



## Agenda

### Transportation, Infrastructure and Innovation Subcommittee

Meeting Location:  
Phoenix Council Chambers  
200 W. Jefferson St.  
Phoenix, AZ 85003

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Wednesday, December 2, 2020

9:00 AM

phoenix.gov

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#### **OPTIONS TO ACCESS THIS MEETING**

- **Watch** the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable.

- **Call-in** to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 126 305 7464# (for English) or 126 880 1586# (for Spanish). Press # again when prompted for attendee ID.

- **Register and speak during a meeting:**

- **Register online** by visiting the City Council Meetings page on phoenix.gov **at least 1 hour prior to the start of this meeting**. Then, click on this link at the time of the meeting and join the Webex to speak.

**<https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=e863b941580de034b18b8055d40ff76aa>**

- **Register via telephone** at 602-262-6001 **at least 1 hour prior to the start of this meeting**, noting the item number. Then, use the Call-in phone number and Meeting ID listed above at the time of the meeting to call-in and speak.

**CALL TO ORDER**

**000 CALL TO THE PUBLIC**

**MINUTES OF MEETINGS**

- 1      **For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Nov. 4, 2020** Page 9

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

**CONSENT ACTION (ITEMS 2-6)**

- 2      **Substitute Ground Lease with American Greyhound Racing** Page 20

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter into a substitute ground lease with American Greyhound Racing, Inc. (Greyhound) at Phoenix Sky Harbor International Airport.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

- 3      **Through the Fence Agreement with Dillon Aero, Inc. at Phoenix Deer Valley Airport** Page 22

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend that the City Council approve a Through the Fence agreement with Dillon Aero, Inc. (Dillon) to provide access from Dillon's hangar facility to Phoenix Deer Valley Airport (DVT).

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

4 **Salt River Project Agricultural Improvement and Power District  
Executive Hangar Lease at Phoenix Sky Harbor International  
Airport**

Page 24

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter into an executive hangar lease with Salt River Project Agricultural Improvement and Power District (SRP) at Phoenix Sky Harbor International Airport (PHX).

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

5 **Request Retroactive Authorization to Apply for and Accept FTA  
COVID-19 Research-Demonstration Program Grant Funds and  
Enter into a Grant Agreement**

Page 26

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council retroactive authorization to apply for a Federal Transit Administration (FTA) grant for the purchase and installation of bus operator safety shields.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

**6 Food Waste Diversion Services- RFQ 21-SW-015- Requirements Contract** Page 28

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council authorization to enter into a contract with Recycled City, LLC to provide food waste diversion services for Phoenix City Hall building and Calvin Goode Building. This contract will have an aggregate amount not to exceed \$90,000 over the life of the contract.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

**INFORMATION ONLY (ITEMS 7-9)**

**7 Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings** Page 30

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

**8 Citizens Transportation Commission Meetings** Page 32

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

**9 Freeway Program Update**

Page 33

This report provides the Transportation, Infrastructure and Innovation Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

**DISCUSSION AND POSSIBLE ACTION (ITEMS 10-12)**

**10 Water Resources, Infrastructure, and Financial Plans**

Page 39

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Water Services Department's financial plan for fiscal years (FY) 2021-25. Additionally, it addresses rehabilitation of aging infrastructure, as well as the impact of these costs on the community water system's financial plan.

**THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

11 **Household Hazardous Waste Program Update**

Page 41

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the City's Household Hazardous Waste program and requests recommendation of City Council approval of a six-month contract with Kary Environmental Services (KES) for a home pickup pilot program.

**THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

**Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

12 **Airport Concessions Relief**

Page 43

This report requests that the Transportation, Infrastructure and Innovation Subcommittee (TI&I), recommend to the Phoenix City Council approval of continuing concessions relief to tenants at Phoenix Sky Harbor International Airport (PHX) through continued charge of percent rent in lieu of Minimum Annual Guarantees (MAG) from Jan. 1, 2021 through Dec. 31, 2021 with additional stipulations.

Stipulation 1: When passenger enplanements at PHX reach 70 percent of the 2019 levels for a period of two continuous months, concessionaires will pay an additional 2 percent of rent.

Stipulation 2: When passenger enplanements at PHX reach 80 percent of the 2019 levels, concessionaires will pay MAG or percent rent, whichever is greater.

Stipulation 3: If the airport receives funds from the federal government to provide rent relief for the concessions program, the airport shall apply those funds consistent with the guidance provided by the Federal Aviation Administration (FAA). Concessionaires will be required to comply with all applicable provisions established by the FAA.

Additionally, staff recommends that the term of the Terminal 3 and 4 food, beverage and retail concessionaires be extended for three years.

**THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

**INFORMATION AND DISCUSSION (ITEMS 13-14)**

**13 Pedestrian and Bicycle Safety Programs**

Page 46

This report provides consolidated information on the Street Transportation Department's pedestrian safety improvements implemented through the coordinated efforts of its pedestrian and bicycle safety programs as requested by the Transportation, Infrastructure and Innovation Subcommittee at the Nov. 4, 2020 subcommittee meeting.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and Street Transportation Department.

**14 Ceremonial Sign Procedure**

Page 81

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the Ceremonial Sign Procedure.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

**000 CALL TO THE PUBLIC**

**FUTURE AGENDA ITEMS**

**ADJOURN**

For further information or reasonable accommodations, please call Larry Smallwood, Management Assistant II, City Manager's Office at 602-262-7684. 7-1-1 Friendly.

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-534-0490.

**Members:**

Councilwoman Thelda Williams, Chair  
Vice Mayor Betty Guardado  
Councilwoman Laura Pastor  
Councilwoman Debra Stark





City of Phoenix

Transportation, Infrastructure and Innovation  
Subcommittee

Report

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Agenda Date: 12/2/2020, Item No. 1

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**For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Nov. 4, 2020**

**Summary**

This item transmits the minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Nov. 4, 2020, for review, correction or approval by the Transportation, Infrastructure and Innovation Subcommittee.

The minutes are attached (**Attachment A**).

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

**Phoenix City Council**  
**Transportation, Infrastructure and Innovation Subcommittee**  
**Summary Minutes**  
**Wednesday, Nov. 4, 2020**

City Council Chambers  
200 West Jefferson Street  
Phoenix, Arizona

Subcommittee Members Present

Councilwoman Thelda Williams, Chair  
Councilwoman Debra Stark  
Councilwoman Laura Pastor  
Councilwoman Betty Guardado

Subcommittee Members Absent

**CALL TO ORDER**

Chairwoman Williams called the Transportation, Infrastructure and Innovation Subcommittee to order at 9:06 a.m. with Vice Mayor Guardado and Councilwomen Pastor and Stark present.

**CALL TO THE PUBLIC**

None.

**MINUTES OF MEETINGS**

**1. For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Oct. 7, 2020**

Councilwoman Pastor made a motion to approve the minutes of the Oct. 7, 2020 Transportation, Infrastructure and Innovation Subcommittee. Councilwoman Stark seconded the motion which passed unanimously, 4-0.

Items 2-8 were for consent action. No presentations were planned but staff was available to answer questions.

Councilwoman Pastor made a motion to approve consent items 2-8.  
Councilwoman Stark seconded the motion which passed unanimously, 4-0.

**CONSENT ACTION (ITEMS 2-8)**

**2. AerSale, Inc. Amendment to add 12 acres at Phoenix Goodyear Airport**

**3. Worldwide Flight Services, Inc. Ground Lease at Phoenix Sky Harbor International Airport**

**4. Luke Air Force Base 56th Fighter Wing Intergovernmental Agreement**

- 5. Distributed Antenna System Solicitation Request**
- 6. Airports Council International - North America Membership**
- 7. Keep Kids Alive Drive 25 Campaign**
- 8. Public Transportation Agency Safety Plan - Request for Approval**

**INFORMATION ONLY (ITEMS 9-14)**

**9. Metro, Regional Public Transportation Authority, and Maricopa Association of Government Meetings**

Information only. No Councilmember requested additional information.

**10. Citizens Transportation Commission Meetings**

Information only. No Councilmember requested additional information.

**11. Freeway Program Update**

Information only. No Councilmember requested additional information.

**12. Better Utilizing Infrastructure Leveraging Development 2020 Grant Award - 35th Avenue Safety Corridor Project**

Information only. No Councilmember requested additional information.

**13. Fiscal Year 2020 Transportation 2050 (T2050) Annual Progress Report**

Information only. No Councilmember requested additional information.

**14. Pedestrian Safety Program Update**

Councilwoman Williams requested a presentation on updates to the Pedestrian Safety Program.

Deputy City Manager Mario Paniagua introduced Street Transportation Director Kini Knudson to present on the item.

Mr. Knudson explained Phoenix had its highest rates of pedestrian injuries and fatalities in 2018, with the number of incidents decreasing in 2019 and so far in 2020. He attributed the decrease in incidents to improvements to pedestrian and driver education, engineering and construction projects, and improved evaluation methods for pedestrian incidents.

Mr. Knudson noted Item 12 was related to pedestrian safety, as it pertained to infrastructure improvements in an area considered a hot spot for pedestrian fatalities. He highlighted an award of \$17.4 million from the Better Utilizing Infrastructure Leveraging Development 2020 Grant which would be combined with a local match of approximately \$7 to 8 million to upgrade signals, median islands, street lighting, and communications technology.

Councilwoman Pastor requested a presentation at the next subcommittee meeting on the overall pedestrian safety program, including street improvements for other transportation modes. Chairwoman Williams agreed.

Mr. Knudson responded staff will return with a safety program presentation accompanied by maps demonstrating hot spot areas in the City.

## **DISCUSSION AND POSSIBLE ACTION (ITEM 15)**

### **15. Light Rail Small Business Financial Assistance Program Pilot**

Deputy City Manager Mario Paniagua introduced Light Rail Administrator Markus Coleman to present on the Light Rail Small Business Financial Assistance Program Pilot. Mr. Paniagua described the distinctiveness of this financial assistance program, acknowledged the support of Salvador Reza, who was involved in assisting businesses in the South Central Corridor, and highlighted the Citizens Transportation Commission's unanimous support for the program. He explained that while the level of financial assistance would not be a lot of money for the businesses, staff wanted to make it available to the community as soon as possible with the resources available.

Mr. Coleman shared the goals of the program to assist in the retention of small and microbusinesses currently along the South Central Extension and Northwest Extension Phase II and mitigate costs for those businesses. He explained the one-year pilot program had support from numerous businesses in the light rail construction areas and could be extended, if successful.

Mr. Coleman explained the program was developed after learning best practices from other cities, feedback from prior light rail projects, recommendations from Transit-Oriented Development businesses assistance grant consultants, and meetings with local businessowners.

Mr. Coleman described the profile for eligible businesses and how the funding could be used. He explained businesses could apply for Tier 1 funding of \$1,000 or Tier 2 funding of up to \$5,000 annually. He explained the Tier 1 awards would come from a \$500,000 grant from the Phoenix Community Development and Investment Corporation (PCDIC).

Mr. Coleman concluded by sharing staff's request that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to work with Valley Metro on a proposed Light Rail Small Business Financial Assistance Program Pilot and to accept grant funding from PCDIC.

Councilwoman Stark asked if staff conducted outreach with businesses about the pilot program.

Mr. Coleman responded staff discussed the need for a financial assistance program with businesses, as well as PCDIC, but wanted to ensure the program would be fully vetted before communicating it to the community at large. He mentioned Valley Metro had conversations with Salt River Project (SRP) and Arizona Public Service (APS) to encourage their participation in the program. Mr. Paniagua added that staff had worked with several businesses throughout the process that were aware the program would be presented to the subcommittee.

Councilwoman Pastor recommended raising Tiers 1 and 2 in the future and asked her fellow subcommittee members to reach out to other companies who might be able to provide additional funding. She requested staff contact the Maricopa County Industrial Development Authority and work with the Board of Supervisors to gather additional funding. She asked if any of the small businesses qualified for Coronavirus Relief Funds.

Mr. Coleman confirmed some of the businesses qualified for Coronavirus Relief Funds and explained staff worked closely with Valley Metro and the Community and Economic Development Department to ensure relief opportunities were promoted specifically to businesses throughout the light rail corridors. He mentioned some of the applications were only produced in English, and staff worked with Valley Metro to also produce them in Spanish.

Councilwoman Pastor made a motion to approve staff's recommendation. Councilwoman Stark seconded the motion which passed unanimously, 4-0.

### **INFORMATION AND DISCUSSION (ITEMS 16-18)**

#### **16. Downtown Shared Electric Scooter Pilot Program Update**

Deputy City Manager Mario Paniagua introduced Street Transportation Director Kini Knudson and Assistant Street Transportation Director Briiana Velez to present an update on the Downtown Shared Electric Scooter Pilot Program.

Mr. Knudson provided an overview of the 6-month pilot program and explained the pilot extension had been delayed due to the COVID-19 pandemic.

Ms. Velez discussed the outcome of the initial pilot program, including scooter fleet composition, ridership and reporting requirements, and violations. She shared the City's revenue from the initial pilot was \$51,288, which accounted for application and permit fees, trip surcharges, violations, infrastructure costs, and program administration costs. She also shared public outreach and stakeholder comments, which included 30 emails and phone calls regarding improper scooter parking and riding on the sidewalk.

Ms. Velez explained the pilot extension, which would run from Oct. 1 to March 31, 2021, would help to further refine the program. She stated Razor and Spin expressed interest and submitted applications for the extension and deployed approximately 100 scooters. She concluded the presentation by sharing the next steps for the program, including

requesting the City Council extend Phoenix City Code to allow shared electric scooters to operate until December 2021, continued administration and reporting on the program, and drafting final recommendations for a permanent shared micromobility program.

Councilwoman Pastor asked for clarification regarding the request to extend Phoenix City Code to allow the scooters to operate until December 2021.

Ms. Velez explained the initial pilot program required modifications to the ordinance and staff wanted to ensure there would be enough time to adjust for any pauses that might occur due to the COVID-19 pandemic.

Councilwoman Pastor shared that she had provided feedback during the initial pilot program.

Chairwoman Williams asked if this item would go straight to the City Council for approval.

Mr. Knudson confirmed the item would go before City Council in early December.

Chairwoman Williams opened the floor for comments.

Phuong Bui, representing Spin, expressed a commitment to mitigating clutter, ensuring safety, and enhancing the Phoenix workforce through the scooter partnership.

## **17. Concessions Relief Update**

Deputy City Manager Mario Paniagua introduced Interim Aviation Director Charlene Reynolds to present an update on concessions relief.

Ms. Reynolds began by providing an overview of financial assistance and relief provided to airport concessionaires since the start of the COVID-19 pandemic. Ms. Reynolds provided an overview of data collected regarding passenger spending since the beginning of the pandemic, noting a correlation between spending and enplanements of which there was a significant decrease this year compared to last year. She explained there had been changes to passenger type and their reasons for travel, sharing that business travelers frequented restaurants and leisure travelers looked for grab and go or national options. She noted a drop in average per passenger spending from \$11.38 to \$9.36.

Ms. Reynolds provided an overview of the current concession closures and the decline in gross sales among food and beverage, services, and terminal advertising. She explained additional impacts of the pandemic, including the cancellation of 50 terminal advertising contracts, the loss of a currency exchange vendor, and the closure of Duty Free and Brooks Brothers locations at the airport.

