



# Agenda

## Transportation, Infrastructure, and Planning Subcommittee

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Wednesday, June 15, 2022

10:00 AM

City Council Chambers

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

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

- **Register online** by visiting the City Council Meetings page on phoenix.gov **at least 2 hours prior to the start of this meeting.** Then, click on this link at the time of the meeting and join the Webex to speak:

<https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=eb8b9f27586128f7c9d30e7607015a5ff>

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

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

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting.** Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

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

- **Watch** the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

- **Call-in** to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2553 931 7447# (for English) or 2552 635 9832# (for Spanish). Press # again when prompted for attendee ID.

- **Watch** the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

**Para nuestros residentes de habla hispana:**

- **Para registrarse para hablar en español**, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2552 635 9832#. El intérprete le indicará cuando sea su turno de hablar.

- **Para solamente escuchar la reunión en español**, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2552 635 9832#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

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

## **CALL TO ORDER**

## **000 CALL TO THE PUBLIC**

## **MINUTES OF MEETINGS**

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

Page 9

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on May 18, 2022, for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

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

#### **Responsible Department**

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

## **CONSENT ACTION (ITEMS 2-3)**

### **2 Idemia Identity & Security USA LLC Facility Lease at Phoenix Sky Harbor International Airport**

Page 15

This report requests the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into a facility lease agreement with Idemia Identity & Security USA LLC at Phoenix Sky Harbor International Airport with a term of four years with four one-year options to extend the term.

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

**Responsible Department**

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

**3 Amend City Code - Section 36-158, Schedule I, Local Speed Limits at 27 Locations**

Page 17

This report provides the Transportation, Infrastructure and Planning Subcommittee with information about proposed record keeping and local speed limit changes at 27 locations and requests to recommend City Council adoption of recommended changes to Phoenix City Code, Section 36-158, Schedule I, Local Speed Limits.

**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 4-7)**

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

Page 60

This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority 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.



**5 Citizens Transportation Commission Meetings** Page 62

This report provides the Transportation, Infrastructure and Planning 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 and Street Transportation departments.

**6 Freeway Program Update** Page 63

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**7 Update on Supply Shortages in the Colorado River** Page 68

This report provides the Transportation, Infrastructure and Planning Subcommittee information related to implementation of the City of Phoenix Drought Management Plan and Water Use Reduction Guidelines (Drought Management Plan) in response to anticipated further shortages on the Colorado River.

**THIS ITEM IS INFORMATION ONLY.**

**Responsible Department**

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

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

### **8 Vision Zero - Road Safety Action Plan Update**

Page 70

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Street Transportation Department's efforts related to the development of a Vision Zero Road Safety Action Plan.

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

##### **Responsible Department**

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

## **DISCUSSION AND POSSIBLE ACTION (ITEMS 9-12)**

### **9 (CONTINUED FROM APRIL 20, 2022) - Consideration of Citizen Petition Related to the Process for Preparing Formal Council Meeting Agendas**

Page 89

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Jeremy Thacker at the Feb. 16, 2022 City Council Formal Meeting (**Attachment A**).

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

##### **Responsible Department**

This item is submitted by City Manager's Office and the Law and City Clerk departments.

### **10 (CONTINUED FROM APRIL 20, 2022) - Consideration of Citizen Petition Related to the Process for Handling Citizen Petitions**

Page 93

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Jeremy Thacker at the March 2, 2022 Formal City Council meeting (**Attachment A**).

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

**Responsible Department**

This item is submitted by the City Manager's Office and the Law and City Clerk departments.

**11 Consideration of Citizen Petition Related to Two Special Public Engagements - Lewis**

Page 99

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Ben Lewis at the April 20, 2022 Formal City Council Meeting (**Attachment A**).

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

**Responsible Department**

This item is submitted by the City Manager's Office and Law Department.

**12 Consideration of Citizen Petition Related to Production of Documents - DiCarlo**

Page 102

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Vanessa DiCarlo at the April 20, 2022 Formal City Council meeting (**Attachment A**).

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

**Responsible Department**

This item is submitted by the City Manager's Office and the Communications Office and the Law Department.

**000 CALL TO THE PUBLIC**

**FUTURE AGENDA ITEMS**

## **ADJOURN**

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 7-1-1 Friendly.

