



# Agenda

## Transportation, Infrastructure and Innovation Subcommittee

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Wednesday, January 6, 2021

9:00 AM

phoenix.gov

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

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

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

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**<https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=e25a25d42e6614a6f086e9455c722d63a>**

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

**CALL TO ORDER**

**000 CALL TO THE PUBLIC**

**MINUTES OF MEETINGS**

- 1 **For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Dec. 2, 2020** Page 9

**Responsible Department**

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

**CONSENT ACTION (ITEMS 2-7)**

- 2 **Airport Luggage Cart Service - Request to Issue Revenue Contract Solicitation** Page 25

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend that the City Council approve the issuance of a revenue contract solicitation (RCS) for Airport Luggage Cart Services for the Aviation Department.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

- 3 **April 2021 Proposed Bus Service Improvements** Page 27

This report requests the Transportation, Infrastructure and Innovation

Subcommittee recommend City Council approval of the staff-recommended April 2021 bus service changes. If approved, the service changes will take effect April 26, 2021.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

4 **Transportation 2050 Five-Year Pavement Maintenance Program Update**

Page 36

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) five-year arterial and major collector streets pavement maintenance program (PMP) and requests approval of the PMP for Fiscal Year (FY) 2024.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

5 **Transportation 2050 New and Expanded Major Streets Program Update**

Page 46

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) New and Expanded Major Streets Program and requests the Subcommittee recommend City Council approval of the \$57.6 million, five-year T2050 New and Expanded Major Streets Program for Fiscal Years (FYs) 2021-25.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

**6 Transportation 2050 Mobility Improvements Program Update** **Page 52**

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) Mobility Improvements Program and requests the Subcommittee recommend City Council approval of the \$17.5 million, five-year Updated T2050 Mobility Improvements Program for Fiscal Years (FYs) 2021-25.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

**7 Transportation 2050 Streets Technology Enhancements Five-Year Program Update** **Page 61**

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the proposed Transportation 2050 (T2050) five-year Streets Technology Enhancements Program and requests the Subcommittee recommend City Council approval of the updated \$5.769 million, five-year program for Fiscal Years (FYs) 2021-25.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

**INFORMATION ONLY (ITEMS 8-10)**

**8 Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings** **Page 69**

This report provides the Transportation, Infrastructure and Innovation

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**9 Citizens Transportation Commission Meetings**

Page 71

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**10 2020 ACEEE City Clean Energy Scorecard Ranking**

Page 72

This report provides the Transportation, Infrastructure and Innovation Subcommittee a summary of the 2020 City Clean Energy Scorecard released this fall by the American Council for an Energy Efficient Economy (ACEEE).

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Office of Sustainability.

**DISCUSSION AND POSSIBLE ACTION (ITEM 11)**

- 11 **Airport Concessions Relief - Consideration of Contract Term Extensions** Page 75

This report provides information and requests for consideration to the Transportation, Infrastructure and Innovation Subcommittee (TI&I) regarding extensions of contract terms for Terminal 3 and 4 food, beverage, and retail concessionaires.

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

**Responsible Department**

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

**INFORMATION AND DISCUSSION (ITEMS 12-14)**

- 12 **Freeway Program Update** Page 91

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

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

**Responsible Department**

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

- 13 **(CONTINUED FROM DEC. 2, 2020) Pedestrian and Bicycle Safety Programs** Page 97

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

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

**Responsible Department**

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

14 **(CONTINUED FROM DEC. 2, 2020) Ceremonial Sign Procedure**

Page 132

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

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

**Responsible Department**

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

**000 CALL TO THE PUBLIC**

**FUTURE AGENDA ITEMS**

**ADJOURN**

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

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**Members:**

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







City of Phoenix

Transportation, Infrastructure and Innovation  
Subcommittee

Report

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Agenda Date: 1/6/2021, Item No. 1

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**For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Dec. 2, 2020**

**Summary**

This item transmits the minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Dec. 2, 2020, for review, correction or approval by the Transportation, Infrastructure and Innovation Subcommittee.

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

**Responsible Department**

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

**Phoenix City Council**  
**Transportation, Infrastructure and Innovation Subcommittee**  
**Summary Minutes**  
**Wednesday, Dec. 2, 2020**

City Council Chambers  
200 West Jefferson Street  
Phoenix, Arizona

Subcommittee Members Present

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

Subcommittee Members Absent

**CALL TO ORDER**

Chairwoman Williams called the Transportation, Infrastructure and Innovation Subcommittee to order at 9:03 a.m. with Vice Mayor Guardado and Councilwomen Pastor and Stark present.

**CALL TO THE PUBLIC**

None.

**MINUTES OF MEETINGS**

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

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

Items 2-6 were for consent action. No presentations were planned but staff was available to answer questions.

Councilwoman Pastor made a motion to approve consent items 2-6. Councilwoman Stark seconded the motion which passed unanimously, 4-0.

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

**2. Substitute Ground Lease with American Greyhound Racing**

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

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

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

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

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

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

Information only. No Councilmember requested additional information.

**8. Citizens Transportation Commission Meetings**

Information only. No Councilmember requested additional information.

**9. Freeway Program Update**

Councilwoman Pastor requested a presentation on the Interstate 17 Indian School Road Traffic Interchange Improvement Project for a future meeting.

Deputy City Manager Mario Paniagua confirmed that a project update presentation would be provided on a future agenda.

Walter Gray requested detailed results and summaries of the reports for agenda items 7, 8 and 9.

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

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

Deputy City Manager Mario Paniagua introduced Deputy City Manager Karen Peters, Chief Financial Officer Denise Olson, and Interim Water Services Director Eric Froberg to present on the City's water resources, infrastructure, and financial plans.

Ms. Peters began by providing an overview of the five-year financial plan used to forecast rate adjustments. She explained rate adjustments were recommended to recover the cost of safely and reliably operating the current water system and maintaining bond ratings through the rehabilitation of aging infrastructure.

Ms. Olson provided additional information about the current bond ratings for the water and wastewater systems. She explained that AAA bond ratings help to finance the water systems at low rates and would indicate financially strong and stable systems.

Ms. Olson presented the wastewater system financial plan, which demonstrated that existing revenues could sufficiently support the Pay-As-You-Go program and bond sale for infrastructure projects in North Phoenix. She explained that while the Capital Improvement Program (CIP) would be evaluated annually, no rate increases were projected.

Ms. Olson provided an overview of the water system financial plans and the proposed rate increases for the next five years. She discussed the proposed 0 percent increase in 2021 and the impact of this rate in delaying \$100 million in CIP projects. She stressed that there could be opportunities to save the water system money and provide financial relief to rate-payers and presented an alternate rate increase of 3 percent in 2021 and 3.5 percent in 2022.

Mr. Froberg explained that more than 45 different projects or programs Citywide could be delayed based on the rate increase decision for 2021. He emphasized that these projects would be delayed, not cancelled, and that there would be no impact on the overall system or the goals of the Water Services Department.

Ms. Peters shared the results of discussions held by the Water and Wastewater Rate Advisory Commission in the fall. She stated the commission recommended the 0 percent water revenue increase, with a vote of 6-2, but expressed concerns about deferred infrastructure. She added that with their vote, the commissioners emphasized it was based upon the five-year water financial plan that included a 6.5 percent increase in 2022, and 3.5 percent increases in the following years.

Ms. Peters requested the Transportation Infrastructure and Innovation Subcommittee, in accordance with the Water and Wastewater Rate Advisory Commission recommendation and the financial plans presented, recommend City Council approval of a 0 percent water revenue increase and a 0 percent wastewater revenue increase for Fiscal Year 2021.

Councilwoman Stark supported the recommendation, noting that many people were struggling financially due to the pandemic.

Vice Mayor Guardado requested alternative options for the rate increase and discouraged a steep increase in the water rate for residents later.

Ms. Peters provided an overview of the alternative revenue increase based on the current financial plan, which proposed a 3 percent increase in 2021 and 3.5 percent increases each year through 2025.

Chairwoman Williams asked when the rate increase would take effect if City Council directed staff to start the process.

Ms. Peters explained the State would require the adoption of a Notice of Intent to increase water rates 60 days prior to a public hearing and Council decision on the proposal.

Councilwoman Pastor requested clarification on the 3 percent increase in 2021 described in the alternative revenue increase plan.

Ms. Olson stated there could be a 3 percent rate increase in October 2021 and another 3.5 percent rate increase in March 2022. She explained the two options would bring in the same amount of revenue to support the \$1.7 billion CIP.

Councilwoman Pastor expressed concerns about the timing of this action and stated the discussion should have been held earlier.

Ms. Olson explained rate increases were typically avoided in the summer months.

Councilwoman Pastor asked if it would be possible to have a 0 percent increase in 2021 and 3.5 percent increases each subsequent year.

Ms. Olson explained that the 6.5 percent increase supports debt service and any lesser increases would result in cuts to the CIP for the Water Services Department. She stated the impact of lower rate increases would be more cuts to CIP projects.

Councilwoman Pastor reiterated her support for a 0 percent increase, then 3.5 percent increases for following years. She stated a six percent increase would be too high, especially since it was unclear how revenues and jobs might look in the future.

Vice Mayor Guardado agreed with Councilwoman Pastor and wanted to know about the amount of the current water debt.

Ms. Peters stated most customers were paying their water bills, but some could not. She noted less than 11,000 accounts were delinquent and the amount of the delinquency was approximately \$2.9 million. She added that commercial and industrial accounts often fluctuate, but currently increased the delinquency balance to approximately \$3.9 million.

Vice Mayor Guardado stated that while she did not want to put the water infrastructure in danger, she would like to give constituents time to recover from their debts and liked the idea of moving the 6.5 percent increase in 2022 to 3.5 percent. She requested different options to help the City Council make this decision.

Councilwoman Williams asked if there would still be Coronavirus Relief Funds (CRF) available to assist residents with utility payments.

Ms. Peters explained the funding would expire at the end of December and stated that Project Assist, administered through the Human Services Department, could provide utility assistance for those who were income eligible.

Vice Mayor Guardado asked why CRF could not be used to pay for the water debt.

Ms. Olson stated one of the issues was that the funds would expire at the end of the December.

Councilwoman Pastor asked what the process would be to make this happen.

Ms. Olson clarified that the bigger issue was specific guidelines from the U.S. Treasury and the Government Finance Officers Association (GFOA) stating that the CARES Act Funds could not be used to replace revenues from a utility.

Vice Mayor Guardado stated she would like to hear from an outside source because the City was using the funding to pay Arizona Public Service (APS), Salt River Project (SRP), and Southwest Gas. She reiterated that there must be a way to help people pay that bill.

Councilwoman Stark asked if there would be a way to better reach out to constituents to tell them there was money available for utility assistance.

Ms. Olson explained that because the utility falls under the City government, the regulations were complicated. She added staff could investigate other options to provide utility relief to customers, such as using water enterprise funds.

Councilwoman Pastor suggested staff consider a process for forgiving the utility debt using the general fund and report back to the whole Council.

Ms. Peters stated she would check on the CRF and treasury guidance to see what could be done. She added staff had reached out to customers consistently throughout the pandemic to encourage them to apply for relief programs.

Councilwoman Pastor stressed the importance of devising a solution to forgive residents' water debt and suggested directing CRF for this purpose.

Councilwoman Williams asked if the subcommittee should proceed with identifying a rate for next year.

Ms. Peters stated a recommendation would be helpful to direct staff on how to proceed with the rate. She reiterated that if the rate was different from what had been suggested by the financial plan, staff would need to bring back different kinds of strategies for the capital programs.

Chairwoman Williams expressed concerns about cutting the CIP. She stated the City had many challenges with water, especially in the north and far south areas. She also expressed concerns about the lack of infrastructure and the non-dependability of the Colorado River causing there to not be a lot of time to play with options. She stated she thought it was important to stay on target since there had not been enough rainfall this summer to replenish natural resources in Arizona. She emphasized that she was

concerned because the north part of the City did not have adequate infrastructure and stated her preference would be to do the 3 percent in 2021 and 3 percent in 2022 to keep the City stable moving forward. She also stated it would be important for staff to bring back options for helping people with their water bills.

Vice Mayor Guardado agreed that she did not want to jeopardize the CIP and stressed the importance of having a plan to help pay for residents' water bills.

Councilwoman Stark stressed the importance of having reliable water infrastructure across the City for future generations. She stated her preference would be the 3 percent increase in 2021, then 3.5 percent for the following year.

Ms. Peters explained staff could initiate the process to bring forward a rate increase along the lines of either 0 percent and 6.5 percent, or 3 percent and 3.5 percent in 2021 and 2022 respectively, which would entail proceeding with a notice of intent to raise rates to the full council in January. She added that, in conjunction with the notice of intent, staff could bring potential CIP cuts for City Council consideration if needed.

Councilwoman Pastor stated she would like to see 0 percent in 2021 with 3.5 percent in following years, along with information on a process to forgive water bill debt.

Chairwoman Williams clarified that if the subcommittee made a motion directing staff to proceed with a notice of intent, staff could present this to the full City Council in January along with a plan for forgiving debt.

Ms. Peters explained the notice of intent could be brought forward in January. She added that forgiving water bill debt could also be brought forward, but it would not be tied directly to the rate increase.

Ms. Olson stated there would be a lot of legal requirements related to revenue, so the City could not forgive the debt, but staff could look at options such as payment plans and other sources of revenue to pay those bills.

Councilwoman Pastor stated she had not been told that and suggested there might be a process that could work, such as a deferral program.

Ms. Olson stated it would require further discussion, but payment plans, or deferrals could be offered.

Councilwoman Pastor asked how people would be notified of deferral program and wanted to know what the process would be.

Ms. Peters stated staff would work on this and explained staff had been working to get in contact with delinquent customers to make residents aware of the options available for COVID-19 assistance.

Councilwoman Pastor stated she had constituents contacting her office about having to opt into the program and not being contacted. She also stressed the importance of investing and maintaining the City's infrastructure.

Councilwoman Stark made a motion for staff to proceed with a notice of intent to increase water rates sufficient to support the CIP, with rate options such as 3 or 3.5 percent increases, or other alternatives.

Councilwoman Pastor requested various rate increase options be included, including the increases based on the financial plan.

Chairwoman Williams confirmed these could be included.

Councilwoman Pastor seconded the motion, which passed unanimously, 4-0.

### **11. Household Hazardous Waste Program Update**

Deputy City Manager Mario Paniagua introduced Assistant Public Works Director Joe Giudice and Deputy Public Works Director Jesse Duarte to present an update on the Household Hazardous Waste (HHW) Program.

Mr. Giudice began by explaining that the HHW program embodies the Solid Waste Division's priorities of public health and safety, exceptional customer service, and landfill diversion. He provided an overview of the types of materials collected at HHW events, including household items that could be flammable, explosive, or dangerous to the public and the environment. He explained the existing program involved nine drive-up events annually, where more than 750 residents on average each month were able to drop-off their HHW items, allowing staff to dispose of these items safely.

Mr. Giudice explained that recent HHW events had been cancelled due to the COVID-19 pandemic and the service was modified to have residents drop-off their materials at vendor locations. He discussed how this delivery model may not have been convenient for residents because only certain materials could be dropped-off at some locations. He stated there was a decline in customers, with only 150 residents on average participating each month, and expressed concerns that residents might keep their hazardous materials or put them into the normal solid waste stream.

Mr. Giudice discussed a comparison between the events and drop-off models, and identified customer satisfaction as a weak area for both.

Mr. Duarte introduced the new six-month home pickup pilot program and explained there would be three simple steps for residents to participate: residents would check the City's acceptable materials list, schedule a home pickup, and set out their materials on collection day. He stated there were 60 pickups anticipated per day, or 1,200 pickups per collection month. He explained there would be scheduling and collection windows,



which would be staggered, and that staff would work with customers even if they missed the scheduling window.

Mr. Giudice stated Kary Environmental Services had been contracted for the pilot program and that they already provide this service in other cities around the state, such as Scottsdale, Glendale, Peoria and Prescott. He explained the success of the program would be measured by studying the cost per household served, the amount of material collected, and customer satisfaction.

Mr. Giudice discussed updates to Chapter 27, including clarification of household hazardous waste, responsibility and ownership, and the containment responsibility section. He concluded his presentation by emphasizing the pilot program would be offered within the current budget for HHW and would not require additional funding.

Mr. Giudice requested the Transportation, Infrastructure and Innovation Subcommittee approve amendments to Chapter 27 and recommend approval of a six-month contract with Kary Environmental Services for a home pick-up HHW pilot program.

Councilwoman Stark appreciated the clarification about the budget for the program. She asked if staff would return to provide an update on the progress of the pilot.

Mr. Giudice stated staff could return after three to four months of performing the service to share results and perhaps have a recommendation to extend the program.

Councilwoman Pastor asked about when the materials would be collected and if the program was like bulk trash collection.

Mr. Giudice explained the pilot program would be different from bulk trash collection because it would not be based on areas, but on a household's request. He explained residents could schedule their pick-up online or over the phone and select a specific collection day.

Councilwoman Pastor shared that she would be participating in the program.

Chairwoman Williams asked if residents would be given a specific pick-up date when they call in to schedule collection.

Mr. Giudice stated staff would confirm the resident's materials and the date of collection. He added that a reminder would be sent one or two days before the scheduled pick-up.

Councilwoman Stark asked if residents who have their trash collected in the alley should put their household hazardous waste items in the alley.

Mr. Giudice confirmed all collection of hazardous waste materials would be conducted curbside.

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

## **12. Airport Concessions Relief**

Deputy City Manager Mario Paniagua introduced Interim Aviation Director Charlene Reynolds to present on Airport Concessions Relief. He described the impact of the COVID-19 pandemic on the airport, especially concessions and their employees.

Ms. Reynolds began by summarizing prior City Council actions about airport concessions relief. She provided an overview of the prime food and beverage operators and prime retail operators, as well as their contract terms, in Terminals 3 and 4 of the Phoenix Sky Harbor International Airport.

Ms. Reynolds emphasized the continued financial pressure on concessions at the airport due to the decline in passenger boardings during the pandemic. She explained that 58 percent of Terminal 3 food, beverage and retail concepts were temporarily closed, and 51 percent in Terminal 4 were temporarily closed. She added that many concessions were operating on reduced hours based on flight schedules to maintain customer service.

Vice Mayor Guardado expressed concerns about crowds at the gates during the Thanksgiving weekend. She asked if Terminal 4 gates were open during that weekend to accommodate greater numbers of passengers.

Ms. Reynolds explained there were high numbers of flights in the morning and flights ramped up again in the afternoon during the Thanksgiving weekend. She stated some American Airlines gates in Terminal 4 were closed due to construction, and she would follow up with Southwest and Frontier about how they utilized their gates.

Vice Mayor Guardado requested a report on the other airlines and recommended opening all gates to ensure social distancing in preparation for Christmas and the New Year.