Ms. Reynolds discussed the Airport Concession Disadvantaged Business Enterprise Program (ACDBE) and highlighted local business partners that had benefitted from the program, such as Panera, Refuge Coffee, Sir Veza's, and Peet's Coffee.

Ms. Reynolds provided an update on concessions employment and shared information on the number of employees furloughed and recalled to work by HMSHost Corporation, SSP America, Stellar Retail Group and other airport concessions partners.

Vice Mayor Guardado asked about the current status of the companies' capital investment in the airport and asked if they had recouped their costs.

Ms. Reynolds shared there had been \$40 million in capital investments in Terminal 4 and concessionaires would have to commit to a mid-term refurbishment, as well as a capital investment in excess of \$20 million in Terminal 3. She added the relief package included a requirement to work with employees to grant relief and to notify Aviation staff of any federal relief they receive. She stated she can provide additional information on the capital investments, if necessary.

Councilwoman Pastor and Vice Mayor Guardado expressed concern regarding recalling of employees by SSP and HMSHost. They requested updates from SSP and HMSHost representatives.

Steven Douglas, Vice President of Business Development at HMSHost, stated the company has recalled 389 employees based on seniority in compliance with their collective bargaining agreement.

Mr. Douglas stated a notification letter was sent out in accordance with the Warren Act, which provided early notification of a potential layoff, and the company intended to bring back as many employees as they could.

Vice Mayor Guardado asked if employees would be terminated if they had not been called back by March.

Mr. Douglas explained the Warren Act states employees would go from furlough to layoff status after the cut-off date.

Councilwoman Pastor asked if HMSHost could extend their cut-off date to 2022, as SSP had done for their employees.

Chairwoman Williams requested HMSHost provide a written statement by December, so that the City Council could understand the company's intent to recall employees.

Vice Mayor Guardado stated SSP and HMSHost should be able to provide the same cut-off date for employees.

Leann Jacobs, Human Resources Director at SSP, shared that 134 associates had been recalled.

Chairwoman Williams asked if SSP was recalling employees by seniority.

Ms. Jacobs affirmed that SSP was recalling their employees by seniority.

Councilwoman Pastor wanted to confirm the furlough date is in 2022.

Ms. Jacobs explained SSP had sent the Warren Act letter to notify staff the recall process would extend 24 months from November 2020.

Councilwoman Pastor asked how SSP worked with their collective bargaining groups.

Ms. Jacobs explained the negotiation process with Unite Local 11 and final memorandum of understanding outlined how the company must proceed through the pandemic and operations in the airport.

Derryl Benton, Executive Vice President in Business Development from HMSHost, stated he would work with the collective bargaining team to get more information regarding a potential recall cut-off date extension.

Chairwoman Williams emphasized the importance of this issue to the City Council and the community.

Chairwoman Williams opened the floor for comments.

Gonzalo de la Melena, owner of Sir Veza's, requested continued business relief and support through ACDBE.

Lachele Mangum, president of LAM Holdings, LLC., requested continued percentage rent only to assist businesses at the airport.

Bruce Mosby, operator of Peet's Coffee, requested continued percentage rent only to assist businesses at the airport.

Tracey Gunderson spoke about her experience working for HMSHost and advocated for the company to extend the recall cut-off date for those who are currently furloughed.

Vice Mayor Guardado asked Ms. Gunderson how long she had worked for HMSHost.

Ms. Gunderson stated she had worked for the company for 10 years and had not yet been recalled. She stated SSP had extended their recall deadline and she would like HMSHost to do the same.



Teresa Dominguez, representing Paradies-Phoenix, requested continued business assistance to maintain their service levels at the airport.

Joya Kizer Clarke, representing CASA Unlimited Enterprises, requested continued percentage rent only to assist businesses at the airport.

Christine Miller, representing Unite Local 11, spoke in opposition to the recall practices of HMS Host.

Douglas Marmol shared he worked for HMSHost in Los Angeles for 24 years and expressed his disappointment in the company's practice of terminating health insurance for furloughed employees. He also discussed the class action lawsuit filed against HMSHost in California for not compensating employees sufficiently and requested that the City of Phoenix not provide any additional relief funds to the company.

Lotes Perez-Silva shared she worked for HMSHost for more than 30 years and discussed the class action lawsuit filed against the company in California for not compensating employees sufficiently. She requested that they not be provided any additional relief funds.

Ibado Mahmud shared she worked for HMSHost for 20 years and had been furloughed in October. She recounted that she was treated poorly by the company, specifically when she requested additional information about her work status and needed to use her health insurance when she was ill.

Carmen Quintana, assisted by a Spanish interpreter, shared she worked for HMSHost for 33 years and had been notified that she would be permanently laid off. She expressed concern for what would happen to her and her fellow employees and thanked the subcommittee for their support.

Vivien Lavelly requested clarification on the seniority aspect of the collective bargaining agreement and expressed concern about concessions' salary management and recall practices.

Hiwt Kidane shared she worked for HMSHost for 14 years and explained she had been impacted financially by this action.

Councilwoman Williams stated it is important that people have listened and will follow through in a timely fashion.

Vice Mayor Guardado emphasized the importance of this issue. Phoenix was rated the tastiest airport in the country, and we cannot forget our workers who contributed to that.

## **18. Climate Action Planning Update**

Deputy City Manager Mario Paniagua introduced Deputy City Manager Karen Peters, Environmental Programs Administrator Nancy Allen, and Chief Sustainability Officer Mark Hartman to provide an update on the City's Climate Action Plan.

Ms. Peters began by acknowledging the collaboration of staff from all City departments to develop the framework of the Climate Action Plan. She expressed the need to act now to adapt and prepare for a hotter environment, explaining input from the community showed 75 percent of residents were extremely concerned with extreme heat, prolonged drought, and decreased air quality. She also highlighted the City's membership in C40 Cities and Mayor Gallego's affirmation of the Paris Climate Accord and provided the timeline of the City's greenhouse gas emissions inventory, sustainability goals, and climate action planning.

Ms. Allen shared Phoenix experienced a per capita decrease in greenhouse gas emissions from 2012 to 2018, while seeing population and economic increases in the same period. She discussed the composition of the City's greenhouse gas inventory, including stationary energy, transportation, and waste. She stated staff has discussed regional solutions with partners such as Maricopa County and the Maricopa Association of Governments.

Ms. Allen provided an overview of the climate action planning process, which included gathering information on existing plans and programs from City departments and community input to develop actions related to mitigation and adaptation. She explained the mitigation actions would focus on emission reduction and adaptation would consist of establishing resiliency goals to improve air quality, strengthen local food systems, decrease the urban heat island, and deal with drought and water supply.

Mr. Hartman stated the framework would articulate the past, present and future climate actions the City would take and that it had been published online for input from the public. He highlighted feedback that had already been received from the Environmental Quality and Sustainability Commission, Arizona Public Service (APS), the Arizona Diamondbacks, Republic Services, and Ni

Ms. Allen concluded the presentation by outlining the future actions on the plan and stated there had been more than 52,000 impressions on the framework since it had been shared on NextDoor.

Chairwoman Williams thanked staff for their planning efforts and opened the floor for comments.

Alana Langdon, representing Nikola Motor, spoke in support of the Phoenix Climate Action Plan.

Michael Denby, representing Arizona Public Services (APS), spoke in support of the Phoenix Climate Action Plan.

Alisa Lyons, representing Valley Partnership, spoke in support of the Phoenix Climate Action Plan.

Colin Tetreault, chair of the Environmental Quality and Sustainability Commission, spoke in support of the Phoenix Climate Action Plan.

Linda Brady, representing Salt River Project (SRP), spoke in support of the Phoenix Climate Action Plan.

**CALL TO THE PUBLIC**

Dan Weecks recognized the work of Phoenix Fire Department staff and requested the topic of first response services for pets be added to a future subcommittee agenda.

**FUTURE AGENDA ITEMS**

None.

**ADJOURNMENT**

Chairwoman Williams adjourned the meeting at 11:36 a.m.

Respectfully submitted,

Adeoffer-Marie Rabusa  
Management Intern



## **Substitute Ground Lease with American Greyhound Racing**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter into a substitute ground lease with American Greyhound Racing, Inc. (Greyhound) at Phoenix Sky Harbor International Airport.

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

Greyhound leases the greyhound racetrack located at 3801 E. Washington St. Greyhound currently uses the location for a community swap meet market. Greyhound has requested a five-year lease extension for their current lease. The current lease has undergone numerous amendments resulting in changes to the original lease premises footprint. This substitute ground lease agreement will replace the current ground lease agreement and clarify the lease premises.

#### **Contract Term**

The term will be five years and will contain an option to extend the term on a month-to-month basis for up to two years. The option may be exercised at the sole discretion of the Aviation Director.

#### **Financial Impact**

Rent for the first year of the lease will be approximately \$954,240 (\$0.78 per square foot), plus applicable taxes. Rent will be adjusted annually thereafter according to the Phoenix-Mesa-Scottsdale Consumer Price Index. Total anticipated revenue over the five-year term will be approximately \$4,771,200.

#### **Concurrence/Previous Council Action**

This item will be recommended for approval by the Phoenix Aviation Advisory Board on Nov. 19, 2020, by a vote of 9-0.

#### **Location**

3801 E. Washington St.  
Council District: 8

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**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



## **Through the Fence Agreement with Dillon Aero, Inc. at Phoenix Deer Valley Airport**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend that the City Council approve a Through the Fence agreement with Dillon Aero, Inc. (Dillon) to provide access from Dillon's hangar facility to Phoenix Deer Valley Airport (DVT).

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

On or about Sept. 11, 2020, Dillon purchased a hangar facility from Honeywell Inc. The hangar facility is located off DVT property at 1510 W. Deer Valley Road. The hangar facility is connected to DVT via an existing taxilane. The agreement will provide access for Dillon-owned and leased aircraft to DVT for aircraft operations.

#### **Contract Term**

The term will be for 30 years. The agreement is non-transferable and will terminate if Dillon sells the hangar facility.

#### **Financial Impact**

Revenue from the agreement is \$27.53 per month for each of Dillon's aircraft stationed at the hangar facility. The rate is based on the rate for uncovered tie-down aircraft storage at DVT and will be adjusted annually according to the Consumer Price Index. Dillon will also pay the current fuel flowage rate of \$0.11 per gallon.

#### **Concurrence/Previous Council Action**

This item was recommended for approval by the Phoenix Aviation Advisory Board on Nov. 19, 2020.

#### **Location**

Adjacent to Phoenix Deer Valley Airport, 702 W. Deer Valley Road  
Council District: 1

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



## **Salt River Project Agricultural Improvement and Power District Executive Hangar Lease at Phoenix Sky Harbor International Airport**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter into an executive hangar lease with Salt River Project Agricultural Improvement and Power District (SRP) at Phoenix Sky Harbor International Airport (PHX).

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

SRP currently leases three hangars at PHX where it stores and maintains aircraft of various types. SRP has requested to lease Executive Hangar E12. The new lease will replace the current Executive Hangar Lease Agreement 142597 for Executive Hangar E13, which will expire on April 30, 2021.

#### **Contract Term**

The term of the lease will be two years. The lease will contain two one-year options to extend the term.

#### **Financial Impact**

Rent for the first year of the lease will be approximately \$29,670.64 (\$7.04 per square foot), plus applicable taxes. Rent will be adjusted annually thereafter by the Phoenix-Mesa-Scottsdale Consumer Price Index. Total anticipated revenue over the term, if all options are exercised, will be approximately \$118,673.

#### **Concurrence/Previous Council Action**

This item will be recommended for approval by the Phoenix Aviation Advisory Board on Nov. 19, 2020, by a vote of 8-0.

#### **Location**

2541 E. Air Lane  
Council District: 8



**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



## **Request Retroactive Authorization to Apply for and Accept FTA COVID-19 Research-Demonstration Program Grant Funds and Enter into a Grant Agreement**

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council retroactive authorization to apply for a Federal Transit Administration (FTA) grant for the purchase and installation of bus operator safety shields.

### **Summary**

In response to the potential long-term effects of the COVID-19 pandemic, earlier this year the Public Transit Department requested approval to move forward with a Request for Proposals for the manufacture and installation of bus operator safety shields on the City's fleet of 483 heavy-duty transit buses. On Aug. 26, 2020 the City Council approved a contract with Complete Coach Works (CCW). Bus operator safety shields will provide a physical barrier between the bus operator and passengers, providing a barrier against physical harm and protection from viruses transmitted via water droplets associated with passengers coughing or sneezing.

With the FTA announcement of the Public Transportation COVID-19 Research Demonstration Grant Program in October 2020, the Public Transit Department seeks aid in funding of the CCW contract. The request for retroactive authorization to apply for the grant is due to the short application timeline. The COVID-19 Research-Demonstration Grant closed on Nov. 2, 2020.

### **Financial Impact**

The grant application requests a federal amount of \$2,043,242, with the Phoenix match portion to be \$510,811. The local match is encouraged by the FTA to make the application more competitive in the grant evaluation and award process. If awarded, the federal grant will offset federal CARES funding currently allocated for this project.

### **Concurrence/Previous Council Action**

The City Council approved Bus Operator Protective Barriers Agreement 152951 (Ordinance S-46879) on Aug. 26, 2020.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



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## **Food Waste Diversion Services- RFQ 21-SW-015- Requirements Contract**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council authorization to enter into a contract with Recycled City, LLC to provide food waste diversion services for Phoenix City Hall building and Calvin Goode Building. This contract will have an aggregate amount not to exceed \$90,000 over the life of the contract.

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

This contract will provide continuation of food scrap pick-up services at the various City facilities for composting at Recycled City's farm. This service will help with the City's diversion initiative goal of Zero Waste by 2050. Since 2016, this service has diverted 37 tons of food waste going in the City's landfill. The contract will provide bi-weekly bin pick-up service at Phoenix City Hall and Calvin Goode Building, and allows for other City facilities to be serviced in the future if necessary.

#### **Procurement Information**

Request for Quote, RFQ 21-SW-015, was conducted in accordance with City of Phoenix Administrative Regulation 3.10. The Public Works Department received one offer on Aug. 19, 2020. This offer was determined to be responsive and responsible to the solicitation requirements.

The Procurement Officer evaluated the quote based on price, responsiveness to all specifications, terms and conditions. Recycled City, LLC, met all solicitation criteria and is recommended for contract award.

#### **Contract Term**

The initial contract term is for one year beginning upon Council approval. Provisions of the contract include an option to extend the term up to four years to be taken in one year increments, which may be exercised by the City Manager or designee.

#### **Financial Impact**

This contract will have an aggregate amount not to exceed \$90,000 over the life of the

contract including option years, with an estimated annual amount of \$18,000. Funds are available in the Public Works Department's budget.

**Location**

Phoenix City Hall, 200 W. Washington St.

Calvin C. Goode Municipal Building, 251 W. Washington St.

Council District: 7

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.



## **Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings**

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

Within Maricopa County, there are several agencies with different charges relating to public transit and transportation planning.

**Valley Metro/RPTA:** In 1993, the Regional Public Transportation Authority Board adopted the name Valley Metro as the identity for the regional transit system in metropolitan Phoenix. Under the Valley Metro brand, local governments fund the transit system which the public sees on Valley streets today. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix Queen Creek, Scottsdale, Surprise and Tempe.

