

# City of Phoenix

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



**City of Phoenix**

## **Agenda**

**Wednesday, April 16, 2025**

**10:00 AM**

**City Council Chambers**

**Transportation, Infrastructure, and Planning**

**Subcommittee**

*Councilwoman Debra Stark, Chair  
Councilman Carlos Galindo-Elvira  
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=e40ea5f00ff8b997699f78658ecd66b64>

- 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 2558 770 9522# (for English) or 2555 457 2325# (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 2555 457 2325#. 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 2555 457 2325#). 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 MEETINGS**

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

Page 11

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on February 19, 2025 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

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

#### **Responsible Department**

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

#### *Attachments*

[Attachment A - TIP February 19, 2025 Minutes](#)

**CONSENT ACTION (ITEMS 2-5)**

**2 Fiscal Year 2025-26 Assessment for Water Industry Research and Partnerships - Citywide**

Page 16

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the annual membership dues and fees for the City's participation in water industry-related research programs and memberships and requests the Subcommittee recommend City Council approval of continued participation in these programs and memberships for Fiscal Year 2025-26 at a total cost of \$392,300.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

*Attachments*

[Attachment A - 2526 Membership and Subscriptions.pdf](#)

**3 Fiscal Year 2025-26 Assessments for the Arizona Municipal Water Users Association - Citywide**

Page 19

This report provides the Transportation, Infrastructure, and Planning Subcommittee with a projection of the Arizona Municipal Water Users Association 2025-26 annual assessment and requests the Subcommittee recommend City Council approval of continued participation as a member of Arizona Municipal Water Users Association in Fiscal Year 2025-26, at a total cost estimated at \$600,000.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by the Deputy City Manager Ginger Spencer and the Water Services Department.

4 **Historic Preservation Demonstration Project Grant - 412 West  
Roosevelt Street - District 7**

Page 21

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Historic Preservation Demonstration Project Grant not to exceed \$133,176 for rehabilitation of the historic apartment building located at 412 W. Roosevelt Street.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

*Attachments*

[2 Applic Form 412 Demonstration Project Grant .pdf](#)

[3a 412 AZ Historic Inventory Form 1918 \(2\).pdf](#)

[Photos.pdf](#)

[Checklist Appendix A & B 412 Demonstration Project Grant.pdf](#)

5 **July 2025 Proposed Bus Service Changes - Districts 3, 4, 6, 7, 8**

Page 37

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the staff-recommended July 2025 bus service changes. If approved, the service changes will take effect July 28, 2025.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

*Attachments*

[Attachment A - July Service Changes](#)

[Attachment B - Title VI Service Equity Analysis July 2025 Service Change](#)

[Attachment C - July Service Changes](#)

**INFORMATION ONLY (ITEM 6)**

**6 Street Transportation Department Capital Improvement Program for  
Fiscal Years 2024-25 Through 2029-30 - Citywide**

Page 56

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Street Transportation Department's proposed Fiscal Years 2025-26 through 2029-30 Capital Improvement Program and an update on the Capital Improvement Program projects for Fiscal Year 2024-25.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

*Attachments*

[Attachment A-Street Transportation CIP FY2025 to 2030-final.pdf](#)

## **INFORMATION AND DISCUSSION (ITEM 7)**

### **7 Trails and Heat Safety Program - Districts 6 and 8**

Page 61

This joint report by the Parks and Recreation Department and the Phoenix Fire Department provides information about the Parks and Recreation Board approved Phoenix Trails and Heat Safety Program.

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

##### **Responsible Department**

This item is submitted by Assistant City Manager Lori Bays and Deputy City Manager John Chan and the Parks and Recreation and Phoenix Fire departments.

##### *Attachments*

[04162025 Fire Department Attachments A-D](#)



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

### **8 Modify the Junior Golf Card Program and Amend Ordinance S-35137 Approving Fee Model for City Golf Course Green Fees - Districts 3, 4, 5, 6, 8**

Page 69

This report requests the Transportation, Infrastructure and Planning (TIP) Subcommittee recommend that the City Council (a) modify the Junior Golf Card program to extend the validity period of the card and add a daily green fee and (b) amend Ordinance S-35137 (**Attachment A**), which governs the current fee structure for Phoenix golf courses to clarify that golf course fees may be adjusted seasonally based on a benchmark maximum.

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

#### **Responsible Department**

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

#### *Attachments*

[Golf Ordinance redline.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  
Councilman Carlos Galindo-Elvira  
Councilwoman Kesha Hodge Washington  
Councilwoman Laura Pastor



City of Phoenix

## Transportation, Infrastructure, and Planning Subcommittee

### Report

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**Agenda Date: 4/16/2025, 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 February 19, 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 Panigua and the City Manager's Office.

Attachment A

**Phoenix City Council  
Transportation, Infrastructure, and Planning (TIP) Subcommittee  
Summary Minutes  
Wednesday, February 19, 2025**

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

Subcommittee Members Present

Councilwoman Kesha Hodge Washington (Chair)  
Councilwoman Debra Stark (virtual)  
Councilman Carlos Galindo-Elvira  
Councilwoman Laura Pastor

Subcommittee Members Absent

**CALL TO ORDER**

Chairwoman Hodge Washington called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:00 a.m. with Councilman Carlos Galindo-Elvira, Councilwoman Debra Stark and Councilwoman Laura Pastor present.

**CALL TO THE PUBLIC**

None.

**MINUTES OF MEETINGS**

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

Councilman Galindo-Elvira made a motion to approve the minutes of the December 18, 2024, Transportation, Infrastructure, and Planning meeting. Councilwoman Pastor seconded the motion which passed unanimously, 3-0.

**CONSENT ACTION (ITEM 2-3)**

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

**2. Approval of Historic Preservation Exterior Rehabilitation Grants - Districts 4 and 7**

Consent only. No Councilmember requested additional information.

**3. Request to Issue Revenue Contract Solicitations for Terminal 3 North 2 Concourse Concessions**

Consent only. No Councilmember requested additional information.

#### **INFORMATION ONLY (ITEMS 4-7)**

##### **4. Public Works Department Capital Improvement Program for Fiscal Years 2025-30**

Information only. No Councilmember requested additional information

##### **5. Public Transit Department Capital Improvement Program for Fiscal Years 2024-25 through 2029-30**

Information only. No Councilmember requested additional information

##### **6. Aviation Department Five-Year Capital Improvement Program**

Information only. No Councilmember requested additional information

##### **7. Parks and Recreation Department Preliminary Capital Improvement Program Budget Fiscal Years 2025-30**

Information only. No Councilmember requested additional information

Jerry Van Gasse acknowledged his meeting with Deputy City Manager John Chan. He expressed his concerns regarding the Parks and Recreation's budget.

Tim Sierakowski discussed his concerns with the Parks and Recreation Committee.

#### **INFORMATION AND DISCUSSION (ITEM 8)**

##### **8. Parks and Recreation Department Updates**

Parks and Recreation Director Cynthia Aguilar, Assistant Director Martin Whitfield, Deputy Director Danielle Poveromo, and Deputy Director Jarod Rogers presented on this item. The executive team reviewed the Parks Board and Committees, upcoming special events, the Parks Master Plan, American Rescue Plan Act (ARPA) Park Activations, and Capital Improvement Projects.

Chairwoman Hodge Washington thanked the Parks and Recreation team and public-private partners for their efforts and noted the reopening of a privately funded basketball court.

Councilwoman Stark praised the Department for prioritizing citizen needs and engagement, highlighting Encanto Park's Americans with Disabilities Act (ADA) accessible playground as an example.

Councilman Galindo-Elvira thanked the Parks and Recreation Department for their continued progress in meeting the needs of the community. He acknowledged the Parks and Recreation Department's Forestry team and their commitment towards tree planting and maintenance. Councilman Galindo-Elvira also thanked the Parks and Recreation Board for their continued support.

Councilwoman Pastor highlighted the recent upgrades at Sueno Park and urged the Parks and Recreation Department to continue enhancing the park by completing the

trail and finishing the wall murals. She also acknowledged the need for exercise equipment at Falcon Park. Councilwoman Pastor recognized Encanto Park for being the first ADA park in Arizona. She stated she looks forward to expanding ADA parks throughout the City.

Saniohsh Bhugatha thanked the Parks and Recreation Department and the City Manager's Office for their continued supported in improving services for residents. He requested the City continue to support cricket throughout the community.

Ginnie Ann Sumner thanked Council for the Park Activation Neighborhood Grant and the acknowledged the improvements at Pierce Park. Ms. Sumner acknowledged several activities coming up in the future which will be hosted by the 44th Community Alliance.

John Furniss discussed his involvement with the Phoenix Parks and Preserve Initiative Program (3PI) and acknowledged the hard work of the City to improve services.

Jerry Van Gasse requested the Parks and Recreation Board to become televised.

Tim Sierakowski expressed the need for the community to be involved in the Parks and Recreation Board meetings and requested the meetings to be televised.

Chairwoman Hodge Washington asked about the authority given to the Parks and Recreation Board in Phoenix, compared to other municipalities.

Parks and Recreation Attorney Dustin Cammack outlined the Board's rights and duties, highlighting its authority to set park hours under the charter.

Chairwoman Hodge Washington asked about the differences between the Phoenix Charter compared to other municipalities.

Mr. Cammack acknowledged the differences among other cities that utilize charters and how their charters may differentiate from Phoenix.

Chairwoman Hodge Washington acknowledged the charter authority was voted on by Phoenix residents in 1971.

Councilwoman Pastor requested additional information regarding the authority of the Parks and Recreation Board.

Chairwoman Hodge Washington asked for clarification regarding the 3PI audit.

Ms. Aguilar stated the Committee meets each year to review the audit report provided by an independent auditor.

Chairwoman Hodge Washington addressed the audit results being discussed during a public meeting and invited residents to ask questions.

Councilwoman Galindo-Elvira stated his support for Phoenix Fire Fighters and acknowledged the work they do to keep people safe on the trails during hot months.

Chairwoman Hodge Washington requested additional information regarding the results of the summer trail survey.

Ms. Aguilar summarized the focal points on the Parks and Recreation Department's summer trail survey.

Chairwoman Hodge Washington asked for more information regarding if televising the Parks and Recreation Board meetings is possible.

Deputy City Manager Mario Paniagua agreed to review the request.

### **CALL TO THE PUBLIC**

No public comments.

### **FUTURE AGENDA ITEMS**

Councilwoman Pastor requested further information regarding the planning, growth, and connectivity in the Central Avenue Corridor.

### **ADJOURNMENT**

Chairwoman Hodge Washington adjourned the meeting at 11:13 a.m.

Respectfully submitted,

Destinee Sior  
Management Fellow



## **Fiscal Year 2025-26 Assessment for Water Industry Research and Partnerships - Citywide**

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the annual membership dues and fees for the City's participation in water industry-related research programs and memberships and requests the Subcommittee recommend City Council approval of continued participation in these programs and memberships for Fiscal Year 2025-26 at a total cost of \$392,300.

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

#### **Summary**

The Water Services Department participates in and benefits from the research endeavors of the Water Research Foundation. The focus of this research covers all aspects of drinking water treatment and distribution, wastewater collection and treatment, watershed quality, and non-potable water aspects such as reclaimed and reused water. Participation in these research programs allows the City to access a variety of resources and information to address drinking water, wastewater, water reclamation, watershed quality and stormwater issues. Without these resources, the Water Services Department (WSD) staff would be required to research and develop solutions without the benefit of the larger water community and at a much higher cost.

Additionally, WSD participates in several water industry professional associations: Western Urban Water Coalition, and National Association of Clean Water Agencies. These organizations provide a host of benefits to the City including assistance to improve day-to-day operations, industry standards, metrics and benchmarks, professional development opportunities for staff, public outreach collaboration, and ongoing updates to keep staff informed about regulatory issues well in advance of action being taken.

Some of the resources available from these memberships/programs include:

- Publications - Standards, operator training manuals, books, and monthly publications focused on today's operational and engineering challenges. Updates of all American Water Works Association Design Standards are included with the yearly fee;



- Training - A variety of training opportunities including specialty conferences and online training classes;
- Public Communications Tools - Public advisories are sent out to all utilities to keep them informed about water-related news that generates media attention. These public advisories often include suggested language or strategies to help Phoenix respond to media inquiries. Utility alerts are provided periodically throughout the year to ensure timely updates on regulatory issues;
- Research Reports - The City is entitled to a free copy of all final products (reports, software, online interactive tools), and has unlimited access to PDF versions of all final reports, workshop proceedings, and online communities of practice;
- Webcasts - Each research organization offers free webinars to subscribers based on current research projects, which allows for timely access to research results, direct interaction with the researchers and the opportunity for professional educational development credits;
- Expert Assistance - Internal and external subject matter experts are available to aid subscribers in acquiring up-to-date information to address issues;
- Research Participating Utility and Project Advisory Committee - The City participates in research projects by providing data to be included in the research or by being used as a case study to validate the research; in some cases, City staff has been invited to participate on a Project Advisory Committee due to the City's expertise in an area; and
- Tailored Collaboration - Tailored Collaboration Programs allow subscribers to submit a specific research project proposal for funding. These research projects are more specialized or regional in nature. The City has used this program on several occasions in the past to further local water and wastewater research.

**Attachment A** provides a listing of each membership, its cost, and a brief description of the organization's purpose.

### **Responsible Department**

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

**Attachment A**  
**Water Industry Membership Costs by Line Item**

<b>FY2425 Assessments for Water Industry Memberships/Research Programs</b>	<b>Focus Area</b>	<b>Cost</b>
Water Research Foundation (WaterRF)	Drinking water research	\$274,000
Western Urban Water Coalition (WUWC)	Promotion of Western cities' water supply needs and challenges	\$44,000
National Association of Clean Water Agencies (NACWA)	Training and technical assistance	\$74,300

**Total: \$ 392,300**



## **Fiscal Year 2025-26 Assessments for the Arizona Municipal Water Users Association - Citywide**

This report provides the Transportation, Infrastructure, and Planning Subcommittee with a projection of the Arizona Municipal Water Users Association 2025-26 annual assessment and requests the Subcommittee recommend City Council approval of continued participation as a member of Arizona Municipal Water Users Association in Fiscal Year 2025-26, at a total cost estimated at \$600,000.

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

#### **Summary**

The Arizona Municipal Water Users Association (AMWUA) is a non-profit corporation that was formed in 1969 to advance and protect the interests of its municipal members on policy and regulatory issues affecting water. AMWUA provides a forum through which its member cities and towns cooperate to drive effective development and use of water resources within the State of Arizona. Additionally, AMWUA helps position cities and towns in the forefront of water resource policy development and planning. The ten AMWUA member cities and towns are Avondale, Chandler, Gilbert, Glendale, Goodyear, Mesa, Peoria, Phoenix, Scottsdale, and Tempe. The City of Phoenix has been a member of AMWUA since its inception.

AMWUA advocates for its members at the Arizona Legislature, the Governor's Office, the U.S. Bureau of Reclamation, the Arizona Department of Water Resources, other state agencies, the Central Arizona Project, and the Greater Phoenix Chamber of Commerce. AMWUA works collaboratively with other water stakeholders to devise practical solutions to water problems to ensure sustainable growth for Arizona while protecting its members' interests.

The AMWUA Board of Directors is currently working through its budget process and has not yet approved the Fiscal Year 2025-26 budget. The historical timeline places their expected budget action in May 2025. The projected costs for Phoenix's total membership are estimated to be \$600,000, of which \$146,000 is Phoenix's share of the third-party administrative services in support of the Multi-City Sub Regional Operating Group partnership agreement.

**Responsible Department**

This item is submitted by the Deputy City Manager Ginger Spencer and the Water Services Department.



## **Historic Preservation Demonstration Project Grant - 412 West Roosevelt Street - District 7**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Historic Preservation Demonstration Project Grant not to exceed \$133,176 for rehabilitation of the historic apartment building located at 412 W. Roosevelt Street.