Ms. Reynolds explained staff received a commitment from the American Airlines station manager to increase messaging to passengers in the gate about social distancing. She explained overhead notifications were on a loop to remind customers to socially distance every five minutes, and Mayor Gallego recorded a video encouraging travelers to mask up and socially distance. She also shared that operations assistants would be deployed to monitor the gates.

Councilwoman Pastor requested clarification on the number of gates open, as she understood that staff would be maximizing all gates and terminals.

Ms. Reynolds explained gate utilization was subject to change daily and was based on the airlines' operations and the number of tickets they sell.

Councilwoman Pastor recommended having all City Councilmembers record messages reminding travelers to maintain their distance.

Ms. Reynolds continued the presentation and shared gross sales numbers, which reflected a 50 to 75 percent decline for businesses compared to previous years. She provided an update on concessions employment and shared a breakdown of the types of employees that had been recalled by HMSHost, SSP America, and retail operators.

Ms. Reynolds requested that the Transportation, Infrastructure and Innovation Subcommittee recommend to the Phoenix City Council the approval of a continuation of concessions relief to tenants at Phoenix Sky Harbor International Airport through a continued charge of percent rent, which was based on gross income rather than a fixed monthly or annual rate, in lieu of Minimum Annual Guarantees (MAG) from Jan. 1, 2021 through Dec. 31, 2021 with additional stipulations.

Ms. Reynolds stated the recommendation had the following stipulations:

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

Ms. Reynolds also shared staff's recommendation that the term of the Terminal 3 and 4 food, beverage, and retail concessionaires also be extended for three years.

Mr. Paniagua explained the main components of the recommendation could be handled separately.

Chairwoman Williams stated she would prefer to handle them separately.

Vice Mayor Guardado recalled that Councilman DiCiccio had asked the prime companies to open their books and provide their financial information. She asked if this had already been done.

Ms. Reynolds explained staff had been asked to obtain each concessionaire's outstanding debt and that this information could be obtained from point of sale systems. She stated the request had been forwarded to the prime concessionaires and may take additional time as they reach out to their partners.

Vice Mayor Guardado asked if any City staff had the opportunity to formally look at their finances.

Ms. Reynolds stated they were not provided with finances.

Vice Mayor Guardado expressed concern that these reports had not yet been provided.

Mr. Paniagua stated he had not been involved in any review, but he knew SSP America had presented a high-level financial report to the City Manager and Former Aviation Director Jim Bennett.

Vice Mayor Guardado stated it would be a good idea to provide the councilmembers with this information.

Councilwoman Pastor asked Chairwoman Williams if she could open the floor to members of the public before going into discussion. She also asked for information to be submitted to her office in writing about the businesses' financials in order to help in the decision-making process.

Chairwoman Williams stated she knew the primes submitted their financials to the subcommittee and the City Manager that verified a tremendous decline in revenue for them. She asked Councilwoman Pastor if she was asking about the subcontractors and disadvantaged business enterprises.

Councilwoman Pastor responded that she would like the whole package, including every company included in the contracts.

Ms. Reynolds clarified that SSP America was the only company that had provided information and it had been high level financial data, not a detailed opening of the books.

Chairwoman Williams reiterated that the current agreement for percentage rent would expire in December and a recommendation should be considered. She then opened the floor for public comment.

Lieryn Jacobs, representing SSP America, spoke in support of concession relief and made herself available for questions.

Bruce Mosby, operator of Peet's Coffee, requested continued percentage rent only through December 2021 to assist businesses at the airport.

Nick Wood, representing HMSHost, explained the terms had been drafted for the 24-month recall provision. He also stated the company obtained debt information from their partners and that it would be challenging because debt was not carried on an airport-to-airport basis and was lumped together.

Joya Kizer, representing Casa Unlimited, Inc., spoke in support of continued rent relief. She advocated for percentage rent only through 2021.

Councilwoman Stark asked for clarification on whether Ms. Kizer was agreeing to the stipulations.

Ms. Kizer confirmed that she agreed to the recommendation and stipulations.

Scott Welding, representing SSP America, spoke in support of continued rent relief for tenants at the airport and stated he would be available to answer any questions.

Tracy Gunderson stated she had worked as a server for HMSHost and shared her experience of age discrimination in the workplace. She explained that a complaint had been filed with the U.S. Equal Employment Opportunity Commission (EEOC) and the Equal Opportunity Department and requested the City conduct a thorough investigation before considering an extension of rent relief to the company.

Janelle Weaver stated she had worked as a server for HMSHost and shared her experience of age discrimination by her supervisors. She requested the City open an investigation on this issue.

Debra Rutkowski stated she had worked for HMSHost as a bartender for 13 years and shared her experience of age discrimination by her supervisors at Blanco Taco. She stated she had filed a grievance with the company and requested the City open an investigation on this issue.

Cheryl Grant stated she had worked for HMSHost for 19 years as a bartender and shared her experience of age discrimination by her supervisors. She requested the City open an investigation on this issue.

Vivien Lavelly stated she had worked for HMSHost for the last 7 years and requested an investigation of the allegations made by the women who made comments before her. She expressed continued concerns about HMSHost recall practices and stated the company was still not bringing people back based on seniority. She stated that women working in the commissary were put out of work because their tasks had been outsourced.

Vice Mayor Guardado asked about the ages of the women who had been working in the commissary.

Ms. Lavelly stated one of the women had worked with the company for 33 years and many were over 50 or 60 years old.

Carmen Quintana, assisted by the interpreter, stated that she worked for the company for 33 years and needed to work to cover medical expenses. She stated she had been unable to find another job and expressed her support for those who provided testimony about their experiences.

Vice Mayor Guardado asked Ms. Quintana if there were people who had less seniority that were working with her.

Ms. Quintana confirmed that there were people with less seniority that returned to work.

Vice Mayor Guardado asked if Ms. Quintana currently had medical insurance.

Ms. Quintana stated she enrolled in Access because HMSHost cancelled her medical insurance.

Hiwt Kidane shared that she had worked for HMSHost for 14 years and stressed the importance of being recalled, or brought back to work from a furlough status, because she needed to work to cover her expenses.

Maria Vasquez shared that she had worked for HMSHost for eight years and had been furloughed until October. She spoke about her desire to return to work, her need for health insurance, and fear of retaliation for speaking with the subcommittee.

Chairwoman Williams stressed the importance of continuing percentage rent relief as well as treating employees fairly.

Councilwoman Pastor made a motion to recommend staff's recommendation to the City Council without the extension of terms and with the following amendment: Add to the current requirement that the concessionaires were required to recall furloughed or laid-off employees, and that the concessionaires must consider the specific challenges facing furloughed or laid-off employees as a result of COVID, including the difficulty responding to a recall offer because of health or child care challenges and possible urgent insurance needs. She added that concessionaires also needed to understand the City's desire that all airport employees be treated equitably, and that Aviation staff provide a concessions update in six months.

Councilwoman Williams asked if the motion included the percentage rate and staff's recommendations.

Councilwoman Pastor clarified she would like to move staff's recommendation to the full Council without the extension of terms.

Chairwoman Williams seconded the motion, which passed 3-1, with Vice Mayor Guardado opposing.

Chairwoman Williams made a motion to have staff meet with individual concessionaires and their partners, including disadvantaged business enterprises, to discuss extensions that would be necessary because of COVID-19, and return to this subcommittee with the recommendation on whether the City should provide a continuous contract. She added she would like the information brought to an Executive Session meeting for discussion and then return to the subcommittee.

Councilwoman Pastor requested an addendum to the motion requesting evidence demonstrating why an extension would be necessary, as well as a grid breaking down the financials.

Chairwoman Williams accepted the addendum.

Councilwoman Stark seconded the motion, which passed unanimously, 4-0.

Vice Mayor Guardado stressed the importance of reviewing the companies' financial records and expressed her appreciation to the workers who spoke about their personal experiences.

Chairwoman Williams continued items 13 and 14 to the Jan. 6, 2021 Transportation, Infrastructure and Innovation subcommittee meeting.

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

### **13. Pedestrian and Bicycle Safety Programs**

### **14. Ceremonial Sign Procedure**

## **CALL TO THE PUBLIC**

None.

## **FUTURE AGENDA ITEMS**

Councilwoman Pastor requested an update on the pedestrian and bicycle safety programs.

## **ADJOURNMENT**

Chairwoman Williams adjourned the meeting at 11:29 a.m.

Respectfully submitted,

Adeoffer-Marie Rabusa  
Management Intern

DRAFT





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## **Airport Luggage Cart Service - Request to Issue Revenue Contract Solicitation**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend that the City Council approve the issuance of a revenue contract solicitation (RCS) for Airport Luggage Cart Services for the Aviation Department.

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

#### **Summary**

Phoenix Sky Harbor International Airport (PHX) is America's Friendliest Airport when it comes to customer service. As the largest economic engine in the state of Arizona, PHX strives to deliver a world-class experience to every customer, every day. The resultant contract for Airport Luggage Cart Rental Services will provide passengers with an option to manage their luggage on demand through PHX to their destination.

The City of Phoenix Aviation Department is seeking proposals from qualified firms to manage and operate a first-class luggage cart rental service. PHX has a responsibility to provide practical, economical, reliable, and attractive luggage cart rental service at a reasonable price to its customers. Luggage cart rental services will cover the following airport locations:

- Terminal 3 pre/post security;
- Terminal 4 pre/post security;
- Curbside locations at Terminals 3 and 4;
- Rental Car Center;
- Airport parking garages and Sky Train Stations; and
- Select non-public access areas of the airport such as the Federal Inspection Station at Terminal 4.

There is no charge for luggage carts at the Federal Inspection Station.

Luggage carts at the Rental Car Center will remain no cost until the Sky Train is completed in Q2 or 2022.

The successful respondent will provide labor, materials, equipment, supervision, and a method of communication for the non-exclusive right to furnish, operate, maintain, and manage a luggage cart rental service program for the traveling public at all locations where the luggage cart equipment is required throughout PHX. Luggage cart rental services generated \$542,630 in 2019 (pre-COVID). Current year to date (as of October), the carts rental services have generated sales of \$203,540.

**Procurement Information**

The Aviation Department will issue an RCS to select a service provider to provide the required luggage cart rental services. Aviation intends to issue the RCS in December 2020 and estimates that the contract will be awarded in July 2021.

**Evaluation Criteria**

Evaluation criteria for responsive and responsible respondents is as follows:

- Respondent's Experience and Qualifications;
- Management Plan;
- Operation Plan; and
- Maintenance Plan.

**Contract Term**

The term of the contract will be five years and will contain no option to extend the term.

**Financial Impact**

The successful respondent will pay monthly based on a percentage of gross sales.

**Concurrence/Previous Council Action**

The Phoenix Aviation Advisory Board recommended this item for approval on Nov. 19, 2020, by a vote of 7-1.

**Location**

Phoenix Sky Harbor International Airport - 3400 E. Sky Harbor Blvd.  
Council District: 8

**Responsible Department**

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



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## April 2021 Proposed Bus Service Improvements

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval of the staff-recommended April 2021 bus service changes. If approved, the service changes will take effect April 26, 2021.

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

#### **Summary**

Bus service changes are coordinated regionally and occur in April and October of each year. The Public Transit Department (PTD) is focused on improving the efficiency and reliability of Phoenix's transit system to best serve our passengers' needs. The semiannual bus service review considers public input and staff analysis to identify potential improvements that may include schedule changes, service efficiencies, or adding route connections.

In early 2020, in response to the COVID-19 pandemic, the PTD implemented numerous measures to keep the riding public and transit employees safe, including enhanced cleaning protocols, altering service delivery in consideration of social distancing measures, and modifying transit facility access and hours to reflect measures implemented at other city facilities. In addition to these efforts, PTD also modified bus service due to declining ridership, impacts to transit workforces, and uncertainty from potential revenue shortfalls. Of note is that peak and mid-day local route frequencies were maintained to avoid causing higher vehicle loads and reducing the likelihood of social distancing on buses. All these measures will remain in place until conditions throughout the transit environment permit the restoration of services and an eventual return to normal operations.

PTD suspended planned service enhancement proposals for October 2020 due to the continuing conditions brought on by COVID-19, specifically the fluctuation of ridership and potential revenue shortfalls brought on by the decrease in ridership and modified boarding procedures.

As PTD continues to monitor existing service levels and develops plans to restore reduced service levels using a phased approach, PTD and Valley Metro solicited

public comments on the following proposed service changes that would take effect in April 2021 if approved by the Phoenix City Council (see maps in **Attachment A**).

Local Route 32 (32nd St.) - Eliminate Baseline Road service duplication

Route 32 is funded jointly by Phoenix and Tempe and was last extended in April 2018 to provide service on south 40th Street in Phoenix and then connect to Arizona Mills Mall in Tempe via Baseline Road. The Baseline Rd. segment currently duplicates with Route 77, which the proposed change would eliminate as part of a cost savings measure. If implemented, any necessary transfers can take place between Routes 32 and 77 at Baseline Rd. and 40th St.

Local Route 108 (Elliott Rd./48th St.) - Modify Saturday/Sunday frequency

Route 108 is funded jointly by Phoenix, Tempe, and Valley Metro. The west end of the route runs for four miles on 48th Street and Elliot Road in Phoenix, with the rest of the route operating within Tempe, Chandler, and Gilbert. Currently, the route operates every 30 minutes on Saturdays and Sundays for the shorter Phoenix segment of the trip, and every 60 minutes in the other cities. The proposed change is in response to low ridership and would modify the Phoenix segment to match the majority of the route's 60-minute schedule. The higher weekend frequency is currently suspended as part of COVID-19 related service reductions. If approved, the reduction would become permanent, with the ability to restore 30-minute frequency, should ridership demand it in the future.

Express Route 522 (South Tempe Express) - Eliminate neighborhood pick-up service

Route 522 is an Express Route funded by Valley Metro, connecting Ahwatukee in Phoenix and Tempe to Downtown Phoenix during peak service hours. The primary park-and-ride this route serves is the Tempe Sports Complex, along with service along Hardy Drive, Elliot Road, Warner Road, and Interstate 10.

For inbound (morning) routing, half of the trips begin pick-up service in Ahwatukee (on 48th St. between Elliot and Warner Roads) before servicing the Tempe Sports Complex and then proceeding downtown. The other half of the route's inbound trips begin in Tempe neighborhoods in the vicinity of Warner and Elliot roads before connecting to the Tempe Sports Complex and then proceeding downtown. For the outbound (afternoon) trips, the service is reversed.

Due to low ridership, the proposed service change initiated by Tempe is to eliminate neighborhood pick-ups, resulting in all Route 522 trips beginning and ending at the Tempe Sports Complex. If approved, pick-up service in Ahwatukee would transition to the sports complex. Phoenix currently funds a portion of the route via the city's share of the regional Public Transit Fund (PTF).

The process for successfully implementing the proposed service changes beginning April 26, 2021 includes the following:

- Conduct required public outreach and public hearing (regional effort): Completed on Dec. 4, 2020;
- Citizens Transportation Commission (CTC) approval: Dec. 17, 2020;
- Transportation, Infrastructure and Innovation Subcommittee and City Council for approval by February 2021;
- Prepare transit books, develop operational plan and coordinate with service providers: February - April 2021; and
- Implement approved bus service improvements: April 26, 2021.

### **Financial Impact**

The annual impact of the April 2021 proposed changes is a net savings of \$284,000 on Phoenix local funds and a net savings of \$45,000 on Phoenix regional Public Transit Funds, see **Attachment B**.

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

This item was recommended for approval at the Citizen's Transportation Commission meeting on Dec. 17, 2020, by a vote of 10-0.

### **Public Outreach**

The Public Transit Department and Valley Metro used the following public outreach process for the proposed April 2021 bus service changes, including:

- Public Comment Period between Nov. 2, 2020 - Dec. 4, 2020;
- Proposed service change details and online survey posted at: <https://www.valleymetro.org/maps-schedules/service-changes/april-2021>;
- On-board announcements requesting passengers to provide input on the proposed service changes;
- Flyers posted at impacted stops along the routes; and
- Public hearing held online by Valley Metro on Nov. 18, 2020.

There were 145 total comments and suggestions received about the proposed April service changes, with 67 of those registering an opinion on Phoenix routes.

**Attachment C** summarizes the feedback by route for the service changes within Phoenix.

Based on the feedback received, Public Transit planning staff further reviewed the Route 108 Saturday and Sunday frequency reduction proposal. Currently, the route is scheduled to operate every 30 minutes in Phoenix and every 60 minutes outside of

Phoenix on weekends - every other Phoenix trip continues east to Tempe and Chandler, in which the majority of the route operates. These shorter trips in Phoenix are averaging three passengers per trip. The longer trips are averaging nine passengers per trip on weekends. With the short trips in Phoenix eliminated, the longer trips will still have the capacity to provide a reliable ride for passengers impacted by the elimination of the shorter trips. If ridership increases in the future, Phoenix can reconsider schedule changes.

As required by FTA Circular 4702.1B, a Title VI analysis for the proposed service changes was conducted. Per the City's Title VI policies, neither service change proposal qualifies as a major service changes that would potentially impact low-income and/or minority populations.