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

### **Members:**

Councilwoman Debra Stark, Chair  
Councilwoman Betty Guardado  
Councilwoman Ann O'Brien  
Vice Mayor Laura Pastor



City of Phoenix

## Transportation, Infrastructure, and Planning Subcommittee

### Report

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**Agenda Date: 6/15/2022, Item No. 1**

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

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on May 18, 2022, for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

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

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

### **Responsible Department**

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

**Phoenix City Council  
Transportation, Infrastructure, and Planning Subcommittee  
Summary Minutes  
Wednesday, May 18, 2022**

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

Subcommittee Members Present  
Councilwoman Debra Stark, Chair  
Vice Mayor Laura Pastor\*  
Councilwoman Betty Guardado  
Councilwoman Ann O'Brien

Subcommittee Members Absent

\*Vice Mayor Pastor joined the meeting during Item 6.

**CALL TO ORDER**

Chairwoman Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:05 a.m. with Councilwomen Guardado and O'Brien present.

**CALL TO THE PUBLIC**

No members of the public requested to speak for this item.

**MINUTES OF MEETINGS**

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

Councilwoman Guardado made a motion to approve the minutes of April 20, 2022, Transportation, Infrastructure, and Planning Subcommittee meeting.

Councilwoman O'Brien seconded the motion which passed unanimously, 3-0.

**CONSENT ACTION (ITEMS 2)**

**2. Lake Pleasant Water Treatment Plant Operations**

Councilwoman Guardado made a motion to approve Consent Action Item 2.

Councilwoman O'Brien seconded the motion, which passed unanimously 3-0.

**INFORMATION ONLY (ITEMS 3-5)**

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

Information only. No Councilmember requested additional information.

#### **4. Citizens Transportation Commission Meetings**

Information only. No Councilmember requested additional information.

#### **5. Freeway Program Update**

Information only. No Councilmember requested additional information.

### **DISCUSSION AND POSSIBLE ACTION (ITEM 6-9)**

#### **6. Air National Guard Lease**

Aviation Director Chad Makovsky introduced Colonel Jessica Hastings and highlighted her numerous achievements in the Air National Guard. Mr. Makovsky provided a background of the Arizona Air National Guard (ANG) base, and its need for expansion at Phoenix Sky Harbor International Airport (Sky Harbor). He explained that the future refueling tanker aircraft, KC-46 Pegasus, would be taller wider, and longer than its predecessor the KC-135 Stratotanker. In addition, Mr. Makovsky discussed the ANG's two requests of the City which consisted of a ten-year lease extension and signing a letter of intent. Mr. Makovsky stated the City entered into an exchange agreement with the ANG in 1997 which allowed the ANG base to expand to its current 60-acre footprint. He also noted the lease terminates on June 30, 2048 and has a stipulation clause should the base no longer be utilized for aeronautical missions the ANG will terminate its lease. Mr. Makovsky discussed the various components necessary for the ANG base expansion. Mr. Makovsky requested the Subcommittee recommend City Council approval to amend Ground Lease 1899 with the Arizona ANG.

Vice Mayor Pastor joined during the staff presentation at 10:14 a.m.

Colonel Hastings thanked the Subcommittee for their time and was open to answering any questions they may have.

Councilwoman O'Brien asked how future development around the Sky Harbor could impact this mission and increase usage of the airport.

Colonel Hastings stated by having the new KC-46 Pegasus will solidify their mission and national security for gas in the Southwest region for stateside and global missions. Colonel Hastings mentioned that the ANG currently employs around 900 people, and they expect that number to grow significantly with the expansion.

Chairwoman Stark thanked Colonel Hastings for their time and patience.

Councilwoman O'Brien motioned to approve the staff recommendation for Item 6. Councilwoman Guardado seconded the motion, which passed unanimously 4-0.

## **7. Air Service Consulting Contract Award**

Aviation Director Chad Makovsky, Assistant Aviation Director Sarah Demory, and Deputy Aviation Director Michael Hughes presented on Item 7.

Ms. Demory stated having strong air service provides the community an economic benefit along with, bringing visitors, businesses, and investments into the City. Ms. Demory noted that Sky Harbor's current service has a daily average of 512 departures to 134 nonstop destinations and she announced a nonstop international service to Frankfurt. In addition, Ms. Demory explained the services that air service consultants provide and how integral they are to operations. She discussed recent program successes which included Phoenix leading the way in domestic passenger recovery during the pandemic and increased service to Hawaii and Mexico.