**METRO:** METRO is the brand name for Valley Metro Rail Inc., a nonprofit, public corporation charged with the design, construction and operation of the light rail system. The cities that participate financially in the light rail system each have a representative on the METRO Board of Directors. Cities on the board include Chandler, Glendale, Mesa, Phoenix and Tempe. METRO is structured on a "pay to play basis," with voting power allocated based on investment in the system.

**The Maricopa Association of Governments (MAG):** MAG is a council of governments that serve as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and policy development on a regional scale. Issues such as transportation, air quality and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in

the Maricopa County region.

The goal of staff is to provide the Transportation, Infrastructure and Innovation Subcommittee with agendas for future meetings of these bodies. At times, meeting dates do not coincide and agendas are not available until close to the meeting date. However, prior to reach each Board of Directors meeting, most agenda items are reviewed by staff committees which include City of Phoenix members.

Meeting agendas and/or additional information for previous and upcoming METRO, RPTA and MAG meetings will be distributed to Transportation, Infrastructure and Innovation Subcommittee members at the meeting.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



## **Citizens Transportation Commission Meetings**

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

The Citizens Transportation Commission advances transparency, public input, and government accountability by reviewing appropriations provided by the Phoenix Transportation 2050 plan (T2050), as approved by the voters on Aug. 25, 2015.

The Commission reviews T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of T2050 funds, as well as funding from other sources; conducts public meetings; and formulates and presents recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by T2050.

Meeting agendas and/or additional information for previous and upcoming Citizens Transportation Commission meetings will be distributed to Transportation, Infrastructure and Innovation Subcommittee members at each Subcommittee meeting.

#### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.





## Freeway Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

The Maricopa Association of Governments (MAG) Regional Transportation Plan reflects numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded from the voter approved priorities in the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. City of Phoenix staff are embedded with ADOT on these major construction projects to ensure coordination of all construction activities with City departments. This report is an overview of the current major freeway projects. A monthly report will be provided to the Transportation, Infrastructure and Innovation Subcommittee reflecting project changes as well as new projects.

#### South Mountain/Congressman Ed Pastor Freeway

The South Mountain/Congressman Ed Pastor Freeway is the last piece in completing the Loop 202 system. The 22-mile South Mountain Freeway runs east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 (I-10) on each end. This is the single largest freeway project in Arizona history - built at one time. The entire freeway is within the City of Phoenix.

Key elements of this project are 40 bridge structures, 15 traffic interchanges, 11 miles of sound walls, 5 multi-use crossings, 4.5 miles of improvements at I-10, a six-mile shared use path, and a pedestrian bridge.

Construction began in early 2017 and the freeway was opened to traffic in December 2019.

#### Interstate 17 - Pinnacle Peak and Happy Valley Road

This project is rebuilding the traffic interchanges on Interstate 17 (I-17) at Happy Valley

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and Pinnacle Peak roads to improve safety and traffic flow as population growth and development in this area continues.

The bridge reconstruction at Pinnacle Peak Road will have two through lanes in each direction, bicycle lanes and pedestrian walkways. The bridge reconstruction at Happy Valley Road will remove the existing roundabouts and construct a Diverging Diamond traffic interchange with three through lanes in each direction, bicycle lanes and pedestrian walkways.

Construction began in November 2018 and is scheduled for completion in winter 2020.

**Update:**

- **All lanes at the Pinnacle Peak Road interchange at I-17 are open to traffic. ADOT will be working on landscaping and other work outside the roadway in the coming weeks. Construction crews are now focusing on completing work to open all lanes at the Happy Valley Road interchange.**

Loop 101 - Interstate 17 To Pima Road

This project is widening and improving the Loop 101 (Pima Freeway) from I-17 in Phoenix east to Pima Road in Scottsdale. The improvements are needed to address growing traffic demands in the northeast Valley and relieve traffic congestion on the Loop 101 during the morning and evening peak travel periods.

The major elements of this project include adding one general purpose lane in each direction between I-17 and Pima Road, adding an auxiliary lane in each direction between Seventh Street and Cave Creek Road, and modifying freeway ramps and frontage road connections at 11 interchanges. Additional components include construction of noise or retaining walls where warranted, improvements to drainage and pavement markings, and noise reduction features.

Construction began in February 2019 and is scheduled for completion in spring 2021.

**Update:**

- **The project is on schedule for completion in spring 2021. There will be a number of closures and restrictions during the winter.**

Interstate 17 Frontage Road Drainage Improvement

This ADOT project will replace the existing pump stations at the I-17 traffic interchanges at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona

Canal Diversion Channel (ACDC). The purpose of the project is to improve the drainage facilities that remove storm runoff from the cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

The project includes the installation of 30- to 90-inch diameter reinforced concrete pipe along the I-17 frontage road, two detention basins at the I-17 and Thunderbird Road traffic interchange, pavement replacement on the frontage road, signing, striping, improvements to ADA features within the project area, and removal of the four existing pump stations.

Construction began in January 2020 and is expected to take two years to complete.

**Update:**

- **The ADOT project team is maintaining access to homes and businesses while the frontage road closures are in place. If a section of frontage road is closed, alternate routes may include travel on local streets in the area.**

Interstate 17 - Indian School Traffic Interchange Study

ADOT has completed an environmental study and Design Concept Report (DCR) for a project to improve traffic flow and safety at I-17 and Indian School Road. The study area encompasses Indian School Road between 19th and 31st avenues and I-17 from approximately one-half mile south and one-half mile north of Indian School Road

Approximately 50,000 vehicles use east- and westbound Indian School Road at I-17 per day. This volume is 40 percent higher than on Thomas Road at I-17 (one mile south) and 25 percent higher than on Camelback Road at I-17 (one mile north). Traffic congestion levels on Indian School Road at I-17 are projected to continue increasing.

After evaluating options for a new traffic interchange in this location, a three-level diamond interchange was advanced as the Recommended Build Alternative. If constructed, this interchange would include:

- A flyover bridge along Indian School Road to allow east-west through traffic to bypass the intersections at the I-17 ramps and frontage roads
- New roadways approaching the flyover bridge with embankments and retaining walls
- A reconstructed and widened Indian School Road to accommodate the flyover bridge and new approaches
- Two new pedestrian bridges - one north and one south of Indian School Road - to allow pedestrians to cross I-17 safely

Construction is scheduled to begin in late summer 2021 and last 18 to 24 months.

### Interstate 10 - Broadway Curve

The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/I-17 Split Traffic Interchange and the South Mountain Freeway/Congressman Ed Pastor Freeway State Route 202 near Pecos Road. The project encompasses one of the most heavily traveled segments of freeway in the Valley. Traffic volumes within this 11-mile section of I-10 exceed 250,000 vehicles per day and include vital connections to I-17, State Route 143, US-60, and State Route 202.

The proposed improvements being studied include:

- Adding general purpose and high occupancy vehicle (HOV) lanes
- Adding a collector-distributor road system to reduce the number of lane changes on the freeway
- Improving connections between I-10 and the State Route 143 and Broadway Road to improve HOV lane connections
- Improving connections of I-10 and US 60 (Superstition Freeway)
- Constructing new bridges to accommodate new interchange facilities and additional lanes
- Building retaining and sound walls
- Constructing pedestrian bridge crossings to improve pedestrian access across the freeway

Construction is scheduled to begin in summer 2021.

### **Update:**

- **ADOT is in negotiations with the preferred proposer - Pulice/FNF/Flatiron (PFF). A contract is expected to be executed by the end of December.**

### Interstate 10 Deck Park (Hance Park) Tunnel Repair

The Deck Park Tunnel is an underpass that carries the I-10 freeway beneath downtown Phoenix between 3rd Avenue and 3rd Street. The tunnel consists of a series of nineteen side-by-side bridge structures. Construction of the facility began in 1983 and opened to traffic on Aug. 10, 1990. The tunnel carries approximately 230,000 vehicle trips per day and provides a critical link for regional connectivity and mobility.

Leaks in the ceiling structure of the Deck Park Tunnel have occurred in the past and continue to appear. The water infiltration caused by the leaks can lead to deterioration of the tunnel infrastructure and impacts the ventilation and electrical systems, which

could force closure of the tunnel to traffic. There is also concern that any damage could produce a need for repairs that would require excavation of Margaret T. Hance Park, which is undergoing a major, \$100 million revitalization expected to begin in March 2020.

ADOT, MAG and the City of Phoenix initiated an I-10 Deck Park Tunnel Waterproofing Study in May 2019 because of concern with the integrity of the tunnel. The goal of the study was to evaluate the current water-tightness of the tunnel structure and provide recommendations that minimize the potential for significant leak-related problems for the next 25 years.

The study concluded in August 2019 and recommended that all joints that have not been repaired in the last five years be replaced, which comprises 15 of the 19 total joints. ADOT intends on working closely with the City of Phoenix to coordinate construction activities of the joint work with the Hance Park revitalization project to minimize cost and public disturbance.

Construction began in March 2020.

#### Interstate 17 - Central Avenue Bridge Reconstruction

The scope of this project is to replace the existing I-17 and Central Avenue bridge. The bridge was constructed in 1962 and is nearing the end of its useful service life. The existing vertical clearance of 13 feet, 11 inches over Central Avenue does not meet current design standards, prohibiting high-profile vehicles from using Central Avenue beneath the bridge, and cannot accommodate the Valley Metro South Central Light Rail Extension. The bridge will be widened to accommodate auxiliary lanes between successive ramps on I-17. The project includes new I-17 roadway approaches, retaining walls, FMS improvements, lighting improvements, drainage improvements, and signing and striping.

Construction began in April 2020 and is expected to be completed in fall 2021.

#### **Update:**

- **Currently, there are lane restrictions on I-17 in both directions as work continues on the bridge replacement at Central Avenue. North and southbound I-17 are narrowed to two lanes (left lane closed) between Seventh Street and Seventh Avenue.**

#### US60 (Grand Avenue) - 35th Avenue - Indian School Road Study

ADOT and the Federal Highway Administration (FHWA), in coordination with the BNSF Railway, City of Phoenix and MAG, are initiating a Draft Environmental Assessment

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(EA) and initial Design Concept Report (DCR) for the US 60 (Grand Avenue), 35th Avenue and Indian School Road intersection.

The study proposes that improvements need to be made to the US 60 corridor functionality, arterial street network multimodal opportunities (e.g., expansion of bicycle lane network), and BNSF Railway corridor capacity. These improvements would reduce traffic congestion, improve pedestrian and vehicular safety and enhance multimodal transportation options.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.



## Water Resources, Infrastructure, and Financial Plans

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Water Services Department's financial plan for fiscal years (FY) 2021-25. Additionally, it addresses rehabilitation of aging infrastructure, as well as the impact of these costs on the community water system's financial plan.

### **THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

#### **Summary**

Five-year financial plans for both the City's water and wastewater utilities have been prepared by the Water Services and Finance Departments which reflect both the capital infrastructure requirements and financial requirements of the water and wastewater systems.

The City Council has taken the necessary actions to meet the needs of a rapidly growing city, maintain the infrastructure for existing residents and meet federal standards for safe drinking water.

These plans:

- provide for rehabilitation, replacement, and development of infrastructure necessary to ensure deliveries of safe, clean water and safe removal and treatment of wastewater;
- provide all resources needed by water and wastewater to continue to operate efficiently and effectively;
- maintain reasonable rates for water and wastewater customers; and
- maintain high bond rating to minimize financing costs in the future.

The following sections outline the financial requirements for proposed rate adjustments.

#### Capital Improvement Program

The water and wastewater capital improvement programs are the largest cost components in the Water Services Department and therefore significant drivers of the rate increases periodically necessary to maintain financially viable water and

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wastewater utilities.

Given the impact of COVID-19, the CIP budgets were carefully developed to minimize costs in the current fiscal year while upholding the Department's mission to provide safe and reliable water and wastewater services that meet or exceed regulatory requirements.

#### Water and Wastewater Financial Plans

The financial plans forecast minimal inflationary adjustments necessary to support future operational and maintenance costs and CIP costs of the system based on the following assumptions:

- normal weather conditions with impacts from wildfires on watershed;
- slowing of account growth due to COVID impacts;
- refinancing of debt to reduce current bond costs; and
- adjustment of the Capital Program to slow infrastructure investment

#### **Concurrence/Previous Council Action**

The Citizens' Water/Wastewater Rate Advisory Committee recommended:

- A zero percent water revenue increase for FY 2021, based upon the five-year financial plan that includes a 6.5 percent increase in revenue for FY 2022; and 3.5% increases in revenue for each of FYs 2023-25, on Oct. 20, 2020, by a 6-2 vote; and
- A zero percent wastewater revenue increase for FY 2021, based upon the five-year financial plan that includes zero percent wastewater revenue increases in each of FYs 2021-25, on Oct. 20, 2020, by a 6-2 vote.

#### Staff Recommendation

The Water Services Department requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval of 0 percent water revenue and 0 percent wastewater revenue increases for FY 2021.

#### **Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.





## Household Hazardous Waste Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the City's Household Hazardous Waste program and requests recommendation of City Council approval of a six-month contract with Kary Environmental Services (KES) for a home pickup pilot program.

### **THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

#### **Summary**

The City offers a program for recycling and proper disposal of Household Hazardous Waste (HHW) with the goals of protecting human health and the environment, preventing operational hazards, and increasing diversion of hazardous materials from the City's landfill.

Historically, the City has offered nine HHW collection events annually for residential customers. These events are limited in the number of residents that can be served and often result in long customer wait times along with logistical challenges for both City staff and vendors supporting the events. Over the past three fiscal years, events have averaged 6,200 customers and the diversion of approximately 300 tons of HHW materials annually.

In March 2020, due to the COVID-19 health pandemic and related safety concerns, staff quickly moved to adjust how the City's HHW program was offered. This included canceling collection events indefinitely and providing residents with the alternative to deliver their HHW materials directly to the City's HHW vendor sites. The transition to vendor drop-off as a service delivery method has been smooth; however, this has resulted in lower participation and reduced location convenience for residents. In an effort to provide the best possible customer service, Public Works has been exploring alternative service delivery methods over the past several months.

Based on benchmarking other municipal HHW programs throughout Arizona, findings show that a very effective and proven way to offer these services is through home pickup. Based on staff analysis of costs, participation, customer service, as well as City resources needed, staff determined a home pickup is an effective method to

increase participation and diversion of HHW materials. KES currently provides this type of service to many Arizona cities, including Prescott, Peoria, Glendale and Scottsdale, to name a few.

Staff recommends a new pilot program to provide home pickup HHW collection services. In addition to the proposed pilot program, Public Works will be updating Chapter 27 to make it clear that the property owners or managers are responsible for household hazardous waste until it is picked up by the City's contractor. The pilot program would be evaluated over a six-month period to determine the feasibility of a permanent home pickup program. During the pilot program, the current drop-off service option will remain in place, but no in-person events will be hosted.

The following performance indicators will be used to measure the success of the pilot:

- cost per household served and total cost
- amount of material collected
- customer satisfaction

Staff has begun the process of finalizing the pilot program design, with a goal to launch the pilot in early 2021. Staff intends to return to the Transportation, Infrastructure and Innovation Subcommittee with results and recommendations post program pilot in fall 2021.