**Responsible Department**

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

# Attachment A - Maps

## Maps 1 of 3: Route 32 (32<sup>nd</sup> /40<sup>th</sup> Streets)

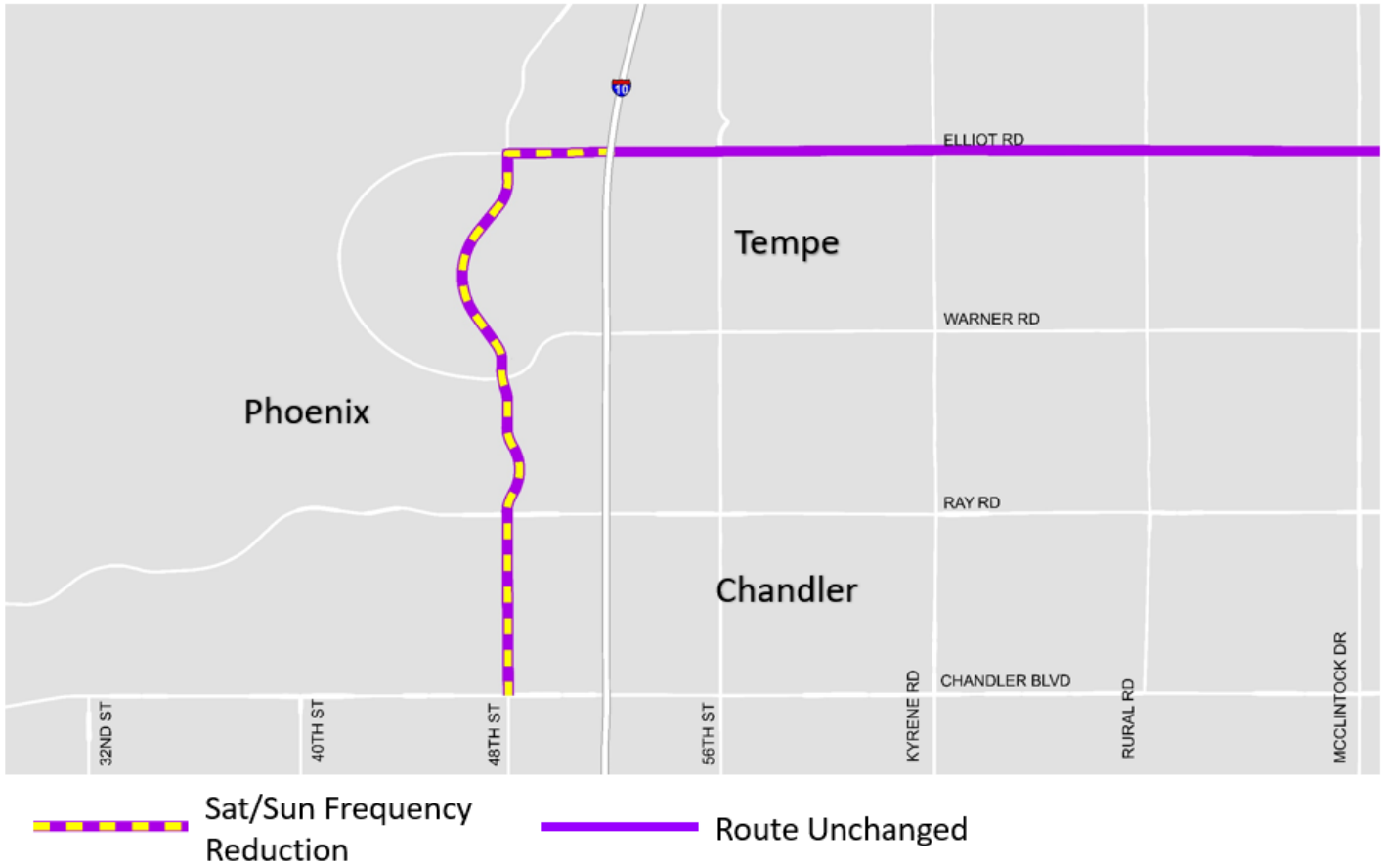
Eliminate Baseline Road service duplication with Route 77



# Attachment A - Maps

## Maps 2 of 3: Route 108 (Elliot Road/48<sup>th</sup> Street)

### Modify Saturday/Sunday frequency

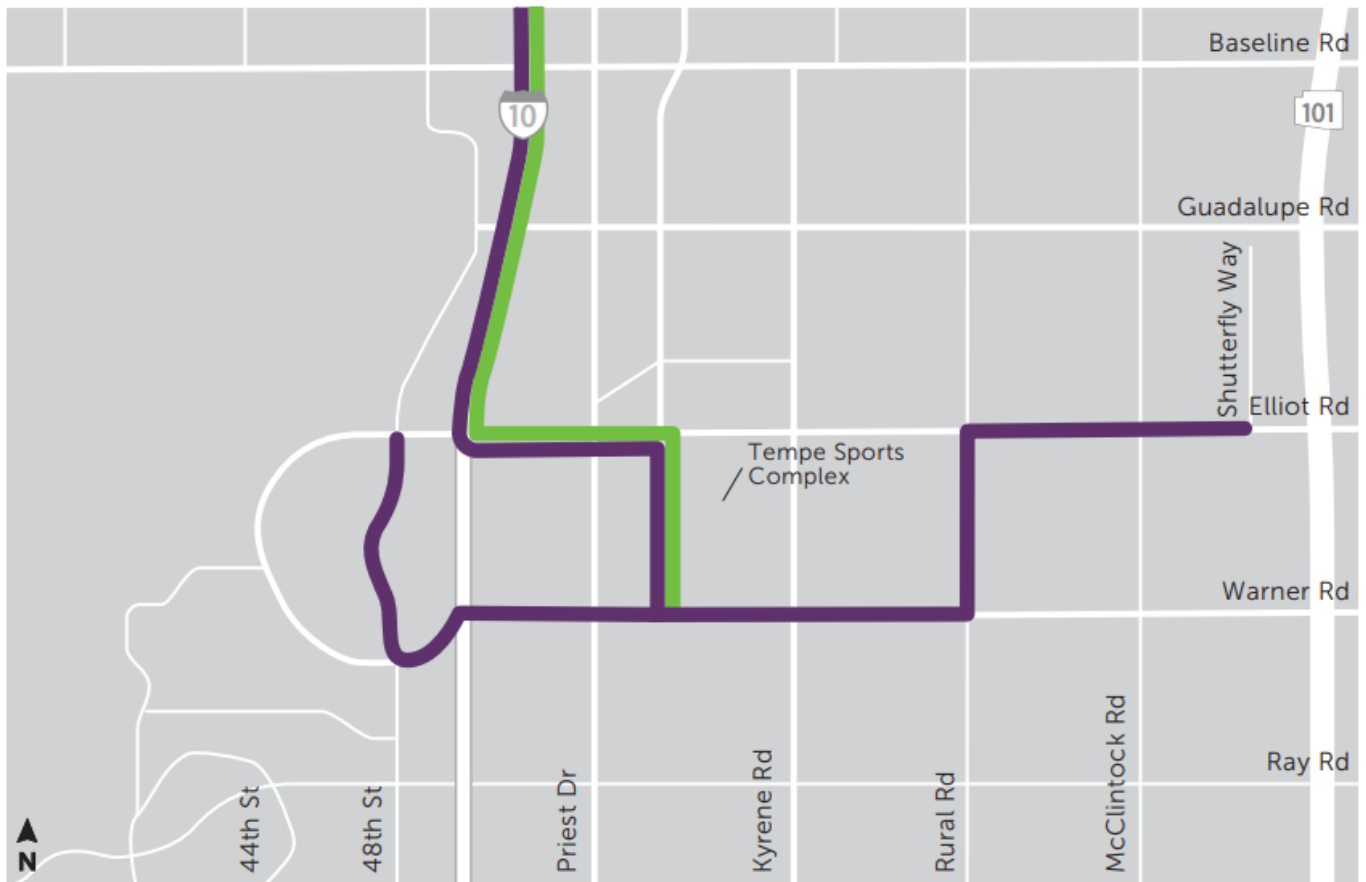





# Attachment A - Maps

## Maps 3 of 3: Route 522 (South Tempe Express)

### Eliminate neighborhood pickup service



#### LEGEND/LEYENDA

 Current Routing  
*Rutas Actuales*

 Proposed Routing  
*Rutas Propuestas*

## Attachment B

### APRIL 2021 PROPOSED BUS SERVICE IMPROVEMENTS FINANCIAL SUMMARY

#### Local Fund Financial Impact

<b>Proposal</b>	<b>Total Cost</b>
Route 32 (32nd/40th Streets)– Eliminate Baseline Road service duplication with Route 77	\$ (203,000)
Route 108 (Elliott Road/48th Street) – Modify Saturday/Sunday frequency	\$ (81,000)
<b>TOTAL COST OF APRIL 2021 BUS SERVICE CHANGES</b>	<b>\$ (284,000)</b>

#### Phoenix Regional PTF Financial Impact

<b>Proposal</b>	<b>Total Cost</b>
Route 522- Eliminate neighborhood pick up service	\$ (45,000)

**Attachment C**  
**APRIL 2021 PROPOSED BUS SERVICE IMPROVEMENTS PUBLIC**  
**FEEDBACK**

<b>Routes</b>	<b>Support</b>	<b>Against</b>	<b>Total</b>	<b>Support %</b>
Route 32 (32nd/40th Streets)– Eliminate Baseline Road service duplication with Route 77	17	12	29	<b>59%</b>
Route 522- Eliminate neighborhood pick up service	9	6	15	<b>60%</b>
Route 108 (Elliott Road/48th Street) – Modify Saturday/Sunday frequency	7	16	23	<b>30%</b>



## Transportation 2050 Five-Year Pavement Maintenance Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) five-year arterial and major collector streets pavement maintenance program (PMP) and requests approval of the PMP for Fiscal Year (FY) 2024.

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

#### **Summary**

On Aug. 25, 2015, City of Phoenix voters approved the passage of Proposition 104 (T2050), which provides a 0.3 percent increase in the transaction privilege and use tax rate to fund citywide transportation projects, including the construction and maintenance of City streets. Collection of T2050 sales tax began on Jan. 1, 2016. On Oct. 3, 2018, the City Council directed staff to explore options to expend \$200M over the five years to accelerate pavement maintenance on arterial and major collector streets. Staff developed an Accelerated Pavement Maintenance Program (APMP) which includes the acceleration of planned mill and overlay projects from FY2020-23 to FY2019 and FY2020. **Attachment A - Paving Progress between FY2019-23** summarizes the APMP progress.

#### Phoenix's Street Network

Phoenix has a comprehensive roadway network of more than 4,871 miles of public streets. Phoenix's roadway network is made up of arterial, collector, and local streets. Arterials are major streets, which are typically the major north/south and east/west transportation corridors spaced at each mile. Collectors are important mid-level transportation corridors, which are generally on the 1/2-mile north/south and east/west streets between the arterial streets. Local streets are typically in residential areas and provide connectivity between the collectors and arterials for local traffic.

The arterial and major collector streets pavement maintenance program (PMP) is primarily funded by T2050, while the minor collector and local streets PMP is funded primarily by Arizona Highway User Revenue Fund (HURF).

The City's public transit system primarily utilizes the arterial and major collector streets

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for its bus and rail lines, and T2050 funds allocated to Street Transportation are an essential part of proper pavement maintenance along these transit corridors.

**Attachment B - Street Classification Distribution** outlines the citywide distribution of the various street classifications and which street classifications are eligible for resurfacing projects using T2050 and HURF funding. **Attachment C - Street Classification Centerline Miles by Council District** illustrates the distribution of street classification types across the City's eight council districts.

#### Pavement Management System and Pavement Condition Index

Streets is tasked with planning, programming and executing the City's pavement maintenance program. The department developed and implemented the Pavement Management System (PMS) to determine the condition of roadways in order to establish priorities of streets to receive maintenance treatments and pavement overlays. The foundation of PMS is field data obtained using a high-tech pavement management vehicle, which measures and records the condition of roads, evaluating them on surface roughness, environmental stresses, and structural condition. Based on the resulting pavement condition index (PCI) rating, which is tracked and mapped in the department's PCI database, staff uses these objective measurements of roadway conditions to develop an initial list of roads to receive asphalt overlay.

Using the most recently recorded PCI data, about 31 percent of City streets are classified in good or excellent condition, while 63 percent are in fair condition and 6 percent are in poor or very poor condition. PCI information is outlined in **Attachment D - Pavement Condition Index Distribution**.

#### Pavement Maintenance Goals and Budgets

With the pavement maintenance funding (T2050 and HURF) of the City's street network allocated based on the street classification type, the miles of roadway treated on an annual basis should be reported and evaluated in the same manner.

**Attachment E - Five-Year Pavement Program Scheduled Roadway Miles** shows the number of roadway miles scheduled to be treated through FY 2024 as part of the five-year pavement maintenance program. As noted, HURF funding is primarily allocated to minor collector and local streets and T2050 funding is primarily allocated to arterial and major collector streets, which total 4,032 miles and 839 miles, as shown in **Attachment F - T2050 and HURF Budgets and Miles FY2020-24**.

#### Bicycle Facility Implementation

The departments Active Transportation Program is a multi-faceted yet coordinated effort to ensure the City establishes a well-connected citywide bicycle network and implements the goals of the T2050 program. Implementation of bicycle network

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infrastructure will come from various distinct, yet collaborative work efforts of different divisions and sections in Streets, including the PMP. **Attachment G - Bicycle Facilities Implemented in PMP for FY2020-24** shows a summary of the bicycle facilities currently planned to be implemented through the five-year pavement maintenance program.

#### Pavement Maintenance Acceleration Program Impacts

Based on action taken by the City Council to accelerate pavement maintenance projects, the current PMP through FY2023 has been accelerated using existing funding and issuing bonds in the amount of approximately \$200M. Previously programmed FY2020 arterial overlay projects were brought forward to fill the FY 2019 APMP Program. Additionally, FY2021, FY2022, and FY2023 arterial overlay projects were moved forward to FY2020. New arterial street overlay locations were identified to be done in FY2021, FY2022, and FY2023. This enables 25% of the arterial network to receive a mill and overlay treatment over the 5-year accelerated maintenance period (FY2019 through FY2023). These newly overlaid streets will require increased funding in the preservative treatment program to protect the investment in the overlay and keep the streets in good condition for a longer period.

#### Future Funding

After completion of the APMP in FY2023, funding for the pavement maintenance and preservation programs will revert to previous levels prior to APMP beginning in FY2024. This level of funding is not sufficient to maintain the pavement condition improvements that have been made over the past few years. Eventually, the improvements made with the APMP will reverse and additional funding will be needed to preserve the investment of the APMP in the pavement network and to ultimately maintain an average pavement condition index of 70 across all City streets.

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

This item was recommended for approval at the Citizen Transportation Commission meeting on Dec. 2, 2020, by a vote of 10-0.

#### **Public Outreach**

Since 2019, staff has presented at 80 community meetings, reaching over 11,700 people. Public outreach is ongoing for project notification to residents, stakeholders and community groups.

#### **Responsible Department**

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

## Attachment A

**Table 1: Paving Progress between FY 2019 through FY 2023**

<b>Fiscal Year</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Mill &amp; Overlay Treatment</b>					
Miles Programmed	190.2	270.4	54.9	51.2	36.6
Miles Completed	187.5	249.2	29.5	-	-
Percent Completed	98.5%	92.2%	53.7%	-	-
<b>Resurfacing Treatment</b>					
Miles Programmed	222.9	273.4	265.5	129.9	217.2
Miles Completed	193.1	255.8	108.3	-	-
Percent Completed	86.6%	93.6%	40.8%	-	-

## Attachment B

**Table 2: Street Classification Distribution**

<b>Street Classification</b>	<b>Total Miles</b>	<b>Primary Funding Source</b>
Arterial	704	T2050
Major Collector	135	T2050
Minor Collector	473	HURF
Local	3,559	HURF
<b>TOTAL</b>	<b>4,871</b>	



## Attachment C

**Table 3: Street Classification Centerline Miles by Council District**

Council District								
	1	2	3	4	5	6	7	8
Arterial	93	124	63	61	54	87	116	106
Collector	17	20	12	16	5	23	15	27
Minor	74	66	66	34	48	54	60	71
Local	515	509	439	363	355	472	439	467
<b>Total</b>	<b>699</b>	<b>719</b>	<b>580</b>	<b>474</b>	<b>462</b>	<b>636</b>	<b>630</b>	<b>671</b>

## Attachment D

**Figure 1: Pavement Condition Index Distribution**

<b>Phoenix Streets PCI</b>		
<b>90-100</b>	EXCELLENT	6%
<b>70-89</b>	GOOD	26%
<b>45-69</b>	FAIR	63%
<b>20-44</b>	POOR	5%
<b>0-19</b>	VERY POOR	0%

Attachment E

Table 4: Five-Year Pavement Maintenance Program Scheduled Roadway Miles

Street Network and Treatment Types	Fiscal Year				
	2020	2021	2022	2023	2024
<b>Local and Minor *</b>	<b>Planned Treatment Miles</b>				
Overlay	212.7	11.2	1.5	2.3	66.7
Slurry Seal	72.1	64.9	60.2	72.1	77.5
FAST	2.9	25.8	17.7	11.6	19.4
Microsurfacing	-	-	-	-	8.4
Fog Seal	144.6	119.8	3.5	87.8	51.6
<b>Sub-Total</b>	<b>450.3</b>	<b>221.7</b>	<b>82.9</b>	<b>173.8</b>	<b>223.6</b>
<i>Total Minor Collector and Local Street Mileage = 4,032 miles</i>					
<i>Average for 10-year Treatment Cycle = 403.2 miles</i>					
* Funded by HURF					
Street Network and Treatment Types	Fiscal Year				
	2020	2021	2022	2023	2024
<b>Arterial and Major *</b>	<b>Planned Treatment Miles</b>				
Overlay	57.7	43.6	49.7	34.3	14.2
Microsurfacing	6.4	5.9	4.5	2.7	11.2
FAST	-	-	-	0.5	1.1
Fog Seal	29.4	48.1	44.1	42.4	13.5
<b>Sub-Total</b>	<b>93.5</b>	<b>98.7</b>	<b>98.3</b>	<b>80.0</b>	<b>40.0</b>
<i>Total Arterial and Major Collector Street Mileage = 839 miles</i>					
<i>Average for 10-year Treatment Cycle = 83.9 miles</i>					
* Funded by T2050					

Attachment F

Table 5: T2050 & HURF Budgets and Miles for FY 2020 – FY 2024

Budget & Planned Miles for T2050 and HURF Projects	Fiscal Year				
	2020	2021	2022	2023	2024
<b>Budget (Millions of Dollars)</b>					
<b>T2050</b>	\$14.5	\$16.3	\$17.1	\$18.1	\$19.8
<b>HURF</b>	\$27.2	\$32.0	\$30.5	\$34.1	\$38.2
<b>BOND</b>	\$65.0	\$75.0	\$50.0	-	-
<b>Planned Miles</b>					
<b>T2050 - Normal</b>	38.22	46.15	40.52	43.48	35.69
<b>HURF</b>	170.31	161.66	153.13	176.01	211.54
<b>T2050 (Accelerated)</b>	267.29	58.19	53.05	33.43	-

Attachment G

**Table 6: Bicycle Facilities Implemented in PMP for FY 2020 – FY 2024**

	Fiscal Year				
	2020	2021	2022	2023	2024
<b>New Facility Miles (bi-directional)</b>	40.4	27.2	9.6	8.0	8.7



## Transportation 2050 New and Expanded Major Streets Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) New and Expanded Major Streets Program and requests the Subcommittee recommend City Council approval of the \$57.6 million, five-year T2050 New and Expanded Major Streets Program for Fiscal Years (FYs) 2021-25.

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

#### **Summary**

On Aug. 25, 2015, Phoenix voters approved Proposition 104, T2050, showing a strong commitment and desire to expand investments in Phoenix for major improvements in bus service, light rail and roadway infrastructure. This plan allocates a total of 13.8 percent of local sales tax revenues (or approximately \$2.3 billion over 35 years) to the Street Transportation Department (Streets) for the construction and maintenance of City roadways. Of these T2050 Streets revenues, the New and Expanded Major Streets Program is allocated 30 percent.