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

#### **Summary**

The historic apartment building located at 412 W. Roosevelt Street, constructed around the year 1918, was listed in the National Register of Historic Places in 1983 and the Phoenix Historic Property Register in 1986 as part of the Roosevelt Historic District. The property is classified as an outstanding example of Prairie School architecture and is one of the few extant apartment buildings constructed in Phoenix immediately following World War I. The property is still used as apartments today.

The current owner of 412 W. Roosevelt Street, Prairie School Apartments, LLC, acquired the property in 2017, although the owner's representative Chip Halquist has owned it since the early 1990s. Mr. Halquist submitted a Demonstration Project grant application to the Historic Preservation Office on January 30, 2025 requesting assistance to rehabilitate the building for its continued use as apartments.

The project scope of work includes historic window rehabilitation, stucco repairs, wood fascia & soffit repair, roof repair, door repair, interior and exterior stairway repair, attic and crawlspace venting, and repainting. A total of \$2,500 in eligible engineering costs is also included. The grand total of eligible work items is \$133,176.

Although the application shows that the City's share would be 50 percent of the cost of the eligible work, at its February 10, 2025 meeting, the Historic Preservation Commission revised the Demonstration Project grant program so the City will now pay 100 percent, provided that the owner provides a match using non-eligible work items. The application indicates that there will be \$747,000 worth of additional work, so the

match requirement has been met.

**Financial Impact**

The requested amount is \$133,176, which is available from the 2023 General Obligation Bond Program - Historic Preservation. In exchange for the grant funds, the City will receive a 30-year conservation easement on the property. The easement will require that the property be preserved and that it be insured and maintained in good repair once rehabilitation is completed.

**Concurrence/Previous Council Action**

The Historic Preservation Commission recommended approval of the grant funding on March 17, 2025, by a vote of 5-0.

**Location**

412 W. Roosevelt Street  
Council District: 7

**Responsible Department**

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.



**City of Phoenix**  
PLANNING & DEVELOPMENT DEPARTMENT  
HISTORIC PRESERVATION OFFICE

## Demonstration Project Grant Application

In completing the application, please be as concise as possible, read all questions before answering to avoid repetition and write legibly in pen or type. You can include continuation sheets if needed. All required supplemental information must be included and be unbound.

### I. APPLICANT COVER LETTER

Please include a cover letter from the property owner or authorized person submitting on behalf of the owner summarizing the request for Demonstration Project funding. Briefly describe the overall project purpose and the eligible work items. Indicate the total project budget, dollar amount for eligible work items, and the total amount requested for Demonstration Project funds.

### II. APPLICANT AND PROPERTY INFORMATION

Applicant: \_\_\_\_\_

Legal Name of Property Owner: \_\_\_\_\_

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

Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

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

Historic District (or name of individually-listed building): \_\_\_\_\_

Current Use of Property: \_\_\_\_\_

Is Property Vacant? ☐ Yes ☐ No If Yes, Length of Time Vacant? \_\_\_\_\_

Date Current Owner Purchased Property: \_\_\_\_\_

### III. HISTORIC PROPERTY INFORMATION

- Historical/Architectural Significance.** Briefly describe the historical and/or architectural significance of your property, including the date of construction, architect/builder if known, construction method, original use of property, and subsequent uses over the years.

#### Historic Preservation Office Use Only:

##### Historic Status:

- |  |  |
|--|--|
| <input type="checkbox"/> Individually Designated             | <input type="checkbox"/> Contributor to an Historic District |
| <input type="checkbox"/> Eligible / Not Currently Designated | <input type="checkbox"/> Non-contributor with Potential      |
| <input type="checkbox"/> Designation in Progress             | <input type="checkbox"/> Non-contributor without Potential   |

##### Funding Source:

- |                                       |  |                                     |
|---------------------------------------|--|-------------------------------------|
| <input type="checkbox"/> General Fund | <input type="checkbox"/> HP Bond Funds | <input type="checkbox"/> CEDD Funds |
|---------------------------------------|--|-------------------------------------|

Page 1 of 5

For more information or for a copy of this publication in an alternate format, contact Planning & Development at 602-262-7811 voice or TTY use 7-1-1.

- 
2. **Property Description.** Briefly describe the primary exterior features of your property, including information on style and materials of exterior siding/finishes, roof, doors/windows, porches, and any decorative or unique features of the property. For these features, indicate whether they are original or altered/replaced, and if they were altered/replaced when this occurred (if known).
  
  3. **Historic Property Inventory Form.** Attach a copy of the Historic Property Inventory Form (if available from the City of Phoenix Historic Preservation Office) for your property.
  4. **Photographs.** Attach photographs showing overall site, street views, all exterior facades, and close-up views of original/decorative features and areas where work is to be performed. Include interiors for work proposed to be funded only. Label views on back of photos (i.e., north façade, east wood casement window) or on separate photo log sheet. Original color photographs/digital images are acceptable.
  5. **Property Condition.** Describe the overall condition of the property, providing descriptive information on areas that are deficient or deteriorated. If an architectural or structural assessment has been performed, please attach.
  
  
  
  
  
  
  
  
  
  
  6. **Previous Rehabilitation Work.** Briefly describe previous rehabilitation work you have already completed on your property as well as work that you are aware of that was conducted by previous owners. List the major work items and the year work was done.



#### **IV. PROJECT INFORMATION**

1. **Project Purpose.** Describe the primary purpose and objectives for the proposed project for which Demonstration Project funds would be expended, and the extent to which the project meets the city's Preservation Philosophy.
  
  
  
  
  
  
  
  
  
  
2. **Project Plan.** Describe how the proposed project fits into an overall plan to rehabilitate the building and the time frame for implementing the various components of this plan.

#### **3. Project Work Scope, Budget and Time Schedule**

- a. **Cost estimates.** Cost estimates for all work items must be provided by licensed contractors or other qualified individuals who perform the proposed work on a regular basis (not by architects/designers). Please attach the itemized cost estimates to the application form. Two cost estimates are required for each work item. The City Historic Preservation Office solely determines if the estimates are adequate.
- b. **Itemized budget.** Include an itemized project list and budget for entire proposed project (including items not to be funded with Demonstration Project funds) using the form in Appendix A.

##### **Example of itemized budget for a project:**

##### **Eligible Demonstration Project Construction Items:**

Repoint brick walls on east and south facades	\$ 8,500.00
Repair/replace 16 wood-frame double-hung windows	\$ 16,000.00
Repair stucco cracks on west façade	\$ 1,800
Repaint west facade wall	\$ 500

##### **Eligible Architectural and Engineering Expenses:**

Structural analysis to determine source of stucco cracks	\$ 1,500
--	----------

##### **Total Eligible Expenses:**

**\$ 28,300.00**

##### *Architectural and Engineering expenses (limited to no more than 10% of request):*

Amount: \$1,500.00      Percentage of Total Project Cost: 5.3%

##### **Ineligible Construction Work to be Funded by Property Owner:**

Plumbing upgrades	\$ 8,000.00
Refinish wood floors	\$ 2,000.00
Repair tile on three fireplaces	\$ 3,000.00
<b>Total Ineligible Work Items:</b>	<b>\$ 13,000.00</b>

- c. **Descriptions of work items.** Include narrative descriptions for all itemized work items proposed for Demonstration Project funding. Attach on a separate sheet using Appendix B. If contractor bids/cost estimates included detailed descriptions, this item may not be necessary.

**Ex. of narrative description for one work item:**

**Repair/replace 16 wood-frame double-hung windows.** *Project will replace two windows beyond repair in-kind to match existing. Fourteen windows need frame repair (new ledger, header and/or sill), sash repairs/replacement, and some new glass panes to replace missing and broken glass. Refer to attached window-by-window assessment and itemization from contractor.*

- d. **Time schedule.** Indicate when work is projected to commence, the project duration and the order in which items will be implemented.

Estimated Project Beginning Date: \_\_\_\_\_

Estimated Project End Date: \_\_\_\_\_

Sequence of Work Items:

**4. Project Financial Information.**

Provide information regarding financial capability of owner to complete the project. Such information should include: pro forma profit/loss statements for the business proposed, bank statements or other evidence that owner can obtain a loan from a bank, financial or lending institution to complete the project. If the project is proposing to use federal tax credits, grants, or other financial incentives, please provide evidence and information on the contribution of these sources and the status of these applications.

**5. Drawings/Building Assessments.** Please attach:

- a. **Scaled site plan** showing location of main buildings, all outbuildings, existing/proposed fences and walls, and property lines. If additions, demolitions or other site changes are proposed as part of proposed project, please indicate on site plan. Indicate all areas of proposed work on the site plan (Note: Demonstration Project funds cannot be used for site work, new additions or demolitions of historic building fabric.)
- b. **Architectural plans or elevations drawn to scale** showing all building facades on which work is to be performed, with notes depicting locations/description of specific work items. Include roof plan when structural roof work is proposed.

**6. Professional assessments for structural repairs (when applicable)**

For Demonstration Project funding requests for structural/foundation work proposed, include assessments from appropriate professionals verifying work is essential for protection of the resource and for city code compliance. (If this work is not funded with Demonstration Project funds, then disregard.)

**V. INFORMATION ON PRIMARY LIENHOLDERS.**

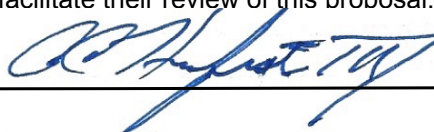
The city's purchase of the Conservation Easement requires the consent of all lienholders. A title report will be obtained by the City to verify all information provided. Accuracy of this information is critical. Consent from the lienholder(s) must be received prior to disbursement of any funds.

1. Primary mortgage company: \_\_\_\_\_  
Contact person: \_\_\_\_\_  
Correspondence address: \_\_\_\_\_  
(Note: This is usually different than the payment address) \_\_\_\_\_  
\_\_\_\_\_  
Company telephone number: \_\_\_\_\_  
Company fax number: \_\_\_\_\_  
Loan number: \_\_\_\_\_
  
2. Secondary mortgage company: \_\_\_\_\_  
Contact person: \_\_\_\_\_  
Correspondence address: \_\_\_\_\_  
(Note: This is usually different than the payment address) \_\_\_\_\_  
\_\_\_\_\_  
Company telephone number: \_\_\_\_\_  
Company fax number: \_\_\_\_\_  
Loan number: \_\_\_\_\_

**VI. SIGNATURE**

I declare that I have reviewed the Demonstration Project Program requirements and am submitting this application in accordance with those requirements. All information submitted is true to the best of my knowledge and belief. I acknowledge that any error may affect its review and approval. I understand that if I wish to change any aspect of the project after it has been approved, I must obtain the written consent of the City. I also understand that I will be required to obtain a Consent Agreement from my lienholder(s), and will sign and abide by the terms of the Demonstration Project Program Agreement and Deed of Conservation Easement. I understand and agree that the City Historic Preservation Office staff may perform necessary site visits on my property at mutually agreed upon times to facilitate their review of this proposal.

\_\_\_\_\_  
Property Owner Signature



1/27/2025

\_\_\_\_\_  
Date

\_\_\_\_\_  
Property Owner Signature

\_\_\_\_\_  
Date

## ATTACHMENT B

## ARIZONA STATE HISTORIC PROPERTY INVENTORY

HISTORIC PROPERTY NAME		COUNTY Maricopa	INVENTORY NO. KA-225 (C)
COMMON PROPERTY NAME		QUAD/COUNTY MAP Phoenix Quad	
PROPERTY LOCATION-STREET & NO. 412 West Roosevelt			
CITY, TOWN/VICINITY OF Phoenix		ASSESSOR'S PARCEL NO. 111-32-22	
OWNER OF PROPERTY E. J. Linsenmeyer		PHONE	
STREET & NO./P.O. BOX 400 South 5th Street			
CITY, TOWN Phoenix		STATE Arizona	ZIP 85003
FORM PREPARED BY Gerald A. Doyle & Associates		DATE August 1982	
STREET & NO./P.O. BOX 4331 N. 12th Street		PHONE 264-3082	
CITY, TOWN Phoenix		STATE Arizona	ZIP 85014
PHOTO BY Robert Graham		DATE May 1982	
VIEW Toward NW			
HISTORIC USE Apartments			
PRESENT USE Unoccupied apartments		ACREAGE Less/acre	
ARCHITECT/BUILDER			
CONSTRUCTION/MODIFICATION DATES Constructed ca. 1918			



## PHYSICAL DESCRIPTION

The two-story, flat-roofed apartment house at 412 West Roosevelt exhibits many elements common to Prairie School architecture of the Midwest. The various design elements of the building work together in emphasizing the horizontal line, the essence of the Prairie School. The front facade consists of a four-bay porch, with capped rails, repeated by another porch above; these porches are separated by a shelf roof at second-floor level. This shelf-roof plane is repeated at second-story ceiling height. A trim board continues along the wall plane from where the porch fascia dies and meets a similar roof shelf that wraps around the rear of the building, providing an external delineation of the interior ceiling height. Above this plane, another band emphasizes the depth of the attic. The entire two-story mass of the building is crowned with still another planar roof with a narrow fascia. Rectangular double-hung windows pierce the plane surfaces of the side walls. The building is presently unoccupied and has suffered a fire in one upper room. Work has been stopped on its rehabilitation for many months. The apartment house appears to be in good condition and has the potential of being a successful rehabilitation project.

#### STATEMENT OF SIGNIFICANCE/HISTORY

The apartment building at 412 West Roosevelt is an outstanding example of Prairie School architecture and one of the few extant apartment buildings constructed in Phoenix immediately following World War I.

The building's massing, elongated porches, emphatic caps, shelf roof between stories, and roof configuration combine to create a striking horizontal appearance, the hallmark of the Prairie School. The Prairie School, which had its origins in the Arts and Crafts movement, was a rebellion against the historical styles. One of the few styles to originate in the United States, this Midwestern style emphasized simplicity and low proportions, in imitation of the prairie.

The building was constructed ca. 1918 in response to a growing need for apartments in Phoenix after World War I. In 1917, home building was characterized as Phoenix' greatest need by local realtors. One realtor stated that "Many recent newcomers have commented on the startling lack of both apartment houses and houses, and in fact hundreds of people that would have spent the winter in Phoenix have been forced to leave on account of not being able to get satisfactory places to live in."<sup>1</sup> The four apartments in this building served not only winter visitors, but also prominent doctors and attorneys. One resident, Fred C. Jacobs, was a U. S. District Court judge. None of these prominent figures lived in the building for a significant length of time, however. The building contributes importantly to the historic district.

#### SOURCES OF ABOVE INFORMATION/BIBLIOGRAPHY

<sup>1</sup>Arizona Republican. January 28, 1917, 12:1-3.  
Brooks, H. Allen. The Prairie School. New York: N. W. Norton & Company, 1976.  
Maricopa County Assessor's Records.  
Maricopa County Recorder's Records.  
Phoenix City Directories.  
Sanborn Insurance Maps.

#### GEOGRAPHICAL DATA/LEGAL DESCRIPTION/VERBAL BOUNDARY DESCRIPTION

BLOCK 2, LOT 3, KENILWORTH ADDITION.

