

# City of Phoenix

*Meeting Location:  
City Council Chambers  
200 W. Jefferson St.  
Phoenix, Arizona 85003*



**City of Phoenix**

## **Agenda**

**Wednesday, June 18, 2025**

**10:00 AM**

**City Council Chambers**

### **Transportation, Infrastructure, and Planning Subcommittee**

*Councilwoman Debra Stark, Chair  
Councilwoman Kesha Hodge Washington  
Councilwoman Laura Pastor*

If viewing this packet electronically in PDF, open and use bookmarks to navigate easily from one item to another.

## **OPTIONS TO ACCESS THIS MEETING**

### **Virtual Request to speak at a meeting:**

- Register online by visiting the City Council Meetings page on phoenix.gov at least 2 hours 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=e4ec358a0cec863e880c35671124aa9f4>

- Register via telephone at 602-262-6001 at least 2 hours prior to the start of this meeting, noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

### **In-Person Requests to speak at a meeting:**

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive 1 hour prior to the start of this meeting. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.
- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

### **At the time of the meeting:**

- Watch the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.
- Call-in to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2555 756 6083# (for English) or 2559 825 0761# (for Spanish). Press # again when prompted for attendee ID.
- Watch the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

**Para nuestros residentes de habla hispana:**

- Para registrarse para hablar en español, llame al 602-262-6001 al menos 2 horas antes del inicio de esta reunión e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2559 825 0761#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2559 825 0761#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- Para asistir a la reunión en persona, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

Miembros del público pueden asistir a esta reunión en persona. El acceso físico al lugar de la reunión estará disponible comenzando una hora antes de la reunión.

## **CALL TO ORDER**

## **MINUTES OF MEETING**

- 1      **Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting**      **Page 5**

*Attachments*

[Attachment A - May 21, 2025 TIP Subcommittee Minutes](#)

## **INFORMATION AND DISCUSSION (ITEM 2)**

- 2      **State Route 85 (SR85) Landfill Update - Citywide**      **Page 14**

## **DISCUSSION AND POSSIBLE ACTION (ITEM 3)**

- 3      **High-Visibility Crosswalk Markings and Stop Bars - Citywide**      **Page 16**

*Attachments*

[Attachment A.pdf](#)

## **CALL TO THE PUBLIC**

## **FUTURE AGENDA ITEMS**

## **ADJOURN**

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 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 Debra Stark, Chair  
Councilwoman Kesha Hodge Washington  
Councilwoman Laura Pastor



City of Phoenix

## Transportation, Infrastructure, and Planning Subcommittee

### Report

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**Agenda Date: 6/18/2025, Item No. 1**

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### **Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting**

This item transmits the minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting on May 21, 2025 for review, correction or approval by the Transportation, Infrastructure, and Planning Subcommittee.

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

The minutes are included for review as **Attachment A**.

### **Responsible Department**

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

## **ATTACHMENT A**

### **Phoenix City Council Transportation, Infrastructure, and Planning (TIP) Subcommittee Summary Minutes Wednesday, May 21, 2025**

City Council Chambers  
200 W. Jefferson St.  
Phoenix, Arizona

#### Subcommittee Members Present

Councilwoman Debra Stark (Chair)  
Councilwoman Laura Pastor  
Councilwoman Kesha Hodge Washington

#### Subcommittee Members Absent

#### **CALL TO ORDER**

Chairwoman Debra Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:11 a.m. with Councilwoman Hodge Washington and Councilwoman Laura Pastor present.

#### **CALL TO THE PUBLIC**

None.

#### **MINUTES OF MEETINGS**

##### **1. Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting**

Councilwoman Hodge Washington made a motion to approve the minutes of the April 16, 2025, Transportation, Infrastructure, and Planning meeting. Councilwoman Pastor seconded the motion which passed unanimously, 3-0.

##### **CONSENT ACTION (ITEM 2,3,5-8)**

Items 2,3,5-8 were for consent action. No presentations were planned, but staff were available to answer questions.