The New and Expanded Major Streets Program is one of four investment categories that also include Pavement Maintenance, Mobility Improvements, and Technology Enhancements. Streets has been working to deliver roadway improvements as quickly and efficiently as possible utilizing T2050 funds since 2016. Under the New and Expanded Major Streets Program investment category, T2050 will provide an estimated \$240 million over the life of the program for new and expanded major streets as well as bridge projects.

#### Program Update

Streets has developed an Updated T2050 New and Expanded Major Streets Program for FY 2021-25 (**Attachment A**).

The updated \$57.6 million, five-year program includes both previously approved projects and three new projects, and funding allocations for FY 2024 and FY 2025. The updated program includes project budget adjustments reflecting better, more refined cost estimates from previous planning level estimates. Other project budget

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adjustments reflect adjustments based on actual costs, scope modifications, and/or construction phasing. Key updates for current and anticipated project activity through FY 2022 are described below:

*Pinnacle Peak Road: 45th to 43rd Avenues (A) - NEW Project*

Currently under construction with adjustments and relocation of existing waterline. Roadway construction is planned for FY 2021.

*43rd Avenue: Virginia Avenue to Grand Canal (B)*

Project costs were refined, and project phasing was adjusted to break out this longer corridor into more manageable phases. Utility designs and relocations, and right-of-way acquisitions are currently being coordinated. The project is approaching 100 percent design completion with construction planned for FY 2022.

*Buckeye Road: 67th to 59th Avenues (C)*

Currently working on right-of-way acquisitions and utility relocations. Design is 100 percent complete with construction planned for FY 2021.

*43rd Avenue: McDowell Road to Virginia Avenue (D)*

Project costs were refined, and project phasing was adjusted to break out this longer corridor into more manageable phases. Utility designs and relocations, and right-of-way acquisitions are currently being coordinated. This project is approaching 100 percent design completion with construction planned for FY 2021.

*Lower Buckeye Road: 27th to 19th Avenues (E)*

Currently conducting utility review meetings. Design is 70 percent complete with construction planned for FY 2022.

*35th Avenue: Camelback to Bethany Home Roads (I)*

Currently coordinating utility reviews. Design is 60 percent complete with construction planned for FY 2022.

*43rd Avenue: Glendale Avenue to Greenway Road (J)*

Design is planned for FY 2022 with construction planned for FY 2023.

*43rd Avenue: Grand Canal to Glendale Avenue (K)*

Design is planned for FY 2022 with construction planned for FY 2023.

*Southern Avenue: 51st to 37th Avenues (S) - NEW Project*

This project is approaching 60 percent design completion. Construction is expected to start in FY 2022. Streets is working in partnership with Maricopa County Department of

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Transportation (MCDOT) on this project, with a five-year repayment plan from the Phoenix to MCDOT beginning in FY 2022.

*Lower Buckeye Road: 71st to 67th Avenues (T)*

This project is approaching 100 percent design completion. Construction is expected to start in FY 2022. Streets is working in partnership with MCDOT on this project. Funding commitments for this project were made in FY 2020.

*BUILD Grant - 35th Avenue: Interstate 10 to Camelback Road (V) - NEW Project*

The City was recently awarded a Better Utilizing Investments Leveraging Development (BUILD) 2020 Grant for a safety corridor project along 35th Avenue from Interstate 10 to Camelback Road with a focus on improving safety, mobility and economic development. The \$7.5 million local match will be funded utilizing T2050 funds from the New and Expanded Major Streets Program in order to leverage the \$17.4 million in federal transportation dollars. Design is planned for FY 2021, with construction planned for FY 2022.

Program Accomplishments

This past summer, the City successfully completed a public private partnership that was included in the previously approved five-year New and Expanded Major Streets Program. The completion of the Baseline Road: Loop 202/59th Avenue to 55th Avenue project provides roadway users on Baseline Road traveling west from 55th Avenue or east from the new Congressman Ed Pastor Freeway (South Mountain Freeway/Loop 202) can now seamlessly access Baseline Road with minimal traffic delay. This innovative project delivery model represented a positive outcome for adjacent private developers, the City of Phoenix, and the traveling public.

Major new or expanded roadway projects typically take five years from project initiation to project completion. Various components impact project schedules and costs, including right-of-way acquisition, utility relocations, drainage requirements, roadway structures, and public involvement. More specifically, initial project development and design phases require up to two years to complete, while right-of-way acquisition efforts run approximately one year. The construction process, from contract procurement to completion, is approximately two years. Streets staff continue to work diligently to deliver the T2050 New and Expanded Major Streets projects as quickly and efficiently as possible in order to provide Phoenix residents with improved roadways and infrastructure.

**Concurrence/Previous Council Action**

The Citizens Transportation Commission recommended Council approval of this item on Dec. 17, 2020, by a vote of 10-0.

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**Responsible Department**

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

Updated T2050 New and Expanded Major Streets Program (FY 2021-2025)

Project #	Project Location	Project Update	Total Project Cost / Partners	Work Phase	FY20 Actuals	FY 21	FY 22	FY 23	FY 24	FY 25
<b>A</b>	<b>Pinnacle Peak Road: 45th Avenue to 35th Avenue</b>									
ST85100400	Pinnacle Peak Road: 45th Avenue to 35th Avenue		\$ 7,400,000	Design Construction	\$ 92,483.00	\$ 7,400,000.00				
<b>B</b>	<b>43rd Avenue: Virginia Avenue to Grand Canal</b>									
ST85100408	43rd Avenue: Virginia Avenue to Grand Canal		\$ 3,626,654	Design ROW Construction		\$ 50,000.00	\$ 220,000.00 \$ 3,356,654.00			
<b>C</b>	<b>Buckeye Road: 67th Avenue to 59th Avenue</b>									
ST85100409	Buckeye Road: 67th Avenue to 59th Avenue		\$ 7,174,000	Design ROW Construction		\$ 163,000.00 \$ 6,515,000.00	\$ 496,000.00			
<b>D</b>	<b>43rd Avenue: McDowell Road to Virginia Avenue</b>									
ST85100410	43rd Avenue: McDowell Road to Virginia Avenue		\$ 4,241,186	Design ROW Construction		\$ 605,000.00 \$ 3,636,186.00				
<b>E</b>	<b>Lower Buckeye Road: 27th Avenue to 19th Ave</b>									
ST85100411	Lower Buckeye Road: 27th Avenue to 19th Ave		\$ 9,299,000	Design ROW Construction		\$ 159,000.00 \$ 420,000.00	\$ 8,720,000.00			
<b>F</b>	<b>91st Avenue: Thomas Road to Indian School Road</b>									
ST85100414	91st Avenue: Thomas Road to Indian School Road		\$ 805,000	Design						\$ 805,000.00
<b>G</b>	<b>Baseline Road: 46th Avenue to 43rd Avenue</b>									
ST85100415	Baseline Road: 46th Avenue to 43rd Avenue		\$ 346,000	Design						\$ 346,000.00
<b>H</b>	<b>35th Ave: Bethany Home Road to Glendale Avenue</b>									
ST85100416	35th Ave: Bethany Home Road to Glendale Avenue		\$ 1,145,000	Design ROW Construction			\$ 213,000.00		\$ 932,000.00	
<b>I</b>	<b>35th Ave: Camelback Road to Bethany Home Road</b>									
ST85100417	35th Ave: Camelback Road to Bethany Home Road		\$ 1,871,000	Design ROW Construction	\$ 36,545.00	\$ 80,000.00 \$ 23,000.00	\$ 1,618,000.00			
<b>J</b>	<b>43rd Avenue: Glendale Avenue to Greenway Road</b>									
ST85100418	43rd Avenue: Glendale Avenue to Greenway Road		\$ 138,000	Design ROW Construction			\$ 75,000.00	\$ 63,000.00		
<b>K</b>	<b>43rd Avenue: Grand Canal to Glendale Avenue</b>									
ST85100419	43rd Avenue: Grand Canal to Glendale Avenue		\$ 399,000	Design ROW Construction			\$ 70,000.00			
<b>L</b>	<b>Lower Buckeye Road: 35th Avenue to 27th Avenue</b>									
ST85100420	Lower Buckeye Road: 35th Avenue to 27th Avenue		\$ 640,000	Design				\$ 329,000.00		\$ 640,000.00

Project #	Project Location	Project Update	Total Project Cost / Partners	Work Phase	FY20 Actuals	FY 21	FY 22	FY 23	FY 24	FY 25							
M	Indian School Road: 107th Avenue to 99th Avenue		\$ 1,949,000														
ST85100421	Indian School Road: 107th Avenue to 99th Avenue			Design						\$ 1,949,000.00							
N	91st Avenue: Indian School Road to Camelback Road		\$ 772,000														
ST85100422	91st Avenue: Indian School Road to Camelback Road			Design						\$ 772,000.00							
O	Lower Buckeye Road: 83rd Avenue to 75th Avenue		\$ 225,000														
ST85100423	Lower Buckeye Road: 83rd Avenue to 75th Avenue			Design						\$ 225,000.00							
P	Lower Buckeye Road: 43rd Avenue to 35th Avenue		\$ 769,000														
ST85100424	Lower Buckeye Road: 43rd Avenue to 35th Avenue			Design						\$ 769,000.00							
Q	Lower Buckeye Road: 91st Avenue to 83rd Avenue		\$ 250,000														
ST85100425	Lower Buckeye Road: 91st Avenue to 83rd Avenue			Design						\$ 250,000.00							
R	Indian School Road: 99th Avenue to 91st Avenue		\$ 1,949,000														
ST85100426	Indian School Road: 99th Avenue to 91st Avenue			Design						\$ 1,949,000.00							
S	Southern Avenue: 51st Avenue to 37th Avenue		\$ 5,260,000														
ST85140057	Southern Avenue: 51st Avenue to 37th Avenue		MCDOT - partnership	Construction		\$ 1,315,000.00	\$ 1,315,000.00	\$ 1,315,000.00	\$ 1,315,000.00	\$ 1,315,000.00							
T	Lower Buckeye Road: 71st Avenue - 67th Avenue		\$ 2,500,000														
ST85100428	Lower Buckeye Road: 71st Avenue - 67th Avenue			Construction	\$ 2,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -							
U	Camelback Road: 19th Avenue to 17th Avenue		\$ 241,280														
ST87210007	Camelback Road: 19th Avenue to 17th Avenue			Design						\$ 241,280.00							
V	35th Avenue: I-10 to Camelback Road		\$ 7,389,000														
ST89340634	35th Avenue: I-10 to Camelback Road			Design	\$ 450,000.00	\$ 2,300,000.00											
				ROW		\$ 150,000.00											
				Construction		\$ 1,421,000.00		\$ 3,068,000.00									
W	91st Avenue: Lower Buckeye Road to Buckeye Road		\$ 1,147,000														
TBD	91st Avenue: Lower Buckeye Road to Buckeye Road			Design						\$ 1,147,000.00							
*	New and Expanded Major Streets		\$ 534,676														
ST85100443	New and Expanded Major Streets			Design	\$ 534,676.00												
				Construction													
Total T2050 New and Expanded Streets Program Actual or Projected Costs					\$	57,570,796.00	0	\$	20,185,862.00	\$	19,954,654.00	\$	4,775,000.00	\$	2,247,000.00	\$	10,408,280.00

GREEN- T2050 New and Expanded Major Street Projects with partnerships and cost savings estimated at \$5.2 M  
T - MCDOT is managing this project and construction schedule has been pushed to FY 2022



## Transportation 2050 Mobility Improvements Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee with an update on the Transportation 2050 (T2050) Mobility Improvements Program and requests the Subcommittee recommend City Council approval of the \$17.5 million, five-year Updated T2050 Mobility Improvements Program for Fiscal Years (FYs) 2021-25.

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

#### **Summary**

On Aug. 25, 2015, Phoenix voters approved Proposition 104, T2050, making a strong commitment to expanding investments in Phoenix for major improvements in bus service, light rail and roadway infrastructure. The plan allocates a total of 13.8 percent of local sales tax revenues (or approximately \$2.3 billion over 35 years) to the Street Transportation Department (Streets) for the construction and maintenance of City roadways. Of these T2050 Streets revenues, the Mobility Improvements Program is allocated 15 percent. The Mobility Improvements Program is one of four investment categories that also include Pavement Maintenance, New and Expanded Major Streets, and Technology Enhancements.

Due to the significant commitment for new bicycle and pedestrian facilities in the T2050 Plan, the Mobility Improvements Program was established to implement additional projects that increase Americans with Disabilities Act (ADA) accessibility and mobility through new sidewalks, ADA ramps, bicycle facilities, and connections to existing transit stops. Through the life of T2050, the Mobility Improvements Program is committed to construct 135 miles of new sidewalks and 1,080 miles of new bike lanes.

The two primary focus areas for the Mobility Improvements Program include: (1) developing study areas to identify locations for mobility improvement needs and associated recommendations; and (2) sidewalk improvements on major, collector and local streets to improve connectivity to transit stops along with ADA accessibility.

On Nov. 27, 2018, the Aviation and Transportation Subcommittee approved the use of \$3.5 million in T2050 Mobility Improvements Program funding for a five-year program

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(FY 2019-23) to complete projects recommended through mobility assessment studies and to initiate additional mobility assessment studies. The Aviation and Transportation Subcommittee also approved the use of \$8 million in T2050 Mobility Improvements Program funding through FY 2024 to improve sidewalk connectivity to bus stops.

### Mobility Assessment Studies

At the outset of T2050, Streets staff developed a list of 39 mobility assessment study locations focused on pedestrian and bicycle facilities (**Attachment A**). The initiation of the first 11 (out of 39) mobility assessment study locations were previously recommended.

Mobility assessment studies for these locations (1 through 11) were initiated, except mobility area 9. Mobility area 9 focuses on the downtown Phoenix area. Given that there were and are several other planning efforts occurring in this area (Reinvent Phoenix, Downtown Parking Study, Downtown Transportation Plan Update, Key Corridors Master Plan, and to some extent, the Maricopa Association of Governments Regional Transit Framework Study Update), mobility area 9 was postponed to avoid possible overlap but will be revisited in the future as needed. In its place, Streets staff proceeded with mobility area 12. Mobility assessment studies for all 11 locations (1 through 8 and 10 through 12) have been completed. **Attachment B** provides a map of the 11 mobility assessment study locations.

Each mobility assessment study recommends improvement projects that may include installation of sidewalk, vertical curb and gutter, crosswalks, bike lanes, street lighting, landscaping and/or shade trees, pedestrian and traffic signals, as well as other traffic calming measures. Streets staff has reviewed the recommended projects generated from the mobility assessment studies with the assistance of other City departments, with the goal of delivering as many projects as funding permits. Potential projects are prioritized based on the scope of work, budget, and how the project will be constructed.

### Mobility Improvements Infrastructure Funding

Streets staff continuously monitors opportunities to leverage T2050 Mobility Improvements funding with regional and federal funding in order to implement a greater amount of mobility infrastructure improvements.

An example of this is Streets' use of the Achieving Transit Accessibility Now (ATAN) grant program created by the Maricopa Association of Governments (MAG) in order to address immediate needs to improve access to transit stops throughout the region. Streets has successfully participated in multiple rounds of ATAN competitive grant opportunities over the past several years. Streets used T2050 Mobility Improvements

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Program funds for its local match for ATAN-funded projects.

Earlier this year, Streets staff initiated a partnership with the City's Neighborhood Services Department (NSD) to implement mobility improvement projects recommended from the completed mobility assessment studies using federal Community Development Block Grant (CDBG) funds. CDBG program funds must be used in Title VI low-income, in-need communities, which in many cases correspond to the T2050 mobility areas. Projects using CDBG funds may begin construction in summer 2021 and both Streets and NSD anticipate using CDBG funds in future years as well. Streets will use T2050 Mobility Improvements Program funds for its local match for CDBG-funded projects.

Streets also submitted for several competitive grants in response to a MAG Call for Transportation Alternatives (TA) projects which have a bike, pedestrian and mobility focus. The City of Phoenix was awarded TA funding for three projects totaling \$5.2 million. The local match of approximately \$1.4 million will utilize T2050 Mobility Improvements Program funds.

#### Program Accomplishments

Under the Mobility Improvements Program, Streets staff has implemented projects that improve safety, promote mobility, and enhance the city's connectivity and growing active transportation network. Project elements include bicycle facilities, sidewalk improvements, streetlights, safe crossings, shade, and landscaping. To date, staff has completed the following T2050 Mobility Improvements over the past two years (FY 2019-20):

- Installed 45 of the recommended 71 ADA curb ramps in mobility area 1 (South Downtown). The remaining 26 ramps are planned for construction in FY 2021;
- Addition of 42 new streetlight locations in mobility area 1 (South Downtown). Design work was initiated in January 2020, and construction is planned to begin by June 2021;
- Initiated one new mobility assessment study (mobility area 13 - **Attachments A and B**), which should be completed by January 2021; and
- Completed 12 ATAN-funded mobility improvement projects (**Attachment C**).

#### Program Update

Streets has developed an Updated T2050 Mobility Improvements Program for FY 2021-25 (**Attachment D**).

The updated \$17.5 million, five-year program includes a consolidated view of previously approved projects and lump sum budgets that will be used to fund future

projects, including local match funding for leveraged regional and federal funded projects.

**Concurrence/Previous Council Action**

The Citizens Transportation Commission recommended Council approval of this item on Dec. 17, 2020, by a vote of 12-0.