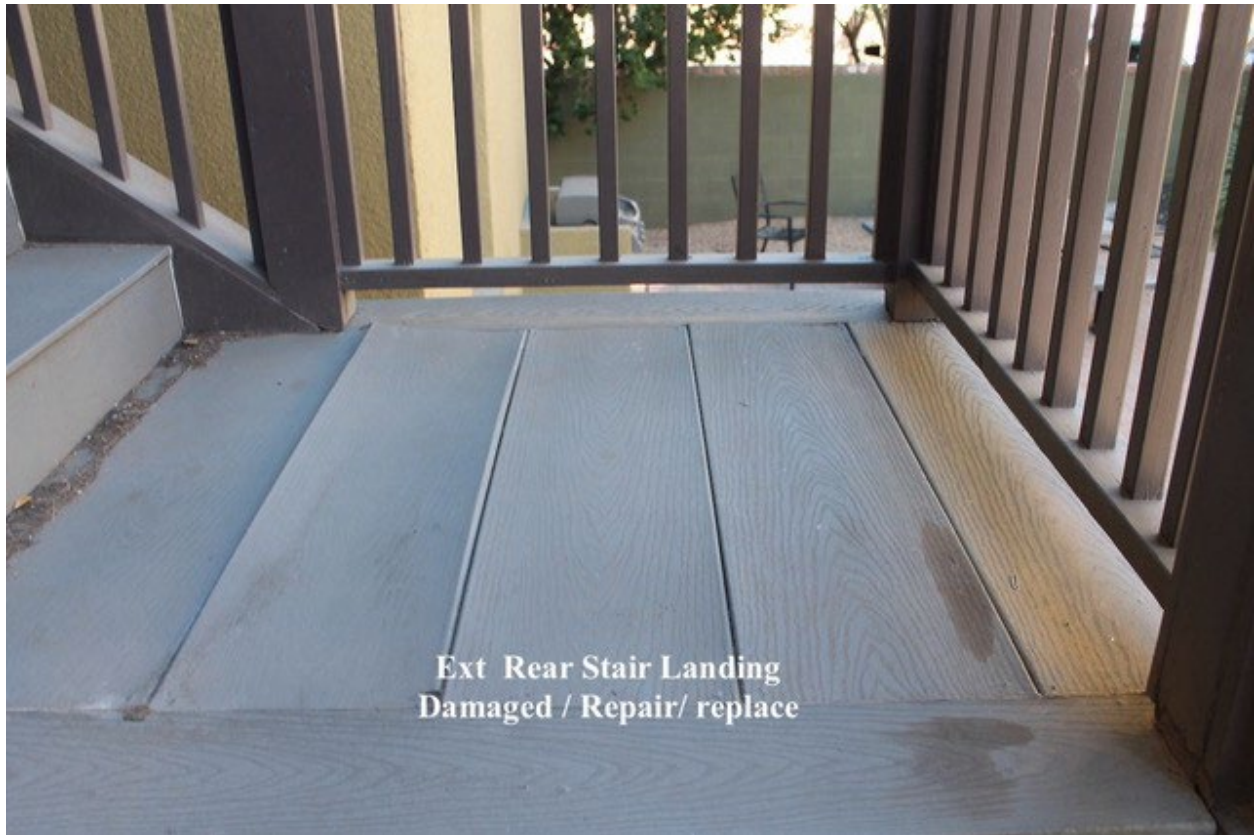
#### GENERAL COMMENTS/FUTURE PLANS FOR PROPERTY



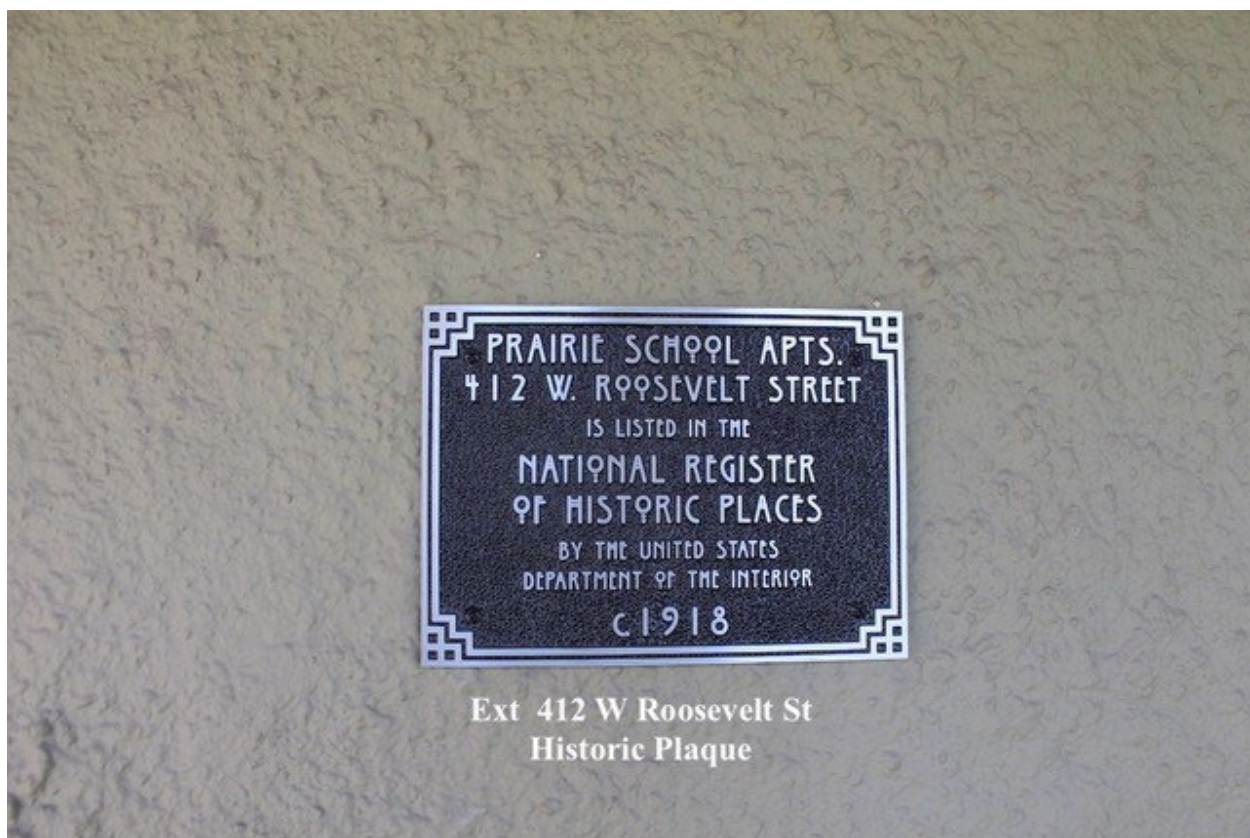
## ATTACHMENT C















## Demonstration Project Grant Application Checklist

### CHECKLIST FOR DEMONSTRATION PROJECT APPLICATIONS

**1. APPLICANT COVER LETTER.**

**2. APPLICATION FORM.**

**3. ATTACHMENTS.**

Please enclose the following items to complete your application (as noted previously in the application form):

- \_\_\_\_\_ a. Historic Property Inventory Form, if available. (Refer to page 2)
- \_\_\_\_\_ b. Photos of the property showing overall site, street views, exterior facades and close-up views of original/decorative features, and areas where work is to be performed. (Refer to page 2)
- \_\_\_\_\_ c. Contractor Estimates for all proposed construction items. One estimate for each item required; two estimates for each item preferred. (Refer to page 3)
- \_\_\_\_\_ d. Itemized Budget. Complete Appendix A. (Refer to page 3)
- \_\_\_\_\_ e. Description of Work Items. Complete Appendix B. (Refer to p 4)
- \_\_\_\_\_ f. Project Financial Information (Refer to page 4)
- \_\_\_\_\_ g. Drawings / Building Assessments (Refer to page 4)
- \_\_\_\_\_ h. Professional assessments for structural work. (Refer to page 4).

One original copy of the application should be delivered to the Historic Preservation Office at the following address. Incomplete submittals will be returned to the applicant and will not be reviewed.

City of Phoenix  
Planning & Development Department  
Historic Preservation Office  
200 W. Washington St., 3rd floor  
Phoenix, AZ 85003

**APPENDIX A. ITEMIZED BUDGET**

**Project Name:** \_\_\_\_\_

**Property Address:** \_\_\_\_\_

Include an itemized project list and budget for proposed project (including items not to be funded with Demonstration Project funds under V.)

**I. Demonstration Project - Eligible Construction Items:**

<u>Item Name</u>	<u>Amount</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
<b>Total Amount for Eligible Construction Items:</b>	_____

**II. Demonstration Project - Eligible Architectural/Engineering Expenses:**

Expenses must relate directly to eligible work items (e.g., engineering drawings required to complete needed roof truss repairs). All services must be performed by appropriate licensed professionals.

<u>Item Name</u>	<u>Amount</u>
_____	_____
_____	_____
<b>Total Amount for Eligible Architectural/Engineering Expenses:</b>	_____

**III. Total Amount for Eligible Construction and Arch/Eng. Expenses (I. + II.):** \_\_\_\_\_

**IV. Eligible Expenses Limited to Funding Caps:**

*Architectural/engineering expenses (limited to 10% of total eligible project cost in III.):*

Total Amount: \_\_\_\_\_ Percentage of Eligible Project Costs \_\_\_\_\_

*Qualified interior work (limited to 25% of the project's total eligible costs in III.):*

Total Amount: \_\_\_\_\_ Percentage of Eligible Project Costs \_\_\_\_\_

**V. Ineligible Construction Work Items to be Funded by Property Owner**

<u>Item Name</u>	<u>Amount</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
<b>Total Amount for Ineligible Construction Items:</b>	_____

---

**APPENDIX B: Narrative Description of Eligible Work Items**

**Project Name:** \_\_\_\_\_

**Property Address:** \_\_\_\_\_

Include narrative descriptions for all itemized work items proposed for Demonstration Project funding in Appendix B. (construction items and architectural/structural expenses). This should include a description of work to be performed and methods to be used.

**Name of Work Item:** \_\_\_\_\_

**Description:**

**Name of Work Item:** \_\_\_\_\_

**Description:**

**Name of Work Item:** \_\_\_\_\_

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**Name of Work Item:** \_\_\_\_\_

**Description:**

**Name of Work Item:** \_\_\_\_\_

**Description:**



## July 2025 Proposed Bus Service Changes - Districts 3, 4, 6, 7, 8

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the staff-recommended July 2025 bus service changes. If approved, the service changes will take effect July 28, 2025.

### THIS ITEM IS FOR CONSENT ACTION.

#### Summary

The Public Transit Department (PTD) is proposing to modify local bus service on Central Avenue in connection with the upcoming opening of the five-mile South Central Light Rail extension on Central Avenue from downtown Phoenix to Baseline Road. The proposed service change on Central Avenue would recombine Route 0 and Route 0A back into a single bus route. In addition, service frequency on the combined route would be modified in anticipation of some riders shifting transit modes to use light rail.

#### Current Route Description

- Route 0 (Central Ave): Route 0 operates on Central Avenue between Sunnyslope Transit Center (to the north) and Van Buren Street in downtown Phoenix (to the south).
- Route 0A (South Central Shuttle): Route 0A operates on Central Avenue between Van Buren Street (to the north) and Dobbins Road (to the south).

#### Proposed Service Change

See proposed service change maps in **Attachment A**.

- Route 0 (Central Ave): Recombine with Route 0A and modify the weekday route frequency from every 20 minutes to every 30 minutes. The combined route mitigates duplicative service with the introduction of light rail service to South Phoenix.
- Route 0A (South Central Shuttle): Recombine with Route 0 and modify the weekday route frequency from every 15 minutes to every 30 minutes. The combined route mitigates duplicative service with the introduction of light rail service to South Phoenix.

Prior to October 2020, local bus service on Central Avenue was served by a single Route 0 that operated between Sunnyslope Transit Center and Dobbins Road seven days a week.

In October 2020, local bus service on Central Avenue was split into two routes in coordination with light rail construction activities on Central Avenue. The Route 0 segment north of Van Buren Street continued to operate as Route 0 and maintained its pre-construction frequency of every 20 minutes. The Route 0 segment south of Van Buren Street was split into a new Route 0A that was scheduled to run every 15 minutes on weekdays between Van Buren Street and Baseline Road. The Route 0A segment south of Baseline Road is scheduled to run every 30 minutes.

The proposed change would once again merge the two routes back together with the completion of the South Central Light Rail extension project. PTD anticipates that demand for Route 0 service will be reduced, as some riders will choose to ride light rail once the extension is operational. While Route 0's proposed frequency adjustment north of Van Buren from every 20 minutes to every 30 minutes is unrelated to the South Central Light Rail project, recent passenger load analysis indicates that a frequency reduction would still meet passenger needs on Route 0.

### **Public Outreach**

The Public Transit Department used the locally adopted public outreach process to solicit public feedback on proposed service changes. Also, the Title VI Service Equity Analysis is attached (**Attachment B**).

The public input process took place during March through early April 2025. During the public comment period, Phoenix and Valley Metro staff conducted outreach utilizing posters and A-Frame signs placed at key areas along Route 0 and 0A to notify passengers of the proposed changes and directed passengers to visit Valley Metro's website to submit comments. The proposed changes were also advertised via social media and on-board bus public messaging announcements. A hybrid public hearing was held on March 20 at Valley Metro's offices, Conference Room 10A and virtually, for the public to attend and provide comments.

Overall, 92 total comments and suggestions were received about Phoenix's proposed service changes, with 79 registering either a positive or negative option on each service change proposal. The results of the public input by route are as follows:

- 28 Support (35 percent)
- 51 Against (65 percent)

Most of the comments received point to the general need to increase transit throughout the Valley. During in-person outreach efforts, PTD staff shared that the proposed bus route change is a result of the plan to implement the South Central Light Rail Extension on Central Avenue that overlaps with the bus route, while expanding the overall quality of the transit network.

The proposed modification in frequency for the recombined Route 0 is part of an overall planning strategy that helps to redistribute resources to operate the new two-line rail system and remove duplicative transit service over much of Route 0's alignment. Several comments suggested maintaining a frequency less than every 30 minutes on Central Avenue north of Van Buren Street. This proposal was evaluated, although based on current and projected passenger load data, Route 0 will have adequate capacity to continue serving passenger needs.

Current passenger loads on Route 0 north of Van Buren Street indicate there is adequate seating capacity at the 20-minute weekday frequency. Transit service volume and capacity for Route 0 based on Fall 2024 passenger data calculated at the 90th percentile indicates expected passenger loads are typically well below bus capacity. When lowering route seat capacity by modifying service to every 30 minutes on weekdays, assuming the same passenger demand, there would still be more than enough transit capacity to handle expected passenger loads (**Attachment C** - graphs 1 and 2).

When examining where Route 0 currently is seeing higher transit demand, it is highest at the segment between Thomas Road and Camelback Road, which is influenced by the presence of Central High School located between Indian School Road and Camelback Road. This section of the route is also serviced by Valley Metro's Light Rail B Line, which is anticipated to improve its frequency from every 15 minutes to every 12 minutes prior to the proposed Route 0 change taking effect. With the expected improvement on the nearby light rail line, PTD expects no crowding issues on Route 0 (**Attachment C** - graph 3).

Based on the feedback received, PTD is recommending implementing the proposed service change on Route 0 and 0A. Staff will continue monitoring overall Route 0 ridership to ensure it meets performance and ridership expectations.

#### Service Equity Analysis

Per FTA regulations, a Title VI Service Equity Analysis on the proposed service change was conducted to analyze if the proposed change causes a disparate impact on minority populations or yields a disproportionate burden towards low-income populations. According to the established major service change policy for the region,

Route 0 and 0A's merger and frequency reduction for July 2025 qualifies as a major service change, therefore further service equity analysis was required. The proposed service change may have a disparate impact on minority populations and also cause a disproportionate burden on low-income population if no mitigation strategies are offered. The mitigation strategy on the proposed service change is the implementation of the South Central Light Rail Extension and associated frequency improvement on the rail lines to carry transit riders on Central Avenue. Details of the Title VI analysis for the proposed July 2025 proposed service change are included for Subcommittee review (**Attachment B**).

**Financial Impact**

The proposed July 2025 service change will decrease PTD's operating budget expense by approximately \$1,579,000 annually.

**Concurrence/Previous Council Action**

This item was recommended for approval at:

The Citizens Transportation Commission on March 27, 2025, by a vote of 11-0.

**Location**

Council Districts: 3, 4, 6, 7, 8.