##### **2. Video Surveillance System Licensing, Maintenance, and Repair Services Contract IFB 25-0536 for Award - Citywide**

Consent only. No Councilmember requested additional information.

##### **3. Request to Issue a Revenue Contract Solicitation for Taxicab Services at Phoenix Sky Harbor International Airport – District 8**

Consent only. No Councilmember requested additional information.

**4. Baggage Handling Systems Operations, Maintenance, Repair, and Control System Design, Programming, and Integration Services Request to Award – District 8**

This item was withdrawn. No Councilmember requested additional information.

**5. Request to Increase the Meter Rates for Taxicab services at Phoenix Sky Harbor International Airport – District 8**

Consent only. No Councilmember requested additional information.

**6. Regional Transit Fare Collection System Contract Amendment - Citywide**

Consent only, there was no staff presentation.

Councilwoman Pastor asked if this item was being amended to increase funds.

Public Transit Assistant Director Juanita Carver confirmed.

Councilwoman Pastor asked if the City of Phoenix oversees the fair collection system.

Ms. Carver stated the fair collection system utilizes City infrastructure, but Valley Metro has contracts for some customer service and technical elements.

Councilwoman Pastor confirmed the City of Phoenix manages the fair collection boxes on the City buses.

Ms. Carver said the contract overseeing the operation and maintenance of the fair collection system was with the City of Phoenix for the next 13 years and Valley Metro has a contract for the fair collection boxes that are on the buses, including the maintenance.

Councilwoman Pastor expressed the importance of communication between the City of Phoenix and Valley Metro to continue improving the regional transit system.

**7. Approval of Phil Gordon Threatened Building Grant – Roosevelt Park Grocery – 945 E. Southern Avenue – District 8**

Consent only.

**8. Amend City Code – Section 36-158, Schedule I, Local Speed Limits at 15 Locations - Citywide**

Consent only.

**INFORMATION AND DISCUSSION (ITEM 9)**

**9. 2025 Parks and Recreation Summer Programs - Citywide**

Parks and Recreation Director Cynthia Aguilar, Assistant Director Brandie Barrett, Deputy Director Danielle Poveromo, and Aquatic Supervisor Becky Kirk presented on this item.

Parks and Recreation Deputy Director Danielle Poveromo discussed the PHXPlays Summer Camps program that will be hosted at 26 Community Centers across the City, offering children aged 6 to 12 a variety of activities such as arts and crafts, sports, and field trips. She stated the camp will operate for 8 to 10 weeks, and the schedule will align with school calendars and provide flexible registration options including daily drop-in and weekly rates. She discussed how teenagers, aged 13 to 15, can volunteer through the Phoenix Teens program to gain leadership experience. Ms. Poveromo highlighted partnerships with school districts and community food programs that will provide daily meals. She explained how parents will receive weekly newsletters in both English and Spanish to showcase upcoming activities and will be provided an end-of-program survey to offer feedback regarding their experience.

Ms. Barrett reported the City of Phoenix pools welcomed more than 267,000 visitors with 12,000 participants in swim lessons and recreation swim teams. She provided background of the 29 pools across the City including the five pools currently under renovation until this Fall. Ms. Barrett explained the City was hiring more than 400 lifeguards, 26 assistant pool managers, 17 pool managers, and 48 cashiers this summer. She discussed training and recruitment efforts to promote aquatics jobs opportunities. Ms. Barrett emphasized there will be 16 pools open all summer long, with four pools open for one month this summer.

Ms. Kirk noted the 2025 swim season would open on Memorial Day through the end of July with select pools staying open through Labor Day. She discussed partnerships with the Milwaukee Brewers, the Salt River Project, the Arizona Diamondbacks, and Presidential Pools. Ms. Kirk said this summer over 127,000 people will have an opportunity to learn to swim at 19 of the City pools. She emphasized swimming lessons will be offered to all ages at \$15 dollars for a two-week session. Ms. Kirk discussed summer swim teams, the AquaFit program, as well as the 11 splash pads opening across the City.