**Responsible Department**

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

## Attachment A Mobility Assessment Study Locations

Area Rank	North Boundary Street Name / Landmark	South Boundary Street Name / Landmark	East Boundary Street Name / Landmark	West Boundary Street Name / Landmark
1	West Lincoln Street	West Watkins Street	South 3rd Street	South 7th Avenue
2	West Turney Avenue	West Clarendon Avenue	North 23rd Avenue	North 23rd Avenue
3	West Lincoln Street	West Lower Buckeye Road	South 23rd Avenue	South 29th Avenue
4	West Encanto Boulevard	West Roosevelt Street	North 33rd Avenue	North 43rd Avenue
5	West Lincoln Street	West Durango Street	South 29th Avenue	South 35th Avenue
6	West Osborn Road	West Encanto Boulevard	North 35th Avenue	North 49th Avenue
7	West Roosevelt Street	West Madison Street	North 12th Avenue	North 20th Avenue
8	East Oak Street	East Jackson Street	North 32nd Street	North 20th Street
9	East Roosevelt Street	East Buchanan Street	North 9th Street	North 5th Avenue
10	East Wier Avenue	East Southern Avenue	South 12th Street	South 15th Avenue
11	Interstate 10**	East Jackson Street**	Interstate 10**	North 9th Street**
12	East Mountain View Road	East Northern Avenue	North 14th Street	North 7th Avenue
13	Interstate 10	West Washington Street	North 31st Avenue	North 43rd Avenue
14	West Polk Street	West Madison Street	North 25th Avenue	North 29th Avenue
15	West Bethany Home Road	West Colter Street	North 11th Avenue	North 19th Avenue
16	West Glenrosa Avenue	Grand Canal	Interstate 17	North 31st Avenue
17	West Desert Cove Avenue	West Cheryl Drive	North 15th Avenue	North 23rd Avenue
18	West Wier Avenue	West Southern Avenue	South 15th Avenue	South 19th Avenue
19	West Butler Drive	West Morten Avenue	North 31st Avenue	North 39th Avenue
20	West Madison Street	West Pima Street	South 7th Avenue	South 19th Avenue
21	East Bell Road	East Greenway Road	North 25th Street	North 21st Street
22	West Butler Drive	West Belmont Avenue	Interstate 17	North 29th Avenue
23	West Cactus Road	West Butler Drive	North 23rd Avenue	Arizona Canal

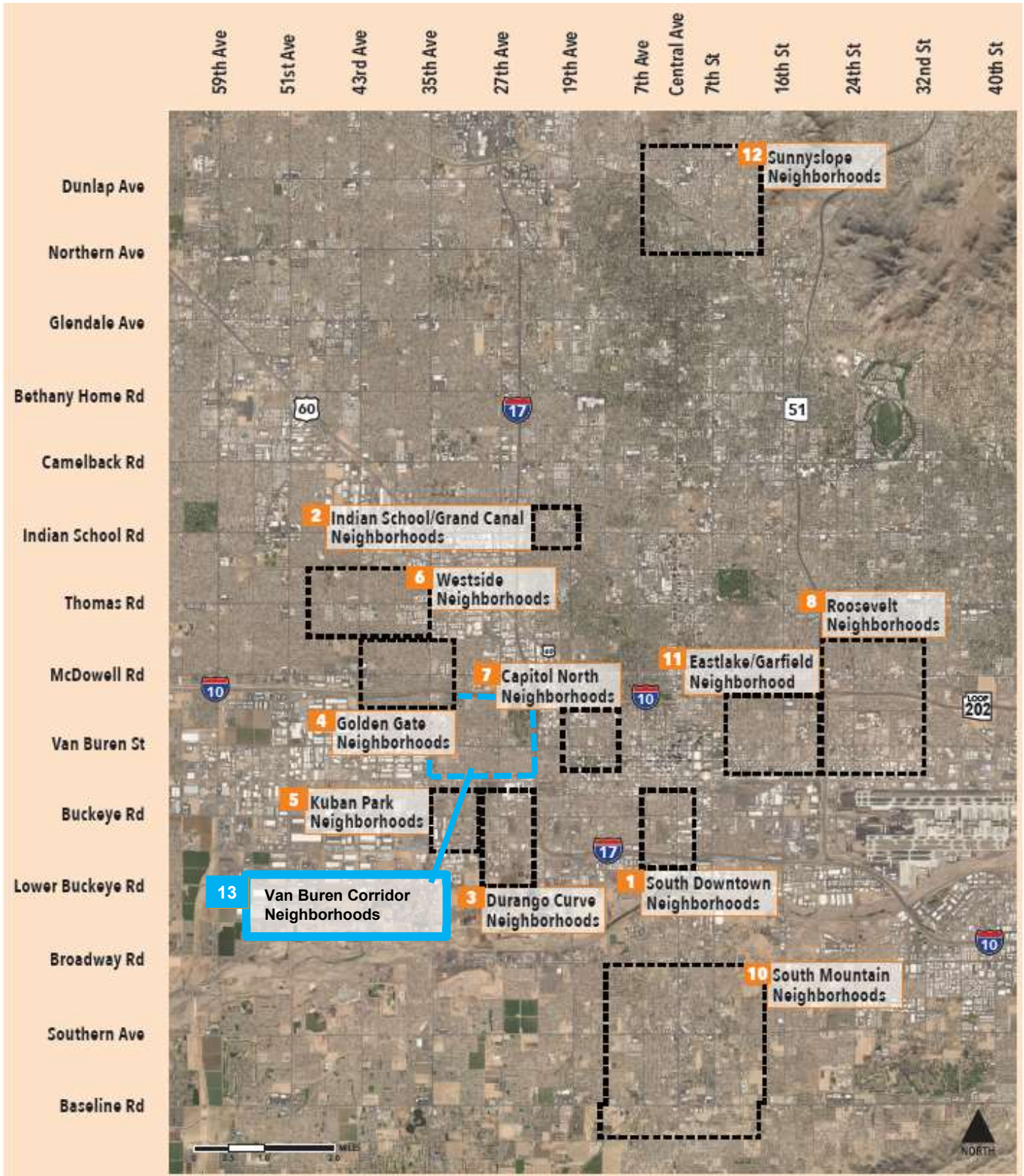


<b>Area Rank</b>	<b>North Boundary Street Name / Landmark</b>	<b>South Boundary Street Name / Landmark</b>	<b>East Boundary Street Name / Landmark</b>	<b>West Boundary Street Name / Landmark</b>
24	East Buchanan Street	Interstate 17	South 12th Street	South 3rd Street
25	West Sweetwater Avenue	West Cactus Road	Interstate 17	North 31st Avenue
26	West Colter Street	West Hazelwood Street	North 15th Avenue	Interstate 17
27	East Flower Street	East Virginia Avenue	North 36th Street	North 29th Street
28	East Campbell Avenue	East Osborn Road	North 22nd Street	North 12th Street
29	Grand Canal	West Clarendon Avenue	Grand Canal	North 71st Drive
30	West Missouri Avenue	West Elm Street	North 33rd Avenue	North 37th Avenue
31	West Osborn Road	Grand Avenue	North 23rd Avenue	Grand Avenue
32	West Mountain View Road	West Dunlap Avenue	North 9th Avenue	North 21st Avenue
33	West Camelback Road	West Osborn Road	North 47th Avenue	North 59th Avenue
34	East Elwood Street	East Wier Avenue	South 7th Street	South Central Avenue
35	State Route 202	East Van Buren Street	North 32nd Street	North 28th Street
36	West Myrtle Avenue	West Ocotillo Road	North 33rd Avenue	North 39th Avenue
37A	West Rose Lane	West Montebello Avenue	Interstate 17	North 29th Avenue
37B	West Osborn Road	East Virginia Avenue	North 3rd Street	North 3rd Avenue
37C	East Jackson Street	East Buckeye Road	Interstate 10	South 12th Street

Note: 3 focus areas tied for rank #37 (39 total focus areas)

# Attachment B

## Mobility Assessment Study Area Map



## Attachment C

### Achieving Transit Accessibility Now (ATAN) / T2050 Mobility Improvements Program Projects

Project Number	Name	Project Description:	Expenses	ATAN	T2050 Mobility
ST87210009	T2050 Deer Valley Dr and Marriott Dr ATAN FY20	North side of the street. Install sidewalk, ADA ramp upgrade, decomposed granite, grading, single curb and landscape and irrigation. Work with Public Transit so they can install a bus pad and shelter.	\$ 17,496.87	\$ 13,997.50	\$ 3,499.37
ST87210011	T2050 Hilton Ave & 19th Ave ATAN FY20	Install 5' sidewalk, curb, gutter and remove and replace an ADA ramp if needed on the north side of Hilton Ave on the northeast corner of 19th Ave. Work with Public Transit on bus pad.	\$ 28,470.20	\$ 22,776.16	\$ 5,694.04
ST87210012	T2050 Scottsdale Rd: Sweetwater Ave - Joan de Arc Dr ATAN FY20	Install 6' sidewalk on the west side of Scottsdale Road between Sweetwater and Joan De Arc. Install ADA ramps, 3' walk behinds, adjust electrical boxes, remove asphalt, clear and grub, remove concrete, add single curb, relocate/upgrade 2 light poles and a traffic signal pole.	\$ 79,678.40	\$ 40,000.00	\$ 39,678.40
ST87210013	T2050 29th Ave & Pinnacle Peak Rd ATAN FY20	Install a 5' sidewalk, upgrade ramp if needed, add curb and gutter on the east side of 29th Avenue to 150' north of Pinnacle Peak. Work with Public Transit to install the bus pad.	\$ 29,756.11	\$ 23,804.89	\$ 5,951.22
ST87210014	T2050 27th Ave: Villa Maria Dr - Bluefield Ave ATAN FY20	Install 5' sidewalk, curb, gutter, mid-block ramp on the east side of 27th Ave between Villa Maria Dr and Bluefield Ave. Work with Public Transit so they can install bus pad, shelter, trash can and bench.	\$ 40,636.60	\$ 32,509.28	\$ 8,127.32
ST87210016	T2050 Baseline Rd: 12th Pl - 13th Pl ATAN FY20	This project will include removing and replacing an ADA ramp, decomposed granite, asphalt removal, 6' walk behinds, driveway entrances, grading, sidewalk removal, new sidewalk, single curbing, vertical curbing, and gutter on the south side of the road.	\$ 156,030.10	\$ 40,000.00	\$ 116,030.10
ST87210017	T2050 31st Ave: Willow Ave - Voltaire Ave ATAN FY20	Install 2 ADA mid-block ramps, remove asphalt, driveway entrances, decomposed granite, grading, 3' walk behinds, single curb removal and a water meter relocate on the East side of 31st Ave. Work with Public Transit so they can install a bus pad and shelter if warranted.	\$ 46,253.19	\$ 37,002.55	\$ 9,250.64
ST87210018	T2050 29th Ave & Happy Valley Rd ATAN FY20	Install 5' sidewalk, curb, gutter, ADA ramps, mid-block ramps at 2 bus stop locations on the west side of 29th Avenue between Pinnacle Peak Rd and Happy Valley Rd. Work with Public Transit to install bus pad.	\$ 36,125.31	\$ 28,900.25	\$ 7,225.06
ST87500038	T2050 7th Ave: Watkins St - Grant St ATAN	18 ADA Ramps, bus pad, sidewalk, sign relocation	\$ 230,222.14	\$ 80,000.00	\$ 150,222.14
ST87500039	T2050 Buckeye Rd: 7th Ave - Central Ave ATAN	13 ADA Ramps, asphalt removal, sidewalk, bus pad, chain link fence relocation	\$ 62,117.36	\$ 49,693.89	\$ 12,423.47
ST87500040	T2050 19th Ave: Osborn Rd - Campbell Ave ATAN	Install 14 ADA Ramps	\$ 72,459.21	\$ 40,000.00	\$ 32,459.21
ST89330212	HAWK Signal: Roosevelt St & 18th St ATAN	Project will install a HAWK on Roosevelt Street at 18th Street. This is a FY19 warranted HAWK.	\$ 104,356.47	\$ 40,000.00	\$ 64,356.47
<b>Totals</b>			<b>\$ 903,601.96</b>	<b>\$ 448,684.51</b>	<b>\$ 454,917.45</b>
				50%	50%

**Attachment D**

**Updated T2050 Mobility Improvements Program (FY 2021-2025)**

<u>Project Number</u>	<u>Name</u>	<u>Project Description</u>	2021	2022	2023	2024	2025	Grand Total
ST87600113	T2050 Pedestrian & Bicycle Mobility	Build infrastructure improvements to improve mobility and accessibility for pedestrians and bicycle users.	\$654,860	\$377,000	\$ 714,000			\$1,745,860
ST87500042	Install Sidewalks Ramps & Street Lights	Install ADA curb ramps and streetlights in a T2050 Mobility Area as recommended by T2050 Mobility Study 3.	\$198,900					\$198,900
ST87500043	Install Sidewalks and Ramps	Install sidewalks and ADA curb ramps in a T2050 Mobility Area as recommended by T2050 Mobility Study 3.	\$567,500					\$567,500
ST87210005	T2050 43rd Ave: McDowell Rd to Bell Rd - ADA Improvements	Upgrade 308 curb ramps to meet current ADA standards. Install new ADA-compliant curb ramps.	\$161,000					\$161,000
ST87500038	T2050 7th Ave: Watkins St - Grant St ATAN	18 ADA ramps, bus pad, sidewalk, sign relocation	\$161,485					\$161,485
ST87210015	T2050 Scottsdale Rd: Mayo Blvd to SR101 ATAN FY20	This project includes approx. 550' of sidewalk on the west side of Scottsdale Road. There are two streetlights that will need to be relocated, four ground utility boxes to relocate and one scupper needed. The project will also include a bus pad and shelter to be installed by the Public Transit Department.	\$10,000					\$10,000
ST87210045	Grand Canal & 14th St Connection	Grand Canal - 14th Street connection: Construct 10' pathway connection along the 14th Street alignment between the Grand Canalscape to Madison Park.	\$65,000					\$65,000
ST87210046	T2050 Mobility Enhancements	To provide for Mobility enhancements.	\$10,000	\$686,137	\$ 3,881,360	\$ 3,697,601	\$ 95,327	\$8,370,425
ST87210022	T2050 ABB Cave Creek Rd: 26th St - Angela Drive / Marco Drive	Install ADA ramps, paving, curb, gutter, sidewalk, driveway entrances, fire hydrant relocations, streetlight and power pole relocations, striping, storm drain pipe and tree removal.	\$482,000	\$5,780,000				\$6,262,000
<b>Grand Total</b>			<b>\$2,310,745</b>	<b>\$6,843,137</b>	<b>\$4,595,360</b>	<b>\$3,697,601</b>	<b>\$95,327</b>	<b>\$17,542,170</b>



## **Transportation 2050 Streets Technology Enhancements Five-Year Program Update**

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the proposed Transportation 2050 (T2050) five-year Streets Technology Enhancements Program and requests the Subcommittee recommend City Council approval of the updated \$5.769 million, five-year program for Fiscal Years (FYs) 2021-25.

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

#### **Summary**

The approved T2050 Plan allocates a total of 13.8 percent of Proposition 104 local sales tax revenues (or approximately \$2.3 billion over 35 years) to the Street Transportation Department (Streets) for the construction and maintenance of City roadways. Of these Streets T2050 revenues, the T2050 Streets Technology Enhancements Program is allocated 5 percent of Street's T2050 revenues.

Streets is responsible for the operation and maintenance of illuminated street name signs and traffic signals. The City has invested significant resources to build, maintain, and improve the traffic signal infrastructure of 1,158 traffic signals that manage the flow of traffic safely throughout the city's nearly 5,000-mile street network. To provide a safe, aesthetic, and efficient signal network for citizens and visitors, Streets has identified programs for the investment of capital and maintenance funding to improve the traffic signal infrastructure.

On Feb. 14, 2017, the Transportation and Infrastructure Subcommittee was provided with information on the recommendation approved by the Citizens Transportation Commission for a \$9.7 million, ten-year maintenance program for the T2050 Streets Technology Enhancements Program through FY 2026 for the replacement of damaged and faded illuminated street name signs over a two-year period, the addition of left-turn arrows at five to seven intersections annually over a five-year period, and repainting all traffic signal poles in the City over a ten-year period. On Nov. 27, 2018, the Aviation and Transportation Subcommittee approved funding for FYs 2022 and 2023 as part of the updated five-year, \$4.793 million program for the T2050 Streets Technology

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Enhancements Program (FY 2019-23). The updated five-year program included funding for fiber communications and enhanced intersection technology projects.

### Illuminated Street Name Signs

To improve traffic safety, especially at night, as well as appearance and convenience, Streets installed over 4,065 illuminated street name signs on traffic signal poles over the past two decades. Prior to 2016, due to funding shortfalls, few signs had been replaced and approximately 3,000 of the signs had exceeded their ten-year serviceable life and needed replacement. From an operational and maintenance aspect, many of the signs had suffered sunlight damage over the years and the lighting components of the majority of signs were not functional.

When these signs are maintained and functional, they improve visibility and legibility of street names at longer distances and in adverse driving conditions. This in turn reduces the attention required to read street names giving drivers more time to plan driving maneuvers at intersections. These benefits are especially valuable along wide, high-traffic intersections. The signs also represent an aesthetic improvement to our roadway infrastructure that has become popular with residents and visitors.

\$2.3 million in annual T2050 funding was previously approved to replace 1,972 damaged and faded illuminated street name signs over a two-year period (FY 2017 and FY 2018) for a total of \$4.6 million. Streets also budgeted \$2.4 million in non-T2050, Arizona Highway User Revenue Fund (HURF), funding to replace an additional 1,028 signs in order to budget the replacement of a total of 3,000 signs.

To date, over 3,330 illuminated street name signs have been replaced, and the T2050 sign replacement project was completed in 2019. Additionally, to address ongoing maintenance requirements, Streets has programmed annual HURF funding in the amount of \$1.2 million in the traffic signal operating budget to replace illuminated street name signs as they reach end of ten-year service life.

### Left-Turn Arrows

Left-turn arrow treatments are critical to both the safety and operational characteristics of a signalized intersection. Currently, Streets has a process to analyze public requests for left-turn arrows. Requests are evaluated based on factors such as crash history data, sight distance and traffic volumes to determine the need and prioritize those intersections for left-turn arrow treatments. Prior to 2016, the number of these requests and the cost of implementation were significantly higher than the annual Streets budget to install left-turn arrows.

To address the warranted left-turn arrow projects at intersections, the Transportation

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and Infrastructure Subcommittee previously approved \$420,000 in annual T2050 funding over a five-year period (FY 2016-21) for a total of \$2.1 million.

Streets also increased its annual left-turn arrow HURF funding slightly to \$80,000, for a five-year (FY 2016-21) total of \$400,000. Since 2016, a total of 15 intersections have had left-turn arrows added utilizing HURF funding. It is anticipated that an additional intersection will have left-turn arrows added with HURF funding in FY2021.

To date, an additional nine left-turn arrows have been installed utilizing T2050 funding, and it is anticipated that two more left-turn arrow locations will be completed by the end of FY 2021 with T2050 funds.

### Traffic Signal Pole Painting

The painting of signal poles is an important element of the City's traffic signal pole maintenance program. Pole paint provides preservative protection for metal structures from both rust and corrosion. Additionally, freshly painted poles are an aesthetic enhancement to the City's infrastructure and help to reduce blight on streets and display a sense of pride in how the City maintains its streets. Poorly maintained poles can attract additional blight such as graffiti, posters, stickers and other nuisances.

Prior to 2016, the City had last repainted its signal poles in 1999. Due to years of weathering and age, the paint on many of those poles had faded, cracked, and chipped, and needed repainting. The City has an inventory of over 8,600 traffic signal poles at 1,158 intersections and maintenance funding was not sufficient to complete the repainting.

The Transportation and Infrastructure Subcommittee approved \$300,000 in annual T2050 funding over a ten-year period (FY 2016 through FY 2026) for a total of \$3 million. This T2050 funding augmented Streets annual HURF funding of \$25,000 per year (total \$250,000), in order to repaint traffic signal poles citywide over those ten years at an anticipated rate of 110 intersections per year utilizing both fund sources.