Mr. Hughes stated the air service consulting solicitation was issued on Dec. 13, 2021, and proposals were received on Jan. 25, 2022. He discussed the solicitation objectives that were provided to the firms and the evaluation criteria used during the selection process of an air service consultant. In addition, he stated the panel recommendation awardee was Arthur D. Little, LLC and the contract terms would be for five years and not exceed \$1.875 million. Mr. Hughes requested the Subcommittee recommend to City Council approval of authorization to enter into a contract with Arthur D. Little, LLC for Air Service Consulting.

Councilwoman O'Brien motioned to approve staff recommendations for Item 7. Councilwoman Guardado seconded the motion, which passed unanimously 4-0.

## **8. Consideration of Citizen Petition Related to Production of Documents**

Communications Director Dan Wilson gave a staff presentation in response to citizen petitions submitted by Benjamin Lewis and Karen Olson. Mr. Wilson discussed the petitions which asked the City to produce documents relating to the Police Department's response to the 2020 protest. He stated the content of the petition submitted was determined to be a request for public records and currently the Communications Office is in contact with multiple departments to fulfill the request. In addition, Mr. Wilson stated staff will contact the requestor once the records are ready in accordance with Arizona Public Records Law.

Chairwoman Stark opened the floor to public comment.

Benjamin Lewis discussed his petition and highlighted a portion of it that asked for a comprehensive report on the spending of Police resources for the 2020 protest. Mr. Lewis provided his opinion on what he believes the duties of elected officials are.

Karen Olson thanked Mr. Lewis for his comments and implored the subcommittee to move this item to the full council to ensure the City produces a report on the cost of the



2020 protest to the Police Department. In addition, Ms. Olson shared her opinions on the actions of the Police Department during the 2020 protest.

Anesia Groves discussed the need for transparency and accountability and asked the Subcommittee to move this item to the formal agenda for the full Council to discuss.

Patricia Pagliuca asked the Subcommittee to move these items to the Formal agenda for the full Council to discuss.

Vice Mayor Pastor asked what the next steps would be if a vote were to take place.

Mr. Wilson stated that no matter the decision was taken by the Subcommittee his office will produce these records and these documents will be provided as public records requests.

Assistant City Attorney David Benton stated if the Subcommittee were to vote on the item it would refer it to staff and staff is already handling the petition as a public records request.

Deputy City Manager Mario Paniagua added that no action is necessary by the subcommittee as the public records request is moving forward.

Councilwoman O'Brien asked if the Subcommittee were to take action would this move to the City Council agenda.

Mr. Paniagua stated the subcommittee could vote to refer this item to the City Council for further discussion. He reiterated that no action is necessary for the request to be responded to as a public records request.

Councilwoman O'Brien asked approximately how long our public records request take to process and how they are released.

Mr. Wilson stated that depends on the complexity of the request, the number of elements, and the custodian of record and their processes. In addition, he mentioned staff releases components of record requests as they are ready, so requestors do not have to wait for the full request to be fulfilled to get the records that are available.

Vice Mayor Pastor asked how quickly the requested documents can get to the citizens.

Mr. Wilson introduced Jessica Rothschild who oversees Police public records and Public Records Coordinator Kristen Merser.

Ms. Rothschild stated she could not give a definite answer as to when these records would be available due to the high volume of requests currently.

Vice Mayor Pastor asked if Subcommittee were to vote on it and put a timeline on it would it be processed faster.

Ms. Rothschild stated it all depends on the custodians of records and the complexity of the request. In addition, she noted that there are various custodians connected to these petitions.

Vice Mayor Pastor asked what a standard turnaround time for a requestor is. In addition, she mentioned that the subcommittee should look at the City Ordinance and define our public records requests and how quickly they need to be turned around. Vice Mayor Pastor also noted her concerns about the turnaround times for these records requests.

Mr. Wilson stated 85 percent of public records requests are fulfilled within five days and noted that most of those are planning readily available records. In addition,

Councilwoman O'Brien stated she would like for the Subcommittee to look at the City Ordinances to clarify her concerns about setting a precedent that allows citizen petitions to put a public records request at the front of the line over others.

Chairwoman Stark echoed the comments of Councilwoman O'Brien.

#### **9. Consideration of Citizen Petition Related to Production of Documents**

Items 8 and 9 were heard together.

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

No members of the public requested to speak for this item.

#### **FUTURE AGENDA ITEMS**

Vice Mayor Pastor would like to discuss citizen petitions and the process that accompanies it.

#### **ADJOURNMENT**

Chairwoman Stark adjourned the meeting at 10:50 a.m.