### **Financial Impact**

The projected pilot costs are not to exceed \$350,000, which is within what is currently budgeted for HHW events in fiscal year 2020-2021. Monies are available within the Solid Waste Fund.

### **Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.



## Airport Concessions Relief

This report requests that the Transportation, Infrastructure and Innovation Subcommittee (TI&I), recommend to the Phoenix City Council approval of continuing concessions relief to tenants at Phoenix Sky Harbor International Airport (PHX) through continued charge of percent rent in lieu of Minimum Annual Guarantees (MAG) from Jan. 1, 2021 through Dec. 31, 2021 with additional stipulations.

- Stipulation 1: When passenger enplanements at PHX reach 70 percent of the 2019 levels for a period of two continuous months, concessionaires will pay an additional 2 percent of rent.
- Stipulation 2: When passenger enplanements at PHX reach 80 percent of the 2019 levels, concessionaires will pay MAG or percent rent, whichever is greater.
- Stipulation 3: If the airport receives funds from the federal government to provide rent relief for the concessions program, the airport shall apply those funds consistent with the guidance provided by the Federal Aviation Administration (FAA). Concessionaires will be required to comply with all applicable provisions established by the FAA.

Additionally, staff recommends that the term of the Terminal 3 and 4 food, beverage, and retail concessionaires be extended for three years.

### **THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

#### **Summary**

The COVID-19 global pandemic created a downturn in airline passenger travel by over 93 percent at PHX. In direct correlation to the reduced passenger activity, concession sales plummeted for PHX's concessionaires. As a result, established rents were unsustainable for the concessionaires in the Terminals. On April 4, 2020, the Federal Aviation Administration (FAA) provided guidance to airport sponsors encouraging them to consider the business circumstances created by the public health emergency and assist tenants in staying solvent so they can resume normal operations when the emergency ends. The Aviation Department requested approval to provide financial relief for concessionaires which included prime operators and Airport Concession Disadvantaged Business Enterprise (ACDBE) business partners (Concessionaires) to mitigate the effects of the decrease in passenger activity related to COVID-19.

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On June 3, 2020, Council approved relief from paying MAG for concessionaires at PHX and percent rent only effective April 1, 2020 through June 30, 2020. On July 1, 2020, Council approved an extension of the percent rent only through Dec. 31, 2020. All concessionaires that received relief were required to adhere to the following requirements:

- Pass financial relief on to all joint venture partners and sub-concessionaires;
- Recall and reemploy furloughed or laid off employees;
- Provide two months medical benefits for furloughed or laid off employees (applicable only April 1-June 30,2020);
- Work with Community Economic Development on other relief and employment opportunities;
- Submit weekly sales reports; and
- Provide notice of any Coronavirus Aid Relief and Economic Security Act relief received.

As a result of the pandemic:

- Travelex closed all operations in North America;
- Approximately 50 terminal advertising contracts were cancelled;
- Host furloughed 756 associates and has recalled 347 employees based on seniority, 253 of which have accepted;
- SSP furloughed 550 associates and has recalled 131 employees based on seniority; and
- Stellar furloughed 72 associates and has recalled 25.

As passengers loads have gradually increased, the Concessionaires have started re-opening closed units, extending hours of operation, and recalling furloughed personnel. Of the 136 total concessions operating out of PHX, 53 (39 percent) are currently open for business. This is up from 31 percent in May of 2020. While passenger traffic is picking up, it is not tracking at the same rate it was prior to COVID-19 and as a result, Food & Beverage and Retail gross sales remain down by approximately 50 percent compared to 2019, and Terminal advertising gross revenue is down by approximately 25 percent.

### **Financial Impact**

If approved by Council, the Minimum Annual Guarantee (MAG) will be temporarily waived and tenants will pay percent rent based on their lease agreement and terms outlined in this report.

**Concurrence/Previous Council Action**

The Phoenix Aviation Advisory Board was updated on this item on Nov.19, 2020.

**Location**

Sky Harbor International Airport - 3400 E. Sky Harbor Blvd.

Council District: 8

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



## **Pedestrian and Bicycle Safety Programs**

This report provides consolidated information on the Street Transportation Department's pedestrian safety improvements implemented through the coordinated efforts of its pedestrian and bicycle safety programs as requested by the Transportation, Infrastructure and Innovation Subcommittee at the Nov. 4, 2020 subcommittee meeting.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

To address pedestrian fatalities in Phoenix, the City Manager's Office created the Pedestrian Safety Task Force in 2018. The Street Transportation Department's (Streets) Office of Pedestrian Safety leads and participates in the interdepartmental Pedestrian Safety Task Force, which includes representatives of the Street Transportation and Police departments, the Communications Office, and the City Manager's Office. The Office of Pedestrian Safety has continued to seek funding for pedestrian safety related grant opportunities, provide increased educational outreach to neighborhood groups and residents, collect data on existing pedestrian safety infrastructure, increase collaboration with outside agencies, and prioritize capital improvement projects with an emphasis on pedestrian safety.

Streets was recently successful in securing a federal Better Utilizing Infrastructure Leveraging Development (BUILD) Grant for roadway safety improvements along 35th Avenue between Interstate 10 and Camelback Road. This stretch has been identified as a pedestrian safety 'hot spot' where a higher number of pedestrian-related collisions and injuries have occurred in recent years. Project improvements will include additional street lighting, signalized mid-block crossings and raised medians, which will contribute to overall safety, especially for pedestrians.

In addition to the Office of Pedestrian Safety program, Streets implemented the Active Transportation Program, which leverages coordination with the Accelerated Pavement Maintenance Program (APMP) to add bike lanes where feasible through lane narrowing or to implement bicycle safety improvements such as bike lane buffers and protection.

The Transportation, Infrastructure and Innovation subcommittee was previously provided with three separate reports regarding the Streets pedestrian and bicycle safety programs: the Pedestrian Safety Program Update (**Attachment A**) on Nov. 4, 2020, the BUILD 2020 Grant Award (**Attachment B**) on Nov. 4, 2020, and the Active Transportation Program Update (**Attachment C**) on Oct. 7, 2020.

At the Nov. 4, 2020 subcommittee meeting, Streets was asked to provide comprehensive information about where pedestrian safety improvements have been implemented through the coordinated efforts of its pedestrian and bicycle safety programs.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and Street Transportation Department.

# Attachment A

## Transportation, Infrastructure and Innovation Subcommittee



City of Phoenix

### Report

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Agenda Date: 11/4/2020, Item No. 14

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## Pedestrian Safety Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Street Transportation Department's (Streets) Office of Pedestrian Safety activities.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

To address pedestrian fatalities in Phoenix, the City Manager's Office created the Pedestrian Safety Task Force in 2018. Streets' Office of Pedestrian Safety leads and participates in the interdepartmental Pedestrian Safety Task Force, which includes representatives of the Street Transportation and Police departments, the Communications Office, and the City Manager's Office.

The Office of Pedestrian Safety has continued to seek funding for pedestrian safety related grant opportunities, provide increased educational outreach to neighborhood groups and residents, collect data on existing pedestrian safety infrastructure, increase collaboration with outside agencies, and prioritize capital improvement projects with an emphasis on pedestrian safety.

#### Pedestrian Fatalities

Preliminary numbers from the Arizona Department of Transportation (ADOT) show the City of Phoenix experienced 86 pedestrian fatalities on its roads in 2019. These preliminary numbers represent an increase of 28 percent over the past five years (2015 to 2019) and an increase of 91 percent over the past 10 years (2010 to 2019). Yet these numbers also show a decrease of 17 percent in pedestrian fatalities between 2018 and 2019.

Preliminary partial year data for 2020 indicates that Phoenix has seen a decrease in pedestrian fatalities compared to a year ago. The Phoenix Police Department Vehicular Homicide Unit has reported 37 fatalities from Jan. 1 to Aug. 31, 2020. This is a 36 percent decrease from the 58 fatalities reported during the same time period in 2019.



### Pedestrian Safety Funding and Improvements

To address the increase in pedestrian fatalities throughout the City of Phoenix, City Council authorized Streets to allocate \$2 million in ongoing, annual Capital Improvement Program (CIP) funding to the Office of Pedestrian Safety to provide continuous funding to implement pedestrian-related safety improvements. Fiscal Year (FY) 2020 was the first year these funds were programmed.

Streets' Office of Pedestrian Safety utilizes the four "E"s of traffic safety to continue to enhance pedestrian safety in Phoenix: Evaluation, Engineering, Education, and Enforcement. In reference to Evaluation, Engineering, and Education, the following provides an overview of the activities undertaken by the Office of Pedestrian Safety to date and future activities. It should be noted that Enforcement activities are conducted by the Police Department with input from Streets.

### FY 2020 Accomplishments

The Office of Pedestrian Safety funded and worked on several pedestrian safety improvements in FY 2020. Highlights are summarized below, but additional details on the accomplishments of the Office of Pedestrian Safety, including progress and projects, are detailed in **Attachment A**.

### Engineering

#### *HAWK Timing Adjustments*

The Streets traffic signal team completed adjustments to the timing of all HAWK signals throughout Phoenix to provide shorter wait times for pedestrians during non-peak traffic hours. During peak hours, HAWK signals are synchronized with nearby traffic signals, but these timing adjustments allow for HAWK signals to be activated without delay during non-peak traffic hours.

#### *Pedestrian Safety Devices*

The Office of Pedestrian Safety developed a plan for the installation of new pedestrian safety devices to create a more seamless design and construction process. As these projects are typically implemented over multiple fiscal years, this part of the plan involves utilizing funds from one fiscal year for design and funds from the next fiscal year for construction.

In FY 2020, the Office of Pedestrian Safety prioritized the design of eight HAWK signals and one traffic signal in high, mid-block pedestrian collision locations. The locations are shown in **Attachment A**. The design and construction of these signals are in various stages of design and construction, but all are anticipated to be completed by the end of FY 2021. In addition, pedestrian safety funding was also used for the construction of a traffic signal at 57th Drive and McDowell Road at the Academy

of Math and Science - Desert Sky.

### *Streetlighting*

The Office of Pedestrian Safety completed design of new streetlighting for a critical half-mile segment along 27th Avenue between Bethany Home Road and Maryland Avenue. Construction is planned for later this fiscal year. The team also began designing an additional half-mile segment along Thomas Road between 32nd and 36th Streets for construction in FY 2022. Both segments have a high incidence of pedestrian collisions over the past five years.

### *Pedestrian Refuge Median Islands*

The Office of Pedestrian Safety designed two pedestrian refuge median islands. The first location at 43rd Avenue south of Baseline Road was installed in May 2020. This location aides school crossings at Legacy Traditional Charter School. The second location on Buckeye Road just east of Sky Harbor Circle was designed, with installation scheduled for completion in December 2020.

### *Crosswalk Upgrades*

The Office of Pedestrian Safety upgraded 85 unsignalized crossing locations to improve driver visibility of these crosswalks. Staff utilized resident requests and field observations to add high visibility striping and yield lines, double-sided street signs, and in some locations, additional streetlights and/or ADA ramp upgrades.

### Education

#### *Pedestrian Safety Activity Book*

In FY 2020, the Office of Pedestrian Safety designed a Pedestrian Safety Activity Book for children in grades three to six, which was also translated into Spanish. The team printed 13,000 copies in English and 10,000 copies in Spanish.

#### *Educational Events and Materials*

The Office of Pedestrian Safety completed the Spanish translation and printed 10,000 copies of the Pedestrian Safety Activity Book, which is geared to elementary school-aged children (in third through sixth grades).

The Office of Pedestrian Safety developed a six-week curriculum for pedestrian safety to be delivered at elementary schools. This curriculum was provided for approximately 100 third graders at Mitchell Elementary School in Maryvale. Additional classes were scheduled at other schools but were canceled due to COVID-19. Class sessions will resume as soon as it is safe to do so.

## Evaluation

### *Partnerships for Research*

As part of its evaluation efforts, Streets partnered with the Design Studio for Community Solutions at Arizona State University (ASU). This partnership aims to create a multi-pronged, interdisciplinary, and solutions-oriented engagement between both institutions on the issue of curtailing pedestrian fatalities and serious injuries in the City of Phoenix. This collaboration involved a variety of expert researchers from ASU who conducted two research studies analyzing Phoenix's pedestrian collision data. The findings and recommendations of these studies are currently being reviewed by Streets staff.

### FY2021 Recommended Improvements

The Office of Pedestrian Safety's plan for utilizing its FY 2021 funding is included in **Attachment B**. The plan will continue to be focused on Engineering, Evaluation, and Education, and highlights of the FY 2021 projects and efforts are shown below:

- Improving pedestrian visibility by adding streetlights on both sides of a street where only one-sided lighting exists;
- Addressing gaps in pedestrian safety by adding single streetlights at existing crosswalks, or in roadway segments, and improving crosswalk infrastructure;
- Constructing five HAWK signals and one traffic signal at high pedestrian activity and/or collision locations;
- Designing six new HAWK signals and one traffic signal;
- Installing raised pedestrian refuge median islands at locations with high pedestrian activity;
- Improving signalized crosswalk visibility and standardize citywide details for pedestrian infrastructure;
- Funding a safety analysis tool to aid in the identification, evaluation, and prioritization of infrastructure installation projects; and
- Creating educational videos to raise awareness of pedestrian safety.

### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and Street Transportation Department.



## FY 2020 Office of Pedestrian Safety Budget Accomplishments

### **ENGINEERING**

#### **Streetlighting: \$250,000**

The Office of Pedestrian Safety completed the design of new streetlighting for a critical half-mile segment along 27<sup>th</sup> Avenue between Bethany Home Road and Maryland Avenue. Design has been completed, with construction planned for later this fiscal year.

The Office of Pedestrian Safety also initiated design of new streetlighting for an additional half-mile segment along Thomas Road between 32<sup>nd</sup> Street and 36<sup>th</sup> Street. In the last five years, there have been three pedestrian fatalities and four incapacitating injuries during the nighttime hours in this segment of Thomas Road. Construction is anticipated using FY 2021 funding and should be completed in FY 2022.

#### **HAWK and Traffic Signals: \$780,000**

The Office of Pedestrian Safety initiated the design of HAWK and traffic signals at nine high-crash locations.

Design work has been completed for three of these locations. Construction is scheduled to be completed later this fiscal year using FY 2020 funding.

- 7<sup>th</sup> Avenue and Cocopah Street (HAWK signal)
- 27<sup>th</sup> Avenue and Rovey Avenue (HAWK signal)
- 41<sup>st</sup> Street and McDowell Road (HAWK signal)

Design work is underway at six additional locations and is scheduled to be completed later this fiscal year. Construction is scheduled to be completed later this fiscal year using FY 2021 funding.

- 7<sup>th</sup> Avenue near Pima Street (HAWK signal)
- 7<sup>th</sup> Avenue and Turney Avenue (HAWK signal)
- 20<sup>th</sup> Avenue and Indian School Road (Traffic signal)
- 43<sup>rd</sup> Avenue near Pinchot Avenue (HAWK signal)
- 43<sup>rd</sup> Avenue south of Rose Lane (HAWK signal)
- Indian School Road near Amelia Avenue (HAWK signal)

The Office of Pedestrian Safety also constructed a traffic signal to signalize the crosswalk at the Academy of Math and Science – Desert Sky campus at 57<sup>th</sup> Drive and McDowell Road. Construction has been completed and the signal was activated in October 2020.



