Current Conditions Report: Draft
Mobility Area 5: Kuban Park

Prepared For
City of Phoenix

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1.0 Introduction

As part of the City of Phoenix Transportation 2050 Plan, the T2050 Mobility Improvements Program was established to conduct mobility assessments in several defined geographic areas of the City with the greatest mobility deficiencies and needs. These mobility studies will conduct a complete a mobility gaps analysis based on available data and previous area studies. This study will look at mobility issues and potential solutions for bicycle and pedestrian facilities and develop connections to existing transit services to improve the safety and connectivity of roadway users. To determine potential mobility solutions the current conditions reports will look at demographic data, existing plans and documents, key destinations, existing transportation facilities, and land use, infrastructure, and environment constraints. Additionally, stakeholders were identified and stakeholder outreach was conducted to gain public input on current conditions and opinions for potential solutions.

1.1 Overview of Mobility Area 5 – Kuban Park

The study area for Kuban Park is a 3-square mile area that extends from Lincoln St, 29th Ave, Durango St, and 35th Ave (See Figure 1-1). The area is located just west of the Interstate 17 (I-17) and south of Downtown Phoenix. The Kuban Park study area is primarily industrial and is essential for connections with freight transportation.
Figure 1-1: Study Area
1.2 **Purpose**
The purpose of the Mobility Area 3 - Kuban Park Mobility Study Current Conditions Report is to identify the current mobility infrastructure in the study area.

1.3 **Mobility Study Goals**
The goal of the Mobility Area 3 - Kuban Park Mobility Study is to improve safety, connectivity, and accessibility for all persons who walk, ride a bicycle, or use transit services to reach their destinations safely and efficiently.

1.4 **Mobility Study Objectives**
The objective of the Mobility Area 3 - Kuban Park Mobility Study Current Conditions Report is to identify the existing conditions of key mobility facilities and neighborhood characteristics. The key facilities and characteristics to be studied include bicycle facilities, sidewalks, street lighting, and shade.

1.5 **Study Approach**
To identify the existing mobility conditions of the Kuban Park neighborhoods, Geographic Information System (GIS) data were provided by the City of Phoenix to develop maps of existing mobility facilities. The maps, as well as information collected from stakeholder interviews, have been analyzed to present a full scope of existing conditions for this study area.

2.0 **Previous Planning Efforts – Existing Plans**
Existing plans and documents pertinent to this study were identified and summarized to review previously studied and recommended projects within the mobility area. Plans and documents provide key information on existing policies, plans, and projects. This study will present key takeaways from previous planning efforts. In addition, these plans and documents will provide a basis for our recommendations. Plans and documents include:

- Phoenix Capital Improvement Program 2017-2022 (2017)
- FY 2018-2022 Maricopa Association of Governments Transportation Improvement Program (2017)
- Plan PHX 2015 General Plan (2015)
- 2040 Regional Transportation Plan (2017)
- City of Phoenix Public Transportation Department Annual Report Fiscal Year 2015/2016 (2016)
- City of Phoenix Comprehensive Bicycle Master Plan (2014)
- Van Buren Complete Streets Project (2018)
- LED Street Light Program Fact Sheet (2018)
- City of Phoenix Tree and Shade Master Plan (2010)
Key takeaways from plans and documents include existing transportation facilities, recent changes to transportation facilities, and completed or ongoing transportation projects. Based on the review of the above documents, there were no recommendations pertaining to the Kuban Park study area.

3.0 Socioeconomic Characteristics

Socioeconomic demographics were obtained from the American Community Survey Census 2012-2016, 5-Year Estimates (ACS Estimates). The demographic analysis considered existing populations that are within the Kuban Park study area. Demographic characteristics were determined by the likelihood of these populations using transportation facilities and services including public transportation, sidewalks and bicycle facilities. Demographic characteristics include Ages 17 and Younger, Ages 65+, Low-Income, and Transit-Dependent Households. The socioeconomic data were displayed using block group data and shows the block groups within the Kuban Park study area.

Population Ages 17 and Younger
Populations ages 17 and Younger were identified to determine the concentration of young persons within the Kuban Park study area. The analysis indicates that the concentration of youth increases north of Buckeye Rd (see Figure 3-1).