Respectfully submitted,

Grant Harrison  
Management Intern



## **Idemia Identity & Security USA LLC Facility Lease at Phoenix Sky Harbor International Airport**

This report requests the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into a facility lease agreement with Idemia Identity & Security USA LLC at Phoenix Sky Harbor International Airport with a term of four years with four one-year options to extend the term.

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

#### **Summary**

The Transportation Security Administration (TSA) contracts with Idemia Identity & Security USA LLC (Idemia) for enrollment services of the TSA PreCheck Program. This program gives eligible travelers the opportunity to receive expedited screening services at U.S. airports, including Phoenix Sky Harbor International Airport (PHX). Idemia has been a tenant at PHX since 2014 under Lease Agreement 140724 (Lease) occupying 500 square feet of office space at Terminal 4 Level 2 Ticketing. The Lease expires on Sept. 30, 2022 and Idemia has requested a new facility lease agreement for the space.

#### **Contract Term**

The initial term will be for four years, with four one-year options to extend at the discretion of the Director of Aviation Services.

#### **Financial Impact**

Estimated revenue to the City over the term, if all options are exercised, is approximately \$492,000.

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

The Phoenix Aviation Advisory Board recommended approval of the item on May 19, 2022, by a vote of 7-0.

#### **Location**

Phoenix Sky Harbor International Airport - 3800 E. Sky Harbor Blvd.  
Council District: 8

**Responsible Department**

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



## **Amend City Code - Section 36-158, Schedule I, Local Speed Limits at 27 Locations**

This report provides the Transportation, Infrastructure and Planning Subcommittee with information about proposed record keeping and local speed limit changes at 27 locations and requests to recommend City Council adoption of recommended changes to Phoenix City Code, Section 36-158, Schedule I, Local Speed Limits.

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

#### **Summary**

Speed limits are established under Arizona Revised Statutes, section 28-703, which requires an “engineering study and traffic investigation.” The Phoenix City Code and Charter require that all local speed limits on City streets be approved by City Council in the form of an amendment to Phoenix City Code.

The Street Transportation Department (Streets) is recommending 26 record keeping updates and one speed limit change for the 27 locations listed in **Attachment A** and adoption of recommended changes to Phoenix City Code, Section 36-158, Schedule I, Local Speed Limits in **Attachment B**. Streets staff has conducted a comprehensive review of the speed limit ordinance and has noted locations where speed limits posted on City streets do not match the speed limits included in the current ordinance. In addition to these record keeping changes, there are streets or street segments that are being removed from the ordinance as they are either private or no longer part of the City’s street network. As with all recommended speed limit changes, they are based on traffic investigations conducted with the engineering judgment of Streets staff.

Streets actively and regularly reviews posted speed limits and reconciles any discrepancies with the ordinance. Field reviews are typically conducted by the Streets Traffic Services Investigations team, but most recently this effort has been supported by the Universal Right-of-Way Inspections team. Field reviews over the last year have been completed for over 700 street segments. In April 2021, findings and corrections from approximately half of the reviews conducted were presented to City Council and adopted. This update includes findings and corrections from the second half of the reviews conducted.

This item was previously recommended for Council approval by the Transportation, Infrastructure, and Planning Subcommittee on April 20, 2022. However, following that action, Streets staff since discovered that the current speed limit ordinance last approved by City Council on April 21, 2021 (G-6839) does not accurately reflect all speed limit ordinance updates previously approved by City Council over the last few years. In response, Streets staff conducted a review and made necessary adjustments to ensure that **Attachment B** includes the 27 current updates, as well as the ordinance updates previously approved by Council in 2020 and 2021.

**Concurrence/Previous Council Action**

The Transportation, Infrastructure and Planning Subcommittee recommended approval of the 27 current updates on April 20, 2022, by a vote of 3-0.