## **FY 2020 Office of Pedestrian Safety Budget Accomplishments**

### **Pedestrian Refuge Median Islands: \$100,000**

The Office of Pedestrian Safety designed two pedestrian refuge islands. Installation has been completed at one location, with the other planned for later this fiscal year.

- 43<sup>rd</sup> Avenue south of Baseline Road (completed)
- Buckeye Road east of Sky Harbor Circle (installation in December 2020)

### **Crosswalk Upgrades: \$607,000**

The Office of Pedestrian Safety initially planned to upgrade 55 unsignalized crossing locations to improve driver visibility. However, through resident requests and field observations, the Office of Pedestrian Safety upgraded 85 locations. The upgrades included high visibility striping and yield lines; double-sided street signs; and in some locations additional streetlights and/or ADA ramp upgrades.

## **EDUCATION**

### **Pedestrian Safety Activity Book Design and Printing: \$38,000**

The Office of Pedestrian Safety designed, translated to Spanish, and printed copies of our Pedestrian Safety Activity Book geared to elementary school-aged children (in third through sixth grades). Staff printed 13,000 copies of the book in English and 10,000 copies in Spanish.

### **Pedestrian Safety School Outreach: \$0**

The Office of Pedestrian Safety developed a six-week school curriculum focused on the use of and teaching around the Pedestrian Safety Activity Book. Staff prioritized schools within ¼-mile of pedestrian “hotspot” locations in Phoenix to provide pedestrian safety education classes.

In January 2020, the Office of Pedestrian Safety provided this curriculum for approximately 100 third graders at Mitchell Elementary School in Maryvale. Additional teaching was scheduled at other schools, but due to COVID-19 were canceled. Staff will work to reschedule with other schools as soon as it is safe to do so.



## **FY 2020 Office of Pedestrian Safety Budget Accomplishments**

### **EVALUATION**

#### **Arizona State University Research: \$50,000**

The Office of Pedestrian Safety worked with Arizona State University (ASU) to undertake two research studies investigating pedestrian crashes in Phoenix. ASU has finalized studies with summaries of findings and recommendations. These are currently under review by Office of Pedestrian Safety staff.

### **UNOBLIGATED FUNDING**

#### **FY 2020 Funds Carried Over to FY 2021: \$175,000**

These funds were not obligated in FY 2020 but were carried over for use in FY 2021. The funds will be utilized for street lighting, pedestrian refuge median islands, and educational outreach materials.



## FY 2021 Office of Pedestrian Safety Budget

### ENGINEERING

#### **Streetlighting for Half-Mile Single-Sided Segments: \$250,000**

The Office of Pedestrian Safety is planning to fund the design of new streetlighting along 51<sup>st</sup> Avenue from Campbell Avenue to Camelback Road. In the last five years, two pedestrian fatalities and three incapacitating injuries have occurred during nighttime hours in this segment of 51<sup>st</sup> Avenue. Construction is anticipated to be funded and completed in FY 2022.

The Office of Pedestrian Safety will fund installation of new streetlighting along Thomas Road between 32<sup>nd</sup> Street to 36<sup>th</sup> Street. In the last five years, there have been three pedestrian fatalities and four incapacitating injuries during the nighttime hours in this segment of Thomas Road. Construction would utilize FY 2021 funding and should be completed in FY 2022.

#### **HAWK and Traffic Signals: \$939,000**

The Office of Pedestrian Safety will fund construction of HAWK and traffic signals at six high-crash locations.

- 7th Avenue near Pima Street (HAWK signal)
- 7th Avenue and Turney Avenue (HAWK signal)
- 20th Avenue and Indian School Road (Traffic Signal)
- 43rd Avenue near Pinchot Avenue (HAWK signal)
- 43rd Avenue south of Rose Lane (HAWK signal)
- Indian School Road near Amelia Avenue (HAWK signal)

The Office of Pedestrian Safety will also fund the design of six new HAWK signals and one traffic signal at high-crash mid-block locations. The locations will be determined and studied this fiscal year. Construction is anticipated using FY 2022 funding and should be completed in FY 2022.

#### **Pedestrian Refuge Median Islands: \$50,000**

The Office of Pedestrian Safety will fund design and construction of one pedestrian refuge median island at a location with high pedestrian activity. The location will be determined later this fiscal year.



## **FY 2021 Office of Pedestrian Safety Budget**

### **Rectangular Rapid Flashing Beacons Upgrade: \$200,000**

The Office of Pedestrian Safety will upgrade rectangular rapid flashing beacons (RRFBs) at eight existing crosswalk locations with circular beacons. Circular beacons are larger and more visible to drivers. The upgrade locations are:

- 3<sup>rd</sup> Avenue and Merrell Street
- 7<sup>th</sup> Street and Monroe Street
- 12<sup>th</sup> Street and the Grand Canal
- 15<sup>th</sup> Avenue and the Grand Canal
- 40<sup>th</sup> Street and Danbury Road
- 48<sup>th</sup> Street and the Grand Canal
- Oak Street and the Grand Canal
- 3221 West Van Buren Street

### **Crosswalk Upgrades: \$146,000**

The Office of Pedestrian Safety will fund crosswalk location safety upgrades to enhance pedestrian infrastructure. These upgrades will include building or relocating ADA ramps, improving street markings and signage, and installing additional streetlights. Locations will be determined throughout this fiscal year.

### **Safety Standards: \$50,000**

The Office of Pedestrian Safety will fund improvements to standard City details applicable to pedestrian crossing infrastructure, which will ensure consistency in how drivers and pedestrians see and interpret safety infrastructure.

## **EDUCATION**

### **Outreach Videos: \$50,000**

The Office of Pedestrian Safety will fund the development of four pedestrian safety educational videos.





## **FY 2021 Office of Pedestrian Safety Budget**

### **EVALUATON**

#### **Safety Analysis Tool: \$200,000**

The Office of Pedestrian Safety will fund the development of a traffic safety analysis tool. This tool will assist staff in the identification, evaluation, and prioritization of locations for pedestrian safety infrastructure improvements.

### **OTHER**

#### **Additional Pedestrian Safety Funding for Unanticipated Needs: \$115,000**

The Office of Pedestrian safety will maintain funding to be initially set aside to address additional pedestrian safety needs that may come up during the fiscal year.

## Attachment B

### Transportation, Infrastructure and Innovation Subcommittee



City of Phoenix

### Report

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Agenda Date: 11/4/2020, Item No. 12

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## **Better Utilizing Infrastructure Leveraging Development 2020 Grant Award - 35th Avenue Safety Corridor Project**

This report provides an update to the Transportation, Infrastructure and Innovation Subcommittee on the U.S. Department of Transportation Better Utilizing Infrastructure Leveraging Development (BUILD) 2020 Grant Award. Phoenix was awarded nearly \$17.5 million to make safety and technology improvements to the 35th Avenue corridor between Interstate 10 (I-10) and Camelback Road.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

The BUILD grant is an extremely competitive process. Receiving a national grant to improve multimodal safety on one of Phoenix's busiest roadways by implementing innovative technology is an exciting opportunity for the City of Phoenix. The Project area, 35th Avenue between I-10 and Camelback Road, serves students and families that walk, bike and use transit daily.

This highly utilized 3.2-mile section of roadway has between 24,000 and 35,000 vehicles per day. The 35th Avenue corridor currently serves about 250 small businesses and 8,000 employees across a wide spectrum of business sectors, including manufacturing and distribution. It is also one of the City's highest transit ridership areas with an average of 5,200 daily riders. Diverse land uses across the 35th Avenue corridor include multi-family residential, commercial and industrial developments, multiple K-12 schools, two community parks and the campus of Grand Canyon University.

Receiving this BUILD grant award leverages and supports the City's Transportation 2050 (T2050) Plan since this portion of 35th Avenue has been identified as a T2050 Safety Corridor and is also a major public transit corridor. Between I-10 and Camelback Road, 35th Avenue has been identified as a pedestrian safety 'hot spot' where a higher number of pedestrian-related collisions and injuries have occurred in recent years. Project improvements will include increased lighting, signalized mid-block crossings and raised medians, which will contribute to overall safety, especially for pedestrians.

Further, with the population of residents adjacent to the 35th Avenue corridor being predominantly young (33 percent of the population is under the age of 18) and likely to attend one of the 10 K-12 schools in the corridor, the project improvements will also address providing safe access to schools in the area.

The BUILD grant requires a local match of \$7.5 million, which the City will fund using a combination of T2050 revenues and Arizona Highway User Revenue Funds (HURF). The initial grant award triggers a series of next steps, including environmental surveys and pre-design activities. Design of the project is anticipated to start in spring 2021, with construction anticipated to start in late 2022 with a goal of completing construction in early 2025.

### 35th Avenue Safety Corridor Project Improvements

The 35th Avenue Safety Corridor Project consists of improvements that advance safety, mobility and economic development in the project area. A visual overview is included in **Attachment A**. Targeted improvements include:

- Installing three new pedestrian hybrid beacons (illuminated pedestrian-activated signals) along 35th Avenue at or near the Coronado Road, Grand Canal Multi-Use Path and Turney Avenue intersections to increase mid-block pedestrian crossing opportunities;
- Installing raised medians at various locations throughout the project corridor to provide greater vehicle separation and a safe refuge to pedestrians without restricting existing traffic movements;
- Rebuilding nine signalized intersections to modern standards that allow for support of new traffic technologies and safer operations;
- Installing LED street lighting along the west side of 35th Avenue, completing dual-sided lighting throughout the corridor and improving safety for drivers and pedestrians;
- Milling and overlaying the pavement between McDowell Road and Camelback Road to provide a smooth driving surface and reduce future maintenance needs;
- Installing broadband fiber optic cable to improve the corridor's capacity for data sharing and allowing for the future integration of autonomous and innovative technologies; and
- Updating traffic signal programming to improve roadway efficiency. Traffic signal optimization can reduce travel times by nearly 20 percent, potentially saving 90,000 hours for commuters annually.

**Financial Impact**

The BUILD grant requires a local match of \$7.5 million, which the City will fund using T2050 revenues and HURF.

**Concurrence/Previous Council Action**

The City Council authorized the application for and acceptance of the 'Better Utilizing Investments to Leverage Development' Grant (Ordinance S-46531) on April 15, 2020.

**Location**

35th Avenue between I-10 and Camelback Road  
Council Districts: 4 and 5

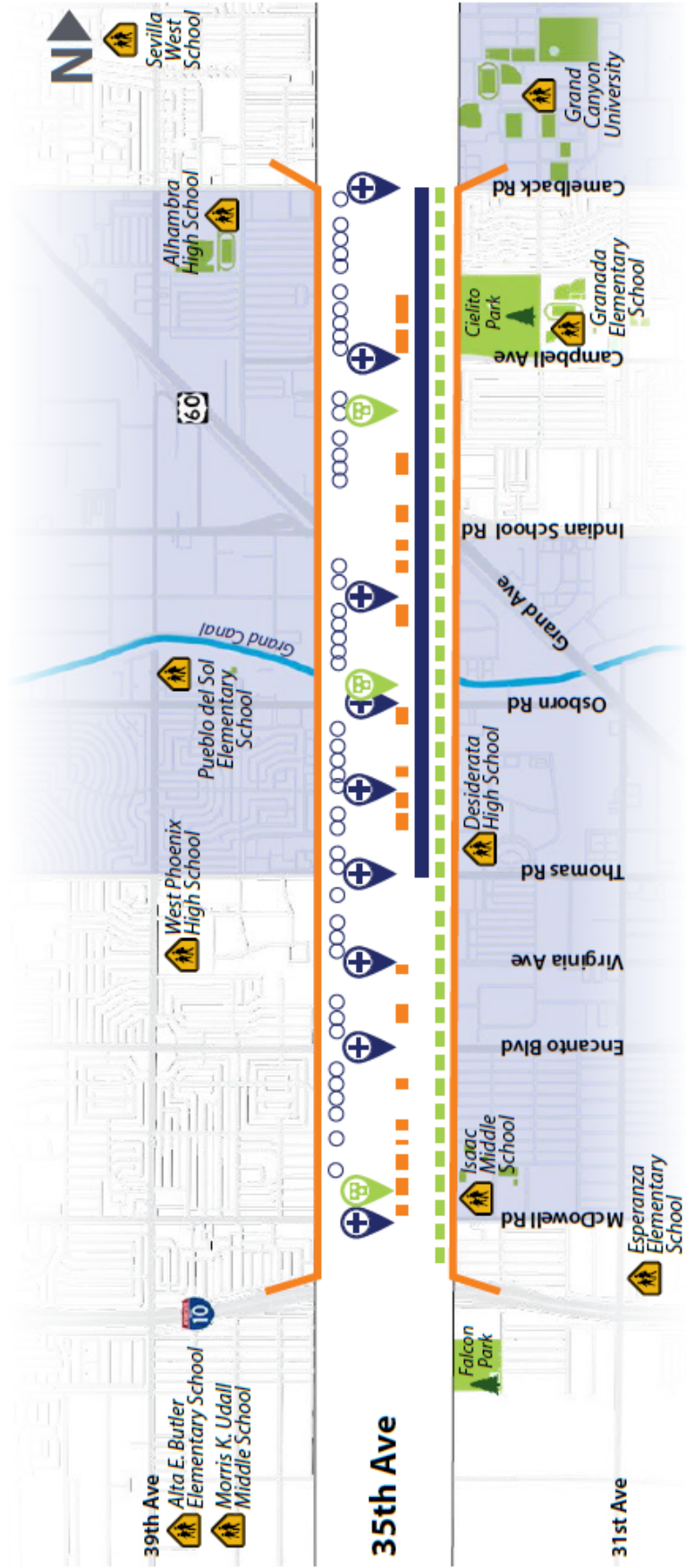
**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

# OVERVIEW OF 35TH AVENUE SAFETY CORRIDOR PROJECT IMPROVEMENTS

Legend	
	Project Length
	School
	Opportunity Zones

Project Goals	* Proposed PHB Location	Raised Center Median	Intersection Rebuild	Street Lighting	Pavement Mill & Overlay	Install Fiber Optic Cable
Safety Improvement	✓	✓	✓	✓	✓	✓
Smart Investment	✓		✓			✓
Preparation for the Future			✓			✓



\* PHB = Pedestrian Hybrid Beacon

Similar to a HAWK, this is a type of pedestrian-activated signal at a crosswalk that alerts drivers to stop when someone intends to cross.



## Active Transportation Program Update

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the activities of the Street Transportation Department (Streets) Active Transportation Program.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

The Streets Bicycle Program was expanded and incorporated into the Active Transportation Program to reflect other active modes and growing popularity in lightweight wheeled vehicles that are not bikes, such as e-scooters and mobility devices. It also acknowledges infrastructure that serves people on bikes may also serve people on foot or in wheelchairs, including multi-use paths and safer street crossings.

Specifically, this report provides information about: the bicycle lane miles installed in Fiscal Year (FY) 2020 and first two months of FY 2021; bicycle lane miles planned for installation as part of the Pavement Maintenance Program through FY 2024; and bicycle lane miles currently planned for installation outside of the Pavement Maintenance Program. The report also addresses the development of the upcoming Active Transportation Plan, the City's most recent bicycle counts, and Phoenix's recent designation as a Bronze Level Bicycle Friendly Community.