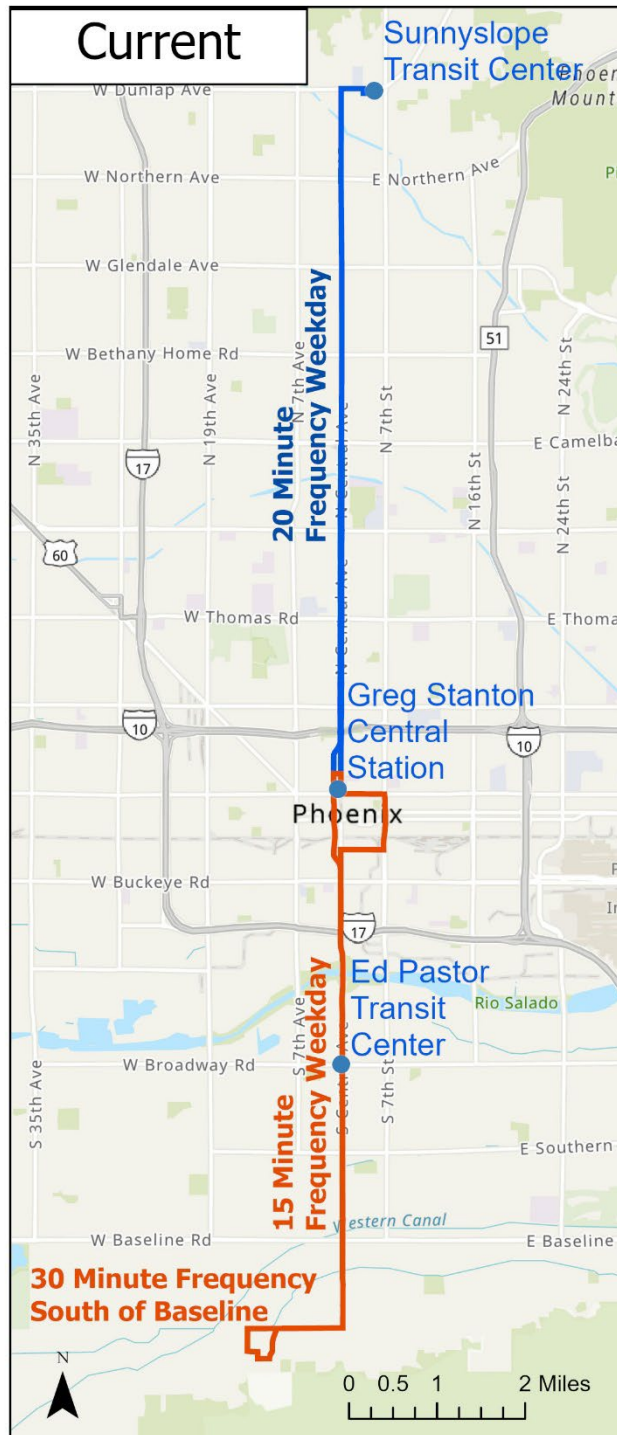
**Responsible Department**

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



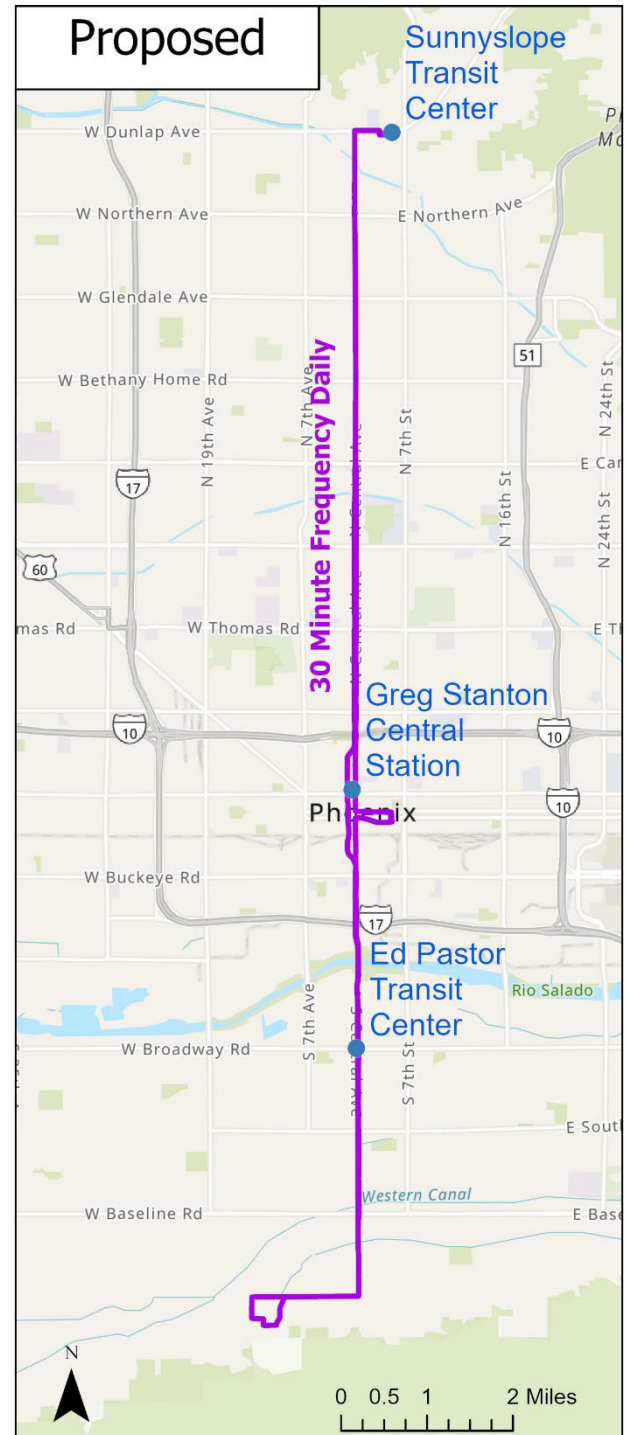
## Attachment A

### July 2025 Proposed Service Change Combine Route 0 and 0A- Modify Weekday Frequency to 30 Minutes



Current Route

- 0
- 0A



0 (0, 0A Combined)

# **Attachment B**

## **Title VI Service Equity Analysis**

---

### **City of Phoenix July 2025 Service Change**



City of Phoenix Public Transit Department



## **INTRODUCTION**

Title VI of the Civil Rights Acts of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Federal law requires the City of Phoenix to evaluate service changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. This process will be used to evaluate bus services in an objective manner to identify the potential for adverse, disproportionately high, or disparate impacts to minority and/or low-income populations.

The Phoenix Public Transit Department (PTD) manages modification to the region's transit network through service changes. Bus service changes are coordinated regionally and occur in April and October each year. Service modifications that are considered major service changes require service equity analysis to be conducted and considered by the Phoenix City Council before approval.

## **SERVICE EQUITY ANALYSIS POLICIES**

This section describes Phoenix's Title VI Service Equity analysis policy, definition, and data analysis procedures. The City of Phoenix Public Transit Title VI Program is posted at <https://www.phoenix.gov/publictransit/title-vi-notice>

### **Major Service Change**

The Major Service Change and Service Equity Policy developed jointly by both the City of Phoenix and Valley Metro defines a major service change as follows:

- Adding or eliminating an entire route
- Expanding or reducing existing revenue miles on a route by more than 25% on Weekday, Saturday, or Sunday
- Expanding or reducing number of route directional miles more than 25%
- A change resulting in a 25% or greater variance from the existing route alignment<sup>12</sup>

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<sup>1</sup> A change of 25 percent in weekly route revenue miles and/or route directional miles is the City of Phoenix threshold for determining whether a potential transit service change qualifies as a major service change (or "substantial" service change), according to the City of Phoenix resolution (1990). This percentage is generally an industry-wide percentage threshold used by peer transit systems throughout the United States. The City of Phoenix resolution also specifies that a public comment period will be initiated when a change in transit service of 25 percent or more is determined. Valley Metro has adopted the same thresholds.

<sup>2</sup> A change of 25 percent in Express/RAPID service route revenue miles and/or route directional miles does not apply to the portion of the routes that are on the freeway/highway because there are no stops or service. Only the portion of the routes that occurs on surface streets applies to the 25 percent threshold for a major service change.



All service change proposals that are determined to be a major service change will undergo Service Equity Analysis.

### Adverse Effect

An adverse effect is defined as a reduction or addition in service that includes but is not limited to: changes in span of service, changes to frequency of service; the addition of new routes; the elimination of routes or route segments; or the modification of routes or route segments.

### Disparate Impact

When the difference in adverse impacts between minority ridership<sup>3</sup> and/or population<sup>4</sup> and non-minority ridership and/or population on the affected service is equal to or greater than **five percent** compared to the transit system's minority and non-minority ridership<sup>5</sup> and/or population, there would be a disparate impact.

### Disproportionate Burden

When the difference in adverse impacts between low-income ridership<sup>3</sup> and/or population<sup>4</sup> and non-low-income ridership and/or population on an affected service is equal to or greater than **five percent** compared to the transit system's low-income and non-low-income ridership<sup>5</sup> and/or population, there would be a disproportionate burden impact.

Should Valley Metro or the City of Phoenix find any disparate impact or disproportionate burden during the service equity analysis, steps will be taken to avoid, minimize, or mitigate the impacts.

### Equity Analysis Data Sources

The following table identifies the data source for the service equity analysis depending on the type of service change being proposed.

---

<sup>3</sup> The determination of the transit system and an affected route's minority and/or low-income ridership will be derived from the most recently completed, statistically valid regional on-board origin/destination survey.

<sup>4</sup> The determination of the potential ridership for service expansion or the addition of a new service will be derived from the most recent American Community Survey data for the census tract or census block group surrounding the expanded route or new route.

<sup>5</sup> The transit system's ridership is separated into Local Bus Service (local fixed bus routes, key local service, light rail, streetcar and circulator bus service) and Express/RAPID Service (commuter bus service). The affected service would be compared to the overall transit system's ridership by Local Bus Service or Express/RAPID Bus Service.



Category	Action	Sub Action	Evaluation Method
Service Level <sup>6</sup> Change	Reduction	Not Applicable	O/D <sup>7</sup> Data
	Expansion	Not Applicable	
Route Length	Reduction	Not Applicable	O/D Data
	Expansion	Not Applicable	Census Data
Route Alignment Change	Reduction	Not Applicable	O/D Data
	Expansion	Not Applicable	O/D Data and Census Data
	Modification	Eliminated Segment(s)	O/D Data and Census Data
		Segment(s) to New Areas	Census Data
	Elimination	Not Applicable	O/D Data
New Route	New Route	Not Applicable	Census Data
Fare Media Access	Modifications	Not Applicable	O/D Data Census Data

### Transit System Minority/ Low-Income Population Benchmarks

Service Equity Analysis Service Area - 2022 ACS Data

Service Type	Minority	Low-Income (150%)
Local Bus	53%	22%
Circulator	58%	26%
Express/RAPID Bus	49%	20%

Service Equity Analysis - 2023 O/D Data

Service Type	Minority	Low-Income
Local Bus	65%	51%
Circulator	72%	63%
Express/RAPID Bus	38%	19%

<sup>6</sup> Service Level- Refers to the span of service, days of operations, trips and headways (service frequencies) for a transit route or the regional transit system.

<sup>7</sup> Origin/Destination Survey Data



## **Description of Proposed July 2025 Changes**

The Public Transit Department (PTD) is proposing to modify the local bus service on Central Avenue in connection with the upcoming five-mile South Central Light Rail extension on Central Avenue from downtown Phoenix to Baseline Road. The proposed service change on Central Avenue would combine Route 0 and Route 0A back into a single bus route. In addition, service frequency on the combined route would be modified in anticipation of riders shifting transit modes to use Light Rail for travel from South Phoenix.

### **Current Route Description**

**Route 0 (Central Ave):** Route 0 operates on Central Avenue between Sunnyslope Transit Center (to the north) and downtown Phoenix at Van Buren Street (to the south).

**Route 0A (South Central Shuttle):** Route 0A operates on Central Avenue between Van Buren Street (to the north) and Dobbins Road (to the south).

### **Proposed Service Changes**

**Route 0 (Central Ave):** Combine route with Route 0A and modify the weekday route frequency from every 20 minutes to every 30 minutes. The combined route eliminates duplicative service with the introduction of light rail service to South Phoenix.

**Route 0A (South Central Shuttle):** Combine route with Route 0 and modify the weekday route frequency from every 15 minutes to every 30 minutes. The combined route eliminates duplicative service with the introduction of light rail service to South Phoenix.

Prior to October 2020, the local bus service on Central Avenue was served by a single Route 0 that operated between Sunnyslope Transit Center and Dobbins Road seven days a week.

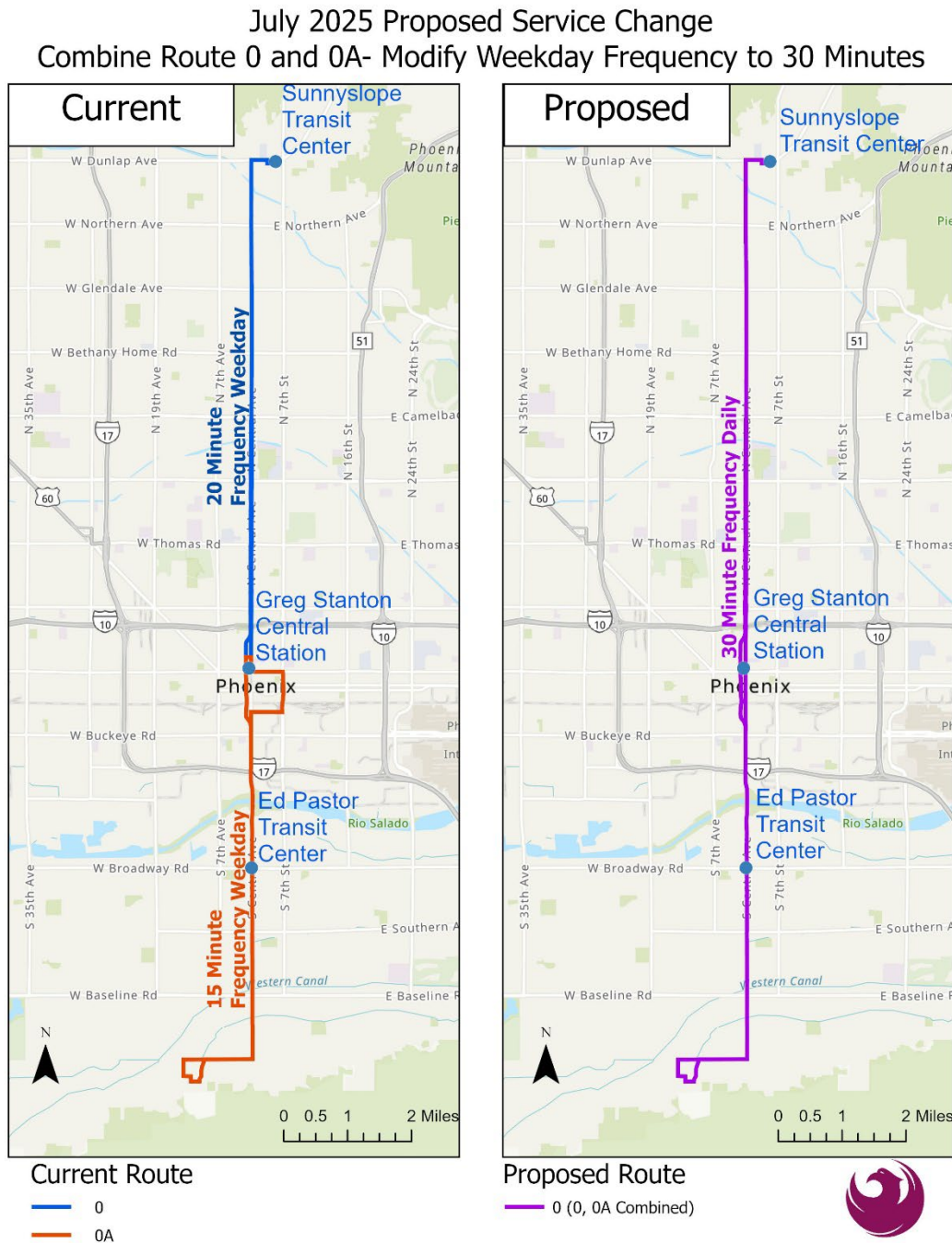
In October 2020, the local bus service on Central Avenue was split into two routes in coordination with light rail construction activities on Central Avenue. The Route 0 segment north of Van Buren Street continued to operate as Route 0 and maintained its pre-light rail construction frequency of every 20 minutes. The Route 0 segment south of Van Buren Street was split into a new Route 0A that was scheduled to run every 15 minutes on weekdays between Van Buren Street and Baseline Road. The Route 0A segment south of Baseline Road is scheduled to run every 30 minutes.