**Responsible Department**

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

## ATTACHMENT A

### SUMMARY OF CURRENT CHANGES IN CITY OF PHOENIX SPEED LIMITS AMENDING SECTION 36-158, SCHEDULE I - LOCAL SPEED LIMITS

#### Locations to be removed from ordinance not within Phoenix right-of-way

| Street Changed   | Segment Changed                           | Reason for Change   | Council District |
|------------------|---|---|------------------|
| Carefree Highway | 6600 West to 4700 West                    | <b>Record keeping.</b> Remove from ordinance. Outside of Phoenix boundary.                  | N/A              |
| Carefree Highway | 4700 West to 3900 West                    | <b>Record keeping.</b> Remove from ordinance. Outside of Phoenix boundary.                  | N/A              |
| Carefree Highway | 3900 West to 700 Feet East of 33rd Avenue | <b>Record keeping.</b> Remove from ordinance. Outside of Phoenix boundary.                  | N/A              |
| Grand Avenue     | 43rd Avenue to 21st Avenue                | <b>Record keeping.</b> Remove from ordinance. Arizona Department of Transportation roadway. | 4, 5 and 7       |
| Grand Avenue     | 21st Avenue to 19th Avenue                | <b>Record keeping.</b> Remove from ordinance. Arizona Department of Transportation roadway. | 4 and 7          |
| 56th Street      | Camelback Road to Rockridge Road          | <b>Record keeping.</b> Remove from ordinance. Private roadway.                              | 6                |

#### Prima Facie Speed Limit **25 mph** at all times

#### Locations to be removed from ordinance

| Street Changed      | Segment Changed                                     | Reason for Change  | Council District |
|---------------------|---|--|------------------|
| Jefferson Street    | 4th Street to 7th Street                            | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 8                |
| Piestewa Peak Drive | Lincoln Drive to Phoenix Mountain Preserve Entrance | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 6                |
| Virginia Avenue     | 7th Street to 12th Street                           | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 4                |
| Washington Street   | 4th Street to 7th Street                            | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 8                |
| 3rd Avenue          | Van Buren Street to McDowell Road                   | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 7                |
| 5th Avenue          | Van Buren Street to McDowell Road                   | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 7                |
| 7th Avenue          | Cinnabar Avenue to Peoria Avenue                    | <b>Record keeping.</b> Remove from ordinance to align with the posted speed limit of 25 mph. | 3                |

Prima Facie Speed Limit **30 mph** at all times

| Street Changed    | Segment Changed                               | Reason for Change   | Council District |
|-------------------|---|---|------------------|
| Deer Valley Drive | 1,200 Feet West of 35th Avenue to 35th Avenue | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 30 mph. | 1                |
| Grand Avenue      | 7th Avenue to 15th Avenue                     | <b>Speed limit change.</b> Lower ordinance speed limit from 35 mph to 30 mph.           | 7                |

Prima Facie Speed Limit **35 mph** at all times

| Street Changed | Segment Changed                                       | Reason for Change   | Council District |
|----------------|---|---|------------------|
| 15th Avenue    | 0.25 mile south of Magnolia Street to Bethany Home Rd | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 35 mph. | 7                |
| 35th Avenue    | Happy Valley to 800 Feet north of Hackamore Dr        | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 35 mph. | 1                |
| Pocono Way     | 800 feet north of Hackamore Drive to 33rd Avenue      | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 35 mph. | 1                |
| 33rd Avenue    | Pocono Way to Pinnacle Vista Drive                    | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 30 mph. | 1                |
| Grand Avenue   | 18th Avenue to 15th Avenue                            | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 30 mph. | 4                |

Prima Facie Speed Limit **40 mph** at all times

| Street Changed   | Segment Changed  | Reason for Change   | Council District |
|------------------|--|---|------------------|
| Baseline Road    | 43rd Avenue to 35th Avenue                                 | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 40 mph. | 7                |
| Carefree Highway | 700 feet west of North Valley Parkway to Via Puzzola Drive | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 40 mph. | 2                |

Prima Facie Speed Limit **45 mph** at all times

| Street Changed   | Segment Changed                                       | Reason for Change   | Council District |
|------------------|---|---|------------------|
| Baseline Road    | 55th Avenue to 43rd Avenue                            | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 45 mph. | 7                |
| Baseline Road    | 35th Avenue to 7th Avenue                             | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 45 mph. | 7                |
| Carefree Highway | Via Puzzola Drive to 0.5 miles east of Paloma Parkway | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 45 mph. | 2                |
| 83rd Avenue      | Broadway Road to Buckeye Road                         | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 45 mph. | 7                |



Prima Facie Speed Limit **50 mph** at all times

| Street Changed   | Segment Changed                                | Reason for Change   | Council District |
|------------------|--|---|------------------|
| Carefree Highway | 0.5 Miles east of Paloma Parkway to 7th Avenue | <b>Record keeping.</b> Change ordinance to align with the posted speed limit of 50 mph. | 2                |

Note: All speed limit changes were recommended based on a traffic study and approved by a Traffic Engineer.