Councilwoman Hodge Washington asked if registration was still open for summer programming.

Ms. Aguilar confirmed most centers still have space for summer participants.

Councilwoman Hodge-Washington asked if there was a registration deadline.

Ms. Aguilar said registration will continue to be open throughout the summer, as long as space was still available.

Councilwoman Hodge Washington asked about the capacity of children the City is able to serve.



Ms. Aguilar said each site has a different capacity based on their size.

Councilwoman Hodge Washington asked for the total overall impact.

Ms. Poveromo stated last year there were about 2,400 youth in summer programming.

Councilwoman Hodge Washington asked if East Lake Pool was able to be open during winter months since the pool was heated. She discussed how this would also help with off-season engagement. Councilwoman Hodge-Washington asked about the selection process for the four pools that will be open for only one month during the summer.

Ms. Aguilar stated Parks and Recreation looked at geographic location, attendance, and amenities when deciding which pools will only be open for select months.

Councilwoman Hodge Washington asked if the same reasoning was shared with the pools opening for weekends only.

Ms. Aguilar said yes. She discussed swimming lesson locations were also decided based on pool size and capacity.

Councilwoman Hodge Washington asked for further information regarding the Splash Pads.

Ms. Aguilar said Splash Pads will be open for the same hours as the park, and they will open on Memorial Day weekend and stay open until October 1.

Councilwoman Hodge Washington thanked the Parks and Recreation Department for their work in building stronger communities.

Chairwoman Stark shared her support for winter programming.

Councilwoman Pastor asked about the maximum capacity for summer camps.

Ms. Poveromo said there are four large community centers that can accommodate 150 participants each day.

Ms. Aguilar said maximum capacity depends on community center location.

Councilwoman Pastor asked for information regarding the maximum capacity for each of the locations. She expressed the importance of maximizing resources and creating scholarships for children to be able to participate. She expressed her support for summer camps and swimming lessons. Councilwoman Pastor also thanked the City partnerships. She asked for information regarding the four closed parks.

Ms. Aguilar said the Department was focused on hiring additional aquatic staff. She stated the pools are not able to be open without appropriate staff to oversee the pools

and the Department has created training programs to help encourage staff to fill the roles needed.

Councilwoman Pastor suggested East Lake Park pool be open year-round and be the training pool for lifeguards and managers.

Chairwoman Debra Stark expressed her appreciation for the Parks and Recreation Department programming.

## **INFORMATION AND POSSIBLE ACTION (ITEM 8)**

### **10. 2024 Phoenix Building Construction Code Adoption**

Planning and Development Director Josh Bednarek introduced Assistant Planning and Development Director Jason Blakley and acting Building Official John-Jozef Proczka.

Mr. Blakley said the 2024 Phoenix Building Construction Code sets forth the minimum health and safety requirements for construction within the City. He expressed the importance of continually updating the code as necessary and discussed the updates in the new code. He explained the process of updating the new code including emailing stakeholders, creating a dedicated webpage, and starting a social media campaign to solicit feedback from the community.

Mr. Proczka highlighted updates of the code including the inclusive home design amendment.

Mr. Blakley discussed the implementation of the new code and the parameters around projects that have already been started prior to the determination of the new code.

Chairwoman Stark opened the floor for public comment.

James Arthur discussed his opposition against the 2024 Phoenix Building Construction Code update, stating builders will not be able to update existing standard plans.

Darrel Christenson discussed his support for accessible housing. He stated fewer than 5 percent of housing was currently accessible.

Dana Kennedy discussed her support for incorporating universal design principles into new housing developments.

Dora Vasquez discussed the importance of accessible housing for aging populations.

Nicole Anderson expressed her support for the approval of the building construction code and the revised inclusive home design amendment.

Matt Johnson shared his support for the safety amendments updates.

Billy Taylor expressed his concern about the proposal to modify the ASME A71 elevator safety code and urged the City to discuss the modification with field experts.

Jessie Astensio stated his opposition to Amendment 2.7.5.1.1 of the new Building Construction Code.