The proposed change would once again merge the two routes back together with the completion of the South-Central Light Rail extension project. PTD anticipates that demand for Route 0 service would be reduced on Central Avenue as transit riders in





South Phoenix choose to ride light rail on Central Avenue once the rail line extension is operational. While Route 0's proposed frequency adjustment north of Van Buren from every 20 minutes to every 30 minutes is unrelated to the South-Central Light Rail project, recent passenger load analysis indicates that a frequency reduction would not cause crowding issues on Route 0.





## Public Outreach

The Public Transit Department will use the locally adopted public outreach process to solicit public feedback on proposed service changes.

The public input process would take place from March 3 to April 4, during which time Phoenix and Valley Metro staff will seek public input on the proposed service changes by conducting in-person and virtual outreach activities, utilize posters and A-Frame signs placed at key areas along each route to notify the public of the proposed changes, and direct passengers to visit Valley Metro's website to submit comments. The proposed changes are also to be advertised via social media, interactive webinars, and a public hearing.

## SERVICE EQUITY ANALYSIS OF JULY 2025 PROPOSED SERVICE CHANGES

The first step of the Title VI assessment is to measure and document the magnitude of service change being proposed to determine if a project qualifies as a "major service change".

**Table 1: Magnitude of Impact- Revenue Miles Change**

Routes	Current Revenue Miles			Proposed Revenue Miles			% Difference		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 0	946	627	627	1,273	1,207	1,207	35%	93%	93%
Route 0A	991	609	609	-	-	-	-100%	-100%	-100%
<b>Route 0/0A Corridor</b>	<b>1,937</b>	<b>1,235</b>	<b>1,235</b>	<b>1,273</b>	<b>1,207</b>	<b>1,207</b>	<b>-34%</b>	<b>-2%</b>	<b>-2%</b>

**Table 2: Magnitude of Impact- Directional Miles Change**

Routes	Current Directional Miles	Proposed Directional Miles	% Difference
0	16.8	32.7	94.6%
0A	16	-	-100%
<b>0/0A Corridor</b>	<b>33</b>	<b>33</b>	<b>-2%</b>

**Table 3: Magnitude of Impact- Major Change Indicators by Individual Projects**





	Add or Eliminate Route	Expanding or reducing existing route by more than 25% of Weekday route revenue miles	Expanding or reducing existing route by more than 25% of Saturday routes revenue miles	Expanding or reducing existing route by more than 25% of Sunday route revenue miles	Expanding or reducing number of route directional miles more than 25%	A change resulting in a 25% or greater variance from the existing route alignment	Continue to Assess Mitigation
0	No	Yes	Yes	Yes	Yes	Yes	Yes
0A	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>0/0A Corridor</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Yes</b>

### Magnitude of Service Change Assessment Findings

Routes 0 and 0A merger with frequency reduction represent a Major Service Change as the revenue miles will change by over 25%. The proposed project will proceed to step 2 to be assessed for possible disparate impact to minority population and/or bestowing disproportionate burden on low-income populations.

### Step 2- Disparate Impact and Disproportionate Burden Determination

The second step of the service equity assessment will evaluate each major service change to determine if it would have a disparate impact on minority populations and/or cause disproportionate burden on low-income populations. Should Valley Metro or the City of Phoenix find any disparate impact or disproportionate burden is found during the service equity analysis, steps will be taken to avoid, minimize, or mitigate the impacts.

**Table 4: Route Service Area Title VI Populations by Census Block Group\***

Route	Percent Minority Population	Percent Low Income Population
All Local	52.8%	22.0%
Route 0	45.0%	23.2%
Route 0A	75.2%	35.2%
* Population within 3/4 mile buffer of route.		
	Above system average by five percent	

**Table 5. Route Rider Population from 2023 Valley Metro Origin and Destination Survey**

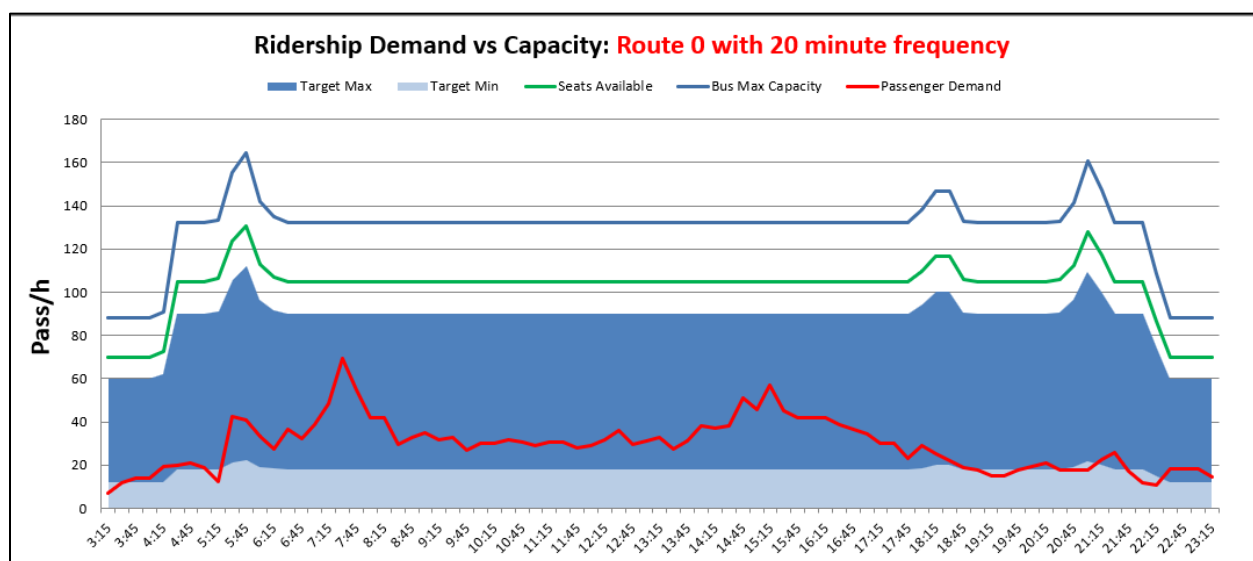


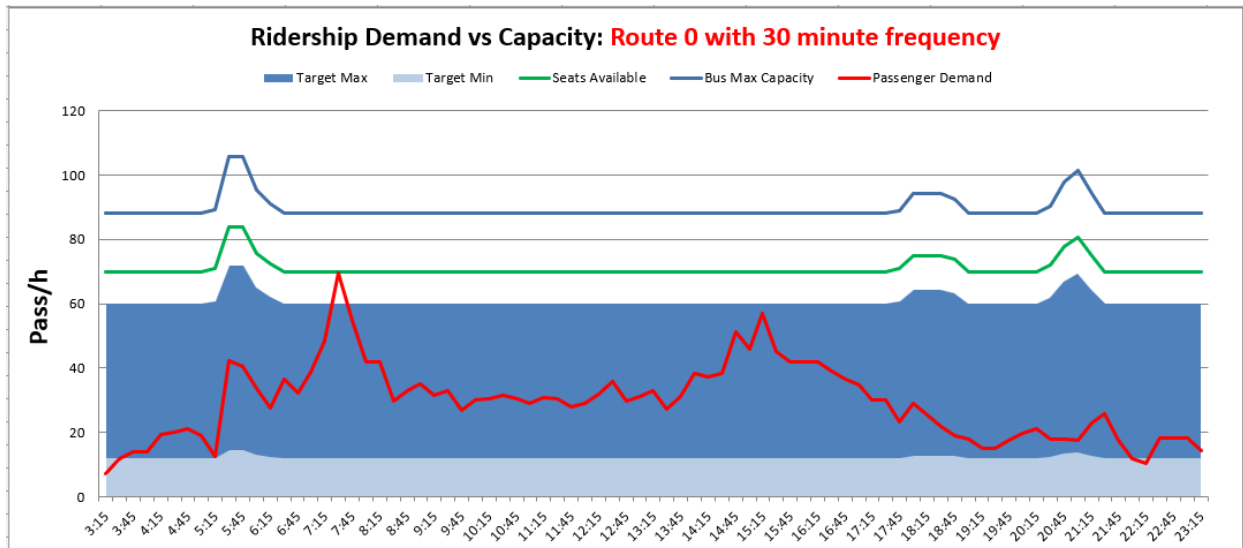
Route	Percent Minority Population	Percent Low Income Population
All Local	64.7%	50.9%
Route 0	74.1%	74.2%
Route 0A	73.2%	62.9%
* 2023 Valley Metro Origin and Destination Study		
Above system average by five percent		

## Step 2- Disparate Impacts and Disproportionate Burden findings and mitigation strategy

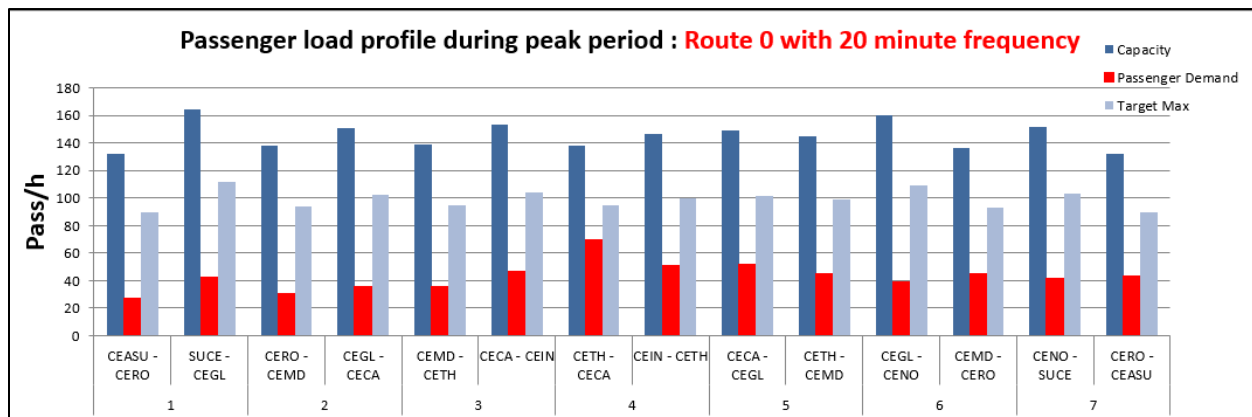
**Route 0 findings:** According to the most recent origin/destination survey, current Route 0 passengers are 74% minority, which is more than five percent above the regional average of 65% for local routes. The proposed service change on Route 0 qualifies as having a disparate impact on minority populations. Route 0 passengers are 74% low income, which is more than five percent above the regional average of 51%. The proposed service change on Route 0 qualifies as causing a disproportional burden on low-income populations.

**Route 0 Mitigation:** Current passenger loads on Route 0 indicate there are adequate seating capacity at 20-minute weekday frequency. Transit service volume and capacity chart on Route 0 based on Fall 2024 passenger data calculated at the 90th percentile indicates expected passenger loads are typically well below bus capacity. When lowering route seat capacity by reducing service to every 30 minutes on weekdays, assuming the same passenger demand, there would still be more than enough transit capacity to handle expected passenger loads.





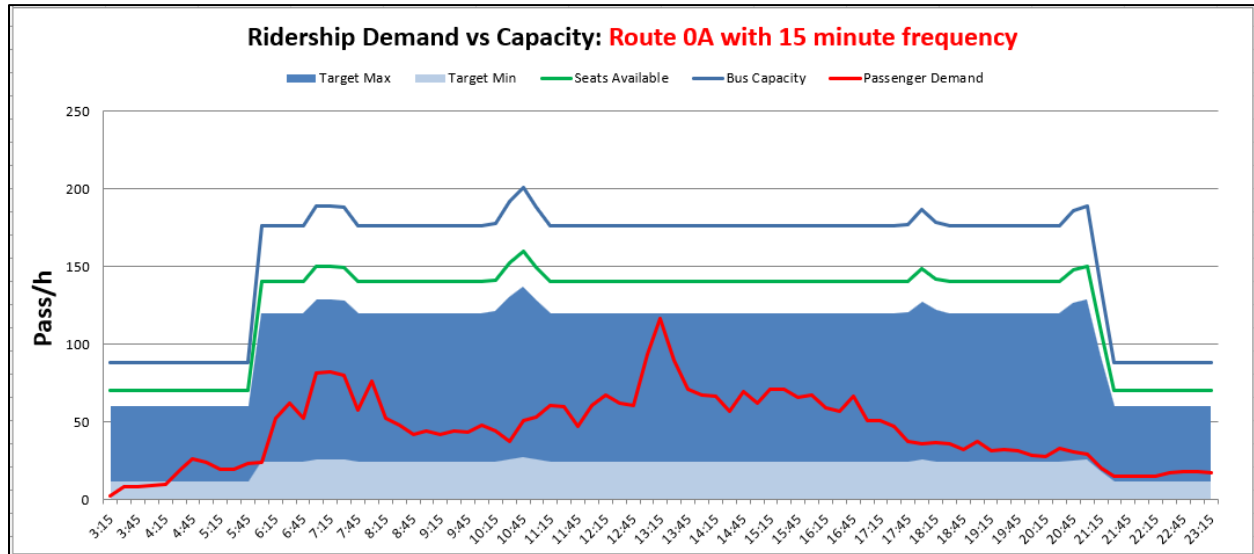
When examining the location where Route 0 currently is seeing higher transit demand, it is highest at route segment between Thomas Road and Camelback Road, which is influenced by the presence of Central High School located between Indian School Road and Camelback Road. This section of the route is also serviced by Valley Metro's Light Rail B Line. Valley Metro B line is expected to be improved to operate every 12 minutes from the existing 15-minute frequency on weekdays. With the expected improvement on the nearby light rail line, transit passenger crowding on Central Avenue should be mitigated.



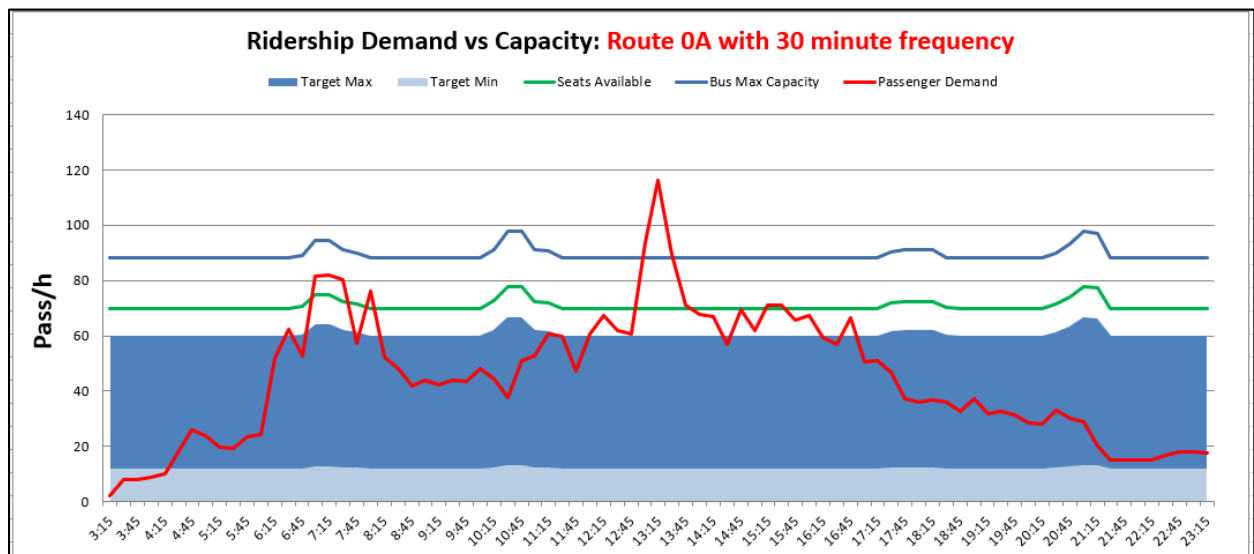
**Route 0A findings:** According to the most recent origin/destination survey, current Route 0A passengers are 73% minority, which is more than five percent above the regional average of 65% for local routes. The proposed service change on Route 0A qualifies as having a disparate impact on minority populations. Route 0A passengers are 62% low income, which is more than five percent above the regional average of 51%. The proposed service change on Route 0A qualifies as causing a disproportional burden on low-income populations.



