

**Phoenix City Council**  
**Transportation, Infrastructure, and Planning (TIP) Subcommittee**  
**Summary Minutes**  
**Wednesday, June 18, 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 10:02 a.m. with Councilwoman Hodge Washington present.  
\*Councilwoman Pastor arrived at 10:07 a.m.

**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 May 21, 2025, Transportation, Infrastructure, and Planning meeting. Chairwoman Stark seconded the motion which passed unanimously, 3-0.

**INFORMATION AND DISCUSSION (ITEM 2)**

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

Public Works Director Felipe Moreno introduced Assistant Public Works Director Lorizelda Stoeller and Deputy Public Works Director Christopher Fine. Ms. Stoeller summarized the history and essential functions of the SR85 Landfill, emphasizing the Department's commitment to environmental protection and operational standards. Mr. Fine outlined landfill operations, including permitting, technology, and staffing. He highlighted innovative efforts to capture more airspace, resulting in \$1.6 million in savings for the City. Mr. Fine also discussed the Department's dedication to a cleaner, more sustainable City. He concluded by providing updates on current capital projects and outlining future goals.

Chairwoman Stark praised the Public Works Department staff for their dedication in providing this essential function to residents. She prompted the Department to provide details about other City landfills and any potential plans regarding their development.

Mr. Moreno explained the City manages six closed landfills and will manage each site indefinitely to monitor for environmental quality. He highlighted the 19<sup>th</sup> Avenue Golf Course and Skunk Creek Landfill as successful examples of reuse and emphasized the City's commitment to sustainable and innovative landfill redevelopment.

Chairwoman Stark recalled a previous Public Works tour she attended at the North Gateway Transfer Station.

Councilwoman Pastor mentioned wanting to bring children to the North Gateway Transfer Station to tour and learn more about City operations.

Councilwoman Hodge Washington praised the landfill team for their dedication to making the City landfills clean and efficient. She asked how often the Department tests the ground water and reviews the gas monitoring system.

Mr. Fine stated tests are usually done monthly but can increase to weekly or daily for up to 90 days if elevated levels are detected.

Councilwoman Hodge Washington asked if the technology utilized at the landfill can be utilized in other areas to support safety.

Mr. Moreno assured the Council that the Department uses similar tests and sampling at closed landfills to ensure safety.

Councilwoman Hodge Washington asked how the City methane capture system compares to other landfills in the region.

Mr. Fine stated the City uses horizontal wells to capture gas levels. He mentioned this method is now widely adopted as an industry standard throughout many municipalities.

Councilwoman Hodge Washington thanked the Department for the \$16 million dollars in savings.

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

#### **3. High-Visibility Crosswalk Markings and Stop Bars - Citywide**

Interim Street Transportation Director Brandy Kelso introduced Assistant Street Transportation Director Briiana Velez. Ms. Kelso discussed the recent citizen petition to update the City's policy and design guidelines to require the use of high-visibility crosswalk markings at all signalized and pedestrian crossings and to require stop bars at all pedestrian crossings.

Ms. Velez discussed how the Street Transportation Department is following the standards in place by the Manual of Uniform Traffic Control Devices adopted by the Arizona Department of Transportation. She explained the different types of crosswalks, and roadway types utilized throughout the City. Ms. Velez emphasized how all new and existing crosswalks have been evaluated by Street Transportation Department engineers, and high visibility markings can be applied when appropriate.

Councilwoman Pastor asked for clarification regarding the stop bars.

Ms. Velez stated the solid line is where motorists should stop prior to entering the intersection.

Councilwoman Pastor noted motorists sometimes do not abide by the stop bars.

Ms. Velez explained the situations which would lead to stop bar placement. She compared pavement markings in the City to other surrounding municipalities. Ms. Velez discussed the installation costs for high-visibility crosswalks and stop bars.

Ms. Kelso reviewed the Vision Zero Community Advisory Committee's decision to adopt new standards for all crosswalks including the goals of adopting new standards for all City crosswalks to have high visibility crosswalks with stop bars. She discussed the Street Transportation path forward includes continuing to use high-visibility crosswalks at all mid-block crosswalks on arterial and collector roadways, continuing to use high-visibility crosswalks at all high-intensity activated crosswalks (HAWK) and Circular Flashing Beacons, and identifying and implementing high-visibility crosswalks at 16 different locations over the next year with a focus on school zones, high schools, and the high injury network.