Population Ages 65 and Older
Populations Age 65+ were identified to see where concentrations of elderly populations occur within the study area. The analysis shows that the aging population also increases north of Buckeye Rd (see Figure 3-2).

Low-Income Households
The low-income household’s category looked at where households have fallen below the poverty line. Low-income households are households that would be more likely to use alternative modes of transit including public transportation, walking, and biking. The ACS Estimates of households with income below the poverty line indicates that most of the Kuban Park study area has a high concentration of residents living below the poverty line (see Figure 3-3).

Transit-Dependent Households
The ACS Estimates for households without a vehicle (see Figure 3-4) indicates a high concentration of transit dependent households north of Buckeye Rd.
Figure 3-1: Population Ages 17 and Younger
Figure 3-2: Population Ages 65+

Legend
Census Block Group
(ACS 2012-2016 5-Year Estimates)
Age 65 and Over (% of Population)

- Less than 1%
- 1% - 5%
- 5% - 10%

- Street Centerline
- Study Area Boundary

Study Area 5
Population: Ages 65 and Over
Figure 3-3: Low-Income Households

Legend
Census Block Group
(ACS 2012-2016 5-Year Estimates)
% of Households with Income Below the Poverty Level

- 0% - 5%
- 5% - 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- 40% - 50%
- 50% - 60%
- 60% - 70%
- 70% - 80%
- 80% - 90%
- 90% - 100%

Street Centerline
Study Area Boundary

Study Area 5
Low-Income Households
Figure 3-4: Transit-Dependent Populations
4.0 Destinations

Key destinations were identified within and adjacent to the Kuban Park study area (see Figure 4-1). Destinations include neighborhoods, employment centers, shopping/retail centers, community centers, park/recreational facilities, medical facilities, educational facilities, government facilities, and industrial/manufacturing facilities. Destinations were identified through a field review and interviews with stakeholders. Destinations provide information on what kind of travel activity occurs within and outside the study area, and how they are traveling.

Some of the key destinations include two social service agencies within and adjacent to the Kuban Park study area. The Maricopa County Child Welfare Center is adjacent to Durango St. and the southern Kuban Park study area boundary. The Phoenix Rescue Mission, which serves transient persons struggling with homelessness, addiction, and trauma, is on 35th Ave., between the State prison and the County Welfare Center. The Phoenix Rescue Mission is a destination for social workers and the transient population, many of whom are traveling on foot or bicycle from the downtown homeless shelter.

There are also several State Government and County facilities in the southern portion of the Kuban Park study area. The Maricopa County Complex, which includes the County Jail and County Superior Court, is on Durango St. The Arizona State Prison Phoenix West Complex is within the Kuban Park study area, north of Durango St. These facilities require extensive security on premises and for facility vehicles transporting supplies and inmates. These facilities are also a destination for visitors like families and attorneys.

Other key destinations include the Kuban Park and Jack L. Kuban Elementary School. Both facilities are next to each other and located north of Buckeye Rd. and the State and County facilities. The school and park are within one block of the warehouse complex and within three to four blocks of the State and County facilities. This area appears to be a neighborhood destination, with limited access points. In addition to the school and park, there is one fast food establishment on the western edge of the Kuban Park study boundary.

Issues and Concerns

The major issues and concerns regarding destinations in the area are connections, accessibility, and that the diverse land uses do not support each other. These include:

- Key destinations are not connected
- Accessibility is limited
- School, park, and residential uses are near jails and industrial facilities
Figure 4-1: Key Destinations

Legend
- School
- Park
- Government Facilities
- Trucking
- Warehouse complex
- Street Centerline
- Study Area Boundary

Key Destinations
1. Kubuntu Park
2. Jack L. Kubuntu Elementary School
3. Jack in the Box
4. Arizona State Prison Phoenix West
5. Phoenix Rescue Mission
6. Maricopa County Cradle to Crayons Child Welfare Center
7. Maricopa County Jail
8. Superior Court of Maricopa County
5.0 Existing Transportation Facilities

Existing transportation facilities looked at streets and roadways, public transportation facilities, bicycle and pedestrian facilities, street amenities, land use and infrastructure. Existing conditions analyzed the different kind of transportation facilities, overall conditions and areas of concern.