Laurence Taylor stated his support for the code updates, aside from Amendment 2.7.5.1.1.

Frances Haynes discussed her disapproval of Amendment 2.7.5.1.1.

Chairwoman Stark expressed her support of the inclusive housing amendments within the new code. She noted the importance of the City continuing to work with industry experts.

Councilwoman Hodge Washington asked for clarification regarding the expectations surrounding current builds.

Mr. Blakley stated standard plans approved for use in a residential subdivision that received preliminary site plan approval prior to the adoption of the 2024 Phoenix Building Construction Code would be exempt from the requirements and new subdivisions past August 1 would be required to comply.

Councilwoman Hodge Washington asked about outreach efforts regarding the amendments.

Mr. Blakley stated outreach started in the Fall of 2024 with emails to over 600 stakeholders, launching a new informative website, and starting a social media campaign.

Councilwoman Hodge Washington asked for staff to elaborate about the ambiguity the City was trying to address for Amendment ASME 2.7.5.1.1.

Mr. Proczka reviewed the change of striking out the words maintenance and inspection. He explained the change was intended to clarify the previous language.

Councilwoman Hodge Washington asked what prompted the need for this clarification.

Mr. Proczka stated there was legal action being taken in two states with respect to the interpretation of maintenance or inspections. He stated the goal was to clarify the code as a preventative measure.

Councilwoman Hodge Washington asked about the intended goal for the language change.

Mr. Proczka stated the intended goal was to clarify the code and to stop interpretation arguments.

Councilwoman Hodge Washington asked if other jurisdictions have modified their language or have had some level of inconsistency.

Mr. Proczka said other municipalities have been discussing the same interpretations.

Councilwoman Hodge Washington asked if this issue was raised at the Development Advisory Board Subcommittee.

Mr. Proczka stated the Development Advisory Board Subcommittee received letters in support and opposition, as well as testimony. He stated the Board unanimously approved this amendment inclusion.

Councilwoman Hodge Washington asked if the state elevator inspector was made aware of the changes.

Mr. Proczka stated the Department gave the amendments to the State on February 26 and has not heard back from the State officially.

Councilwoman Hodge Washington asked for confirmation regarding whether this amendment was intended to protect the workers and support their work with adequate terminology.

Mr. Proczka stated the intent is to clarify the meaning of maintenance or inspection.

Councilwoman Hodge Washington asked how companies could prove they are in compliance with the new code amendments.

Mr. Proczka said there were mechanisms in place to appeal to the building official to show they meet the standards in the amendment.

Councilwoman Hodge Washington asked if the appeal would need to be taken place by a code interpretation application or a code modification.

Mr. Proczka said a code interpretation and code modification would be possible.

Councilwoman Hodge Washington asked for clarification regarding the extent of getting a code interpretation application or a code modification.

Mr. Proczka said the process will be equipment specific, and it is a one-time application.

Councilwoman Hodge Washington asked how long the approval will last.

Mr. Proczka said it will last until the City Council adopts new codes in the future.

Councilwoman Hodge Washington asked if the City collected cost comparisons regarding how much this additional compliance would cost those affected.

Mr. Proczka stated the code is only changing the interpretation of maintenance and inspection and the City did not investigate a stakeholder cost comparison.

Councilwoman Pastor discussed her personal experiences with accessible housing and stated the importance of inclusive policy. She made a motion to approve the 2024 Phoenix Building Construction Code Adoption per the May 21, 2025, memo from the Planning and Development Department, with direction to continue working with the elevator industry on potential modifications to the proposed amendment A.17.1 section 2.7.5.1.1.

Mr. Bednarek clarified the motion is to approve the building code as presented, with the amendment to continue conversations with the elevator industry, review the language change they submitted, and report back to the Council on June 18.

Councilwoman Hodge Washington asked for confirmation regarding the language submitted by the elevator industry and how it differentiates from the code amendment recommended.

Mr. Bednarek stated the Department will need more time to review the language submitted by the elevator industry.

