WAY					MERRILL RANCH PKWY					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	2	8
11:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	4
11:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	2	0	1	0	0	0	6
11:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0	0	0	5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	1	9
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	6	0	0	1	9	1	4	0	39	0	8	5	0	13	93
AM Peak Hr:																					9:45
Pk Vol	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	3	9
PHF	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.333	n/a	n/a	n/a	n/a	0.250	0.375
MID Peak Hr:																					10:30
Pk Vol	0	0	0	0	0	2	2	0	0	0	0	0	0	0	11	0	4	0	0	5	24
PHF	n/a	n/a	n/a	n/a	n/a	0.250	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.688	n/a	0.500	n/a	n/a	0.417	0.750
PM Peak Hr:																					15:00
Pk Vol	0	0	0	0	0	1	0	0	0	0	0	0	2	0	7	0	0	1	0	1	12
PHF	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	0.292	n/a	n/a	0.250	n/a	0.250	0.333

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805299
Count Date: 11/1/2018

N ANTHEM WAY & MERRILL RANCH PKWY

AM Peak: 09:45

	Ped	Bike	Ped	Bike
0	0	0	0	0

3	0	Ped
	0	Bike
	2	Ped
	1	Bike

Ped	0	0
Bike	0	
Ped	0	
Bike	0	

Ped	Bike	Ped	Bike
1	0	3	0
4			

MID Peak: 10:30

	Ped	Bike	Ped	Bike
0	0	0	0	0

5	2	Ped
	0	Bike
	2	Ped
	1	Bike

Ped	0	0
Bike	0	
Ped	0	
Bike	0	

Ped	Bike	Ped	Bike
4	1	3	3
11			

PM Peak: 15:00

	Ped	Bike	Ped	Bike
0	0	0	0	0

1	0	Ped
	0	Bike
	0	Ped
	1	Bike

Ped	0	0
Bike	0	
Ped	0	
Bike	0	

Ped	Bike	Ped	Bike
6	1	0	0
7			

Intsec Total

	Ped	Bike	Ped	Bike
0	0	0	0	0

13	2	Ped
	3	Bike
	6	Ped
	2	Bike

Ped	0	1
Bike	1	
Ped	0	
Bike	0	

Ped	Bike	Ped	Bike
20	3	10	6
39			

	North		East		South		West		Total
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
AM	0	0	0	0	1	3	0	3	7
MID	0	0	0	0	5	6	2	3	16
PM	0	0	0	0	7	0	0	1	8
Total	0	0	0	1	23	16	5	8	53

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	6
10:45	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	6
11:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	7
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	20	3	10	6	2	3	6	2	53
AM Peak Hr:																	9:45
Pk Vol	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	7
MID Peak Hr:																	10:30
Pk Vol	0	0	0	0	0	0	0	0	4	1	3	3	2	0	2	1	16
PM Peak Hr:																	15:00
Pk Vol	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	1	8

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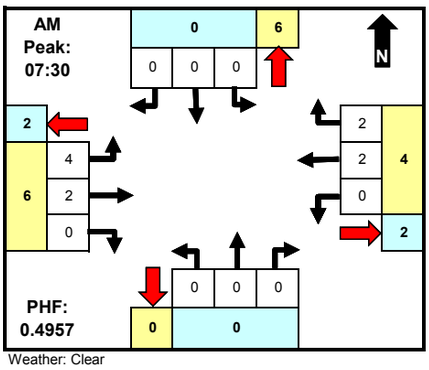
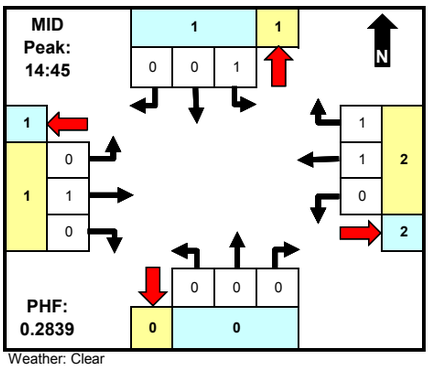
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 1805298
Count Date: 11/1/2018

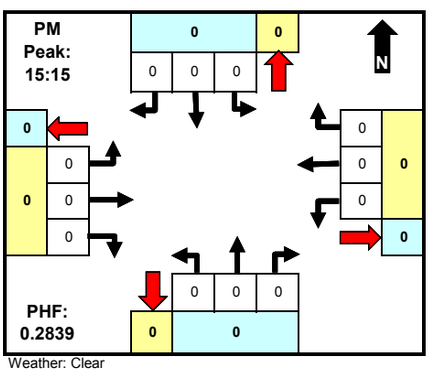
N ANTHEM WAY & AMERICAN WAY



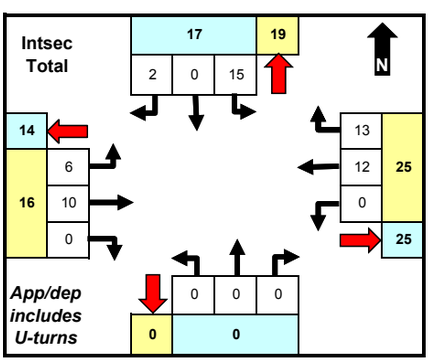
Weather: Clear



Weather: Clear



Weather: Clear



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	6	4	2	0	0	6	2	10
MID	1	1	2	2	0	0	1	1	4
PM	0	0	0	0	0	0	0	0	0
Total	17	19	25	25	0	0	16	14	58