**Route 0A Mitigation:** Current passenger loads on Route 0A indicate there are adequate seating capacity at 15-minute weekday frequency. Transit service volume and capacity chart on Route 0A based on Fall 2024 passenger data calculated at the 90th percentile indicates expected passenger loads are typically well below bus capacity.



Without accounting for the expected implementation of Valley Metro's South Central Rail extension, when just lowering route seat capacity by reducing service to every 30 minutes on weekdays, assuming the same passenger demand, there will be crowding issues around 6:00 a.m. where standing load is expected. Around 1:00 p.m., Route 0A is expected to be overcapacity where passengers will need to wait for the next bus.



Phoenix public transit is expecting much of the transit passenger demand on Central Avenue south of Van Buren Street to shift over to Valley Metro's B Line when South



Central Rail extension is complete. On top of the 30-minute frequency of the combined Route 0 on Central Avenue on weekdays, Valley Metro B line will operate every 12 minutes on weekdays connecting South Central communities to the rest of the regional transit network. With the expected new light rail service on Central Avenue, transit passenger crowding on Central Avenue south of Van Buren Street should be mitigated.

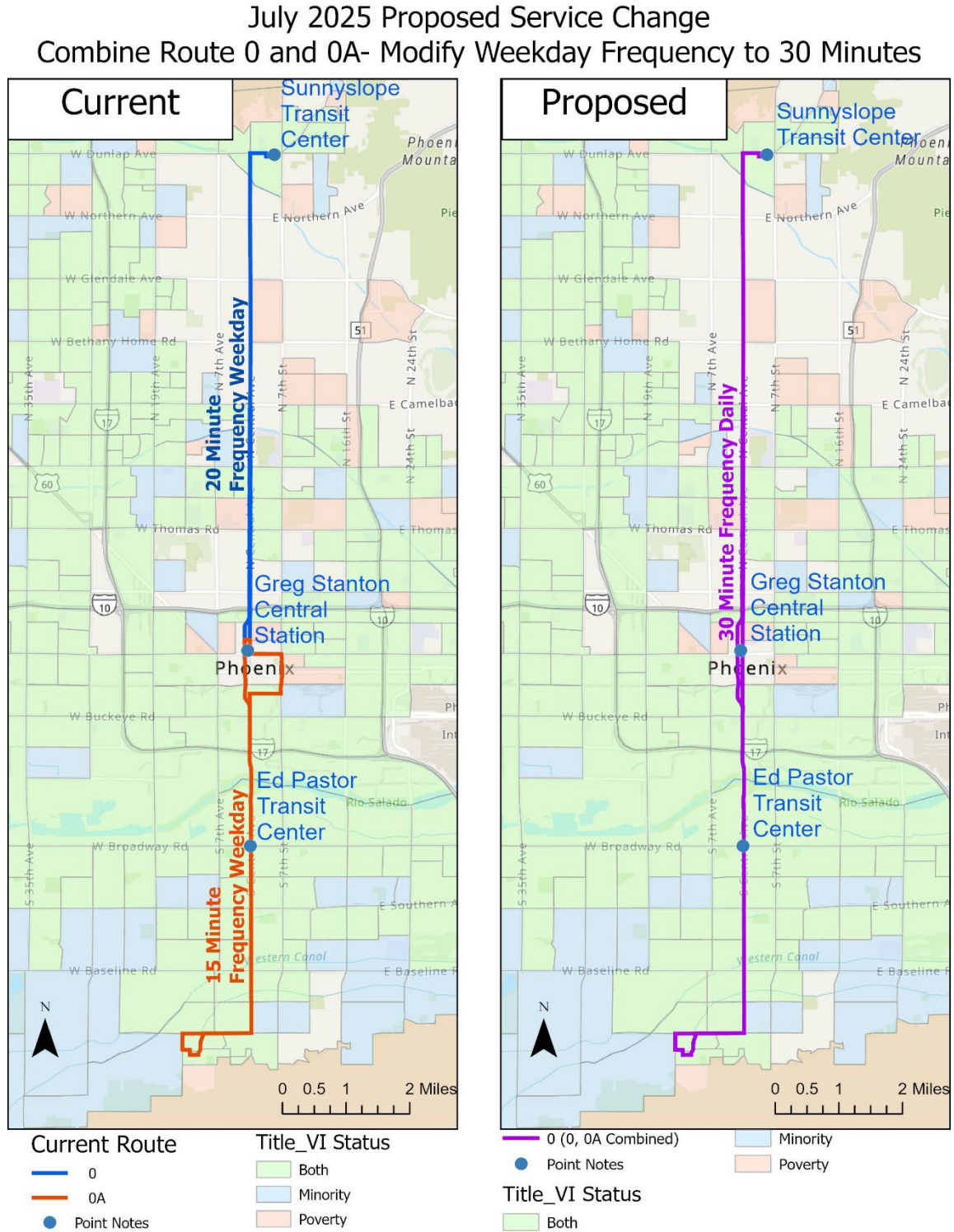
## Valley Metro Two-line System Map





## Demographic Maps

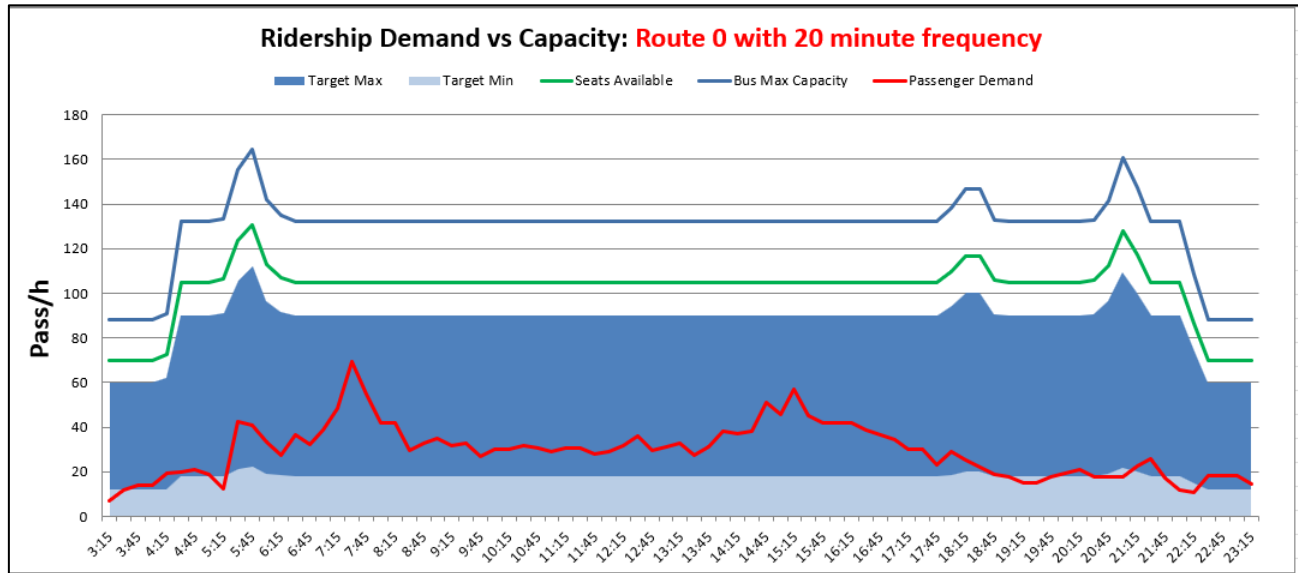
Map 1: July 2025 Service Change and Title VI Populations Route 0 and 0A



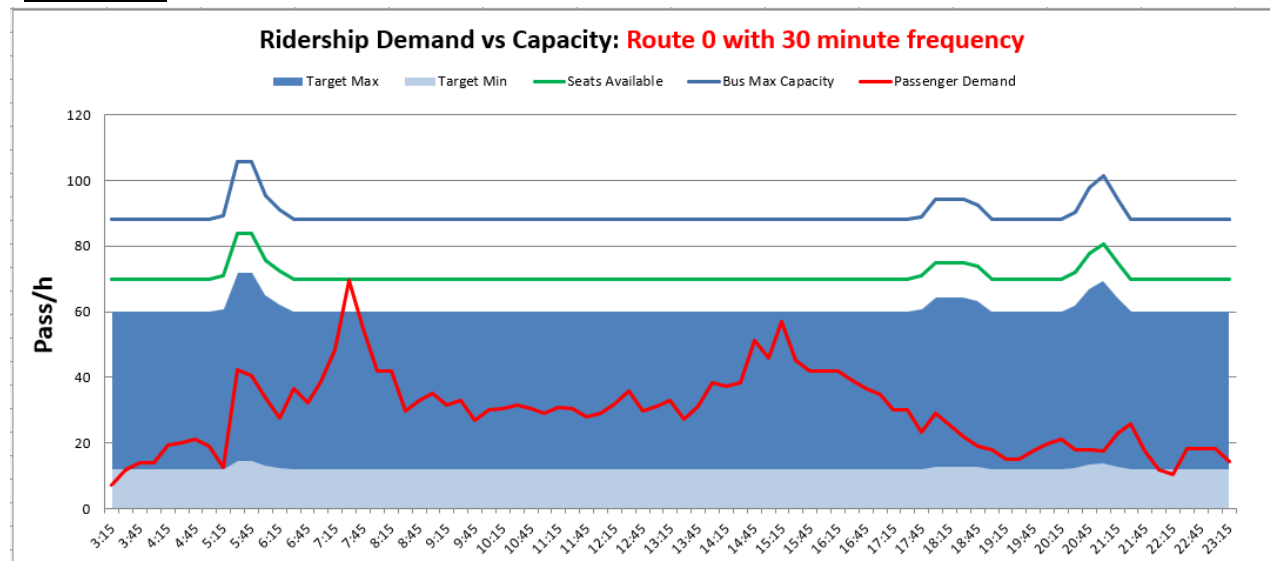


## Attachment C

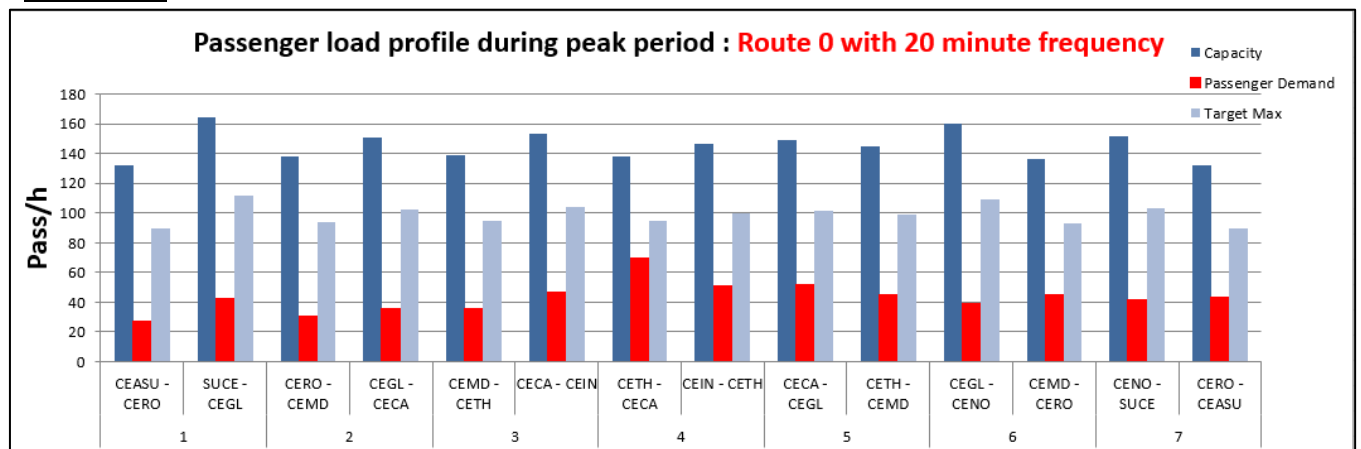
**GRAPH 1**



**GRAPH 2**



**GRAPH 3**





## Street Transportation Department Capital Improvement Program for Fiscal Years 2024-25 Through 2029-30 - Citywide

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Street Transportation Department's proposed Fiscal Years 2025-26 through 2029-30 Capital Improvement Program and an update on the Capital Improvement Program projects for Fiscal Year 2024-25.

### THIS ITEM IS FOR INFORMATION ONLY.

#### Summary

The Street Transportation Department (Streets) Capital Improvement Program (CIP) funding sources include State of Arizona Highway User Revenue Funds (HURF), Transportation 2050 (T2050), Federal and Local Aid, Capital Construction Funds, and Development Impact Fees. In November 2023, Phoenix residents approved a General Obligation (GO) bond initiative that will add another funding source to the CIP over the next five years.

Streets utilizes five major areas to guide capital funding investments:

1. Pavement Maintenance.
2. New and Expanded Streets.
3. Americans with Disabilities Act (ADA)/Mobility Improvements.
4. Technology/Safety Enhancements.
5. Storm Water Improvements.

These prioritized areas are designed to assist Streets to best address public expectations, support traffic and travel demands, facilitate commercial and residential development, advance transportation safety improvements for all road users, and work on local and regional drainage needs throughout the City. The Fiscal Year (FY) 2024-25 preliminary expenditure estimates for the Streets' CIP is approximately \$527,636,131. Combined, the FY2024-25 and the preliminary five-year CIP for Streets totals \$1,573,908,056. See **Attachment A**.

#### *Pavement Maintenance*



The pavement maintenance portion of the CIP includes the pavement preservation program (crack seal, slurry/micro seal, and asphalt overlay), bridge preventive maintenance (rehabilitation, maintenance, and inspection), cool pavement program, cool corridors, alley dust proofing, street sweeper equipment purchases, landscape maintenance and upgrades, and storm damage repairs.

### *New and Expanded Streets*

The goal of New and Expanded Streets projects is to build streets out to their ultimate cross-sections (widths) with the following types of improvements where applicable or feasible: pavement rehabilitation; curb, gutter, sidewalk, and bridge improvements; bicycle infrastructure enhancements; landscaping improvements; and traffic signal, intersection, and storm drain improvements. Below is a list of projects beginning design or construction in FY2024-25.

- Dobbins Road: SR 202L to 27th Avenue - Design.
- Happy Valley Road: 67th to 35th avenues - Construction.
- American Rescue Plan Act (ARPA) Shade Structures - Construction.
- 64th Street: Mayo Boulevard south 1,400 feet - Construction.
- Re-visioning Indian School Road (Safe Streets and Roads for All [SS4A] grant): 91st to 37th avenues - Design.

### *ADA/Mobility Improvements*

The ADA Compliance Improvements program installs, replaces, or improves ADA ramps Citywide that are non-existent or in need of upgrades to meet the current ADA requirements. Funds are programmed in the CIP for ramps in FYs 2024-25 through 2026-30. To better report and monitor these improvements, the City has initiated a four-year self-evaluation of the public right of way to update and complete the ADA Transition Plan. This effort was initiated in October 2024.