To date, traffic signal poles have been painted at approximately 464 intersections, and the signal pole painting project will continue as planned through FY 2026.

### Fiber Communications

Much of the business of municipal government is dependent on data, whether generated by a computer, camera image, sensor, or other data source. The main traffic data sources are at signalized intersections. City data is transferred through fiber optic cables, which can either be owned and operated by the City or rented from third-party vendors.

Streets works with the City's Information Technology Department to coordinate the installation of City fiber at key locations in the City to provide reliable, secure and high-speed data links. This saves the City millions of dollars in leased data circuit costs. Streets recently applied for and received federal funding from the Maricopa Association of Governments (MAG) Systems Management and Operations (SMO) Program for two fiber projects, each over twelve miles in length.

The first project will provide fiber from Fire Station 54, located at 99th Avenue and Campbell Road, to the City's existing fiber network at 27th Avenue and Camelback Road. The project will include fiber along Indian School Road and 27th Avenue. This project is scheduled for construction later this fiscal year. The local match for the federal funding will be provided using T2050 Streets Technology Enhancements funds in the amount of \$1.4 million in FY 2021 and \$300,000 in FY 2022.

The second project will provide fiber along Baseline Road from Ed Pastor Freeway (Loop 202) to Interstate 10 (I-10). This project is scheduled for FY 2023. The local match for the federal funding will be provided using T2050 Streets Technology Enhancements funds in the amount of \$335,000 in FY 2021 and \$706,000 in FY 2022.

In addition to the two projects above, Streets has identified additional priority corridors (**Attachment A**) for the installation of City fiber in order to provide more reliable communications to Streets traffic signal infrastructure.

Due to Streets receiving the two federal MAG SMO Program grants, Streets has modified its fiber communications project funding by programming \$1.756 million in FY 2021, \$1.006 million in FY 2022, and \$547,000 in FY 2023.

The average cost to install one mile of fiber cable is approximately \$200,000. Streets FY 2023 funding should allow for the installation of two to three miles of fiber using the Streets priority list. Should additional T2050 funding become available in the five-year cycle, Streets would propose to expand funding for the installation of fiber communications projects.

#### Enhanced Intersection Technology

Streets has historically relied on technologies and methodologies from the 20th century to control and manage traffic through our signalized intersections, which has served the City well as it is based on our mile and half-mile major street network. However, as traffic volumes have increased and development patterns have evolved, more signalized intersections have been added to our street network at spacings other than the traditional mile and half-mile. This has impacted our ability to move traffic

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efficiently in multiple directions simultaneously. Providing more advanced technology at signalized intersections to monitor real-time traffic data will help to mitigate the congestion experienced in numerous corridors and locations across the City.

Enhancing technologies at intersections will provide the City with real-time operational conditions to be able to adjust signal timing to move people and traffic more efficiently as required. Upgrades to this technology include:

- installing new traffic signal controllers which accept additional device integration;
- adding detection technology where there is none today; and
- adding anonymous re-identification devices (ARIDs) that will capture real-time travel time and speed condition data.

This enhanced technology will also enable intersections to support connected vehicle and rideshare/autonomous vehicles as those advancements change the landscape for roadway design and community mobility in the future.

The intersections where this technology will be deployed will also need to be upgraded to meet Americans with Disabilities Act (ADA) requirements because accurate pedestrian movement and detection is required in implementing signal timing improvements. Upgraded intersections outfitted with appropriate technology for managing the transportation network will become the standard by which all future intersections will be built.

The City is also actively participating in MAG's Emerging Technologies Program, which was created by MAG to allow its member agencies to experiment with new technologies as part of pilot programs with minimal risk to the agencies. Under the program, MAG provides funding, working with universities to evaluate the new technologies. The City is currently participating in the program with two projects:

- The NoTraffic detection system was deployed to optimize the traffic signals along a busy stretch of Glendale Avenue between Central Avenue and State Route 51 that experiences a lot of congestion during peak travel times. NoTraffic's sensors 'see' how cars are lined up at the traffic signals, detect patterns and can identify various classes of vehicle and modes of transportation (car, truck, motorcycle, bus, emergency vehicle, bicyclists and pedestrians). The system is in a 'learning mode' now, but once activated, it will be able to make instant adjustments at the signals to optimize the number of vehicles moving through each intersection. Streets utilized approximately \$20,000 in HURF funding for the installation of the devices; and
- The ThruGreen Technologies' mobile phone application, along with the deployment of small antennas attached to the traffic signal controllers at several signalized intersections, allows for a method of detection for the app user to request a green

light or pedestrian walk signal. No City funds were required for this project.

The amount for enhanced intersection technology project funding in FY 2023 is \$555,000.

The program will enhance operations at intersections and allow signals to be managed more efficiently. The average upgrade cost per intersection is approximately \$185,000, and the funding allows three intersections to be completed under this program. Should additional T2050 funding become available in the five-year cycle, Streets would propose to expand funding for the enhanced intersection technology projects.

Proposed Five-Year Program

**Attachment B** includes the proposed \$5.769 million, five-year program budget for FY 2021-25.

**Concurrence/Previous Action**

The Citizens Transportation Commission:

- Heard this item on Nov. 19, 2020; and
- Recommended Council approval of this item on Dec. 17, 2020, by a vote of 10-0.

**Responsible Department**

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

## Attachment A

### Fiber Priority Corridors

Project	Priority Corridor	From	To	Length (miles)
1a	7th Street	Camelback Road	Glendale Avenue	2.00
1b	7th Street	Glendale Avenue	Dunlap Avenue	2.00
1c	7th Street	McDowell Road	Camelback Road	2.00
2	Thunderbird Road	State Route 51	5730 E. Thunderbird	2.75
3	Broadway Road	Ed Pastor Fwy (Loop 202)	Central Avenue	6.50
4	Broadway Road	Central Avenue	I-10 (along 40th St.)	2.75
5	Buckeye Road	Ed Pastor Fwy (Loop 202)	I-17	4.50

## Attachment B

### Proposed Five-Year Program Budget

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Pole Painting (Programmed)</b>	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
<b>Left-Turn Arrows (Programmed)</b>	\$ 420,000				
<b>Fiber Communications (New)</b>	\$ 1,756,000	\$ 1,006,000	\$ 532,000		
<b>Intersection Technology (New)</b>			\$ 555,000		
<b>TOTAL T2050 Budget</b>	<b>\$ 2,476,000</b>	<b>\$ 1,306,000</b>	<b>\$ 1,387,000</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>



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

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

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

#### **Summary**

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

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

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

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

the Maricopa County region.

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

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

These materials can also be found via the pages below:

MAG - <https://www.azmag.gov/About-Us/Calendar>

Valley Metro - <https://www.valleymetro.org/news-events>

**Responsible Department**

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



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## Citizens Transportation Commission Meetings

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

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

#### **Summary**

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

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

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

Meeting minutes can be found through a search via the City of Phoenix Public Records Search page below:

<https://www.phoenix.gov/cityclerk/services/public-records-search>.

#### **Responsible Department**

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



## 2020 ACEEE City Clean Energy Scorecard Ranking

This report provides the Transportation, Infrastructure and Innovation Subcommittee a summary of the 2020 City Clean Energy Scorecard released this fall by the American Council for an Energy Efficient Economy (ACEEE).

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

#### **Summary**

The ACEEE, a nonprofit, 501(c)(3) organization, released its fifth City Clean Energy Scorecard which measures the progress of city policies and programs that save energy, encourage renewable energy and reduce greenhouse gas emissions while also focusing on equity in development and delivery. They ranked the 100 largest U.S. cities for their energy efficiency and renewable energy efforts across the following five policy areas:

1. Local government operations;
2. Community-wide initiatives;
3. Buildings;
4. Energy and water utilities; and
5. Transportation.

The City of Phoenix was ranked 19 out of 100 of the nation's largest cities, and had a top-10 score in the community-wide initiatives category due in part to the City's: 2050 sustainability goals; progress toward climate goals; and urban heat island mitigation goals and policies. The City also performed well in local government operations due to its top placing in onsite renewables on municipal buildings.

There was a tight cluster of scores for cities that received a ranking from 10-20 with Phoenix being just two points away from 15th place. Phoenix significantly surpassed the median score in all categories and received more than double the points of both Mesa and Tucson. However, the report is more valuable as a guidance document than for comparing cities, given the ranking is affected by both state and local utility policies and programs. For example, California cities received, on average, 6.5 additional points for their state policies and standards while Arizona cities received a negative 2.5 points for the state's lack of policies as compared to the national average.



For areas of improvement, ACEEE recommended the City accelerate public electric vehicle charging infrastructure and include solar and electric vehicle readiness requirements in its building codes. The next scorecard is planned for 2022, and staff believe the City's ranking will improve significantly following the proposed climate action plan being brought to City Council in the fall of 2021.

The Phoenix-specific report is provided as **Attachment A** and the full report showing all-city rankings can be found at [www.aceee.org](http://www.aceee.org).

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Office of Sustainability.

# Attachment A

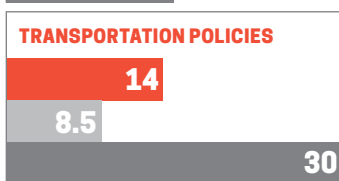
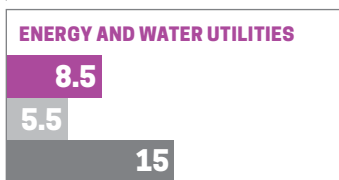
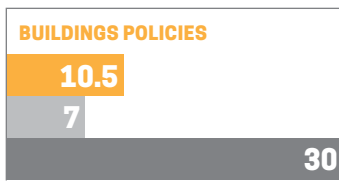
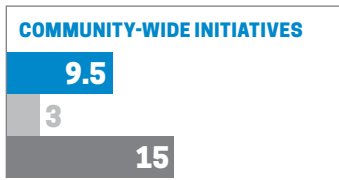
## 2020 CITY CLEAN ENERGY SCORECARD

# Phoenix

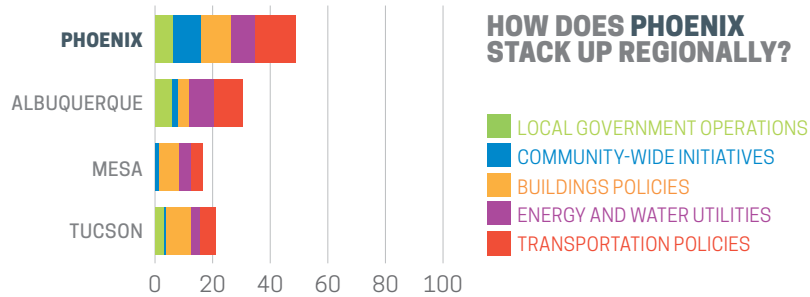
Phoenix had a top-10 score in the community-wide initiatives category due in part to its 2050 sustainability goals, its progress toward climate goals, and its urban heat island mitigation goals and policies. The city also performed well in local government operations due to its 2017 Sustainable Fleet Strategy and onsite renewables on municipal buildings. Recent efforts also contributed to the city's performance in energy and water utilities; it worked with Arizona Public Service to create utility goals for renewable energy. Phoenix can keep its momentum going and increase its score in buildings policies and transportation policies in future *City Scorecards*.

RANK  
**19 / 100**

OVERALL SCORE  
**49 / 100**



■ MEDIAN SCORE  
■ MAXIMUM POINTS POSSIBLE



### LOCAL GOVERNMENT OPERATIONS (6.5 OF 10 POINTS)

Phoenix benchmarks energy use of all municipal buildings and conducts retrofits through multiple energy savings performance contracts. It also integrates clean energy into its procurement and construction strategies; Phoenix converts streetlights to LEDs and installs renewable energy systems on municipal facilities. Phoenix has greenhouse gas (GHG) emissions reduction and clean energy goals for local government operations. Based on past years of emissions data, ACEEE projects the city will not achieve its near-term, local government operations climate mitigation goal to reduce GHG emissions 40% below 2005 levels by 2025.

### COMMUNITY-WIDE INITIATIVES (9.5 OF 15 POINTS)

Phoenix's GHG emissions reduction, energy reduction, and renewable energy goals set the vision for a clean energy future. The city adopted multiple climate goals, including a long-term GHG emissions reduction goal of carbon neutrality by 2060. Based on past years of emissions data, ACEEE projects the city will achieve its near-term, community-wide GHG emissions reduction goal of 30% below 2012 levels by 2025. Phoenix supported the creation of district energy within the city. To mitigate the urban heat island effect, the city aims to increase the urban tree canopy to 25% of land area by 2030.

### BUILDINGS POLICIES (10.5 OF 30 POINTS)

Phoenix requires commercial and residential buildings to comply with the 2018 International Energy Conservation Code with local amendments. The state of Arizona prohibits Phoenix from adopting requirements that reduce energy use in existing buildings. Phoenix runs the Kilowatt Krackdown challenge and offers several incentives to spur clean energy investment in existing buildings. The Green Phoenix program helps grow the clean energy workforce. Phoenix can do more to reduce GHG emissions in its buildings sector by adopting solar- and electric vehicle-readiness requirements for new buildings.

### ENERGY AND WATER UTILITIES (8.5 OF 15 POINTS)

Compared to other utilities, Arizona Public Service (APS) and Southwest Gas show low savings as a percentage of sales for both electric and natural gas efficiency programs. APS offers energy efficiency programs for low-income customers and multifamily properties. Southwest Gas administers a low-income weatherization program. Through the Energize Phoenix Program, Phoenix partners with APS to market and leverage energy efficiency incentives and funding in specific neighborhoods. The city participates in the Arizona Corporation Commission hearings to advocate in favor of decarbonization of the electric grid. Multiple efforts aim to increase the energy and water efficiency of water services and wastewater treatment plants.

### TRANSPORTATION POLICIES (14 OF 30 POINTS)

Phoenix's 2050 Transportation Plan sets a sustainable and multimodal transportation vision for the city. Phoenix has goals to achieve an 80% reduction in GHG emissions by 2050 and a 40% mode shift to transit, walking, and cycling by 2050. To accelerate progress towards its mode shift goal, the city can encourage increased number of bikeshare bikes and can improve both the accessibility of and direct investment toward transit services. Phoenix's zoning code includes a transit overlay district and imposes parking maximums in the downtown area. Phoenix can further promote sustainable transportation within the city by increasing electric vehicle charging infrastructure and adopting policies to encourage energy efficiency in freight movement.



## **Airport Concessions Relief - Consideration of Contract Term Extensions**

This report provides information and requests for consideration to the Transportation, Infrastructure and Innovation Subcommittee (TI&I) regarding extensions of contract terms for Terminal 3 and 4 food, beverage, and retail concessionaires.

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

#### **Summary**

The aviation industry continues to struggle amidst the challenging circumstances of the COVID-19 pandemic. Phoenix Sky Harbor International Airport is experiencing a secondary dip in enplanements due the surge in COVID-19 cases after the Thanksgiving holiday. For the weeks following the holiday, enplanements decreased an additional 10-15 percent with enplanements currently down 60 percent as compared to last year.

Several rating agency reports have projected an extended negative outlook based on the uncertainty in enplanement recovery. Concessionaires at PHX have been severely impacted by the reduced passenger activity with sales down by over 50 percent. Due to the reduced activity as well as the continued financial strain on these businesses, several have been unable to reopen or have reopened with limited business hours. Of the 136 total concessions operating out of PHX, 59 (43 percent) are currently open for business.

In a letter dated, Nov. 1, 2020, many of the airport's small business partners requested contract term extensions in order to refinance existing debt. Currently, the contract terms expire as follows:

- Terminal 3 food, beverage and retail contracts will expire in 2030;
- Terminal 4 food and beverage contracts will expire in 2023; and
- Terminal 4 retail contracts will expire in 2023 or 2024.

On Dec. 17, 2020, staff held a conference call with the Federal Aviation Administration (FAA) Office of Civil Rights to discuss the Airport Concession Disadvantaged Business Enterprise (ACDBE) program. The regional compliance officer expressed appreciation for the efforts of City Council and the airport and for providing Minimum Annual

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Guarantee (MAG) abatement to the concessionaire, including ACDBEs. FAA further shared that extension of terms for concessionaires is a viable option for helping concessionaires weather the pandemic. In the case of contract extensions, FAA has eased its requirement for pre-authorization of a concession contract extension if the extension does not exceed three years. This practice is aligned with FAA's April 4, 2020 guidance to airport sponsors encouraging them to consider the business circumstances created by the public health emergency and assist tenants in staying solvent so they can resume normal operations when the emergency ends.

The current business circumstances for concessionaires and ACDBEs at Sky Harbor are impacted by their capital investments. Sky Harbor's concessionaires invested in the original design, construction, furniture, and fixtures within Terminal 4. Each concession contract also requires a mid-term (five-year) refresh, so the concessionaires invested in the food and beverage refurbishment in 2017/2018. Phase 1 of Terminal 3 opened in February 2019 and Phase II in February 2020, also requiring recent significant capital investment. Staff is gathering consistent information from each of the Prime operators for their respective joint venture ACDBE partners. This information will be included in staff's presentation at the Subcommittee meeting.

Attached to this report is the Nov. 1, 2020 letter (**Attachment A**) sent from the airport's ACDBEs requesting contract extensions to allow refinancing of their debt for existing airport capital investments (in addition to the MAG relief already approved by Council). Also attached are letters from the majority of the Prime contractors requesting contract extensions (**Attachments B-F**). Several prime contractors have specifically requested three-year extensions to reamortize and payoff the debt for their existing airport capital investments.

### **Financial Impact**

Extending the contract term(s) for Terminal 3 and/or Terminal 4 food, beverage, and/or retail concessionaires would result in no additional cost to the airport, however it would delay the future solicitation and implementation of new contracts.

### **Location**

Sky Harbor International Airport - 3400 E. Sky Harbor Blvd.  
Council District: 8

### **Responsible Department**

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

# Attachment A

November 1, 2020

Ed Zuercher  
Phoenix City Manager  
Phoenix City Hall  
200 W. Washington Street  
Phoenix, AZ 85003

*Via Email* [Ed.Zuercher@phoenix.gov](mailto:Ed.Zuercher@phoenix.gov)

**Re: COVID-19 Pandemic – Impact on Concessionaires at Phoenix Sky Harbor Airport  
A Strategy for Business Stabilization, Employee Retention, and Operation Recovery.**

Dear City Manager Zuercher,

The Phoenix Sky Harbor International Airport (PHX) concessionaires are grateful for the proactive leadership of the Mayor, the City Council and aviation management in providing the modification that allowed a percentage rent structure from April-December 2020.

When this decision was made, however, the nation and the airport industry did not fully understand the extent and duration of the COVID-19 pandemic or its long-lasting effect on the aviation sector (3 to 5-year recovery). What we are going through is far worse than anything we have previously seen including the terrible impact of 9/11 and the recession of 2008. While we have all planned for ups and downs and survived them, this pandemic is far worse than anything we could have contemplated.