#### Background

Interest in active transportation in Phoenix has been growing for several years as residents have asked for more sidewalks, recreational paths, and safer street crossings. More recently, during the COVID-19 pandemic, people have turned to walking and biking outdoors in greater numbers looking for opportunities to exercise and social distance during the current public health situation. Streets is addressing the increasing demand for active transportation in multiple ways, including building infrastructure, updating policies, and planning for a city where active transportation is seamlessly integrated into everyday life for Phoenixians.

### Infrastructure

Streets is tasked with implementation of the 35-year Transportation 2050 (T2050) goal to add 1,080 bi-directional miles of new bicycle lanes. In the first 4 1/2 years of T2050, 183 new bike lane miles have been added to the City's bicycle network. Streets has added 40.4 miles of new bike lanes in FY 2020 and an additional 7.8 miles of new bike lanes in the first two months of FY 2021 through its Pavement Maintenance Program (**Attachment A**). Streets is also focused on providing additional safety and protection to bicyclists. As part of this effort, Streets incorporated buffers on 28.9 miles and 4.1 miles of existing bike lanes in FY 2020 and the first two months of FY 2021, respectively (**Attachment A**). Streets is planning to add another 53.5 bike lane miles through its Pavement Maintenance Program over the next four years through FY 2024 and also plans to incorporate bike lane buffers on 59.8 miles of existing bike lanes through FY 2024 (**Attachment B**). The Pavement Maintenance Program has been, and will continue to provide, the greatest opportunity for increasing the number of miles of bicycle lanes on City streets. Streets also plans to add an additional 27.6 miles of new bike lanes through its Capital Improvement Program (CIP) (**Attachment C**). All planned or proposed bicycle lane installation projects are always subject to further analysis and public feedback prior to actual implementation. Streets is also focused on providing additional off-street active transportation infrastructure. Earlier this year, the City celebrated the opening of the Grand Canalscape project, marking the completion of a 12-mile continuous multi-use path through the heart of Phoenix.

Streets is actively pursuing additional active transportation infrastructure projects adjacent to irrigation canals that travel across the City. In partnership with the Salt River Project (SRP), Streets received approval to utilize SRP Municipal Aesthetics Program funding to design and construct two additional canalscape projects:

- Grand Canal Phase III: 75th Avenue to 47th Avenue
- Western Canal Phase I: 4th Avenue to 24th Street

Both projects represent exciting opportunities to enhance and promote increased active transportation along canal banks within growing communities in the western and southern parts of Phoenix. Design will start later this calendar year, and construction is scheduled to begin in early 2022.

### Planning

In a city that has traditionally been built for cars, there is currently high demand for active transportation projects. Addressing these needs effectively and in an equitable manner takes a deliberate planning and prioritization approach. Before the end of the calendar year, the Active Transportation Program team will launch the planning process for the Active Transportation Plan, which represents a major update to the

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City's 2014 Bicycle Master Plan. The Active Transportation Plan process and outcomes will focus on a key strategy from the 2014 Bicycle Master Plan: "Review and update of City policies, procedures, codes, ordinances, guidelines, and standards to promote bicycle safety and facilities." The effort will emphasize an innovative, equitable, and safe public outreach, with a focus on better understanding Phoenixian's values and priorities when it comes to their streets. Feedback from the public will help the Active Transportation Program team to pursue policies and infrastructure that support the community's values in an equitable manner. In place of traditional mapping exercises, the Active Transportation Plan will focus on creating an iterative and responsive approach to facility planning. The focus on policies and procedures will establish the tools needed to create a connected active transportation network.

Streets is continually planning for better active transportation projects, with an emphasis on projects that create or expand regional connections. Phoenix recently submitted for pre-design funding for a bicycle/pedestrian bridge at the 3rd Street alignment across the Salt River through the Maricopa Association of Governments (MAG) design assistance program. In August 2020, the 3rd Street bridge project was recommended by the MAG Active Transportation Committee and was evaluated as the highest-ranked project in the region from among 17 submittals. The bridge would provide a key active transportation connection between the south and north banks of the Rio Salado multi-use pathway. The Rio Salado multi-use pathway runs through Phoenix and connects into Tempe, tying into the regional network of trails. The final project funding approval is anticipated at the MAG Regional Council meeting later this month.

### Bicycle Counts

In conjunction with the start of T2050, Streets has conducted spring and fall counts of walking and biking since 2017. The most recent counts were conducted in April at 22 Citywide locations (**Attachment D**). Although four of the 22 locations are primarily recreational, the remaining 18 locations are considered non-recreational areas. Overall, bicycling and walking counts have shown an increase, with increases showing most dramatically on the recreational routes and activity heaviest on the weekends. Some non-recreational locations had slight decreases in both walking and biking activity, with those decreases most notable on weekdays. Across the entire week, recreational routes showed 138 percent and 118 percent increases in biking and walking respectively in 2020 over the previous year. And for non-recreational routes, biking increased by 13 percent while pedestrian activity decreased by six percent between 2019 and 2020.

Anecdotally, the increase in biking was also reflected in local bike sales, with local news reporting a bike sales boom in April 2020. Bike purchases suggest an increased

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interest in bicycling, which highlights the need for the City's investment in active transportation infrastructure.

### Bicycle Friendly Designation

In May, Phoenix was designated as a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. The City was previously designated Bronze level in 2013. The ranking system is competitive and evolving as cities across the country work to improve their bicycling infrastructure. The Bronze level designation demonstrates that Phoenix has improved as a bicycling city but has not yet caught up to other cities like Denver (Silver) or Tucson (Gold). The Bicycle Master Plan (2014) set a goal to achieve Platinum by 2034. In order to take the first step towards this achievement, Streets has drafted a "Game Plan for Getting to Silver" as identified in **Attachment E**. The game plan highlights the next steps the Department will take based on recommendations from the League of American Bicyclists.

Streets continues to expand its capacity to deliver on the goal of 1,080 bi-directional miles of new bicycle lanes by 2050. Staff is continuing to inform City Council and the community through various outreach methods on travel lane reduction, new bicycle lanes, buffered bicycle lanes, protected bicycle lanes, or any impacts to on-street parking. The upcoming Active Transportation Plan will be an opportunity to chart out the next ten years for Phoenix to build comfortable and safe active transportation infrastructure for its residents and visitors.

### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

### FY20 New Bike Lanes Installed

Street	From	To	Council Dist.	One Way Miles
91st Ave	Thomas Rd	Indian School Rd	5 & 7	2.0
Mountain Pkwy	Ray Rd	Chandler Blvd	6	1.9
Buckeye Rd	17th Ave	7th Ave	8	1.5
107th Ave	Camelback Rd	Indian School Rd	5	2.0
59th Ave	Baseline Rd	1,000 ft S/O Baseline	8	0.1
71st St	350 ft S/O Paradise Ln	Sandra Ter & Scottsdale Rd	2	0.6
Baseline Rd	7th Ave	Central Ave	7 & 8	1.0
39th Ave	Maryland Ave	Glendale Ave	5	1.0
40th St	McDowell Rd	Loop 202	8	0.8
19th Ave	Bell Rd	Greenway Rd	3	2.0
20th St	Mitchell Dr	Greenfield Rd	4	0.8
Cave Creek Rd	Bell Rd	Greenway Rd	2 & 3	1.9
Durango St	27th Ave	35th Ave	7	2.0
Baseline Rd	57th Ave	Loop 202 Fwy	8	1.1
Ballpark Blvd	Camelback Rd	North Bridge	5	2.8
Carver Rd	51st Ave	55th Ave	8	1.0
Circle Mountain Rd	43rd Ave	I-17	1	0.5
31st Ave	Roeser Rd	Burgess Ln	8	1.4
Roosevelt	8th Ave	Central Ave	7	0.9
Desert Peak Pkwy	Cave Creek Dam Rd	23rd St	2	1.2
Lower Buckeye Rd	107th Ave	103rd Ave	7	1.0
39th Ave	Van Buren St	Roosevelt St	4	1.0

## FY20 New Bike Lanes Installed, cont

### Fully or Partially Buffered Lanes

Desert Peak Pkwy	Lieber Pl	23rd St	2	0.7
2nd St	Adams St	Portland St	7	0.5
Earll Dr	7th Ave	3rd Ave	4	0.5
Jackson St	7th Ave	4th St	7	1.0
McDowell Rd	67th Ave	75th Ave	7	2.0
Riverview Dr	16th St	24th St	8	2.4
48th St & Piedmont	52nd St & Elliot Rd		6	1.9
Cave Creek Dam Rd	Desert Peak Pkwy	Mariposa Grande	2	1.0
Sweetwater Ave	31st St	32nd St	3	0.2
Sky Crossing Way	3300 East Black Mountain Blvd		2	0.9
Bryce Ln	Sky Crossing Way	Black Mountain Blvd	2	0.4
<b>Total</b>				<b>40.4</b>

## FY20 Existing Bike Lanes with New Buffers Installed

Street	From	To	Council Dist.	One Way Miles
15th Ave	Pasadena Ave	Rancho Dr	4 & 5	1.6
71st St	Kierland	350 ft S/O Paradise Ln	2	0.9
39th Ave	Monte Vista Rd	Edgemont Ave	4	1.0
39th Ave	Verde Ln	Osborn Rd	4	0.9
12th St	McDowell Rd	Thomas Rd	4	1.8
20th St	Indian School Rd	Mitchell Dr	4	0.9
31st Ave	Melvin St	Roosevelt St	4	0.9
27th Ave	Loop 101	Rose Garden Ln	1	0.8
31st Ave	Roosevelt St	Encanto Blvd	4	2.0
Pointe Golf Club Dr	Sharon Dr	Thunderbird Rd	3	2.8
15th Ave	Camelback Rd	Thomas Rd	4	2.5
Sweetwater Ave	28th St	31st St	3	0.8
12th St	Dunlap Ave	Mountain View Rd	3	0.5
Desert Willow Pkwy	Cave Creek Rd	Cave Creek Rd	2	2.4
Desert Willow Pkwy	Cave Creek Rd	Dynamite Blvd	2	4.2
43rd Ave	Pinnacle Peak Rd	Fallen Leaf Ln	1	1.8
91st Ave	Lower Buckeye Rd	Illini St	7	1.3
Stetson Hills Loop	Happy Valley Rd	Happy Valley Rd	1	1.9
<b>Total</b>				<b>28.9</b>

### FY21 New Bike Lanes Installed through 8/23

Street	From	To	Council Dist.	One Way Miles
<b>Fully or Partially Buffered Lanes</b>				
Lower Buckeye Rd	79th Ave	81st Ave	7	0.4
56th St	Lone Mountain Rd	White Pine Dr	2	0.3
101st Ave/Montebello	101st Ave & Oregon Ave	Montebello Ave & 99th Ave	5	1.5
Missouri Ave	99th Ave	101st Ave	5	0.5
Bryce Ln	Sky Crossing	Black Mtn Pkwy	2	0.4
19th Ave	Union Hills	Loop 101	1 & 3	1.9
Hatcher Rd	19th Ave	6th Ave	3	2.1
20th St	Cambridge Ave	Oak St	4	0.6
<b>Total</b>				<b>7.8</b>

### FY21 Existing Bike Lanes with New Buffers Installed through 8/23

Street	From	To	Council Dist.	One Way Miles
Lower Buckeye Rd	75th Ave	79th Av	7	1.0
56th St	Lone Mountain	800' S/O White Pine Dr	2	0.3
48th St	Ray Rd	Loop 202	6	2.0
Knox Rd	40th St	36th St	6	0.9
<b>Total</b>				<b>4.1</b>

### FY21 New Bike Lanes Planned

Street	From	To	CD	One-way miles
PINNACLE PEAK RD	E/O 19 AVE	W/O 11 AVE	1	1.4
GRAND AVE	NW/O ROOSEVELT ST/15 AVE	NW/O WILLETTA ST/18 AVE (MCDOWELL)	4	1.1
ROSE GARDEN LN	W/O 27 AVE	E/O 19 AVE	1	1.7
LOWER BUCKEYE RD	E/O 99 AVE	W/O 91 AVE	7	2.0
51 AVE	PINNACLE PEAK RD	HAPPY VALLEY RD	1	2.0
ENCANTO BLVD	31 AVE	27 AVE	4	1.0
GREENWAY RD	51 AVE	43 AVE	1	2.0
43 AVE	BUCKEYE RD	VAN BUREN ST	7	2.0
<b>Partially or fully buffered bike lanes</b>				
CAREFREE HWY	I-17	7 AVE	2	5.9
CHANDLER BLVD	W/O 48 ST	MARICOPA FRWY	6	0.9
7 ST	PEORIA	THUNDERBIRD	3	5.2
67 AVE	HAPPY VALLEY RD	JOMAX RD	1	2.0
<b>Total</b>				<b>27.2</b>

### FY21 Existing Bike Lanes with New Buffers Planned

Street	From	To	CD	One way miles
PINNACLE PEAK RD	W/O 23 AVE	W/O 19 AVE	1	1.3
36 ST	RANCH CIR N	EQUESTRIAN TRL	6	2.3
40 ST	s/o DEER VALLEY	s/o PINNACLE PEAK	2	2.1
DEER VALLEY DR	e/o TATUM BLVD	w/o 56 ST	2	2.0
13-25	MCDOWELL RD / ENCANTO BLVD	19 AVE / 15 AVE	4	4.0
56 ST	L101	END OF ROAD (N/O DEER VALLEY DR)	2	1.1
51 ST	WARNER RD	ELLIOT RD	6	2.2
BROADWAY RD	W/O 99 AVE	E/O 91 AVE	7	2.0
RANCH CIRCLE NORTH	RAY RD	RAY RD	6	2.7
TATUM BLVD	BELL RD	UNION HILLS DR	2	2.0
ILLINI ST / RIVER POINT PKWY / WOOD ST	30 ST	32 ST	8	1.0
BASELINE RD	E/O 19 AVE	W/O 7 AVE	7	1.0
MOHAVE ST	E/O 51 AVE	W/O 43 AVE	7	2.0
DOVE VALLEY RD	W/O NORTH VALLEY PKWY	E/O 22 AVE	2	1.3
<b>Total</b>				<b>27.0</b>

**FY22 New Bike Lanes Planned**

Street	From	To	CD	One way miles
GRANT ST	E/O BLACK CANYON FRWY	W/O 19 AVE	7	0.9
19 AVE	BELL RD	UNION HILLS DR	1	1.0
<b>Partially or Fully Buffered Lanes</b>				
55 AVE	N/O PINNACLE PEAK RD	S/O HAPPY VALLEY RD	1	2.0
SHEA BLVD	W/O 40 ST	E/O TATUM BLVD	3	2.0
DUNLAP AVE	7 ST	15 ST (END ROAD)	3	1.8
83 AVE	LOWER BUCKEYE RD	BUCKEYE RD	7	2.0
<b>Total</b>				<b>9.6</b>

**FY22 Existing Bike Lanes with New Buffers Planned**

Street QS	From	To	CD	One way miles
BEARDSLEY RD	W/O 32 ST	E/O CAVE CREEK RD	2	2.0
DEER VALLEY RD	E/O 19 AVE	E/O 7 AVE	1	2.0
BEARDSLEY RD	20 ST	W/O CAVE CREEK RD	2	1.0
UNION HILLS DR	W/O 19 AVE	E/O 7 AVE	2	1.0
19 AVE	PIMA FRWY	DEER VALLEY RD	1	1.9
CAVE CREEK RD	BELL RD	UNION HILLS DR	2	1.0
LOWER BUCKEYE RD	E/O L202	W/O 51 AVE	7	1.6
51 AVE	N/O BROADWAY RD (W/BND)	S/O LOWER BUCKEYE RD	7	1.5
<b>Total</b>				<b>12.0</b>