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	N ANTHEM WAY					AMERICAN WAY					NONE					AMERICAN WAY					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:00	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	2	0	0	0	20	58
08:00	0	0	0	0	25	0	0	2	0	0	0	0	0	0	0	2	0	0	0	17	46
08:15	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	2	0	0	1	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
09:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
10:15	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	7
10:30	0	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	8
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:15	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4
13:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	1	6
14:45	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	5
15:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
15:15	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	118
15:30	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	7
16:15	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4
17:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
18:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	2	0	183	0	12	13	0	17	0	0	0	0	0	6	10	0	0	126	384
AM Peak Hr:																					7:30
Pk Vol	0	0	0	0	65	0	2	2	0	2	0	0	0	0	0	4	2	0	0	38	115
PHF	n/a	n/a	n/a	n/a	0.451	n/a	0.250	0.250	n/a	0.500	n/a	n/a	n/a	n/a	n/a	0.500	0.250	n/a	n/a	0.475	0.496
MID Peak Hr:																					14:45
Pk Vol	1	0	0	0	82	0	1	1	0	0	0	0	0	0	0	0	1	0	0	48	134
PHF	0.250	n/a	n/a	n/a	0.281	n/a	0.250	0.250	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.267	0.284
PM Peak Hr:																					15:15
Pk Vol	0	0	0	0	82	0	0	0	0	2	0	0	0	0	0	0	0	0	0	50	134
PHF	n/a	n/a	n/a	n/a	0.281	n/a	n/a	n/a	n/a	0.250	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.278	0.284

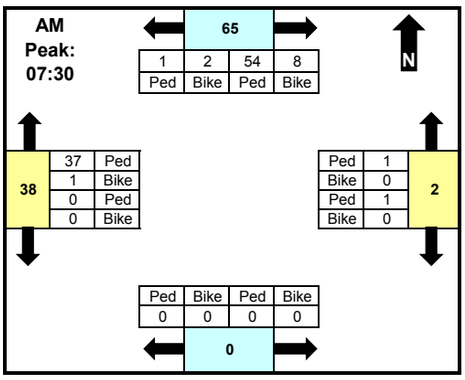
TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

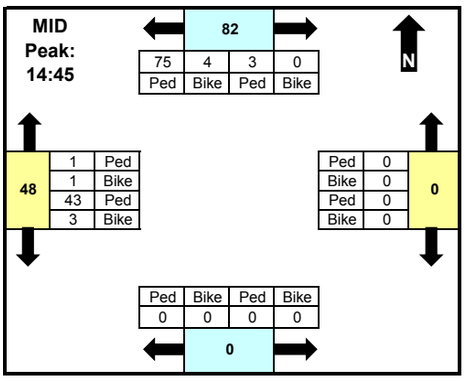
Intersection ID: 1805298
Count Date: 11/1/2018

N ANTHEM WAY & AMERICAN WAY

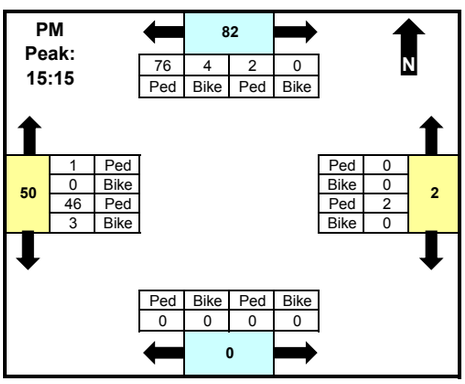
AM Peak: 07:30



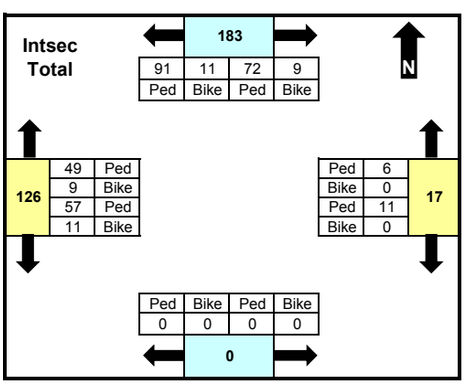
MID Peak: 14:45



PM Peak: 15:15



Intsec Total



	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	62	3	1	1	0	0	38	0	105
MID	3	79	0	0	0	0	2	46	130
PM	2	80	2	0	0	0	1	49	134
Total	81	102	11	6	0	0	58	68	326

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:00	3	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	7
07:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
07:45	30	5	1	0	0	0	0	0	0	0	0	0	19	1	0	0	56
08:00	22	3	0	0	0	0	0	0	0	0	0	0	17	0	0	0	42
08:15	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
09:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	4
10:15	1	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	6
10:30	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
15:15	1	0	68	4	0	0	0	0	0	0	0	0	1	0	42	2	118
15:30	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	8
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	7
16:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5
16:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
17:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	9	91	11	11	0	6	0	0	0	0	0	49	9	57	11	326
AM Peak Hr:																	7:30
Pk Vol	54	8	1	2	1	0	1	0	0	0	0	0	37	1	0	0	105
MID Peak Hr:																	14:45
Pk Vol	3	0	75	4	0	0	0	0	0	0	0	0	1	1	43	3	130
PM Peak Hr:																	15:15
Pk Vol	2	0	76	4	2	0	0	0	0	0	0	0	1	0	46	3	134