The Mobility Improvements includes projects focused on moving the City towards delivery of more active transportation projects that create a connected bicycle and pedestrian network. Below is a list of projects beginning design or construction in FY2024-25.

- 32nd Street: Cheryl Drive to Cholla Street - Design.
- Grand Canal Phase III: 75th to 47th avenues - Construction nearing completion FY2024-25.
- 3rd Street: Rio Salado to Jefferson Street - Design.
- North Valley Parkway & Sonoran Wash Bridge- Design.

### *Technology Enhancements*

Technology Enhancement projects are intended to implement technological solutions to improve traffic operations and safety, while achieving efficiencies in the operation and maintenance of the City's street network. Some of the major technology enhancement projects currently underway and/or programmed within the proposed CIP include:

- **Intersection Technology:** Signal system upgrades involve the latest technological tools needed to support the City's growing traffic signal technology and infrastructure, which include signal controllers and cabinets, software, cameras, message boards, wireless radios, servers, and other related devices necessary to support and improve the traffic signal network. Program funding is included in the Streets' CIP to upgrade three to five intersections per year.
- **Advanced Detection:** Two recent grants will 1) add technology to Indian School Road from 91st to 37th Avenues (SS4A grant), and 2) add advanced detection for bicycles and pedestrians along the Grand Canal and include enhancements at 20 intersections bounded by Bethany Home Road to Northern Avenue, and 7th Avenue to SR 51 (Strengthening Mobility and Revolutionizing Transportation [SMART] grant).
- **Fiber Communications/Enhanced Program:** Expanding fiber enhances operations at intersections and allows signals to be managed more efficiently by Traffic Management Center staff. Recent projects near completion included 12 miles of fiber on both Indian School and Baseline Roads. Additional federal funding has been received to install fiber on 7th Street from Deer Valley Road to Paradise Lane and on 91st Avenue, extending existing fiber at 83rd Avenue and I-10 west to 91st Avenue and south on 91st Avenue to Lower Buckeye Road.

### *Storm Water Improvements*

Storm water projects aim to reduce and mitigate the risk of flooding by constructing regional and local facilities such as basins and storm drainpipes. These projects generally are implemented in partnership with the Flood Control District of Maricopa County (FCDMC). The County requires 50 percent City matching funds for these projects. In addition to regional funded projects, other program funds include projects supportive by the American Rescue Plan Act (ARPA), the Local Drainage Mitigation program, the 2023 General Obligation Bond program (GBD), and various Federal Emergency Management Agency (FEMA) grants. Below is a list of projects beginning design or construction in FY2024-25.

- **The ARPA Local Drainage Mitigation Program:** This program is a significant step in our efforts to address storm-related flood complaints by Phoenix residents. It

provides the City with the opportunity to invest federal funding into 13 separate local drainage mitigation projects throughout the City. The mitigation projects include adding drainage ditches, storm drain lines, catch basins, inlets, and other flood mitigating structures. The construction is underway.

- 3rd Avenue and Thomas Road Drainage Improvements - Design.
- 35th Avenue and Dobbins Road Storm Drain - Design.
- 20th Street and Lookout Mountain Storm Drain: Construction anticipated in summer 2025.
- 2023 GO Bond Program (GBP): In partnership with the FCDMC, GBP will provide 35 percent funding to implement several components of the Hohokam Area Drainage Master Plan Study and the Laveen Area Drainage Feasibility Study. The project includes the design and construction of eight storm water mitigation projects in the Hohokam area with four projects in Laveen.
- Local Drainage Solutions Program: Consists of several projects and studies to investigate flooding concerns by local residents.

### Challenges

A current and ongoing funding challenge is that HURF is the primary funding source for Streets' CIP. The effectiveness and long-term sustainability of this fund has, and is expected to continue to be, diminished over time because of increased electric vehicle utilization, improved vehicle fuel efficiencies, use of alternate modes of transportation, and lack of any fuel tax increase since 1991. Another factor that impacts HURF allotment is population growth. As other towns and cities grow, they are poised to receive larger allotments of HURF funding. The City expects that the 2030 census will ultimately impact the amount of HURF funds that the City of Phoenix will be allocated.

### Opportunities

Streets continues to pursue all funding opportunities whenever solicitations are made through the local, regional, state, or federal agencies when notice of funding and/or call for projects are announced that align with the City's transportation goals and objectives. This past year, Streets submitted several competitive grant applications and was successful in securing over \$14 million in federal funding for transportation projects that help leverage City dollars programmed in Streets' CIP.

### **Responsible Department**

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

**Attachment A**  
Street Transportation Department  
Capital Improvement Program for FY 2025-30

Fund Code	Fund Description	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	Grand Total
1	General Fund	\$8,282,000	\$5,335,000	\$4,850,000	\$4,850,000	\$4,850,000	\$4,850,000	\$33,017,000
7	Arizona Highway User Revenue Street Improvement	\$124,269,137	\$91,948,932	\$74,962,776	\$75,702,776	\$75,134,776	\$84,594,776	\$526,613,173
90	Wastewater Revenue						\$626,877	\$626,877
1019	State Aid - Streets	\$28,071,784	\$8,398,805	\$27,650,938	\$18,738,723	\$9,276,866	\$4,000,000	\$96,137,116
1020	Federal Aid -Streets	\$59,886,666	\$29,520,208	\$11,150,000	\$11,500,000	\$10,000,000	\$11,500,000	\$133,556,874
1021	Capital Construction	\$25,382,451	\$8,040,000	\$7,044,000	\$8,544,000	\$8,794,000	\$7,044,000	\$64,848,451
1032	Gateway-Streets 1	\$197,642						\$197,642
1393	Arizona Highway User Revenue Capital Reserve	\$20,000	\$20,000	\$20,000				\$60,000
1491	Streets Development Reimbursement	\$31,541,403	\$14,807,927	\$5,328,000	\$5,074,000	\$5,340,000	\$5,054,000	\$67,145,330
1492	Northwest Valley Transportation Initiative	\$500,000						\$500,000
1493	Paradise Ridge Flood Control	\$16,000,000						\$16,000,000
1494	Development-Sonoran Desert						\$1	\$1
1583	Digital Kiosks					\$1		\$1
2051	Transportation Tax 2050-Streets	\$90,840,919	\$54,156,587	\$38,410,337	\$32,896,337	\$32,896,337	\$32,996,337	\$282,196,854
2651	Roadways Northern Area Deer Valley West & Desert View	\$43,925						\$43,925
2653	Roadways Southern Area Estrella Laveen	\$1,299						\$1,299
2700	American Rescue Plan Act	\$11,383,314						\$11,383,314
2710	American Rescue Plan Act Funding	\$2,639,410						\$2,639,410
2741	Bipartisan Infrastructure Law Streets Federal Aid Grants	\$62,460,000	\$12,000,000	\$61,962,745	\$12,000,000	\$12,000,000	\$12,000,000	\$172,422,745
3041	Major Arterials Northwest 2015	\$2,150,492	\$300,000	\$100,000	\$100,000	\$4,800,364		\$7,450,856
3042	Major Arterials Northeast 2015	\$9,456,347						\$9,456,347
3043	Major Arterials Southwest 2015	\$24,245,952	\$2,737,688		\$200,000			\$27,183,640
3045	Major Arterials Northern	\$2,000,000	\$1,945,003			\$21,299,636		\$25,244,639
3051	Storm Drainage Estrella	\$10,132,074	\$520,560					\$10,652,634
3052	Storm Drainage Laveen	\$3,953,497	\$546,426		\$1,249,000			\$5,748,923
3387	2023 Streets & Storm Drains	\$14,177,819	\$16,985,127	\$32,866,989	\$14,105,154	\$2,645,916		\$80,781,005
<b>Grand Total</b>		<b>\$527,636,131</b>	<b>\$247,262,263</b>	<b>\$264,345,785</b>	<b>\$184,959,990</b>	<b>\$187,037,896</b>	<b>\$162,665,991</b>	<b>\$1,573,908,056</b>



## **Trails and Heat Safety Program - Districts 6 and 8**

This joint report by the Parks and Recreation Department and the Phoenix Fire Department provides information about the Parks and Recreation Board approved Phoenix Trails and Heat Safety Program.

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

#### **Summary**

##### Background

The Parks and Recreation Department (Department) builds healthy communities through parks, programs and partnerships; and makes the City a better place to live, visit and play. The Department is home to more than 41,000 acres of desert parks and mountain preserves, and more than 200 miles of trails, and is dedicated to preserving, protecting, restoring and sustaining cultural and natural resources while providing quality, safety and accessible educational and recreational opportunities. The Department leads with education on safe and responsible use of Phoenix trails, including the “Take A Hike. Do it Right.” campaign.

Living in a desert climate, heat has continued to present challenges. For more than a decade, the City has experienced record-breaking heat and the impact of heat on trail users and first responders can be severe. Strenuous physical activities in high temperatures during long and even short durations can cause heat stroke, heart attack and/or arrhythmia, and neurological, circulatory and respiratory issues. For first responders, mountain rescues are complex incidents that necessitate the response and commitment of multiple companies for an extended period of time. The risk is further elevated as they are required to transport over 145 pounds of equipment (dispersed amongst the members) up the mountain to treat and transport the patient. The use of Firebird 10 (hoist ship) is a resource within the Technical Rescue Program that is used to safely extract a patient from the mountain. Although, it is not always

available to use due to current weather conditions, maintenance/repair, and the topography and location of the patient.

The Parks and Recreation Board (Board), per the City Charter Chapter XXIII and City Code Chapter 2, is the proper authority to take action to close or restrict trail access. Due to concerns for the safety of the public and first responders related to trail use and mountain rescues during extreme temperatures, in 2021 the Board took action to initiate the Trails Heat Safety Program. Each year since 2021, the Parks and Recreation and the Phoenix Fire departments have provided a program update to the Board, and the Board has modified the program several times over those years.

The current Trails Heat Safety Program restricts trail access on National Weather Service Extreme Heat Warning Days from 8 a.m. to 5 p.m. at Camelback Mountain, the Piestewa Peak Summit Trail and associated trails at the Phoenix Mountains Preserve, and the Hau'pal Loop Trail, Holbert Trail, Mormon Trail and access to the National Trail from the Pima Canyon Trailhead at South Mountain Park/Preserve. The South Mountain trails are the most recent addition to the Trails Heat Safety Program, and restrict access to 6.71 miles of the available 128 miles of trails on Extreme Heat Warning days.

Trail restrictions are implemented by providing program information and restrictions to the public via press releases, posting signage on site, online and on social media, and as part of the "Take a Hike. Do it Right." campaign communication to local hotels and resorts. To restrict trails, parking lot gates are closed where gates exist, and signage is posted noting the trail restriction hours. Park Rangers are also visible at busier trailheads to help inform trail users.

### Discussion

The primary objective of implementing trail restrictions is to minimize the risk of heat-related illness and injury for the public and first responders. To evaluate the effectiveness of restrictions already in place and determine if there are any other high-risk areas to consider implementing trail restrictions, mountain rescue data from 2021 through 2024 was reviewed, with a specific focus on the months of May through September. The analysis included the four major mountain ranges in the City: Camelback Mountain, Piestewa Peak, North Mountain/Shaw Butte, and South

## Mountain Park.

Data in the risk reduction analysis included, for the years 2021-2024, mountain rescues by month and hour with particular attention to trends during the summer months (May through September). Patient chart information was also reviewed for the same timeframe for common injury/illness complaints as well as patient demographic information.

Key takeaways included three out of four years reviewed saw a decrease in mountain rescues on those mountains that had restrictions in place. Overall Camelback Mountain saw a 37 percent reduction in mountain rescues and Piestewa Peak saw a 43 percent reduction. The other two mountains unaffected by restrictions remained relatively unchanged ( $\pm 2$  calls per year) (Attachment A):

*Combined Mountain Rescue numbers by year for Camelback Mountain and Piestewa Peak:*

- 2021: 58 rescues
- 2022: 45 rescues
- 2023: 30 rescues
- 2024: 35 rescues

Rescue call times earlier in the day, just after sunrise, are likely due to hikers attempting to avoid peak heat; however, injury or the inability to complete outdoor activity prior to the start of the trail closure appear to lead to a slight increase in rescues numbers (Attachment B).

Temperature data demonstrates the correlation between rising temperatures and decreasing trail use (Attachment C), however according to trail counters, thousands of people continue to visit the parks even on days exceeding 110°F. There were 16 instances where the Phoenix Fire Department conducted multiple rescues during a single shift (May through September), 11 of which occurred on days with projected highs above 100°F (Attachment D). This mirrors the conditions that led to the implementation of the trail closure policy in 2021.

Patient chart data indicated illness was prevalent over injury (76 percent of patients May - September suffered from heat related illness symptoms). Demographic

information revealed that 71 percent of patients (437 charts) documented Arizona was their primary state of residence, and of those 437 charts, 429 of those patients resided in the valley. It is important to mention that while illness prevailed, an injury resulting in immobility during the summer can quickly lead to heat related illness for those patients that cannot self-extract and require assistance from emergency responders to get off the mountain.

### Other Information

The Parks and Recreation Department, in partnership with the Phoenix Fire Department, will initiate an update to the Take a Hike. Do it Right. marketing campaign to enhance outreach and education efforts. This may include updated maps; new graphics design and outreach materials; increased outreach efforts; and installation of new signs systemwide.

Parks and Recreation will also continue to engage the more than 300 active Park Stewards to promote and enhance education and outreach on hiking safety and continue to partner with the Office of Heat Response and Mitigation to deploy volunteers to distribute water at select trailheads on weekends during the hottest months of the year as a part of the City's Heat Response Plan.

Finally, staff will continue exploring new technology options to provide real time trail closure data and other enhancements to the trail user experience.

### **Location**

4925 E. McDonald Dr.; 5994 E. Piestewa Peak Dr.; 10919 S. Central Ave.  
Council Districts: 6, 8

### **Responsible Department**

This item is submitted by Assistant City Manager Lori Bays and Deputy City Manager John Chan and the Parks and Recreation and Phoenix Fire departments.