**FY23 New Bike Lanes Planned**

Street QS	From	To	CD	One way miles
NORTHERN AVE	E/O 16 ST	SR51	6	1.2
19 AVE	HAPPY VALLEY RD	JOMAX RD (W/BND)	1	1.8
43 AVE	SOUTH MOUNTAIN AVE	BASELINE RD	7	0.5
<b>Partially or Fully Buffered Lanes</b>				
BUCKEYE RD	W/O 43 AVE	E/O 35 AVE	7	2.0
7-38	UNIVERSITY DR / HILTON AVE	44 ST / SR 143	8	2.4
<b>Total</b>				<b>8.0</b>

**FY23 Existing Bike Lanes with New Buffers Planned**

Street QS	From	To	CD	One way miles
7 ST	S/O UNION HILLS DR	PIMA FRWY	2	1.9
RANCHO PALOMA DR (SOUTH 1/2)	W/O 52 PL	N/O LONE MOUNTAIN RD	2	2.1
HAPPY VALLEY RD	BLACK CANYON FRWY	19 AVE	1	1.7
CAVE CREEK RD	DUNLAP AVE	CACTUS RD	3	5.2
PINNACLE PEAK RD	35 AVE	BLACK CANYON FRWY (I-17)	1	2.4
MARYLAND AVE	18 ST	20 ST	6	0.6
15 AVE	GLENDALE AVE	NORTHERN AVE	3	1.0
15 AVE	BETHANY HOME RD	GLENDALE AVE	5	2.0
<b>Total</b>				<b>16.8</b>



**FY24 New Bike Lanes Planned**

Street QS	From	To	CD	One way miles
CHANDLER BLVD	N/O PECOS RD	S/O SHAUGHNESSEY RD / CHANDLER BLVD	6	0.3
CENTRAL AVE	N/O DUNLAP AVE	END OF ROAD	3	0.5
JEFFERSON ST	E/O I-17 BLACK CANYON FRWY	W/O 19 AVE	7	0.1
CENTRAL AVE	S/O NORTHERN AVE	S/O DUNLAP AVE	3	0.7
31 AVE	N/O NORTHERN AVE	S/O DUNLAP AVE	1	1.0
EL MIRAGE RD	CAMELBACK RD	MISSOURI AVE	5	0.5
VAN BUREN ST	75 AVE	67 AVE	7	1.0
VAN BUREN ST	67 AVE	59 AVE	7	1.0
CACTUS RD	W/O 31 AVE	E/O 19 AVE	1	0.8
12 ST	BELL RD	UNION HILLS DR	2	0.5
39-23	UNION HILLS DR / UTOPIA RD	27 AVE / 23 AVE	1	0.3
48 ST	N/O SOUTHERN PACIFIC RAILROAD	S/O WASHINGTON ST	6	0.2
16 ST	N/O GREENWAY PKWY	S/O BELL RD	3	0.3
CENTRAL AVE	S/O NORTHERN AVE	S/O DUNLAP AVE	3	1.0
<b>Partially or Fully Buffered Lanes</b>				
PALOMA PKWY	END OF ROAD	S/O CAREFREE HWY	2	0.2
47 AVE	OSBORN RD	INDIAN SCHOOL RD	4	0.5
<b>Total</b>				<b>8.7</b>

**FY24 Existing Bike Lanes with Buffers Planned**

Street QS	From	To	CD	One way miles
48 ST	N/O RAY RD	N/O WARNER RD	6	0.7
CAMELBACK RD	COUNTY LINE	107 AVE	5	0.7
66 ST / ACOMA DR	68 ST	GREENWAY PKWY	2	0.8
61 AVE	CHARLOTTE DR	HAPPY VALLEY RD	1	0.5
7-9	LOWER BUCKEYE RD / DURANGO ST	83 AVE / 79 AVE	7	0.6
UNIVERSITY DR / MAGNOLIA ST	E/O 24 ST	E/O 24 ST	8	0.5
LIBERTY LN	24 ST	32 ST	6	0.3
<b>Total</b>				<b>4.0</b>

### CIP Projects with Planned Bike Infrastructure

Street	From	To	Council Districts	Estimated Construction Year	Type of Infrastructure	One way miles
Buckeye Road	107th ave	75th Ave	7	FY21	Bike lane	10.8
Jomax Road	27th Ave	Norterra Pkwy	1 & 2	FY21	Bike lane	0.4
Pinnacle Peak Road	45th ave	35th ave	1	FY21	Bike lane	2.4
7th Ave	Mountain View Rd	Cheryl Dr	3	FY21	Bike lane	0.6
Oak Street Bike Improvements	3rd St	20th St	4	FY21	Bike improvements	3.6
3rd and 5th Ave	Washington St	McDowell Rd	7	FY21	Protected Bike Lane, Bike Lane	2.4
3rd St	McDowell Rd	Indian School Rd	4	FY21	Bike lanes	4
3rd and 5th Ave	McDowell Rd	Thomas Rd	4	TBD	Protected Bike Lane, Bike Lane	2
Roeser Rd	32nd St	37th St	8	FY21	Bike lanes	1.4
<b>Total</b>						<b>27.6</b>

*Draft internal paper that will be submitted to ITE summarizing spring bike/ped counts*

## **Effect of the Pandemic on Bicycle and Pedestrian Activity in Spring 2020 in Phoenix, AZ**

The City of Phoenix has been conducting bicycle and pedestrian counts at 40 citywide locations and 10 project-based locations every year for the past three years as part of the Transportation 2050 (T2050) evaluation of Mobility and Access. T2050 is a Transit and Streets improvement program, which includes enhancements to active transportation infrastructure such as bicycle lanes, sidewalks, and ADA ramps funded by a voter-approved, 35-year, half cent sales tax initiative.

The counts are captured using video cameras. Post processing is done by manually viewing the video and summarizing the counts by one-hour intervals which can be broken down by sidewalk versus street, direction of travel, and side of street. The citywide counts are conducted for five consecutive days starting on a Wednesday and extending through Sunday, during the hours of 6 a.m. to 6 p.m. Twenty-two of the 40 citywide bike counts are done in mid-April. Nearly half of the spring counts start on the Bike-to-Work Day in Maricopa County (Bike-to-Work Day was not observed in 2020 due to the pandemic). The remaining spring counts are done in the last week of April.

The spring 2020 counts coincided with the Arizona Governor's "*Stay Home, Stay Healthy, Stay Connected*" order<sup>1</sup>, which was issued to minimize the spread of Covid-19. This allowed us to compare the bicycle counts during the pandemic conditions with the prior two years at the same 22 citywide count locations. There were four locations, which were primarily along recreational routes, where the counts increased substantially in 2020, indicating that many people were out using the bicycle facilities during the pandemic. Comparison of bicycle counts along non-recreational and recreational routes is shown in Table 1.

The pedestrian counts at 22 spring locations showed a similar trend: an increase in overall pedestrian activity along the recreational trails/routes and an increase in weekend pedestrian activity on the non-recreational routes. A comparison of pedestrian counts along non-recreational and recreational routes is shown in Table 2. At the same time, walking along the non-recreational routes decreased by 17%, compared to an increase in walking of 21% on weekends in these same areas.

Temperature and precipitation data were also gathered to determine if environmental factors affected the active transportation counts from year to year. There has been no recorded rainfall on any of the count days, and the temperature fluctuations observed was within the normal range for each year. Environmental factors did not appear to have a noticeable effect on

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<sup>1</sup> State of Arizona Executive Order 2020-18, *Physical Distancing to Mitigate COVID-19 Transmission*, [https://azgovernor.gov/sites/default/files/eo\\_2020-18\\_stay\\_home\\_stay\\_healthy\\_stay\\_connected\\_1.0.pdf](https://azgovernor.gov/sites/default/files/eo_2020-18_stay_home_stay_healthy_stay_connected_1.0.pdf), effective March 31, 2020.

walking or bicycling activity during the three-year study period. In fact, the counts are conducted in April and October, which are the ideal times to be outdoors in the Phoenix metropolitan area due to the ideal temperature and weather conditions. It is often too hot during the day during the summer months to see much active transportation activity from midday to the afternoon time periods.

The team also conducted seven of the ten three-day project-based counts (which are done Thursday through Saturday from 6 a.m. to 6 p.m.) in late March and early April. Most of these were “before” counts where new facilities are planned for the near future. One of those locations (Indian Bend Wash Trail west of Tatum Boulevard) was counted two years ago on a single day (Saturday). The 2020 project-based counts and the before and after comparison of one site are shown in Table 3.

In summary, from the comparison of counts, it can be concluded that both bicycle and pedestrian activity has been positively affected during the pandemic, especially on recreational routes and trails. The comparison also shows that weekday bicycle travel on most commuter routes and streets has stayed more or less constant from 2018 to 2020. On the other hand, pedestrian travel along commuter routes was lower during the pandemic during weekdays but higher on the weekends.

Anecdotally, the pandemic has corresponded to a surge in bicycle sales in Phoenix<sup>2,3</sup> and throughout Arizona as some former transit riders are turning to bicycling to create more social distancing, and other individuals find it as an ideal way to commute, exercise, and enjoy their community.

The remaining 18 citywide locations will be counted in mid-October 2020. This will enable the team to evaluate the lasting effects of the pandemic on bicycle and pedestrian activity. The 18 locations will include a mixture of commuter and recreational routes. The collection and analyses of bicycle and pedestrian counts are expected to continue in 2021.

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<sup>2</sup> *Phoenix-Area Bicycle Shops See Surge in Demand Amid Coronavirus Pandemic*, AZ Central.com, March 26, 2020, <https://www.azcentral.com/picture-gallery/news/local/phoenix/2020/03/26/phoenix-area-bike-shops-roll-coronavirus-spurs-surge-demand/2914055001/>

<sup>3</sup> *Pandemic Leads to a Bicycle Boom, and Shortage Around the World*, KTAR News, by the Associated Press, June 14, 2020, <https://ktar.com/story/3281938/pandemic-leads-to-a-bicycle-boom-and-shortage-around-world/>

**Table 1**  
**COMPARISON OF T2050 2018-2019-2020 CITYWIDE BICYCLE COUNTS FOR THE 22 SPRING LOCATIONS**

**Non-Recreational Count Locations**

Street Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Jefferson St w/o 19th Ave	BL	84	78	67	35	55	39	119	133	106
Central Ave n/o Elwood St	BL	243	207	162	191	242	224	434	449	386
Baseline Rd e/o 51st Ave	BL	93	65	88	44	37	70	137	102	158
51st Ave n/o Baseline Rd	BL	121	81	123	56	79	77	177	160	200
Roeser Rd e/o 7th St	BL	105	95	62	74	82	58	179	151	120
48th St s/o Warner Rd	BL	133	133	232	162	201	246	295	334	478
Ray Rd w/o 48th St	N/A	60	62	67	47	31	72	107	93	139
3rd Ave s/o Roosevelt St	BL	253	252	154	108	89	166	361	341	320
5th Ave s/o Roosevelt St	BL	368	402	159	138	103	243	506	505	402
15th Ave n/o Osborn Rd	BL	225	213	292	158	119	222	383	332	514
3rd St n/o McDowell Rd	BL	250	275	161	184	161	162	434	436	323
12th St n/o Indian School Rd	BL	314	284	327	244	162	256	558	446	583
15th Ave s/o Van Buren St	BL	220	235	395	106	121	229	326	356	624
Van Buren St w/o 16th St	N/A	183	209	185	105	114	137	288	323	322
Encanto Blvd w/o 35th Ave	BL	60	53	53	44	21	30	104	74	83
Sweetwater Ave e/o 35th Ave	BL	119	106	56	33	32	41	152	138	97
19th Ave n/o Deer Valley Rd	BL	131	73	131	76	60	85	207	133	216
56th St s/o Osborn Rd	BL	278	209	277	159	263	302	437	472	579
<b>Total</b>		<b>3,240</b>	<b>3,032</b>	<b>2,991</b>	<b>1,964</b>	<b>1,972</b>	<b>2,659</b>	<b>5,204</b>	<b>4,978</b>	<b>5,650</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>-6%</b>	<b>-1%</b>	<b>NA</b>	<b>0%</b>	<b>35%</b>	<b>NA</b>	<b>-4%</b>	<b>13%</b>

Facility Type: BL (Bike Lane), TR (Trail)

**Recreational Count Locations**

Street Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Grand Canal Trail n/o Thomas Rd	TR	276	294	643	163	183	762	439	477	1405
Campbell Ave w/o 44th St	BL	284	365	890	589	502	1358	873	867	2248
Dreamy Draw Trail e/o SR-51	TR	394	385	811	500	557	851	894	942	1662
Arizona Canal Trail e/o Central Ave	TR	638	583	1358	742	645	1688	1380	1228	3046
<b>Total</b>		<b>1,592</b>	<b>1,627</b>	<b>3,702</b>	<b>1,994</b>	<b>1,887</b>	<b>4,659</b>	<b>3,586</b>	<b>3,514</b>	<b>8,361</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>2%</b>	<b>128%</b>	<b>NA</b>	<b>-5%</b>	<b>147%</b>	<b>NA</b>	<b>-2%</b>	<b>138%</b>

Facility Type: BL (Bike Lane), TR (Trail)

**Table 2**  
**COMPARISON OF T2050 2018-2019-2020 CITYWIDE PEDESTRIAN COUNTS FOR THE 22 SPRING LOCATIONS**

**Non-Recreational Count Locations**

Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Jefferson St w/o 19th Ave	SW	292	163	142	54	59	54	346	222	196
Central Ave n/o Elwood St	SW	180	139	148	70	45	57	250	184	205
Baseline Rd e/o 51st Ave	SW	302	228	174	162	139	119	464	367	293
51st Ave n/o Baseline Rd	SW	409	462	369	210	303	246	619	765	615
Roeser Rd e/o 7th St	SW	265	191	85	63	185	50	328	376	135
48th St s/o Warner Rd	SW	91	114	215	70	109	208	161	223	423
Ray Rd w/o 48th St	SW	155	222	105	113	68	84	268	290	189
3rd Ave s/o Roosevelt St	SW	596	560	428	247	230	294	843	790	722
5th Ave s/o Roosevelt St	SW	439	375	567	278	242	372	717	617	939
15th Ave n/o Osborn Rd	SW	693	499	244	76	68	132	769	567	376
3rd St n/o McDowell Rd	SW	356	299	318	130	146	254	486	445	572
12th St n/o Indian School Rd	SW	499	517	335	270	404	179	769	921	514
15th Ave s/o Van Buren St	SW	1026	729	1144	287	222	724	1313	951	1868
Van Buren St w/o 16th St	SW	361	238	206	163	164	135	524	402	341
Encanto Blvd w/o 35th Ave	SW	109	148	62	47	43	31	156	191	93
Sweetwater Ave e/o 35th Ave	SW	200	318	110	46	45	43	246	363	153
19th Ave n/o Deer Valley Rd	SW	166	126	174	26	34	22	192	160	196
56th St s/o Osborn Rd	SW	374	691	167	179	54	88	553	745	255
<b>Total</b>		<b>6,513</b>	<b>6,019</b>	<b>4,993</b>	<b>2,491</b>	<b>2,560</b>	<b>3,092</b>	<b>9,004</b>	<b>8,579</b>	<b>8,085</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>-8%</b>	<b>-17%</b>	<b>NA</b>	<b>3%</b>	<b>21%</b>	<b>NA</b>	<b>-5%</b>	<b>-6%</b>