There is only one certainty and that is that nobody can realistically tell us when things will return to a level of business that will allow us to pay our debts and bring back our workforce.

With your leadership we respectfully request PHX take additional steps to support the many businesses and their employees associated with Phoenix Sky Harbor International Airport.

Specifically, we request:

- 1) In 2021 set the rent as standard percentage rent for all sales from January 01, 2021 through December 31, 2021.
- 2) Provide an extension to the existing contract, so we can have the time needed to re-finance and repay our loans and financial obligations.

These actions will help ensure our survival and will facilitate our ability to bring back our employees as business returns.

The PHX concessions program benefits the experience of millions of travelers (that normally travel through PHX); it benefits the City of Phoenix; it benefits the state of Arizona; and it is absolutely crucial to thousands of employees who rely on its operations for their livelihood.

PHX's concessions program was recently recognized as one of the best programs in the country; it has dramatically increased the Airport Concessions Disadvantaged Business Enterprise (ACDBE) participation, and it is a key contributor to delivering on the promise of "Americas Friendliest Airport."

Forthcoming (in the next couple of weeks) will be a short video with testimonials from PHX concessions operators sharing their individual stories - we hope that you find the time to watch this heartfelt plea. Also attached is a comprehensive write-up that lays out the case for support regarding the imminent ACDBE debt crisis.

Please realize that many of us have asked for relief from our banking partners. While several have worked with us to provide temporary relief that time has now run out. Without help from the City, we may not survive. Our businesses and our ability to bring back our tenured workforce is at serious risk – please help.

Respectfully,  
Your Sky Harbor ACDBE Concessions Operators:

Joya Kizer President/CEO CASA Unlimited Enterprises, Inc.	Bruce D. Mosby President Mosby and Company, Inc	Gonzalo A. De La Melena President ED Market Ventures, Inc.
Jason Silberschlag Jr. President Cartel Coffee Lab	Lachele Mangum President LAM Holdings	Gregory E. Torrez President/CEO Torrez International LL
Teresa Dominguez President Maja Art, Inc	Kurt Mangum President PM Consulting Services	Frank Dominguez Partner Maja Art, Inc
Nava Singam President Kind Hospitality	Ricardo De Leon President Cambios y Servicios, Inc	Melissa Trujillo Partner Cambios y Servicios, Inc
Tracy Basile President Wildflower Bread Company	Sara Levy President S.Levy Foods	Eddie Wang President ELPX LLC
Sonya Anderson President Grand Isle Yogurt	Shelley Bonner-Carson President GSS Corp NV	Jason Pastore President JMJ-LLC
Dr. Jeremy Levitt President The Levitt Group LLC	Ray Ann Cam President Concessionaire	

## **ACDBE DEBT CRISIS: Local & Small businesses Survival Threatened by the COVID-19 Pandemic**

Significant Capital Investments in Airport Concessions required ACDBE's to Take on High Levels of Debt.

### **What do we need?**

1) Rent Relief, 2) Term Extensions 3) Access to Capital = keys to survival of the program and the ACDBE firms.

### **Background**

- Building retail stores and restaurants in airports is expensive and in-line with compliance to the ACDBE program, DBEs are required to contribute their own capital for the initial investments but are also taking on significant debt to finance their share of the rest of the buildout costs. This could represent several hundreds of thousand dollars of debt for the smaller concession's programs, and several millions of dollars for larger concessions programs.
- In airport retail or restaurant concessions, the basic economic model is that the cash that is left once all operating expenses are paid for (cost of goods sold, payroll, rent, credit card fees, utilities, supplies, etc.) goes to the service the debt.
- When a store or restaurant is performing well and generating cash after all operating expenses are covered, the debt can be paid back before the end of the concessions contract. At that point, excess cash becomes available for-profit distribution, **but the timing of COVID-19 interrupts that portion of the equation.**

### **Dramatic Shortfall in Sales = Shortfall in Cash Available to Service Debt**

- In the context of Covid-19, where all concessionaires in U.S. airports are bleeding cash and need to acquire more debt just to stay in business, the ability for the retail or restaurant unit to complete its debt repayment before the ending of the concessions contract is severely impacted if not impossible
- It is expected that traffic will not return to 2019 levels for another 3-5 years, maybe more for some airports, which means the concessions units will not generate anywhere near the amount of cash flow anticipated in the initial business plan that served as the basis to obtain the debt necessary for the initial buildout.
- As a result of this multi-year drop in revenues, it is realistic to anticipate that a very large number of ACDBE's will not be able to pay for the current debt service from the initial buildout of their store or restaurant. Further, this inability to pay current debt service will result in many ACDBE's having outstanding debt at the end of their concessions contracts.
- The extent of the ACDBE debt crisis will lead to a collapse of the DBE program across U.S. airports

### **Prime Concessionaires Can Help, Partially**

- An estimated 85% of ACDBE participation in U.S. airports concessions programs is achieved through joint ventures with Prime Concessionaires ("Primes").
- During Covid-19 with concessionaires bleeding cash, the Primes are taking on a significant amount of debt on their own to stay alive which ultimately allows them to continue to provide infrastructure support to the joint ventures they have with ACDBE partners.

- Many joint ventures don't have enough accumulated cash reserves to offset the severe shortfall of cash from operations and will therefore also require capital calls to add cash to the joint venture, which means both the ACDBE's and Prime's amount of debt will actually increase.
- Even if they had the ability in the face of the pandemic, the Primes are not in a position to absorb any of the DBE's debt service obligations as this would go against the ACDBE regulations that require the DBE to be subject to business risk in a way that is commensurate to their level of participation.
- The fact that many Primes are large entities operating in several countries makes no difference as Covid-19 is a global pandemic during which airport concessions around the world are bleeding cash, therefore having a global footprint makes matters worse.

### **The ACDBE Debt Crisis is an Airport Crisis**

- U.S. airports receive funding through various FAA Airport Improvement Programs (AIP) for infrastructure work (\$1.2 billion in 2019) subject to grant assurances that a percentage of their construction and concessions contracts include DBE participation.
- A collapse of the ACDBE program may put Airport sponsors in default and will require a significant restructuring of the funding model because airport concessions will no longer be in a position to support DBE participation and in many markets, there may not even be ACDBEs still in business and able to participate.
- Most ACDBEs firms in a given airport are from that airport's local community and damage from the ACDBE debt crisis will therefore have a multiplier effect and hit the local business community the most.
- As a way to help mitigate this situation, airports could provide term extensions as this would provide for a longer period to pay down the debt (assuming return to positive cash being generated fast enough; extending a contract that continues to bleed cash would be of any help).
- We need Congress to Implement Measures to Mitigate the ACDBE Debt Crisis
- A joint coalition of AMAC, ARRA, ACI, AAAE etc. already asked Congress to make \$3.5 billion available for airports to provide rent relief to airport concessionaires through end of 2021.
- This rent relief, which has not yet been voted on, is critical for concessionaires to mitigate the cash burn while allowing airports to continue their required operations.
- **Access to capital is the third critical solution for ACDBE's survival:** to allow for financing, re-financing and DBE's ability to weather the storm. Loan and Grant programs like PPP Second draw, Mainstreet Lending Program, Economic Impact & Disaster Loan (EIDL) and 7a disaster recovery loan all have potential but need some additional tweaking of the legislation to allow for loans/capital that are invested in a public asset (i.e. an airport).

### **In Summary, 1) Rent Relief, 2) Term Extensions 3) Access to Capital are the key solutions to survival.**

These measures would ensure debt continues to be serviced and avoid the collapse of the ACDBE program, which collapse would have negative ripple effects for generations to come.

- Given the civil unrest of 2020 and the highly visible divide being created with minorities in a Presidential election year, now is the time to act to show that it is important to prevent a collapse of the 40-year old ACDBE program.
- Please be vocal and write to your elected officials asking for their clear, unequivocal support of our ask to save the ACDBE program and save your business as a certified ACDBE.



December 14, 2020

VIA EMAIL & EXPRESS DELIVERY

Ms. Charlene Reynolds  
Interim Aviation Director  
City of Phoenix Aviation Department  
2485 East Buckeye Road  
Phoenix, Arizona 85034-4301

Subject: Extension of Leases and Rent Relief (147258 - T3 and 131410 - T4)

Dear Ms. Reynolds:

As you are aware, the airport industry and its affiliated businesses are going through a very difficult period. Due to the COVID-19 virus, airports, airlines and airport concessionaires have suffered insurmountable losses with no forecastable end in sight. Recent articles and information indicate that traffic will not return to 2019 levels until possibly 2024/25. Consequently, Host International, Inc., and our ACDBE and small business partners (Grand Isle Yogurt, Cartel Coffee Lab, Kind Hospitality, Performance Management Consulting Services, Emerging Domestic Market Ventures, Stingley Partners, Ace Vending, Fox Restaurant Concepts, and LGO Hospitality) have been burdened with lost business, reduced staff and significant financial obligations

- Year over year Phoenix Sky Harbor revenues are down over 68% since the pandemic started (April to November). Based on this lack of revenue, many joint ventures and small business subtenants don't have enough accumulated cash reserves to offset the severe shortfall of cash from operations. This will therefore require capital calls or additional borrowing, which means both the ACDBE's and Prime's amount of debt will actually increase. The fact that many Primes are large entities operating in several countries makes no difference as Covid-19 is a global pandemic resulting in airport concessions around the world bleeding cash; having a global footprint makes matters worse.
- Our small business partner's outstanding debt currently exceeds \$4.9M and the remaining unamortized value of our investments at PHX exceeds \$14.5M. It is realistic to anticipate that ACDBE and small business partners will not be able to pay for the current debt service from the initial buildout and subsequent reinvestments in their restaurants. Further, this inability to pay current debt service will result in outstanding debt at the end of the current concessions contracts. Primes are taking on a significant amount of debt on their own to stay alive which ultimately allows them to continue to provide infrastructure support to the joint ventures they have with ACDBE partners.

In airport restaurant concessions, the basic economic model is that large sums of money are invested in designing and constructing the restaurants. Once open the cash that is remaining after all operating expenses are paid goes to service debt obligations. When performing well the debt can be repaid and the operators can make a profit. Unfortunately the impacts of COVID have significantly interrupted this equation. With no traffic/customers cash inflows have been significantly reduced or evaporated all together.

As much as we are grateful for the relief granted in 2020, in order to recover past and, most likely, continued losses, Host International, Inc. on behalf of itself and our small business partners, respectfully requests a continuation of:

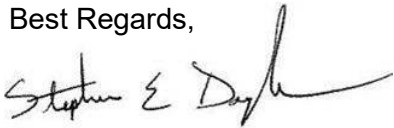
- Minimum Annual Guarantee (MAG) abatement for the calendar year 2021. This would effectively mean a continuation of percentage rent only, which will allow us to bring cash into the business.
- An extension of terms for the above-referenced leases. Additional term will allow time to finance and repay any loans and debt.

We feel these actions are necessary in order to allow Host and its partners to bring back our workforce and to fulfill our financial obligations.

We express our continued appreciation for the steps proactively taken by the City of Phoenix in this challenging period.

Thank you in advance for your continuing support.

Best Regards,



Stephen E. Douglas  
Vice President, Business Development  
HMShost Corporation for Host International, Inc.

cc: [clifton.looper@phoenix.gov](mailto:clifton.looper@phoenix.gov)  
[corrine.ulmer@phoenix.gov](mailto:corrine.ulmer@phoenix.gov)  
[sarah.moratto@phoenix.gov](mailto:sarah.moratto@phoenix.gov)  
[sharon.zard@phoenix.gov](mailto:sharon.zard@phoenix.gov)  
[pearl.meza@phoenix.gov](mailto:pearl.meza@phoenix.gov)

## Attachment C



20408 Bashan Drive  
Suite 300  
Ashburn, VA 20147, USA

[foodtravelexperts.com/america](http://foodtravelexperts.com/america)

December 14, 2020

Ms. Charlene Reynolds  
Interim Aviation Director  
City of Phoenix Aviation Department  
2485 East Buckeye Road  
Phoenix, AZ 85034-4405

Dear Ms. Reynolds:

The purpose of my correspondence is to request contract extensions for SSP America, its joint venture partner S. Levy Foods and six subtenants. SSP America and its partners are proud members of the Phoenix Sky Harbor International Airport (PHX) community. We initially began to provide restaurant services to the Airport in 2013 when we began operating restaurants in Terminal 4. In 2018, our team was delighted to win a second contract to provide restaurant services in Terminal 3. Our team has been dedicated stewards of the responsibilities awarded us, and we're proud to report that 49% of our sales are generated by our Airport Concessions Disadvantaged Enterprises (ACDBE) partners.

COVID-19 has been the most destructive event to ever hit the travel industry. The impact of the crisis will cast an exceptionally long shadow over air passenger demand for years to come with prognoses for a full recovery not expected to happen until 2024 to 2025 or beyond.

Unfortunately, the impact of COVID-19 has been significant, and given the loss of passengers at the Airport as a result of COVID-19, our operations and financial well-being have been severely impacted.

Since March of 2020 SSP America and its partners have operated at a significant loss due to a dramatic reduction in passenger volumes which are averaging under 48% compared to the 2019 travel numbers at PHX. Nine months since the onset of COVID-19, our sales are still down 60% over 2019 and more than 60% of our locations are closed. In Terminal 3 eight of our nine restaurants are closed due to the impact of COVID-19 and have never realized a profit during their entire operation. We have also experienced losses due to our willingness to open new locations per the Airport's request to maintain service to the traveling public.

SSP America and its partners have invested a total of \$49 million into the Terminal 3 and Terminal 4 projects. SSP America, our joint venture partner S. Levy Foods and subtenants still carry a current combined debt of \$24 million which includes refurbishments for Terminal 4, and the investment for the new Terminal 3 contract.

As our Terminal 4 contract stands today, there is less than three years remaining on the contract which expires in October 2023. From now until October 2023, we expect to operate at a loss given the travel prognoses.

*I'm a food travel expert from SSP America. We're passionate about bringing cool, authentic restaurants to airports that reflect a taste of place.*

Contract Extension Request

December 14, 2020

Page 2

The below chart details 2019 actual sales, 2020 projected sales and debt for each partner:

Company	Restaurants	2019 Sales (Actual)	2020 Sales (projected)	YOY	Debt as of December 2020
CAM Concessions	Panda Express	\$2,673,743	\$1,591,980	-40.5%	\$529,758
ELPX Restaurant Group	Wendy's & Yogurtology	\$3,585,620	\$1,680,603	-53.1%	\$120,380
Carpe Dulce, LLC	T4 Vending	\$259,450	\$233,043	-10.2%	\$12,000
TC Flies, LLC	Tammie Coe To-Go	\$1,572,885	\$754,467	-52.0%	\$12,000
TLB Hospitality, LLC	Wildflower (2)	\$5,920,533	\$1,944,220	-67.2%	\$1,591,763
Mosby and Company, Inc.	Peet's Coffee (2)	\$5,024,581	\$1,730,868	-65.6%	\$1,690,086
S. Levy Foods	JV Partner	See SSP America, Inc.	See SSP America, Inc.	--	\$2,090,414
SSP America, Inc	Prime Concessionaire	\$56,867,167	\$20,234,133	-64.4%	\$18,532,074
<b>TOTALS</b>	---	<b>\$75,903,979</b>	<b>\$28,169,314</b>	<b>-62.9%</b>	<b>\$24,578,475</b>

I request a three-year contract extension for the two contracts we have in place given the stark reality of expected passenger numbers in the coming years. Without the three additional years of term, nearly all of the businesses inside our lease will not be in a position to pay their debts. Our return on investment will continue to erode for three to five years and a contract extension offers us a significant and meaningful path forward.

I appreciate your attention to this critical matter and am available to discuss further or provide additional details as needed. I can be reached at (602) 319-9884 or [scott.welding@foodtravelexperts.com](mailto:scott.welding@foodtravelexperts.com)

Sincerely,



Scott Welding  
Vice President  
Business Development

## Attachment D



December 10, 2020

VIA EMAIL CHARLENE.REYNOLDS@PHOENIX.GOV

City of Phoenix Aviation Department

2485 East Buckeye Road

Phoenix, AZ 85034

Attn: Charlene Reynolds

[Tel. (602) 273-8880 / Mobile (602) 317-1314]

VIA EMAIL AVIATION.BUSINESS@PHOENIX.GOV & EXPRESS DELIVERY

City of Phoenix Aviation Department, Business & Properties Division

2485 East Buckeye Road

Phoenix, AZ 85034

Attn: Terminal Concessions

[Telephone: (602) 273-4085]

**Subject: Extension of Leases 143718, 143719, 145872, 145873 and 147350**

Dear Ms. Reynolds:

Stellar Partners, Inc. ("Stellar"), on behalf of itself and Stellar Retail Group PHX LLC and its partners, Casa Unlimited Enterprise, Inc. and LAM Holdings LLC, respectfully requests the extension of the term of the above-referenced leases for three additional years, for the reasons stated below, and expresses its continued appreciation for the steps proactively taken by the City of Phoenix in this challenging period.

As you are aware, the airport industry and its affiliated businesses are going through a very difficult period. Due to the COVID-19 virus, airports, airlines and airport concessionaires have suffered insurmountable losses with no forecastable end in sight. Recent articles and information indicate that traffic will not return to 2019 levels until possibly 2024/25. Consequently, Stellar and our ACDBE and small business partners, have been burdened with lost business, reduced staff and significant financial obligations while implementing COVID-19-related investment in training, equipping and investing in the safe operation of our businesses in a way that protects our associates, our customers and the airport staff that frequent our stores. Here are some highlights:

- **Year over year Phoenix Sky Harbor revenues are down over 55% since the pandemic started (April to November).** Based on this lack of revenue, many joint ventures and small business subtenants don't have enough accumulated cash reserves to offset the severe shortfall of cash from operations. This will therefore require capital calls or additional borrowing, which means both the ACDBE's and Prime's amount of debt will actually increase. The fact that many Primes are large entities operating in several countries makes no difference as COVID-19 is a global pandemic resulting in airport concessions around the world bleeding cash; having a global footprint makes matters worse.

- **Our small business partner's outstanding debt currently exceeds approximately \$2.9 million and the remaining unamortized value of our investments at PHX exceeds \$10.4 million.** It is realistic to anticipate that ACDBE and small business partners will not be able to pay for the current debt service from the initial buildout and subsequent reinvestments in the Phoenix stores. Further, this inability to pay current debt service will result in outstanding debt at the end of the current concessions contracts. Primes are taking on a significant amount of debt on their own to stay alive which ultimately allows them to continue to provide infrastructure support to the joint ventures they have with ACDBE partners.