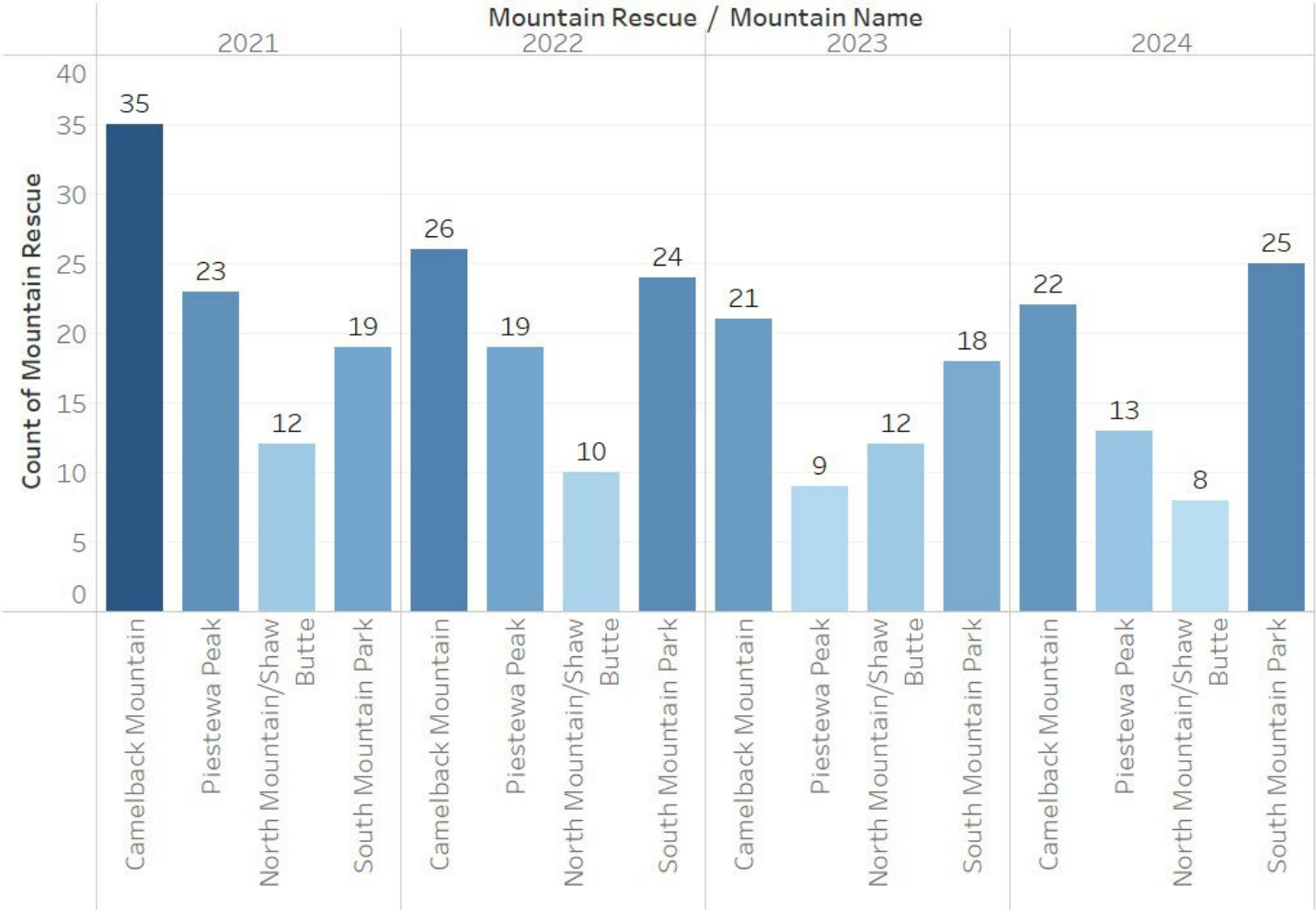
ATTACHMENT A

Mountain  
Calls by  
Year

May 1 - September 30



Phoenix Mountain Calls



# Mountain Calls by Hour 2021-2024/May-Sept

Mountain Name	Mountain Rescue																						
Camelback Mountain																							104
				1	3	6	3	7	18	17	7	17	6	7	5	1	1	1	2	2			
Piestewa Peak																							64
	1	1	2	6	5	8	7	4	8	6	1	4	2			1	2	3	2		1		
North Mountain/Shaw Butte																							42
		1		4	4	4	6	3	3	1	1	2	1	2	1		3	4	1		1		
South Mountain Park																							86
	1	1	2	6	5	13	4	8	6	10	8	2	5	2	1		3	5	3	1			
	0	1	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	23		Grand Total
Hours included in trail closure days																							



Phoenix Mountain Calls

## ATTACHMENT C

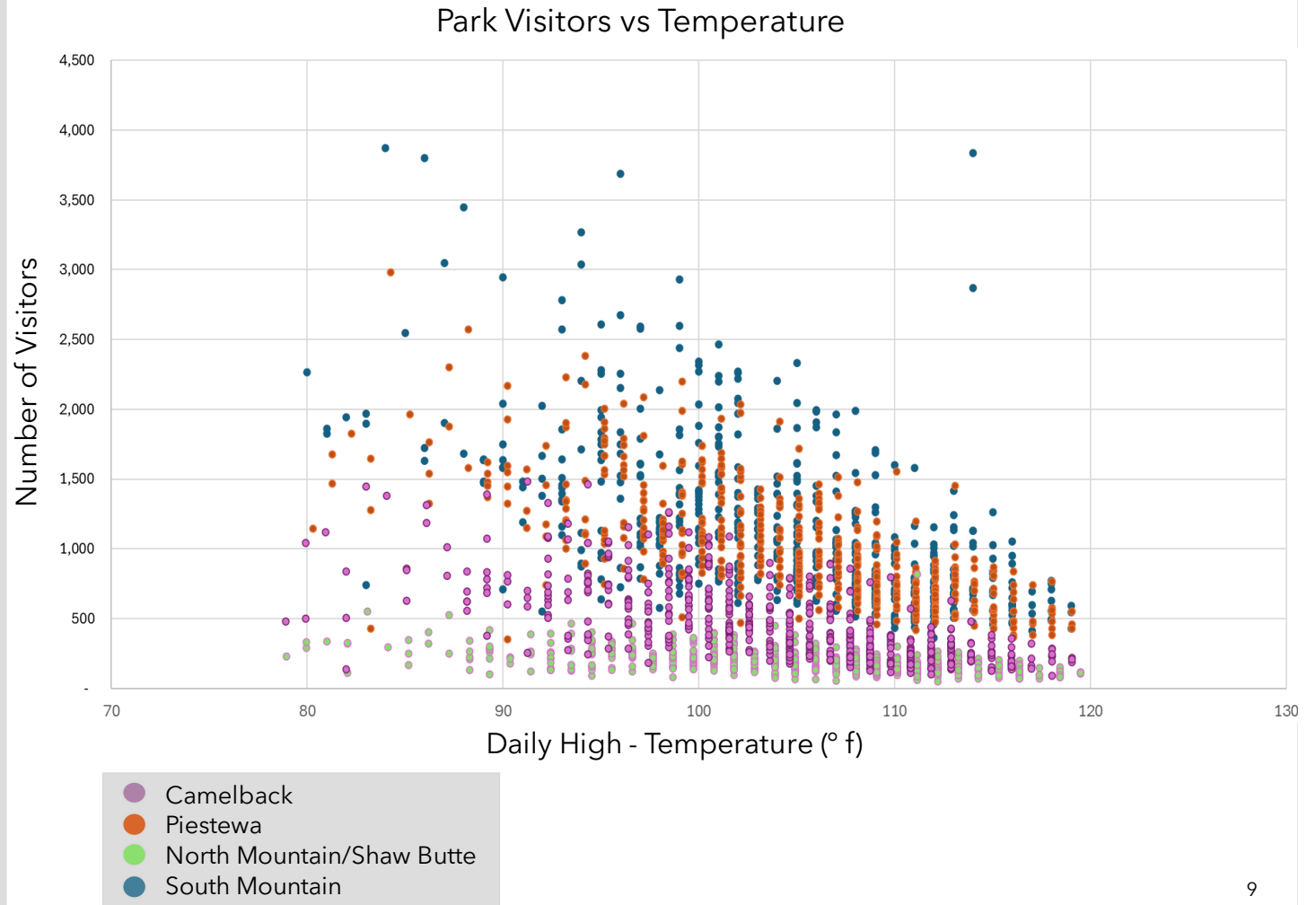
# Park Visitors

COP Parks and Rec visitor counts for:

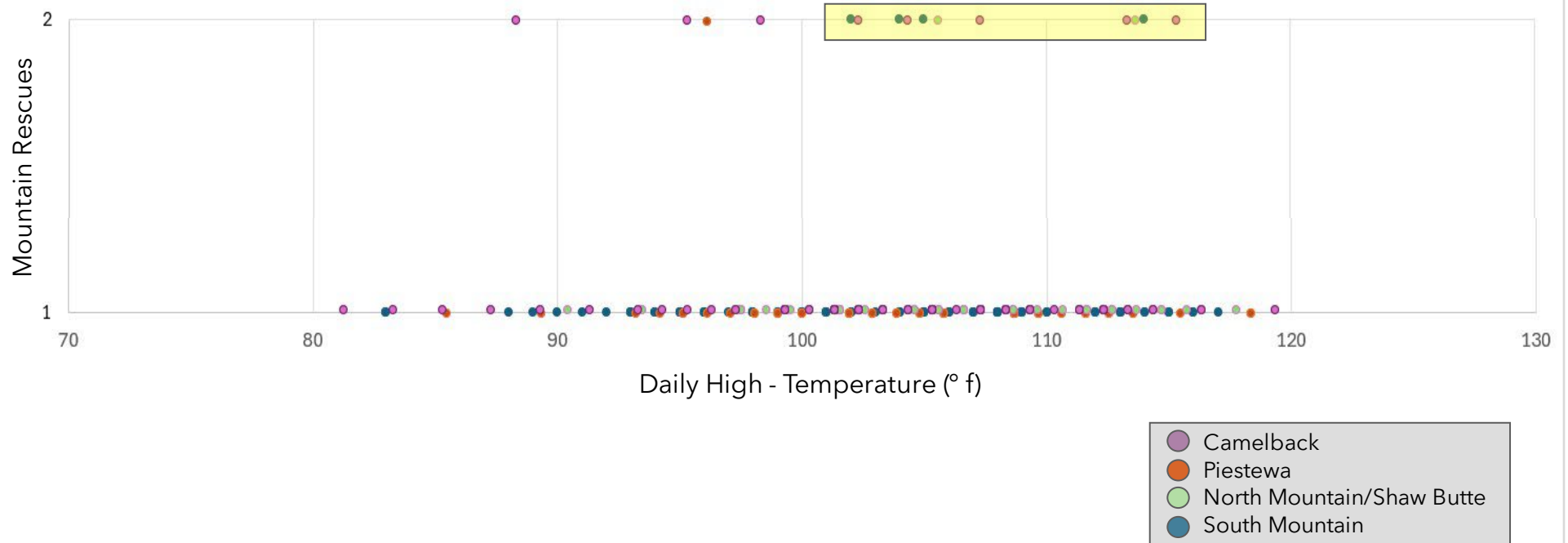
- Camelback
- Piestewa Peak
- N. Mountain/Shaw Butte
- S. Mountain



Phoenix Mountain Park Visitors



# Mountain Rescues vs Temperature



Phoenix Mountain Calls



## **Modify the Junior Golf Card Program and Amend Ordinance S-35137 Approving Fee Model for City Golf Course Green Fees - Districts 3, 4, 5, 6, 8**

This report requests the Transportation, Infrastructure and Planning (TIP) Subcommittee recommend that the City Council (a) modify the Junior Golf Card program to extend the validity period of the card and add a daily green fee and (b) amend Ordinance S-35137 (**Attachment A**), which governs the current fee structure for Phoenix golf courses to clarify that golf course fees may be adjusted seasonally based on a benchmark maximum.

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

#### **Summary**

The City of Phoenix owns eight municipal golf courses, six of which are operated by the City, and two of which are operated contractually. Over the past 10 years, golf rounds at the courses have increased an average of 11,000 rounds per year, with the courses offering more than 427,000 rounds of golf last year. This consistent growth has assisted with creating an environment in which all City-owned golf courses remain self-sustaining. Public peak season fees at Phoenix 18-hole golf courses are significantly below market-based pricing for golf in the Phoenix area, providing the public with affordable options to recreate and engage in a quality golf experience.

The golf courses offer extensive amenities, including eight putting greens, five chipping areas, and six driving ranges, providing ample space for practice and skill development. The chipping and putting areas are free for public use, while the driving ranges offer golfers the opportunity to practice at an affordable cost of \$5 for 35 balls.

All eight courses host youth and adult lessons, making them accessible for players of all skill levels. The facilities are heavily utilized by local high school teams, with 33 teams using the courses for both practice and competitive tournaments, including the Arizona Interscholastic Association State Golf Championships. Additionally, the courses serve as a hub for youth golf development, with Arizona Junior Golf organizing tournaments on-site and the PGA First Tee Program. The courses also play an important role in inclusive sports, as Encanto Golf Course hosts the Arizona Special Olympics State Regional Tournament, fostering opportunities for athletes of all abilities

to compete and enjoy the game.

### **Junior Golf Card Program**

The Parks and Recreation Department is committed to expanding access to the sport for young players through its Junior Golf Card (JGC) program. The JGC program is designed for golfers ages 17 and under, to make golf more affordable while fostering long-term engagement with City of Phoenix courses. The current JGC, is \$30 for unlimited play over 30 days. To expand access and increase youth participation, the Department is proposing a modification to the program, to extend the card's validity from 30 days to 12 months. The revised program would maintain the one-time \$30 JGC cost, but introduce a \$5 daily green fee, which includes 35 practice balls. It remains a walk-on/standby program with seasonal play restrictions, and same-day replay rounds will be free. By making golf more affordable and accessible year-round, this initiative encourages greater participation and fosters long-term engagement with Phoenix golf courses among junior golfers and their families.

### **Fee Model for City Golf Courses Green Fees**

The current system-wide fee model for Phoenix golf courses, developed by the National Golf Foundation (NGF), was established in 2008 following a recommendation from the Parks and Recreation Board and approval by the City Council to support the long-term financial sustainability of Phoenix golf courses.

The NGF fee model established the in-season maximum benchmark fee of \$35 for Phoenix card holders and \$55 for public non-card holder fees, with an optional annual increase of the maximum benchmark fee tied to the cost-of-living, not to exceed 5 percent annually. These benchmark maximum fees act as a price cap, and allow the Parks and Recreation Department the ability to adjust golf fees below these maximums based on the season, market competition / demand, and location. Any annual increase above 5 percent or any change to the formulas used in the fee model must be brought back to the Parks and Recreation Board for recommendation and to City Council for approval.

As written, Ordinance S-35137 addresses golf green fee adjustments, rather than maximum benchmark fee adjustments. The Parks and Recreation Department is requesting an amendment to clarify Ordinance S-35137 to better align with the intent of the City Council approved NGF fee model, which allows for an optional annual increase to the maximum benchmark fee, tied to the cost of living, not to exceed 5 percent. In addition, the proposed changes specify that the annual increases to the maximum benchmark fees will be tied to the annual COLA published by the United States Social Security Administration.

To implement this clarification, the Department is requesting that the Subcommittee recommend City Council approval to amend Ordinance S-35137 as follows:

*Ordinance S-35137 is hereby amended by striking Section 2 in its entirety and replacing it with the following:*

*The City Manager or his designee shall set a benchmark maximum fee equal to the maximum fee designated in Section 1 plus an annual increase equal to the lesser of the Social Security Administration Cost of Living Adjustment or 5%. The City Manager or his designee may adjust golf course fees seasonally and on a per-course basis to rates that do not exceed the benchmark maximum fee.*

This amendment to the Ordinance does not impact the current practice of how golf fees are set.

### **Recommendation**

This report requests the Transportation, Infrastructure and Planning (TIP) Subcommittee recommend that the City Council (a) modify the Junior Golf Card program to extend the validity period of the card from one month to 12 months and add a \$5 daily green fee and (b) amend Ordinance S-35137 (**Attachment A**), which governs the current fee structure for Phoenix golf courses to clarify that golf course fees may be adjusted seasonally based on a benchmark maximum.

### **Concurrence**

The Parks and Recreation Board unanimously approved this recommendation on March 27, 2025.

### **Location**

Cave Creek Golf Course; Encanto Golf Course and 9 hole; GCU Golf Course; Palo Verde Golf Course; Papago Golf Course; Aguila Golf Course and 9 hole  
Council Districts: 3, 4, 5, 6, 8

### **Responsible Department**

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

ATTACHMENT A

ORDINANCE NO. S-35137

AN ORDINANCE AUTHORIZING THE CITY MANAGER OR THE CITY MANAGER'S DESIGNEE TO ESTABLISH GOLF COURSE GREEN FEES AND TO ADJUST FEES SEASONALLY.

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BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. That the City Manager or the City Manager's designee is authorized to establish golf course green fees of up to \$35 plus applicable taxes for Phoenix card holders and up to \$55 plus applicable taxes for non-card holders effective November 1, 2008.

SECTION 2. ~~That the City Manager or his designee is hereby authorized to increase golf course green fees at an annual rate not to exceed five percent.~~ The City Manager or his designee shall set a benchmark maximum fee equal to the maximum fee designated in Section 1 plus an annual increase equal to the lesser of the Social Security Administration Cost of Living Adjustment or 5%. The City Manager or his designee may adjust golf course fees seasonally and on a per-course basis to rates that do not exceed the benchmark maximum fee.