Chairwoman Stark discussed the goal for Council to pursue a Streets Foundation. She discussed partnering with engineering firms.

Ed Hermes discussed the Vision Zero Community Advisory Committees recent vote to ask the City to upgrade its standards to focus on high visibility crosswalks and stop bars. He emphasized the importance of eliminating traffic deaths.

Chairwoman Stark acknowledged the shared goal of progress. She emphasized the importance of identifying high-priority areas.

Mr. Hermes agreed with Councilwoman Stark and expressed his hope that the City would increase its goal beyond 16 to better address safety concerns.

Councilwoman Hodge Washington asked about the Committee's suggested timeframe.

Mr. Hermes stated the Committee supported phasing out low-visibility transverse striping as roads were being repaved. He noted how repaving was already occurring frequently across the City and the transition to high-visibility markings was being guided

by the repaving schedule. Mr. Hermes suggested part of the City's \$10 million annual Vision Zero budget could support this work and his hope for the City to be fully standardized with high-visibility markings and stop bars soon.

Stacy Champion discussed recent sidewalk fatalities.

Nicole Rodriguez shared her concern regarding the timeline to update sidewalks.

Councilwoman Hodge Washington inquired about the number of midblock crosswalks that still require conversion.

Ms. Velez stated that the Street Transportation Department had completed around 30% of midblock crosswalk conversions. She acknowledged the Department still has a significant amount of collector systems they still need to update.

Councilwoman Hodge Washington asked if stop bars are being considered during the repaving process.

Ms. Velez stated traffic engineers look at several factors to see if stop bars are recommended.

Ms. Kelso agreed and stated multiple factors go into the decision of stop bar placement such as the high injury network, crash data, and information provided by Police and Fire.

Councilwoman Pastor asked who is reviewing the information.

Ms. Kelso stated Street Transportation Engineer IIs are reviewing these metrics.

Councilwoman Hodge Washington requested the Street Transportation Department to create objective metrics for when a stop bar will be required.

Ms. Kelso stated she will work with her team to review objective metrics to create and scoring sheet for stop bar placement.

Councilwoman Hodge Washington recommended involving advisory committees in the process. She also asked whether the Department had evaluated how the City's pavement marking policies compared to similar sized municipalities.

Ms. Kelso stated that the Department interviewed neighboring cities to gather the data presented and will follow up with additional cities to discuss their implemented policies.

Councilwoman Hodge Washington asked how the team determined implementing high-visibility crosswalks at the 16 locations they discussed.

Ms. Kelso stated the 16 locations were identified for improvements for this upcoming year by timeframe and cost, but there will be more sites determined in the future.

Councilwoman Hodge Washington asked for feedback regarding the US Department of Transportation study on high visibility crosswalks and if the study was considered in the Department's analysis.

Ms. Velez reviewed the Federal Highway Administration's (FHWA) suggestions for safety countermeasures to install high visibility markings at all midblock crosswalks where drivers are not required to stop with a traffic signal or stop sign. She said the Streets Department is following this guidance, and as a result are converting arterial roadways and are in the process of completing the collector roadways.

Councilwoman Hodge Washington asked for a timeframe to complete the midblock collector roadways.

Ms. Kelso explained the difficulty of providing a timeframe since most sidewalks need re-paving prior to new installations. She stated, currently, the Department is repaving \$70 million dollars' worth of projects each fiscal year.

Councilwoman Hodge Washington acknowledged the frustration of lacking a clear timeline and recognized the financial limitations in reaching these goals. She expressed a goal of 16 was insufficient and should be re-evaluated. She also asked whether data was collected to determine which of the 16 locations had the greatest need for improvement.

Ms. Kelso stated the Department does not currently map every crosswalk but will provide the Council with the 16 locations identified.

Councilwoman Hodge Washington asked how many additional locations the Street Transportation Department must improve for the project to be considered complete.

Ms. Kelso stated her team will review how many collector streets are being paved and return to the Council with information.