Councilwoman Pastor stated the motion gives flexibility and supports communication between the elevator industry and the Planning and Development Department.

Councilwoman Pastor made a motion to approve. Chairwoman Stark seconded the motion which passed unanimously, 3-0.

### **CALL TO THE PUBLIC**

Jerry Van Gasse discussed the fiduciary responsibility of the Parks and Recreation Department and City. He discussed his discontent with the Department removing the nature trail at Piastewa Peak Park.

Tim Sierakowski discussed his disapproval of the bridge being built at Piastewa Peak Park.

### **FUTURE AGENDA ITEMS**

Councilwoman Hodge Washington asked for an updated about the third street bike lane study from Roosevelt to the Rio Salado bridge.

### **ADJOURNMENT**

Chairwoman Stark adjourned the meeting at 11:52 a.m.

Respectfully submitted,

Destinee Sior

Management Fellow



## **State Route 85 (SR85) Landfill Update - Citywide**

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Public Works Department operational enhancements and efficiencies implemented at the State Route 85 (SR85) Landfill.

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

#### **Summary**

The Public Works Department (PWD) plays a vital role in providing an essential health and safety service in the form of daily trash, recycling, waste diversion and disposal services for more than 420,000 households across the City. Public Works is committed to delivering excellent customer service while continually seeking ways to be safer and more efficient in our service delivery.

One of the most important assets of the solid waste utility is the State Route 85 (SR85) Landfill. Located 60 miles from Phoenix in the City of Buckeye, the SR85 Landfill opened in January 2006. This state-of-the-art facility spans an impressive 2,654 acres and is designed to meet modern waste management standards, giving Phoenix enough landfill capacity for 100 years. The SR85 Landfill incorporates advanced technologies and practices that not only minimize environmental impact, but also maximize the life of the landfill.

#### **Operational Enhancements and Efficiencies**

PWD continuously monitors landfill progress and looks for opportunities to improve design and operational efficiencies. Airspace is a crucial efficiency factor for PWD's landfill operations, as it helps reduce operating costs. When waste is processed, maximizing airspace can significantly affect overall expenses. By optimizing airspace, PWD can extend the landfill's lifespan and lower overall costs. Recently, PWD collaborated with Maricopa County to modify its airspace permit, allowing for an increase in the height of the landfill. This modification enabled PWD to reduce the depth of landfill excavation while simultaneously increasing the available airspace. As a result, both the capital costs and excavation volume-per-cell were reduced by half, saving \$16 million in construction costs. By utilizing the same practice of minimizing landfill cell depth and increasing airspace, PWD anticipates future savings with cell

construction costs over the life of the landfill.

PWD has also contributed to operational enhancements and efficiencies through technology. Sustainability through technology is achieved by maximizing airspace with GPS-integrated equipment, along with quarterly surveys conducted to ensure optimal operational efficiency. This practice is estimated to increase the life expectancy of the acres currently permitted for landfilling from approximately 26 years to approximately 60 years.

Environmental compliance is critical for the responsible management of landfill operations. The SR85 Landfill consistently surpasses industry and regulatory standards for the collection and mitigation of landfill gas. According to NASA's Carbon Mapper technology, which identifies areas requiring further methane and carbon dioxide mitigation, the SR85 Landfill is among the few landfills in the United States that operate with minimal landfill gas emissions.

Current activity at the landfill includes excavation of a ten-year capacity landfill cell and the associated gas collection system.

Overall, PWD remains committed to its mission of promoting a cleaner, more sustainable Phoenix while adapting to the evolving needs of its community and being conscious of its operations. This commitment is evident through the cost savings from PWD's landfill operations and the successful collection and mitigation of landfill gas, which promotes the health and safety of the community and ensures minimal impact to the environment.

### **Responsible Department**

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





## High-Visibility Crosswalk Markings and Stop Bars - Citywide

This report provides the Transportation, Infrastructure and Planning Subcommittee with information on the use of high-visibility crosswalk markings and stop bars at all signalized and unsignalized pedestrian crossings.