Facility Type: SW (Sidewalk), TR (Trail)

**Recreational Count Locations**

Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Grand Canal Trail n/o Thomas Rd	TR	397	377	622	148	233	439	545	610	1061
Campbell Ave w/o 44th St	SW	264	375	583	190	234	497	454	609	1080
Dreamy Draw Trail e/o SR-51	TR	135	121	417	128	154	271	263	275	688
Arizona Canal Trail e/o Central Ave	TR	376	428	1124	354	424	1173	730	852	2297
<b>Total</b>		<b>1,172</b>	<b>1,301</b>	<b>2,746</b>	<b>820</b>	<b>1,045</b>	<b>2,380</b>	<b>1,992</b>	<b>2,346</b>	<b>5,126</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>11%</b>	<b>111%</b>	<b>NA</b>	<b>27%</b>	<b>128%</b>	<b>NA</b>	<b>18%</b>	<b>118%</b>

Facility Type: SW (Sidewalk), TR (Trail)

**Table 3**  
**2020 T2050 PROJECT-RELATED BIKE AND PEDESTRIAN COUNT SUMMARY**  
**( 3 Day Total / 6 AM - 6 PM)**

Location	Date	Ped	Bike	Weather	
				Temp *	Precip.
16th St between Jefferson St and Roosevelt St	4/2/2020	336	123	84	0
Indian Bend Wash Trail west of Tatum Blvd	4/2/2020	1205	443	84	0
Hatcher between 7th Ave and 19th Ave	4/2/2020	701	475	84	0
40th St between Washington St and SR Loop 202	4/2/2020	99	119	84	0
7th St south of Lincoln St	4/2/2020	143	64	84	0
Oak St east of 3rd St	4/2/2020	136	131	84	0
20th St south of Oak St	3/26/2020	151	87	69	0

\*Note: Temperature is the average of the high temperatures over the 3-day study period.

**BEFORE v. AFTER T2050 BIKE AND PEDESTRIAN COUNT COMPARISON**

Location	Year	Ped			Bike			Weather	
		Th	Fr	Sa	Th	Fr	Sa	Temp *	Precip.
Indian Bend Wash Trail west of Tatum Blvd	2018	-	-	253	-	-	43	79	0
	2020	407	395	403	133	110	200	84	0

\*Note: Temperature is the average of the high temperatures over the 3-day study period.

# DRAFT GAME PLAN FOR GETTING TO SILVER

In May 2020 Phoenix was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. The following game plan highlights key steps the City will take to achieve Silver Level Bicycle Friendly Community designation.

## RECOMMENDATIONS FROM THE LEAGUE OF AMERICAN BICYCLISTS

## NEXT STEPS FOR THE STREET TRANSPORTATION DEPT.

Expand the bicycle network for all ages and abilities

Assess all pavement projects for potential bike lanes, seek funding for bike paths along canals, and add buffers to existing bike lanes where feasible

Implement Complete Streets

Review all new capital projects and development projects to make sure they follow the Complete Streets ordinance

Adopt design guidelines for biking infrastructure

Create design guidelines for active transportation in Phoenix during the Active Transportation Plan process

Add more high quality bike parking

Update and expand the existing Bike Rack Program

Expand bicycle safety education

Add another staff person to the Safe Routes To School program

Adopt a comprehensive road safety plan

Look for funding opportunities to draft a city-wide Road Safety Plan

Set bike ridership goals and conduct counts

Research counting technology and identify a pilot opportunity







## Ceremonial Sign Procedure

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the Ceremonial Sign Procedure.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

Historically, the City of Phoenix has only approved a small number of requests for the fabrication, installation and maintenance of Ceremonial Signs to honor residents, non-profit organizations, locations, events or national figures who have made significant and clearly defined contributions to the country, state, or City of Phoenix through cultural, humanitarian, historic, or military achievement.

Recently, the Street Transportation Department (Streets) has received a higher than normal volume of Ceremonial Sign requests, and there has been no formal written process for the requests. Streets has created a Ceremonial Sign Procedure ( **Attachment A**) to document the process for requesting, fabricating, installing, maintaining, and replacing Ceremonial Signs in the City of Phoenix. Included in the procedure is an application, which must be completed by the requestor outlining the honorees' qualifications and proposed location(s) of the sign(s).

These procedures do not pertain to the official renaming of streets, which is a process managed through the City's Planning and Development Department.

#### Ceremonial Signs

Ceremonial Signs supplement existing street name signs to recognize and honor people of historical or national significance, sports teams or figures, historical or cultural events, or people and groups of local significance. These include signs that celebrate:

- People (e.g., Martin Luther King, Jr. and Bishop Henry Lee Barnwell); or
- places (e.g., AZ State Fairgrounds Way).

Only requests honoring an individual, non-profit organization, significant event, or City

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of Phoenix landmark are eligible for consideration. Individual or organizational honorees must have made significant and clearly defined contributions to the country, state or City of Phoenix through cultural, humanitarian, historic, or military achievement. Prospective honorees should have:

- A minimum of 10 years' community involvement by demonstrating extraordinary and consistent voluntary commitment and dedication to the community; or
- Made significant and clearly defined contributions to the country, state or City of Phoenix through cultural, humanitarian, historic, or military achievement, and have lived in, or otherwise are identified with, the community in a substantial way.

Streets staff will fabricate, install and maintain all Ceremonial Signs. However, all costs related to Ceremonial Signs will be the responsibility of the requestor. The requestor must sign a letter of agreement with the terms and conditions for the Ceremonial Signs, which include funding the full cost of the fabrication, installation, maintenance, and replacement of the signs. The City of Phoenix will determine the final placement of signs at the requested locations.

Ceremonial Signs may be in the form of "street name" signs or flag-mounted sign toppers. All Ceremonial Signs will require City Council approval.

#### *Ceremonial "Street Name" Signs*

These signs commemorate nationally or locally known figures who have made a significant cultural or community impact. These signs can also honor Phoenix landmarks.

Ceremonial "Street Name" Signs are 24 inches by 90 inches in size and have a blue background with white lettering so as not to confuse drivers with the official City street names. These signs are generally installed at major intersections and are mounted to traffic signal poles below the City's standard illuminated street name sign without changing the official name of the street or the official addresses of residences and businesses on the street. No more than two Ceremonial "Street Name" Signs will be allowed at an intersection, either in the north and south direction or the east and west direction.

#### *Ceremonial Sign Toppers*

These signs are smaller flag-mounted sign toppers (hanging perpendicularly off of an existing signpost) that honor a local resident or organization that has made significant contributions to their local community.

These signs also have a blue background with white lettering and are 8 inches by 30 inches in size.

### Application Process

Ceremonial Sign requests are to be initiated by interested groups or individuals in the following manner:

- An interested group or individual contacts their respective Council District office with their request;
- If the Council District is supportive of the request, the interested group or individual will be referred to Streets to process their request;
- The requestor will then be sent the application by Streets staff;
- Applicant must submit the completed application to Streets, which will include the stated significance and benefit to the surrounding community. The request should also identify the proposed location(s) and type of sign;
- Applicant must agree to fully fund all related costs, including fabrication, installation, and maintenance or replacement of damaged, worn or missing signs; and
- Ceremonial Sign requests must be approved by City Council.

### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.



## City of Phoenix

STREET TRANSPORTATION  
DEPARTMENT

### CEREMONIAL SIGN PROCEDURE

#### PURPOSE

To provide the procedure for the request, installation and maintenance of Ceremonial Signs in the City of Phoenix. This procedure does not pertain to the official renaming of streets, which is managed by the Planning and Development Department.

#### CEREMONIAL SIGNS

Ceremonial Signs supplement existing street name signs to recognize and honor people of historical or national significance, sports teams or figures, historical or cultural events, or people and groups of local significance. These include signs that celebrate:

- people (e.g., Martin Luther King, Jr. and Bishop Henry Lee Barnwell) or
- places (e.g., AZ State Fairgrounds Way).

#### HONOREE CRITERIA

Only requests honoring an individual, non-profit organization, significant event, or City of Phoenix landmark are eligible for consideration. Individual or organizational honorees must have made significant and clearly defined contributions to the country, state or City of Phoenix through cultural, humanitarian, historic, or military achievement. Prospective honorees should have:

- a minimum of 10 years of community involvement by demonstrating extraordinary and consistent voluntary commitment and dedication to the community; or
- made significant and clearly defined contributions to the country, state or City of Phoenix through cultural, humanitarian, historic, or military achievement, and have lived in, or otherwise are identified with, the community in a substantial way.

#### TYPES OF CEREMONIAL SIGNS

Ceremonial Signs may be in the form of larger “street name” signs such as those found at major street intersections that are mounted to traffic signal poles or smaller flag-mounted “sign toppers” found at local street intersections that are mounted to existing signposts.

##### ***Ceremonial “Street Name” Signs:***

These signs commemorate nationally or locally known figures who have made a significant cultural or community impact. These signs can also honor Phoenix landmarks.



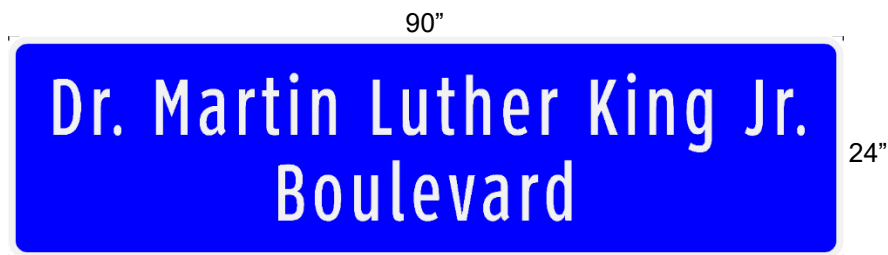
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Ceremonial “Street Name” Signs are 24 inches by 90 inches in size and have a blue background with white lettering so as not to confuse drivers with the official City street names (see Image 1).

These signs are generally installed at major intersections and are mounted to traffic signal poles below the City’s standard illuminated street name sign without changing the official name of the street or the official addresses of residences and businesses on the street.

No more than two Ceremonial “Street Name” Signs will be allowed at an intersection, either in the north and south direction or the east and west direction.

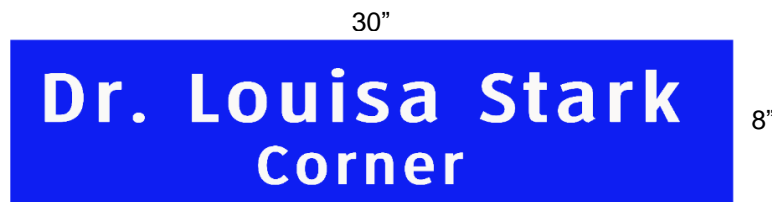


*Image 1: Ceremonial “Street Name” Sign*

### ***Ceremonial Sign Toppers:***

These signs are smaller flag-mounted sign toppers (hanging perpendicularly off of an existing signpost) that honor a local resident or organization that has made significant contributions to their local community.

These signs also have a blue background with white lettering and are 8 inches by 30 inches in size (see Image 2).



*Image 2: Ceremonial Sign Topper*



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### APPLICATION

The Street Transportation Department does not initiate Ceremonial Sign requests. Interested groups or individuals are required to initiate the request through their Council District following this process:

- Requestor must contact their respective Council District office with the request.
- If the Council District approves the request, the requestor will be directed to contact the Street Transportation Department to move forward.
- Requestor will then be sent the appropriate application.
- The Requestor must submit the completed application to include the stated significance and benefit to the surrounding community. The request should also identify the proposed location(s) and type of ceremonial sign requested. Completed applications must be submitted to:

**City of Phoenix – Street Transportation Department  
c/o Ceremonial Sign Program  
200 West Washington Street, 6th Floor  
Phoenix, Arizona 85003-1611**

or

[michael.pinder@phoenix.gov](mailto:michael.pinder@phoenix.gov)

- Requestor (Applicant) must agree to fund all related costs, including fabrication, installation, maintenance, and replacement of damaged, worn or missing signs (as necessary).

Staff will conduct a careful review of Ceremonial Sign applications to ensure that any proposed Ceremonial Signs will not discredit or bring embarrassment to the City of Phoenix.

**All Ceremonial Signs require City Council approval.** Street Transportation Department staff will notify the Requestor when the request is scheduled for City Council action.

### SIGN DESIGN

All Ceremonial Signs will have a blue background with white letters.

Internally illuminated signs will not be allowed since these may detract from the official street name signs at an intersection.



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Once the application is received and approved by the Street Transportation Department, staff will prepare the request for approval by City Council. The approval process may also include review and considerations by Council subcommittee(s).

Upon City Council approval, staff will work with the Requestor to process payment and finalize the wording on the sign and installation location(s). The City of Phoenix will determine the final placement of signs at the requested location(s).

### **FABRICATION, INSTALLATION AND MAINTENANCE**

The Street Transportation Department will fabricate and install the Ceremonial Signs. Please note that staff may need to alter the location due to existing infrastructure, but any alterations will be discussed with the Requestor prior to fabrication or installation.

The Requestor must sign a letter of agreement with the terms and conditions for the Ceremonial Sign(s). These conditions include funding the full cost of the fabrication, installation, maintenance, and replacement of Ceremonial Signs. If the Ceremonial Sign request is canceled before fabrication, all payments will be returned. If the Ceremonial Sign has already been fabricated, only the field labor costs will be returned. There are no application fees. The Requestor will only pay the actual material and labor costs to install the signs.

Ceremonial Signs may be removed by the City at the end of the sign's useful life (approximately 10-12 years) or when they have been damaged by vandalism or storm events. At that time, the Requestor will be notified. If the Requestor wishes to pay for the replacement, a new sign will be fabricated and installed.

The Requestor should provide the City a minimum 120-day notice to account for City Council approval, execution of the final agreement, and final fabrication and installation of Ceremonial Signs.

### **CONTACT**

Street Transportation Department at (602) 495-7179 for questions regarding the design, size, or placement of signs.



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## Ceremonial Sign Application

Date: \_\_\_\_\_

Requestor / Applicant Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Email: \_\_\_\_\_

Name of Honoree (as it would appear on sign): \_\_\_\_\_

Requested Sign Location (intersection): \_\_\_\_\_

### Type of Sign Requested:

Ceremonial "Street Name" Sign

Ceremonial Sign Topper

**CRITERIA FOR DESIGNATION:** Please complete the following criteria, which are used in the evaluation for each request for a Ceremonial Sign. You may use additional paper if required. Check all that apply.

**Historical and/or Cultural Influence of the Honoree:**

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**Community or Public Contributions Made by the Honoree:**

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**Humanitarian Contributions Made by the Honoree:**

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**Military Service (please include any Medals or Awards given to Honoree):**

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**Notes:**

1. All requests should include complete text and sample layout.
2. Once design is finalized, a mockup will be sent to the requestor for their review and approval.