Councilwoman Hodge Washington asked if information regarding pedestrian collisions is being collected and how the information is being utilized to determine projects.

Ms. Velez confirmed the Department does track crash data to identify opportunities for improvement.

Councilwoman Hodge Washington asked how often the data is updated.

Ms. Velez stated the data is collected from the Arizona Department of Transportation and there is a lag of 18 months. She stated the current data is from 2023.

Councilwoman Hodge Washington asked if the high injury network also has a lag in availability.

Ms. Velez confirmed.

Councilwoman Hodge Washington asked for the Department to continue collaborating with the committee.

Councilwoman Hodge Washington advised the Department to review any ongoing lawsuits when formulating a timeline. She also requested the Department to come up with a mechanism to allow neighborhood associations to give feedback. She asked what the timeframe would be if all the signalized intersections in the City were upgraded to the discussed standards.

Ms. Kelso said it would take a decade to upgrade all intersections.

Councilwoman Hodge Washington expressed her appreciation for the presentation and encouraged the Department to articulate a clear plan forward.

Chairwoman Stark asked for the Department to explain why repaving is necessary when installing a new traffic signal.

Ms. Velez explained thermoplastic material does not adhere to damaged pavement and can harm the equipment used for its installation.

Chairwoman Stark emphasized the need to advance with a plan that incorporates a scoring system, prioritizes key needs, and is developed and reviewed by our advisory boards.

Councilwoman Pastor referenced her experience working with the Street Transportation Department and requested that high visibility crosswalks be included in the repaving plan. She asked for the plan to outline a timeline, phasing, and costs, and requested involvement from the Vision Zero Committee. Councilwoman Pastor also cited a Bloomberg Philanthropies study showing how high visibility crosswalks influence driver behavior.

Councilwoman Hodge Washington asked if the high visibility crosswalks are already in the Department's plan.

Ms. Kelso stated installing high visibility crosswalks is the plan for collector streets and midblock crossings.

Councilwoman Hodge Washington asked if the suggestion includes adding high visibility crosswalks and stop bars to all local roadways.

Councilwoman Pastor reinforced her suggestion of adding stop bars and high visibility crosswalks to all areas.

Chairwoman Stark expressed her concern of drivers becoming used to seeing the high visibility crosswalks and then ignoring traffic laws.

Councilwoman Hodge Washington stated there needs to be a mechanism to measure the streets that are in the most need of improvement and expressed the importance of having a plan in place.

Councilwoman Pastor made a motion for the Street Transportation Department to develop a five-year plan for phased implementation of high-visibility crosswalks and stop bars at intersections, to be presented at the November TIP Subcommittee meeting. The five-year plan will have multiple options, including an option based on the current five-year re-pavement plan and an option that covers implementation beyond the intersections in the current five-year re-pavement plan. The five-year plan will not recommend a blanket-approach to implement high-visibility crosswalks and stops bars citywide. Instead, the five-year plan will be based on actual data, such as intersections where pedestrian contact has occurred and intersections where pedestrian contact has led to litigation. The five-year plan will include a cost analysis for all options, a method to coordinate with the Vision Zero Committee, and a process for neighborhood engagement. Councilwoman Hodge Washington seconded the motion, and the motion passed unanimously, 3-0.

### **CALL TO THE PUBLIC**

Jerry Van Gasse expressed his concern regarding 3PI funds.

Tim Sierakowski thanked Brandie and John for readily fixing a bathroom door in the women's restroom at Papago Park. He also expressed his concerns regarding 3PI funds.

Stacy Champion thanked the Council for their questions to Item 3. She expressed her concern with getting public records requests in a timely manner.

Nicole Rodriguez thanked Councilwoman Hodge Washington and Councilwoman Pastor for their comments and questions. She discussed the importance for the City of Phoenix to be a leader in streets development.

### **FUTURE AGENDA ITEMS**

Councilwoman Pastor asked for a Parks and Recreation presentation regarding aquatics and cancer prevention.

### **ADJOURNMENT**

Chairwoman Stark adjourned the meeting at 11:49 a.m.

Respectfully submitted,

Destinee Sior  
Management Fellow