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

#### Summary

On May 7, 2025, a Citizen Petition was submitted at the Formal Council Meeting requesting the City Council to:

1. Update the City's policy and design guidelines to require the use of high-visibility crosswalk markings at all signalized and non-signalized pedestrian crossings; and,
2. To require stop bars at all pedestrian crossings, including intersections with signals, stop signs, and HAWK crossings.

On May 21, 2025, at the Formal Council Meeting, City Council directed staff to bring this petition to a future Transportation, Infrastructure and Planning Subcommittee meeting for additional discussion.

The Street Transportation Department (Streets) adheres to the standards, guidance, and options for pavement markings found in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration and adopted by the Arizona Department of Transportation.

#### High Visibility Crosswalks

Crosswalk markings are classified as either transverse or high-visibility. Transverse crosswalk markings consist of two transverse lines. High-visibility markings consist of longitudinal lines parallel to traffic flow with or without transverse lines. **Attachment A** shows the types of crosswalks that may be used per the MUTCD.

In general, high-visibility crosswalks, such as bar pairs, continental (longitudinal bar), or ladder-style patterns, offer greater visibility to both drivers and pedestrians compared to traditional transverse crosswalks. According to the Federal Highway



Administration, high-visibility crosswalks, as a proven safety countermeasure, can reduce pedestrian injury crashes up to 40 percent and should be considered for all mid-block pedestrian crossings and intersections not controlled by a traffic signal or stop sign.

Historically, the standard used in Phoenix for crosswalk markings was the transverse pattern. In 2020, Streets, through the Office of Pedestrian Safety Program, began to convert mid-block crosswalks on arterial roadways from transverse to high-visibility markings using the ladder style. As of today, we believe all mid-block crosswalks on arterials have been converted to high-visibility markings. In addition, we have converted many mid-block crosswalks on collector roadways from transverse to high-visibility markings and will continue to convert them when we repave the street through a microseal or mill and overlay treatment. Any new mid-block crosswalk installations on arterial and collector roadways will be high-visibility markings, as well as, at all HAWK pedestrian crossings. Additional locations based on engineering judgment may also be considered for high-visibility markings.

### Stop Bars

A stop line, also known as a stop bar, is a wide, solid white line that runs perpendicular to the road at intersections, indicating where vehicles are required to stop associated with a stop sign, traffic signal, or other traffic control device. Per the MUTCD, stop bars are not mandatory and are typically used in conjunction with stop signs to clearly indicate where drivers should stop before entering a lane of conflicting traffic. If there is no stop bar but there is a marked crosswalk, drivers must stop their vehicle before the marked crosswalk. If there is no stop bar and no marked crosswalk, drivers must stop prior to entering the intersection.

Stop lines may be beneficial:

- In areas with unavoidable visual obstructions
- Where conditions necessitate undesirable stop sign placement
- At signalized intersections lacking marked crosswalks
- At multi-way stop-controlled intersections without marked crosswalks
- In locations where additional space is needed to accommodate turning vehicles
- At HAWK (High-Intensity Activated crossWalk) crossings
- At signalized intersections with a high volume of pedestrian crossings or frequent pedestrian-related collisions

Historically, stop bars have not been installed at intersections in Phoenix unless one of the conditions previously listed is present and based on engineering judgment. Past experience in Phoenix has shown that, in most cases, the installation of stop bars

offers minimal to no safety benefit. Based on research, there are very few studies that have been done to determine the safety effects of stop lines at stop-controlled intersections. One safety study, published by the Minnesota Department of Transportation in 2020, found no evidence that the presence of a stop line had a significant effect on crash rates. The study concluded that stop lines did not have a significant impact on driver behavior or intersection safety.