In airport retail concessions, the basic economic model is that large sums of money are invested in designing and constructing the stores to attract customers and meet brand standards. Once open, the stores revenues remaining after all operating expenses (e.g., rental obligations, wages and salaries, utilities and maintenance, and costs of goods) are paid, goes to service debt obligations. When performing well, the debt can be repaid and the operators can make a profit. Unfortunately, the impact of COVID-19 on customer travel and new workplace conditions have significantly interrupted this equation. With no traffic/customers, cash inflows have been significantly reduced or evaporated all together.

As much as we are grateful for the relief granted in 2020, in order to recover past and, most likely, continued loses, Stellar on behalf of itself and our small business partners, respectfully requests a continuation of:

- Minimum Annual Guarantee (MAG) abatement for the calendar year 2021. This would effectively mean a continuation of percentage rent only, which will allow us to bring cash into the business.
- An extension of term for each of each of our above-referenced leases. Additional term will allow time to finance and repay any loans and debt.

We feel these actions are necessary in order to allow Stellar and its partners to bring back our workforce and to fulfill our financial obligations.

We express our continued appreciation for the steps proactively taken by the City of Phoenix in this challenging period.

Thank you in advance for your continuing support.

Sincerely,

DocuSigned by:  
  
250AA49C7A1142E

Stellar Partners, Inc.  
For itself & Stellar Retail Group PHX LLC  
And on Behalf of Its Partners

cc: [clifton.looper@phoenix.gov](mailto:clifton.looper@phoenix.gov)  
[corrine.ulmer@phoenix.gov](mailto:corrine.ulmer@phoenix.gov)  
[sarah.moratto@phoenix.gov](mailto:sarah.moratto@phoenix.gov)  
[sharon.zard@phoenix.gov](mailto:sharon.zard@phoenix.gov)  
[pearl.meza@phoenix.gov](mailto:pearl.meza@phoenix.gov)  
[jon.stentz@hmshost.com](mailto:jon.stentz@hmshost.com)

Ms. Charlene Reynolds  
Interim Aviation Director  
City of Phoenix Aviation Department  
2485 East Buckeye Road  
Phoenix, Arizona 85034-4301

**Re: Request to Extend Leases (147416-0, 144047-0 and 145977-0)**

Dear Charlene:

The worldwide COVID-19 pandemic has caused significant disruptions to air travel and steep drops in airport concession sales. Concessionaires at Phoenix Sky Harbor International Airport, including many small and local businesses, are seeking emergency relief during this crisis to avoid steep financial losses and potential bankruptcies. Recent articles by industry experts indicate that traffic will not return to 2019 levels until possibly 2024/2025.

Building retail stores in airports is expensive. ACDBEs are required to contribute their own capital for their initial investments and are taking on significant debt to finance their share of the buildout costs. This represents hundreds of thousands of debt for the small businesses and millions of dollars for the Primes. It is realistic to anticipate a very large number of ACDBEs will not be able to pay their current debt service and will have outstanding debt at the end of their contract.

As a way to mitigate decreased revenue for ACDBEs airports can extend their contracts so their lenders can refinance their loan obligations. An extension of three (3) years and a waiver of Minimum Annual Guarantee (MAG) will help ensure financial stability and the return of our employees. We are extremely grateful for the relief granted thus far in 2020 by the City of Phoenix.

On behalf of Cambios y Servicios, Levitt Group and Hudson Group, we respectfully request the City of Phoenix extend our contracts for three (3) years.



December 15, 2020

Thank you for your support and consideration of our request.

Sincerely



Laura Alphan  
Vice President, Business Development  
Hudson Group

Cc: Ricardo DeLeon  
Melissa Trujillo  
Jeremy Levitt

## Attachment F



INMOTION

soundbalance  
ACDBE Certified

headphone hub  
from INMOTION ENTERTAINMENT

iStore

December 11, 2020

Clif Looper  
Aviation Superintendent  
Business & Properties  
Phoenix Sky Harbor International Airport  
Phoenix, AZ

Dear Mr. Looper,

InMotion Entertainment Group has been a long-term retail concession tenant in Phoenix Sky Harbor International Airport. Currently, we operate two InMotion stores in Terminal 4 under a direct lease with the City of Phoenix. We also have an InMotion store in Terminal 3 operating as sub-tenant to Stellar.

Because of the effect of the COVID pandemic on passenger traffic and the requirement to continue to pay off our initial capital expense required for our build outs, the InMotion stores in PHX have yet to show a profit. Our sales in 2020 are down approximately 70% over last year. Further, InMotion did not qualify for any of the government relief programs or grants (including the Federal CARES Act) available to others in our industry.

We are grateful for the rent relief enacted by The City for 2020, and are hopeful that this program will be extended through the end of 2021. In addition, we respectfully request that The City extend our leases for three more years in order to provide more time for us to amortize our capital debt on these locations.

On behalf of our local ACDBE partner and our dedicated employees, we thank you for your partnership and assistance in these difficult times.

Sincerely,

Kevin M. Kern  
Vice President of Business Development

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4801 Executive Park Court • Suite 100 • Jacksonville, FL 32216 • 904.332.0450 • [www.InMotionStores.com](http://www.InMotionStores.com)





## Freeway Program Update

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

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

#### **Summary**

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

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

This project is rebuilding the traffic interchanges on Interstate 17 (I-17) at Happy Valley and Pinnacle Peak roads to improve safety and traffic flow as population growth and development in this area continues.

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

Construction began in November 2018 and is now open to traffic.

#### Loop 101 - Interstate 17 To Pima Road Widening

This project is widening and improving the Loop 101 (Pima Freeway) from I-17 in Phoenix east to Pima Road in Scottsdale. The improvements are needed to address

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growing traffic demands in the northeast Valley and relieve traffic congestion on the Loop 101 during the morning and evening peak travel periods.

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

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

**Update:**

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

Interstate 17 Frontage Road Drainage Improvement

This ADOT project will replace the existing pump stations at the I-17 traffic interchanges at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona Canal Diversion Channel (ACDC). The purpose of the project is to improve the drainage facilities that remove storm runoff from the cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

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

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

**Update:**

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

Interstate 17 - Central Avenue Bridge Reconstruction

The scope of this project is to replace the existing I-17 and Central Avenue bridge. The bridge was constructed in 1962 and is nearing the end of its useful service life. The

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

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

**Update:**

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

Interstate 17 - Indian School Traffic Interchange Study

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

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

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

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

**Update:**

- **ADOT completed 30 person design efforts and the plans remain on hold. MAG and ADOT recently met to discuss additional options at the 27th Avenue intersection, including intersection re-configuration, structure length, and turning movement options. An analysis of alternatives is being completed now and MAG plans to share new design options to the City in the upcoming weeks.**
- **Construction funding has been moved to FY2022. When started, construction will last 18 to 24 months.**

Interstate 10 - Broadway Curve Reconstruction

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

The proposed improvements being studied include:

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

Construction is scheduled to begin in fall 2021 and is scheduled for completion in 2024.

**Update:**

- **ADOT is in negotiations with the preferred proposer - Pulice/FNF/Flatiron (PFF). A contract is expected to be executed at the beginning of January 2021.**

Loop 101 - I-17 to 75th Avenue Widening

The scope of this project is to add one general purpose lane in each direction to Loop

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101/Agua Fria Freeway from I-17 to 75th Avenue. The project includes bridge widening of existing structures to accommodate the new general purpose lanes. The project work includes diamond grind surface treatment, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, and signing and striping.

Construction is expected to begin in 2024.

#### Interstate 17 - Interstate 10 Split to 19th Avenue Widening

The scope of this project is the construction of auxiliary lanes on I-17 between successive interchanges from 16th Street to 19th Avenue. The project includes drainage improvements, lighting improvements, retaining walls, sound walls, FMS improvements, landscaping restoration within the project area, and signing and striping. It also includes improvements to 19th Avenue to allow better access to I-17.

Construction is expected to begin in 2024.

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

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

Leaks in the ceiling structure of the Deck Park Tunnel have occurred in the past and continue to appear. The water infiltration caused by the leaks can lead to deterioration of the tunnel infrastructure and impacts the ventilation and electrical systems, which could force closure of the tunnel to traffic. There is also concern that any damage could produce a need for repairs that would require excavation of Margaret T. Hance Park, which is undergoing a major, \$100 million revitalization expected to begin in March 2020.

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

The study concluded in August 2019 and recommended that all joints that have not been repaired in the last five years be replaced, which comprises 15 of the 19 total joints. ADOT intends on working closely with the City of Phoenix to coordinate

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construction activities of the joint work with the Hance Park revitalization project to minimize cost and public disturbance.

Construction began in March 2020.

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

ADOT and the Federal Highway Administration (FHWA), in coordination with the BNSF Railway, City of Phoenix and MAG, are initiating a Draft Environmental Assessment (EA) and initial DCR for the US 60 (Grand Avenue), 35th Avenue and Indian School Road intersection.

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

This project is currently in the predesign stage through mid-2022.

#### Loop 303 - Interstate 17 to Lake Pleasant Parkway Update

At the request of the City of Phoenix, MAG and ADOT are conducting a DCR Update for Loop 303 from I-17 to Lake Pleasant Parkway. A 2006 DCR identified the ultimate footprint and alignment for Loop 303. The purpose of this project is to prepare a DCR update and environmental document for additional general-purpose lanes in each direction of travel. The update includes establishing new traffic models and developing, evaluating, and costing conceptual alternatives for the improvements including traffic interchanges (TIs) at 67th Avenue, 51st Avenue, 43rd Avenue and the system interchange at I-17. The existing Loop 303 was constructed to accommodate the future construction of these TIs.

The project was initiated in October 2020 and is scheduled for completion in fall 2021.

#### **Responsible Department**

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





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**(CONTINUED FROM DEC. 2, 2020) Pedestrian and Bicycle Safety Programs**

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

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

**Summary**

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

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

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

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

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

**Responsible Department**

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

# Attachment A

## Transportation, Infrastructure and Innovation Subcommittee



City of Phoenix

### Report

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

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## Pedestrian Safety Program Update

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

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

#### **Summary**

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

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

#### Pedestrian Fatalities

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

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

### Pedestrian Safety Funding and Improvements

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

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

### FY 2020 Accomplishments

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

### Engineering

#### *HAWK Timing Adjustments*

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

#### *Pedestrian Safety Devices*

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

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

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of Math and Science - Desert Sky.

### *Streetlighting*

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

### *Pedestrian Refuge Median Islands*

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

### *Crosswalk Upgrades*

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

### Education

#### *Pedestrian Safety Activity Book*

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

#### *Educational Events and Materials*

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

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

### Evaluation

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### *Partnerships for Research*

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

### FY2021 Recommended Improvements

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

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

### **Responsible Department**

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



## FY 2020 Office of Pedestrian Safety Budget Accomplishments

### **ENGINEERING**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

## **EDUCATION**

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

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

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

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

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





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

### **EVALUATION**

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

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

### **UNOBLIGATED FUNDING**

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

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



## FY 2021 Office of Pedestrian Safety Budget

### ENGINEERING

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

## **EDUCATION**

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

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



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

### **EVALUATON**

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

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

### **OTHER**

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

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

## Attachment B

### Transportation, Infrastructure and Innovation Subcommittee



City of Phoenix

### Report

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

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

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

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

#### **Summary**

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

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

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

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

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

### 35th Avenue Safety Corridor Project Improvements

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

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

### **Financial Impact**

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

**Concurrence/Previous Council Action**

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

**Location**

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

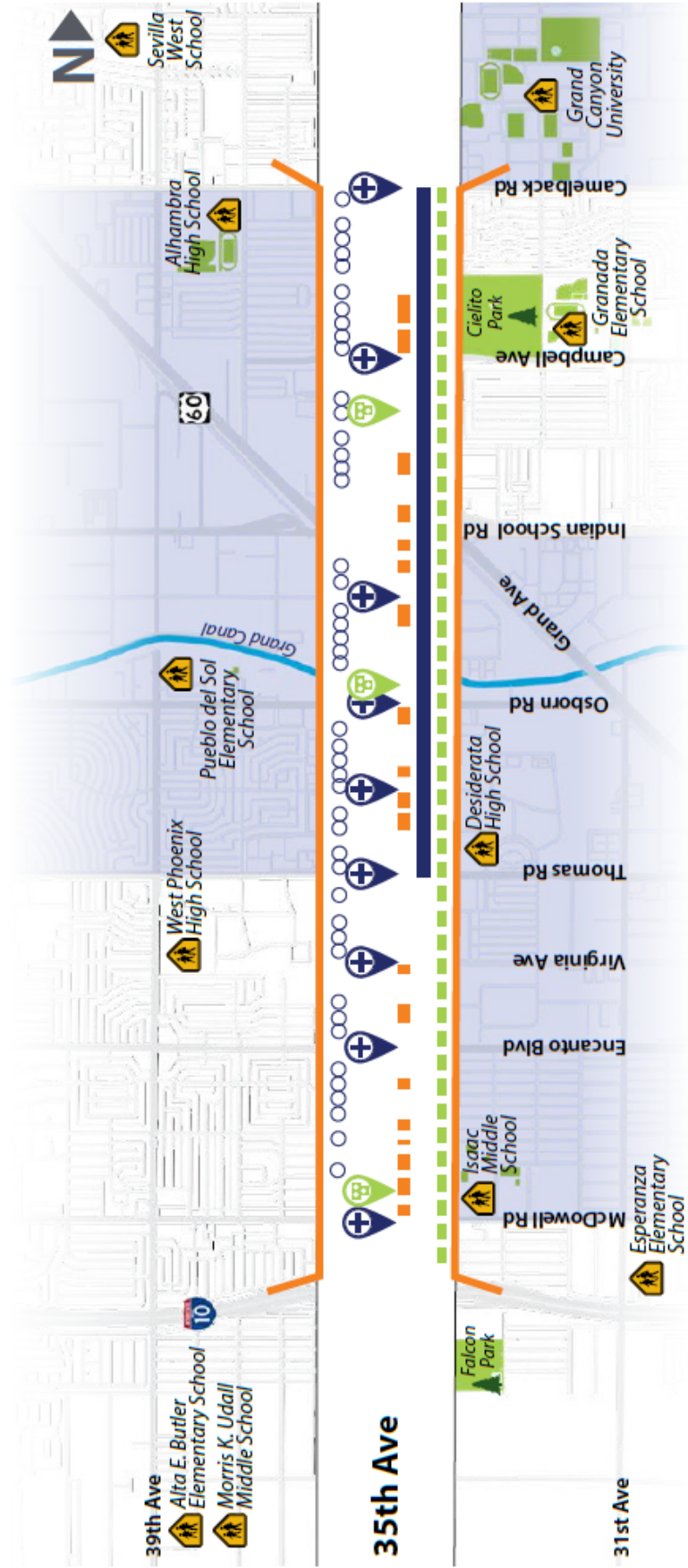
**Responsible Department**

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

# OVERVIEW OF 35TH AVENUE SAFETY CORRIDOR PROJECT IMPROVEMENTS

Legend	
	Project Length
	School
	Opportunity Zones

Project Goals							
Safety Improvement		✓	✓	✓	✓		
Smart Investment		✓		✓		✓	✓
Preparation for the Future				✓			✓



\* PHB = Pedestrian Hybrid Beacon

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





## Active Transportation Program Update

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

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

#### **Summary**

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

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

#### Background

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

#### Infrastructure

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

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

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

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

### Planning

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

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

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

### Bicycle Counts

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

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

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

### Bicycle Friendly Designation

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

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

### **Responsible Department**

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

## FY20 New Bike Lanes Installed

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

## FY20 New Bike Lanes Installed, cont

### Fully or Partially Buffered Lanes

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

## FY20 Existing Bike Lanes with New Buffers Installed

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

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

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

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

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



**FY21 New Bike Lanes Planned**

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

**FY21 Existing Bike Lanes with New Buffers Planned**

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

**FY22 New Bike Lanes Planned**

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

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

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

**FY23 New Bike Lanes Planned**

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

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

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

**FY24 New Bike Lanes Planned**

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

**FY24 Existing Bike Lanes with Buffers Planned**

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

### CIP Projects with Planned Bike Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Non-Recreational Count Locations**

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

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

**Recreational Count Locations**

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

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



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

**Non-Recreational Count Locations**

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

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

**Recreational Count Locations**

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

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

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

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

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

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

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

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

# DRAFT GAME PLAN FOR GETTING TO SILVER

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

## RECOMMENDATIONS FROM THE LEAGUE OF AMERICAN BICYCLISTS

## NEXT STEPS FOR THE STREET TRANSPORTATION DEPT.

Expand the bicycle network for all ages and abilities

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

Implement Complete Streets

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

Adopt design guidelines for biking infrastructure

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

Add more high quality bike parking

Update and expand the existing Bike Rack Program

Expand bicycle safety education

Add another staff person to the Safe Routes To School program

Adopt a comprehensive road safety plan

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

Set bike ridership goals and conduct counts

Research counting technology and identify a pilot opportunity





**(CONTINUED FROM DEC. 2, 2020) Ceremonial Sign Procedure**

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

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

**Summary**

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

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

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

Ceremonial Signs

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

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

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

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

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

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

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

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

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

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

#### *Ceremonial Sign Toppers*

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

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

### Application Process

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

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

### **Responsible Department**

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

## Attachment A



### City of Phoenix

STREET TRANSPORTATION  
DEPARTMENT

## CEREMONIAL SIGN PROCEDURE

### PURPOSE

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

### CEREMONIAL SIGNS

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

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

### HONOREE CRITERIA

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

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

### TYPES OF CEREMONIAL SIGNS

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

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



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

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

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

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



Image 1: Ceremonial “Street Name” Sign

### **Ceremonial Sign Toppers:**

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

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

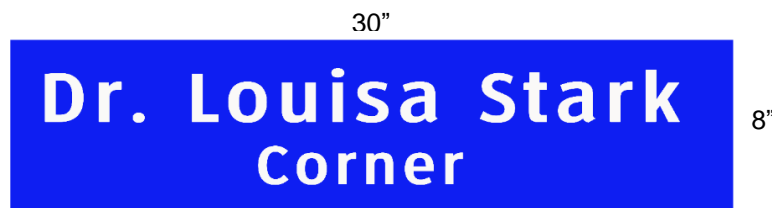


Image 2: Ceremonial Sign Topper





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### APPLICATION

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

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

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

or

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

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

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

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

### SIGN DESIGN

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

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



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

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

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

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

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

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

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

### **CONTACT**

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



# City of Phoenix

STREET TRANSPORTATION  
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## Ceremonial Sign Application

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

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

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

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

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

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

### Type of Sign Requested:

Ceremonial "Street Name" Sign

Ceremonial Sign Topper

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

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

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# City of Phoenix

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

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**Humanitarian Contributions Made by the Honoree:**

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

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**Notes:**

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