5.1 Streets and Roadways

The hierarchy of streets and roadways by functional class, roadway characteristics, traffic volumes, and bicycle and pedestrian crashes were determined within the Kuban Park study area (see Figure 5-3). These data illustrate the overall emphasis on automobile-oriented infrastructure within the study area.

**Functional Classification and Hierarchy**

There are four types of roadway functional classification within the Kuban Park study area. These include major arterials, minor arterials, collector/minor collector roads, and local roads. There are two main arterial roads that cross the Kuban Park neighborhood at 35th Ave. and Buckeye Rd. Buckeye Rd. is a major WB/EB arterial, and 35th Ave. is a minor arterial south of Durango St. and a major arterial north of Buckeye Rd.

![Figure 5-1: No Sidewalks and Vehicles on ROW](image)

<table>
<thead>
<tr>
<th>Classification</th>
<th>Street Name</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial/Minor Arterial</td>
<td>35th Ave</td>
<td>NB/SB</td>
</tr>
<tr>
<td>Major Arterial</td>
<td>Buckeye Rd</td>
<td>WB/EB</td>
</tr>
</tbody>
</table>

**Volume of Traffic**

Traffic volumes show the utilization of roads and streets within the study area and help to analyze areas of concern and where traffic is most densely concentrated. 2017 Traffic volumes were provided for a 24-hour period. Areas of highest traffic volumes are in Table 2.

As seen in Figure 5-3, traffic volumes westbound on Buckeye Rd. decrease by about 2,300 vehicles west of 31st Ave., and traffic increases eastbound by nearly 850 vehicles. Traffic volumes on 35th Ave. change by about 1000 vehicles once past Buckeye Rd. and where 35th Ave. becomes a minor arterial south of Buckeye Rd.
### Table 2: Traffic Volumes

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Classification</th>
<th>Direction</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckeye Road: east of 31st Avenue</td>
<td>Major Arterial</td>
<td>WB</td>
<td>17,227</td>
</tr>
<tr>
<td>35th Avenue north of Buckeye Road</td>
<td>Major Arterial</td>
<td>NB</td>
<td>16,377</td>
</tr>
<tr>
<td>35th Avenue south of Buckeye Road</td>
<td>Minor Arterial</td>
<td>NB</td>
<td>15,356</td>
</tr>
<tr>
<td>Buckeye Road: 35th Avenue to 31st Avenue</td>
<td>Major Arterial</td>
<td>EB</td>
<td>14,905</td>
</tr>
<tr>
<td>Buckeye Road: east of 31st Avenue</td>
<td>Major Arterial</td>
<td>EB</td>
<td>13,434</td>
</tr>
<tr>
<td>35th Avenue north of Buckeye Road</td>
<td>Major Arterial</td>
<td>SB</td>
<td>12,667</td>
</tr>
<tr>
<td>Buckeye Road: 35th Avenue to 31st Avenue</td>
<td>Major Arterial</td>
<td>WB</td>
<td>12,562</td>
</tr>
<tr>
<td>35th Avenue south of Buckeye Road</td>
<td>Minor Arterial</td>
<td>SB</td>
<td>11,606</td>
</tr>
</tbody>
</table>

### Crashes

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

Two fatal crashes, involving pedestrians, occurred within the Kuban Park study area. Both crashes occurred at the intersection of a local street and a major arterial, and both intersections were controlled by a stop sign. There were also serious and minor crashes identified along major and minor arterials, particularly between intersections.