### Considerations

The cost and labor requirements for converting standard crosswalks into high-visibility ladder-style crosswalks and adding stop bars varies significantly depending on the width of the roadway. The cost to add one stop line at an intersection is approximately \$1,000. The cost of converting a standard transverse crosswalk to a high-visibility ladder crosswalk is approximately:

- \$3,000 for a 3-lane roadway
- \$4,000 for a 5-lane roadway
- \$6,000 for a 7-lane roadway

The request to convert all signalized intersection crosswalks to high-visibility markings introduces numerous operational challenges that must be considered. Based on prior experience of this type of installation, the analysis indicates that both material and labor usage would increase by approximately 76 percent for each ladder crosswalk compared to a standard installation. This increase would have broad implications: the budget would need to expand to accommodate higher material costs; existing workloads and project priorities would be affected due to longer installation times; and storage facilities would face capacity issues as storing 76 percent more materials, vehicles, and equipment is not feasible.

Another consideration is pavement condition. Many intersections do not currently meet the standards needed for thermoplastic application. Damaged or deteriorating road surfaces must be resurfaced prior to striping, as the equipment used cannot operate effectively on compromised pavement.

Equipment wear and maintenance costs would also rise, as equipment would need to operate longer and more frequently, resulting in potential downtime. Crew members would face longer exposure in the roadway as installation times would increase at individual locations reducing the number of driving breaks between job sites.

The scale of the effort would require an overall increase in fleet size, staffing, barricading budgets, and operating funds. In light of these factors, converting signalized intersection crosswalks to ladder style markings would require substantial

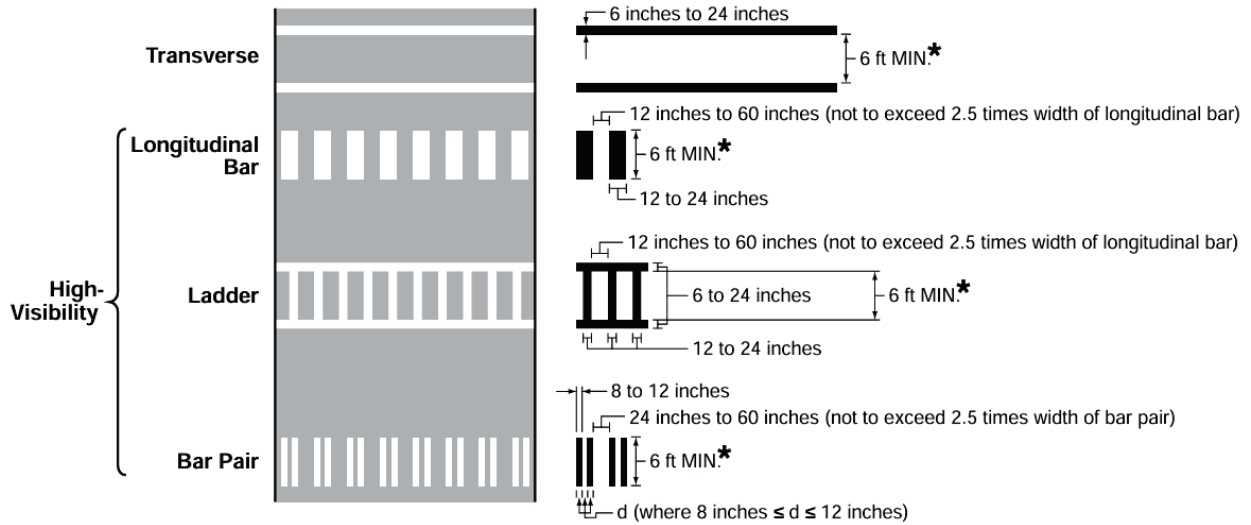
adjustments in operations, resources, and scheduling.

Staff recommends to continue with installing high-visibility crosswalks and stop bars at those areas of greatest need, balancing maintenance, budget limitations, and the need for expansion of street infrastructure with a focus on school zones and high schools.

**Responsible Department**

This item is submitted by Assistant City Manager Inger Erickson and the Street Transportation Department.

## Attachment A



\* Minimum crosswalk width shall be 8 feet where the posted speed limit is 40 mph or greater at a non-intersection crosswalk.