### Table 3: Intersections of Concern (Fatal Crashes)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Type</th>
<th>Signage</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckeye Road and 34th Ave.</td>
<td>Major Arterial/Local</td>
<td>Stop Sign</td>
<td>Failed to Yield</td>
</tr>
<tr>
<td>Sherman Street &amp; 35th Avenue</td>
<td>Major Arterial/Local</td>
<td>Stop Sign</td>
<td>Did not use sidewalk</td>
</tr>
</tbody>
</table>
Signage and Traffic Calming Applications

Signage for intersections include signalized and non-signalized controlled intersections. The Kuban Park study area has signalized intersections at specific high traffic points, and a significant number of non-signalized intersections. Most signalized intersections are along major and minor arterials. Non-signalized intersections are mostly within neighborhoods and where collector roads intersect with major and minor arterials. There are four-way crosswalks including: Lincoln St. and 35th Ave., Buckeye Rd. and 35th Ave., and Buckeye Rd. and 31st Ave.; and a three-way crosswalk at Durango St. and 35th Ave. Lincoln St., east of 31st Ave. also has an RRFB crosswalk.

Traffic calming practices, which include speed humps, are used throughout the Kuban Park study area. Speed humps are concentrated within the residential areas, however, traffic calming measures like speed humps and stop signs are not consistent throughout the neighborhoods within Kuban Park.

Issues and Concerns

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

- Fatal crashes occurring at a non-signalized intersection of Buckeye Rd and a local road.
- Many crashes occurring on Buckeye Rd. which has a high volume of traffic.
Figure 5-3: Streets and Roadways
5.2 Right-of-Way

City Right-of-Way (ROW) easements, which include properties, roadways, and pathways, will help determine where future recommendations can be implemented, based upon available land. From the ROW analysis for the Kuban Park study area, the City has ROW within the Kuban City Park (See Figure 5-4).
Figure 5-4: Right-of-Way
5.3 Public Transportation Facilities

The public transportation inventory was inventoried to understand where they exist, and if there are gaps and barriers are to accessing them. Public transportation includes transit routes, and stops. In addition, recently completed projects were highlighted from previously reviewed plans and documents.

Transit Service and Routes

There are two fixed route bus routes that provide services through the Kuban Park study area (see Table 4). Route 13 provides EB/WB service along Buckeye Rd. and Route 35 provides NB/SB service along 35th Ave. 35th Ave. and Buckeye Rd. are major arterials with high traffic counts. Figure 5-5 shows a bicyclist on the sidewalk on 35th Ave. north of Buckeye Rd heading towards the NB bus stop. Route 35 and Route15 cross at 35th Ave. and Buckeye Rd. (see Figure 5-6). The bus stops at this intersection have the highest ridership within the study area, and there is no bus pullout.

Table 4: Transit Routes

<table>
<thead>
<tr>
<th>Name</th>
<th>Route Type</th>
<th>Route Description</th>
<th>Frequency (Minutes / Days)</th>
<th>Key Stops (highest ridership)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 13 EB/WB</td>
<td>Fixed</td>
<td>Buckeye Road</td>
<td>30 M-SU</td>
<td>Buckeye Rd &amp; 35th Ave</td>
</tr>
<tr>
<td>Route 35 NB/SB</td>
<td>Fixed</td>
<td>35th Avenue</td>
<td>30 M-SU</td>
<td>Buckeye Rd &amp; 35th Ave</td>
</tr>
</tbody>
</table>

Issues and Concerns

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

- 5 total ADA non-compliant bus stops
- 1 ADA non-accessible bus stop
- Key bus stops do not have bus pullouts or bus bays
Figure 5-6: Transit Facilities and Ridership
5.4 Bicycle and Pedestrian Facilities

Bike and pedestrian facilities include sidewalks, crossings, bike lanes, bike routes, bicycle boulevards, paths, and shared use paths. In addition to identifying existing bike and pedestrian facilities, hot spots and areas of concern were highlighted.

Pedestrian Facilities

Pedestrian facilities include sidewalks, signalized crossings, and mid-block crossings. Sidewalks within the study area vary between size and connectivity. Sidewalks located in neighborhoods have an average width of 4 feet, and an average width of 6 feet along arterials. Connectivity of sidewalks is important to understand gaps in the pedestrian environment and how people will decide to get to their destinations.

In addition to sidewalks, crossings are a key element that affords mobility and accessibility to pedestrians. The number of crossings available to pedestrians will help determine where mobility can be improved. Most signalized crossings occur at major intersections. Crossings at intersections can range from 400 feet apart to a half mile. Longer distances between crossings do not provide adequate accessibility for many destinations.

There are many gaps in the sidewalk infrastructure causing pedestrians and cyclists to use the local road or cross the unmarked Right-of-Way (ROW) as seen in Figure 5-8. Many of the sidewalks within the study area average 4 feet and most areas do not have a buffer (seen Figure 5-7) which limits mobility and safety for all persons. Areas with sidewalks include:

- Both sides of 35th Avenue
- Southside of Sherman Street between 35th Avenue and 31st Avenue
- Sections on both sides of 31st Avenue
  - Missing sections of sidewalk on
    - the east side of 31st Avenue south of Buckeye Road
    - Between Buckeye Road and Maricopa Street on the west side of 31st Avenue
    - Between Sherman Street and Lincoln Street on the east side of 31st Avenue.
- Sections on both sides of Buckeye Road
- Both sides of Yuma Street
Bicycle Facilities
Bicycle facilities were analyzed within and adjacent to the Kuban Park study area. The analysis looked at bike lanes, bike routes, boulevards, paths, and shared use paths. The Kuban Park study area has one bike lane along Durango Street adjacent to eastbound traffic between 35th Avenue and 29th Avenue.

Some of the major gaps and barriers between bicycle facilities exist within neighborhoods and crossing freeways. Most the Kuban Park area is residential, however, there are no designated bike facilities connecting residential areas, commercial areas, and the school.

Issues and Concerns
The major issues and concerns regarding pedestrian and bicycle facilities include accessibility and connectivity. Listed below are the key issues and concerns:

- Only three north/south bike connections which include 20th Pl., 32nd St. to Roosevelt St., and Grand Canal
- No bicycle connections through local streets and neighborhoods
- No formal crossings along Grand Canal
- Lighted crossings are only located at major intersections
- Sidewalks are inconsistent on local roads and within neighborhoods
Figure 5-9: Bike and Pedestrian Facilities
5.5 Supportive Streetscape Amenities

Supportive streetscape amenities looked at lighting and landscaping. Lighting and landscaping were analyzed as they help encourage the use of alternatives modes of transportation, promote safety, and overall provide an inviting environment to bicyclists and pedestrians.

Lighting

Lighting infrastructure identified existing lighting, lighting coverage and lighting facilities that will be updated through the LED Light Program. Areas of concern were also identified. Lighting acts as supportive streetscape amenity to transportation facilities by providing a sense of safety and encouraging usage of transportation facilities.

Existing Lighting

Existing light infrastructure shows that most lighting is located along major/minor arterials and some local roads such as (see Figure 5-11):

- Buckeye Rd.
- 35th Ave.
- 31st Ave.
- Durango St.
- Lincoln St.
- 29th Ave.

The City of Phoenix is in the process of updating street lighting infrastructure to light emitting lights. The LED lighting program will replace 100,000 existing street lights with LED fixtures. The program began in 2016 and is programmed to be completed in fall 2019. Updated street light fixtures will improve visibility for pedestrians, bicyclists and vehicles as well as creating a safer environment for non-motorized modes of transportation while reducing operating and maintenance costs.

Issues and Concerns

Lighting infrastructure identified a lack of consistent lighting throughout the entire study area. Listed below are the key issues and concerns:

- High volume of lighting infrastructure concentrated along major/minor arterials
- Local roads have low volume of lighting and some local roads have no lighting (see Figure 5-10).
Figure 5-11: Lighting
Draft Current Conditions Report
Mobility Area 5 – Kuban Park

Landscaping
Landscaping and the tree canopy are identified as key streetscape amenities to transportation facilities that encourage multimodal access by providing shade in the Phoenix area. As part of the City’s environmental sustainability goals, Phoenix is exploring ways to plant trees in areas with reduced tree canopy’s where additional shade is needed near transportation corridors to facilitate access to public transit.

Understanding the placement of the existing tree canopy within the Kuban Park study area is a key part of determining the best way to improve connections to transportation facilities and for safe mobility. Data for city-owned tree sites/tree pits were provided by the City of Phoenix.

Analysis of the city-owned tree sites/tree pits data identified a concentration of tree sites/tree pits in the southeast corner of 33rd Ave. and Sherman St. (see Figure 5-14) which is the location of Kuban Park. Some of the tree sites/tree pits in this area are vacant, meaning the city designated this plot for a tree but there is no tree. There are also tree sites/tree pits spread along 35th Avenue between Grant St. and Cocopah St. Most of the tree sites/tree pits south of Buckeye Rd. are vacant.

Issues and Concerns
Overall the Kuban Park study area does not have adequate shade coverage. Where landscaping has been provided, there are large gaps that detract from its effectiveness. Listed below are the key issues and concerns:

- High concentration of tree pits and vacant tree pits is located at Kuban Park
- Most of the Kuban Park study area is void of shade coverage
- There are some tree pits along 35th Ave. and a small concentration of vacant tree pits on 35th Ave. between Cocopah St. and Papago St.
Figure 5-14: Landscaping

Legend
City-owned Tree Sites
- Existing Tree
- Vacant Site
- Street Centerline
- Study Area Boundary

Study Area 5
Landscaping
6.0 Land Use and Infrastructure

In addition to existing transportation facilities, land use, zoning, infrastructure, and environmental constraints were evaluated. Existing infrastructure includes ROW, drainage structures, and utilities. Environmental constraints include culturally sensitive sites.

6.1 Zoning

Current zoning was used to evaluate how closely current use of the parcels follows the City’s requirements. Zoning, in some cases, doesn’t reflect the land use designations set forth in the General Plan. However, the zoning is generally consistent with current usage within the study area. Based on the City of Phoenix General Plan zoning regulations, most of the Kuban Park study area is zoned for Light Industrial, Multi-Family Residential, and Commercial-General Commercial (see Figure 6-1). Buckeye Road, which is the major arterial for EB/WB traffic, is lined mostly by Commercial-General Commercial with some light Industrial zoning west of 33rd Ave. 35th Avenue is lined by Light Industrial zoning south of Buckeye Road where the road is considered a minor arterial. 35th Avenue becomes a major arterial north of Buckeye Road and the zoning is mostly Commercial-General Commercial and Multi-Family. The notable zoning changes illustrated in Figure 6-1 show that Kuban City Park will change from Multi-Family Residential to Commerce Park-General Commerce Park Option.

6.2 Land Use

The Land Use designations for the Kuban Park study area are like the existing zoning (see Figure 6-2). There are Industrial and Commercial uses along Buckeye Rd., and Industrial uses along 35th Ave. south of Buckeye Road, and Multi-Family and Commercial uses north of Buckeye Road. The area adjacent to Durango Street and south of the Kuban Park study area is designated as Public/Quasi-Public.
Figure 6-1: Zoning

![Zoning Map of Mobility Area 5 - Kuban Park]

Legend

- Multiple Family Residence
- Commercial-Neighborhood Retail
- Commercial-General Commercial
- Light Industrial
- Industrial
- Passenger Automobile Parking, Limited (Surface Parking)
- Commerce Park-General Commerce Park Option

Approved Zoning Changes

- Commercial-General Commercial
- Commercial-Intermediate Commercial
- Light Industrial
- Commerce Park-General Commerce Park Option
- Street Centerline
- Study Area Boundary

Study Area 5

Zoning
Figure 6-2: Land Use

Legend

- Land Use
  - Residential (3.5 to 5 dwelling units/acre - Traditional Lot)
  - Commercial
  - Industrial
  - Public/Quasi-Public
  - Study Area Boundary
6.3 Drainage

Existing drainage infrastructure and drainage concern areas were identified within the Kuban Park study area. Storm water storage areas are located along major/minor arterials and some local streets. Some key gaps in storm water storage areas are in neighborhoods. Most storm water structures are also located on major/minor arterials and some local streets. Like storm water storage, storm water structures are also generally absent or incomplete within neighborhoods.

The Kuban Park study area has linear open channel storm water structures along 35th Ave., Durango St., and 31st Ave. between Buckeye Rd. and Durango St. (see Figure 6-4). Additionally, there are storm water retention areas near 29th Ave. and Durango St.

Drainage concern areas are based on complaints made by the public about drainage facilities that cause issues for the community or where infrastructure is needed to correct problems. Drainage concern areas were identified at Mohave St. & Pima Rd., and at Buckeye Rd. & 31st Ave. These areas do not have the necessary storm water structures.

6.4 Utilities

Transmission lines run east/west about a block south of Lincoln Street through the Kuban Park study area. The current structure of the transmission lines creates a barrier between development on the north side and south side of the fenced transmission lines (see Figure 6-3).
Figure 6-5: Utilities

Legend:
- Transmission Lines
- Area of Concern
- Through Streets
- Study Area Boundary

Street Functional Class:
- Major Arterial
- Minor Arterial
- Collector/Minor Collector
- Local

Study Area 5
Utilities
6.5 Environmental and Cultural Resources

In addition to land use and infrastructure, environmental constraints were also considered. Environmental constraints include cultural resources, such as historic properties and sites. Cultural resources within the study area can impede the implementation of projects due to their protection status. An analysis of environmental concerns (see Figure 6-6) suggests that the identified potential mobility projects will not affect any historic properties within or near the Kuban Park study area.
7.0 Stakeholder Outreach

Stakeholder outreach was conducted through interviews with people within the mobility area to gain a better understanding of the local community, how individuals use existing transportation facilities and where they would like to see improvements. Stakeholders were selected based upon their connections to the community and their knowledge of activity within the mobility area. Outreach efforts focused on conducting and recording individual telephone interviews with the key stakeholders. An interview guide was crafted to help interviewers encourage interviewees to share the information that was most relevant to them. Stakeholders included schools, neighborhoods associations, neighborhood watches, non-profit organizations, and medical facilities.

7.1 Stakeholder Interviews

Interviews with stakeholders were conducted over the phone and were asked a series of questions about who lives within the community, what kinds of activities take place in the community and where improvements are needed.

Figure 7-1: Stakeholder Interview Questionnaire

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1. Where do you and other people in the neighborhood socialize or hang out?
2. What is the most common way people travel to and from your neighborhood?
3. Do you travel recreationally in or around the neighborhood?
4. How often do you travel for your job or other activities?
5. Where do you see the most dangerous spots for people to travel safely?
6. Where do you see the least hazardous spots to travel?
7. What are the biggest challenges to getting around in this area?
8. What are the biggest positive features of traveling in this area?
9. How well do you think the streets, sidewalks, and traffic conditions are designed for your needs?
10. What are the biggest issues with the design of the streets, sidewalks, and traffic conditions?
11. What do you think needs to be done to improve the streets, sidewalks, and traffic conditions?
12. What do you think could be done to make the streets, sidewalks, and traffic conditions safer for everyone?
Key Comments from Stakeholders

Marge Sperry - Old Castle Building Envelope

- Mostly visit fast food restaurants in the area for lunch, which is about 30 minutes long.
- People do not travel as far as I-10.
- Many employees go to the Circle-K on Buckeye Rd west of 35th Ave – which is also a busy arterial)
- Just south of Old Castle Building Envelope is a rehab shelter and the Phoenix Rescue Mission. Both organizations are on 35th Ave.
- Many clients from the nearby shelter and rehab center get employed by the Old Castle Building Envelope.
- The County animal shelter is also in the area.
- Most employees drive or ride the bus and get off at 35th Ave. and Buckeye Rd., which is less than a ½ mile walk to the facility. Many people walk/bike on the sidewalks. Marge did mention that bike lanes on 35th would be a good idea.

Justin Essary - Community Tire Pros

- He mainly commutes to work and states that most of the people he knows of also use a vehicle to get around
- He stated that 24th and Buckey Road intersection is dangerous for pedestrian and bicyclists, there are many accidents that occur at this intersection
- There are too many vehicles on the road, everyone drives a vehicle to get around
- Drivers are not aware of bicyclists and pedestrians, drivers tend to speed a lot
- He sees a lot of sidewalks in disrepair
- Places are too far away to walk/bike
- He would like to see traffic calming devices coming out of airport on 24th Street

Michelle Lopez - Murphy School District

- Michelle Lopez is the main administrative assistant for the school.
- Destinations - The most popular destinations within the mobility area include the Health Center on 31st and Buckeye
- Popular destinations outside of the mobility area include the outlet malls, the Arizona Center, Walmart at 35th and Southern, Food City on 27th and Van Buren.
- The most common way to get around in the area is by car or bus
Mobility Issues - Areas to avoid are 27th Ave. and Jefferson (going southbound) due to accidents and Kuban Park at night due to loitering and inadequate lighting, too much industrial uses, not conducive to walking,
• There aren’t enough sidewalks, there aren’t enough bike lanes
• Not enough safe places to cross the street between intersections
• Vehicles drive too fast
• Mobility improvements – Area #5 31st Ave. and Buckeye needs pedestrian amenities such as a HAWK or a refuge, add more sidewalks

Jose Trevizo - Jack L Kuban Elementary School
• Jose Trevizo is the principal for Jack L. Kuban Elementary School.
• Destinations include the Kuban Elementary School. Food City is nearby on 35th Ave and Van Buren St.
• Mobility issues include north or south on 31st Ave. Most people stay close by because there no other destinations nearby. Some go west to 43rd Ave. and as far east as 19th Ave. Other mobility issues and areas of concern include motorists driving fast on 31st Ave. and Sherman St., and safety. Students would prefer to walk/bike to school but the transient population, loose dogs, and drug activity create an unsafe environment. Also, there is no clear path and not enough sidewalks.
• Mobility improvements include more transit services, and speed bumps east and west on Sherman St.

Ahlee Larson - R & C Trading
• Ahlee runs a business that operates out of a warehouse on Buckeye Road. She supervises employees and handles freight logistics.
• Destinations – None of the employees at the facility travel within the mobility area. They commute to/from their homes outside of the area. Truck drivers come to the facility via I-10 and Buckeye Road to pick up goods from RC Trading for delivery to locations outside of the mobility area.
• Mobility issues – One of the things that make it hard for trucks to enter the business is homeless people along Buckeye Rd. The homeless population also make it uncomfortable for employees to walk to/from their cars in the morning and after their shifts.
• Mobility improvements – Making Buckeye Road wider would help make congestion better so trucks could enter our business more easily during rush hour.
Eva Olivas – Phoenix Revitalization Corporation (PRC)

- Eva is the executive director of PRC and has been actively involved in the South Phoenix/Central Phoenix areas for many years. She sees mobility problems as stemming from multiple causes including lack of lighting, shade and security.
- Eva states that the Health Clinic associated with Murphy School District is an important destination for residents.
- She believes one of the main issues preventing pedestrian and bicyclist activity within the mobility area is that Buckeye is blighted and there are not many places people want to go. She believes a grocery store and chain dollar store is needed.
- Improvements suggested by Eva include eliminating the loose dog issue, installing better lighting and creating more shade along sidewalks. Eva believes transit is used a great deal within the area.

7.2 Key Takeaways
Stakeholder interviews provided essential knowledge about how the community uses transportation facilities and where improvements are needed. Some of the key takeaways from the interviews include highlighting key destinations, key problems, and mobility improvements that are needed. Some of the key destinations include health services, school, parks, transit stations, grocery stores, and social services. Some of the key problems include drivers not obeying traffic laws, crime activity, and issues with safety. Through the interviews, interviewees stated that they wanted more bike lanes, protected bike lanes, lighting, sidewalks, and pedestrian crossings.

8.0 Conclusion
The goal of the existing conditions report is to identify key mobility infrastructure, find gaps and constraints in the mobility infrastructure and gain better understanding the community’s view of what is needed. Two of the key takeaways are the lack of connectivity between pedestrian and bicycle facilities and safety pertaining to the use of these facilities, especially crossing between neighborhood roads and major arterials. While there are sidewalks and bike facilities located within the study area, most lack connectivity between neighborhoods and areas beyond the study area. The Kuban Park study area shows a high number of pedestrian and bicycle crashes at the intersections of major and minor arterials, and neighborhood streets.

8.1 Next Steps
Following the existing conditions report a recommendations report will identify key areas where improvements can be made to mobility. Recommendations will build upon existing conditions and input received from stakeholders.
Appendix A: Existing Plans and Documents