# ATTACHMENT B

## ARTICLE XII. PENALTY AND SCHEDULES

### 36-158 Schedule I—Local speed limits.

It is hereby determined upon the basis of an engineering and traffic investigation that the speed limit permitted by state law on the following streets or intersections is greater or less than is reasonable under existing conditions, and it is hereby declared that the maximum speed limits shall be as hereinafter set forth on those streets, parts of streets or intersections herein designated at the times specified when signs are erected giving notice thereof.

The City Traffic Engineer may declare a maximum speed limit that is determined pursuant to this section to be effective at all times or at such times as indicated on the speed limit signs. The City Traffic Engineer may establish lower speed limits for different times of day, different types of vehicles, varying weather conditions, special events, work zones for construction, maintenance or other activity in the roadway and other factors bearing on safe speeds. The lower limits are effective when posted on appropriate fixed, variable or portable signs.

| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |  |
|--|--|
| Acoma Drive  | 51st Avenue to 43rd Avenue                 |
| Acoma Drive  | Black Canyon Freeway to 23rd Avenue        |
| Acoma Drive  | 36th Street to 40th Street                 |
| Acoma Drive  | Tatum Boulevard to 64th Street             |
| Arroyo Norte Drive   | Northbound I-17 Frontage Road to 3900 West |
| Beardsley Road   | 32nd Street to 34th Street                 |
| Butler Drive   | 39th Avenue to 27th Avenue                 |
| Butler Drive   | Black Canyon Freeway to 19th Avenue        |
| Campbell Avenue  | 71st Avenue to 51st Avenue                 |
| Campbell Avenue  | 113th Avenue to 107th Avenue               |
| Campbell Avenue  | 35th Avenue to 15th Avenue                 |
| Campbell Avenue  | 12th Street to 16th Street                 |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |  |
|---|--|
| Campbell Avenue   | 20th Street to 44th Street                                 |
| Canterbury Drive  | Thunderbird Road to Tam-O-Shanter Drive                    |
| Cashman Drive   | Pinnacle Peak Road to 44th Street                          |
| Central Avenue  | Lincoln Street to Madison Street                           |
| Central Avenue  | Grovers Avenue to Union Hills Drive                        |
| Chauncey Lane   | 68th Street to Scottsdale Road                             |
| Cholla Street   | 24th Street to 56th Street                                 |
| Clarendon Avenue  | 55th Avenue to Maryvale Parkway                            |
| Colter Street   | 16th Street to SR-51                                       |
| Copperhead Trail  | North Valley Parkway to Gambit Trail                       |
| Copperhead Trail  | West of 14th Lane Traffic Circle to Gambit Trail           |
| Coral Gables Drive  | Thunderbird Road to 7th Street                             |
| <b>DEER VALLEY DRIVE</b>  | <b>1,200 FEET WEST OF 35TH AVENUE TO 35TH AVENUE</b>       |
| Desert Willow Parkway   | East Dixileta Drive to Dynamite Boulevard                  |
| Desert Willow Parkway West  | 30200 North Cave Creek Road to 31000 North Cave Creek Road |
| Dove Valley Road  | 52nd Place to 56th Street                                  |
| Dunlap Avenue   | 7th Street to 12th Street                                  |
| Durango Street  | 67th Avenue to 63rd Avenue                                 |
| Elwood Street   | 40th Street to 48th Street                                 |
| Encanto Boulevard   | 93rd Avenue to 91st Avenue                                 |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |   |
|---|---|
| Encanto Boulevard   | 75th Avenue to 73rd Avenue  |
| Encanto Boulevard   | 71st Avenue to 51st Avenue  |
| Encanto Boulevard   | 49th Avenue to 31st Avenue  |
| Encanto Boulevard   | Grand Avenue to 19th Avenue   |
| Freemont Road   | Rough Rider Road to Cashman Drive   |
| Galvin Parkway  | 100 Feet +/- North of East Papago Park to Traffic Circle at Botanical Garden Entrance |
| <b>GRAND AVENUE</b>   | <b>7TH AVENUE TO 15TH AVENUE</b>  |
| Greenway Road   | 20th Street to Cave Creek Road  |
| Grovers Avenue  | 51st Avenue to 27th Avenue  |
| Grovers Avenue  | Central Avenue to Cave Creek Road   |
| Hatcher Road  | Central Avenue to 12th Street   |
| Highland Avenue   | Campbell Avenue to 107th Avenue   |
| Highland Avenue   | 16th Street to 24th Street  |
| Illini Street   | 30th Street to Riverpoint Parkway   |
| Jefferson Street  | 27th Avenue to 23rd Avenue  |
| Jefferson Street  | 7th Avenue to 4th Avenue  |
| <b>JEFFERSON STREET</b>   | <b>4TH STREET TO 7TH STREET</b>   |
| Jesse Owens Parkway   | Central Avenue to 7th Street  |
| Jones Avenue  | 103rd Avenue to 99th Avenue   |
| Kelton Lane   | 29th Avenue to 28th Avenue  |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |  |
|---|--|
| Knox Road   | Warpaint Drive to 36th Street                        |
| Lakewood Parkway West   | 3300 East to 3600 East to 17000 South to 15800 South |
| Lakewood Parkway East   | 3600 East to 3800 East to 17000 South to 15800 South |
| Lindner Drive (West Section)  | 45th Avenue to Augusta North                         |
| Lindner Drive (East Section)  | 45th Avenue to Grovers Avenue                        |
| Lockwood Drive  | Freemont Road to Cashman Drive                       |
| Marriott Drive  | Pathfinder Drive to Deer Valley Drive                |
| Maryland Avenue   | 43rd Avenue to Black Canyon Freeway                  |
| Maryvale Parkway  | 51st Avenue to Indian School Road                    |
| Missouri Avenue   | 43rd Avenue to 27th Avenue                           |
| Missouri Avenue   | Black Canyon Freeway to 19th Avenue                  |
| Mohave Street   | 7th Avenue to 7th Street                             |
| Morningside Drive   | Black Canyon Freeway to 21st Avenue                  |
| Morten Avenue   | 16th Street to 1900 East                             |
| Mountain View Road  | 23rd Avenue to 15th Avenue                           |
| Mountain View Road  | 12th Street to 17th Street                           |
| Mountain View Road  | 32nd Street to 36th Street                           |
| Northern Avenue   | 26th Street to 32nd Street                           |
| North Valley Parkway  | Carefree Highway to 33rd Lane                        |
| Oak Street  | 16th Street to 24th Street                           |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |  |
|---|--|
| Oak Street  | 32nd Street to 44th Street                           |
| Oak Street  | 48th Street to 52nd Street                           |
| Oak Street (Eastbound)  | 56th Street to 64th Street                           |
| Olympic Drive   | Central Avenue to Jesse Owens Parkway                |
| Orangewood Avenue   | 43rd Avenue to 19th Avenue                           |
| Osborn Road   | 83rd Avenue to 75th Avenue                           |
| Osborn Road   | 73rd Avenue to Grand Avenue                          |
| Osborn Road   | Black Canyon Freeway to 19th Avenue                  |
| Osborn Road   | 40th Street to 56th Street                           |
| Paradise Lane   | 7th Street to 16th Street                            |
| Paradise Lane   | Tatum Boulevard to 56th Street                       |
| Paradise Lane   | 47th Avenue to 43rd Avenue                           |
| Pathfinder Drive  | 44th Street to Marriott Drive                        |
| Piedmont Road   | 48th Street to 51st Street                           |
| Pinnacle Vista Drive  | Pyramid Peak Parkway to Inspiration Mountain Parkway |
| Pinnacle Vista Drive  | 52nd Street to 56th Street                           |
| Quail Track Drive   | North Valley Parkway to Copperhead Trail             |
| Ranger Drive  | Tatum Boulevard to 55th Street                       |
| Riverpoint Parkway  | Wood Street to Illini Street                         |
| Roeser Road   | 7th Avenue to Central Avenue                         |
| Roeser Road   | 40th Street to 48th Street                           |

| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |  |
|--|--|
| Roosevelt Street   | 51st Avenue to 43rd Avenue                           |
| Roosevelt Street   | 39th Avenue to 35th Avenue                           |
| Roosevelt Street   | 33rd Avenue to 27th Avenue                           |
| Roosevelt Street   | 19th Avenue to 7th Avenue                            |
| Roosevelt Street   | Central Avenue to 16th Street                        |
| Rose Garden Lane   | 29th Avenue to 19th Avenue                           |
| Rough Rider Road   | Aviano Way to 40th Street                            |
| Sells Drive  | 79th Drive to 71st Drive                             |
| Sky Crossing Way   | Deer Valley Road to 33rd Street                      |
| <del>SQUAW PEAK DRIVE</del>                                      | <del>LINCOLN DRIVE TO SQUAW PEAK PARK BOUNDARY</del> |
| SR-51 (East Access Road)   | 500 Feet North of Camelback Road to Colter Street    |
| Stanford Drive   | 40th Street to 44th Street                           |
| Stetson Hills Loop   | 43rd Avenue to 39th Drive                            |
| Sweetwater Avenue  | 51st Avenue to Black Canyon Freeway                  |
| Sweetwater Avenue  | 32nd Street to 42nd Street                           |
| Sweetwater Avenue  | Paradise Valley Parkway East to Scottsdale Road      |
| Thunderbird Road   | 28th Street to 32nd Street                           |
| Trailblazer Drive  | 44th Street to Tatum Boulevard                       |
| University Drive   | 24th Street to Magnolia Street (2700 East)           |
| Utopia Road  | 23rd Avenue to 19th Avenue                           |
| Van Buren Street   | 7th Street to 16th Street                            |

| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |  |
|--|--|
| Via Del Deserto  | 33rd Lane to Via Puzzola                     |
| Via Puzzola  | Carefree Highway to Cloud Road               |
| Via Tramonto   | Carefree Highway to Via Vista                |
| Via Vista  | 27th Avenue to Via Tramonto                  |
| Vineyard Road  | 47th Avenue to 43rd Avenue                   |
| Virginia Avenue  | 35th Avenue to 27th Avenue                   |
| <del>VIRGINIA AVENUE</del>                                       | <del>CENTRAL AVENUE TO 12TH STREET</del>     |
| <del>VIRGINIA AVENUE</del>                                       | <del>CENTRAL AVENUE TO 7TH STREET</del>      |
| Warpaint Drive   | Knox Road to Coconino Street                 |
| Washington Street  | 7th Avenue to 4th Avenue                     |
| <del>WASHINGTON STREET</del>                                     | <del>4TH STREET TO 7TH STREET</del>          |
| Wier Avenue  | 39th Avenue to 35th Avenue                   |
| Winchcomb Drive  | 26th Avenue to Acoma Drive (2300 West)       |
| Wood Street  | Riverpoint Parkway to University Drive       |
| 1st Avenue   | Grant Street to Roosevelt Street             |
| <del>3RD AVENUE</del>  | <del>VAN BUREN STREET TO MCDOWELL ROAD</del> |
| 3rd Avenue   | Thomas Road to Osborn Road                   |
| 3rd Street   | Monroe Street to Fillmore Street             |
| <del>5TH AVENUE</del>  | <del>VAN BUREN STREET TO MCDOWELL ROAD</del> |
| 5th Street   | Van Buren Street to 5th Street Crossover     |
| 5th Street Crossover   | 5th Street to Fillmore Street                |



| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |  |
|--|--|
| 7th Avenue   | Jackson Street to Van Buren Street                 |
| 7th Avenue   | Coral Gables Drive to Greenway Parkway             |
| 7th Street   | Jefferson Street to Van Buren Street               |
| 11th Avenue  | Greenway Parkway to Bell Road                      |
| 11th Street  | Washington Street to Moreland Street               |
| 12th Street  | Vineyard Road to Southern Avenue                   |
| 12th Street  | Moreland Street to Thomas Road                     |
| 12th Street  | Osborn Road to Indian School Road                  |
| 12th Street  | Bell Road to Agua Fria Freeway                     |
| <del>15th Avenue</del>   | <del>HARRISON STREET TO VAN BUREN STREET</del>     |
| 15th Avenue  | Bethany Home Road to Northern Avenue               |
| 15th Avenue  | Hatcher Road to Shangri-La Road                    |
| 15th Avenue  | Bell Road to Grovers Avenue                        |
| 15th Avenue  | Union Hills Drive to Utopia Road                   |
| 16th Street  | Grovers Avenue to Beardsley Road                   |
| 18th Street  | Camelback Road to 500 Feet North of Camelback Road |
| 20th Street  | Dobbins Road to Baseline Road                      |
| 20th Street  | Roeser Road to Broadway Road                       |
| 20th Street  | Jefferson Street to Roosevelt Street               |
| 20th Street  | McDowell Road to Cambridge Avenue                  |
| 20th Street  | Greenfield Road to Highland Avenue                 |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |   |
|---|---|
| 20th Street   | Missouri Avenue to Bethany Home Road    |
| 21st Avenue   | Bell Road to Union Hills Drive          |
| 23rd Avenue   | Indian School Road to Bethany Home Road |
| 23rd Avenue   | Orangewood Avenue to Dunlap Avenue      |
| 23rd Avenue   | Acoma Drive to Greenway Road            |
| 23rd Avenue   | Union Hills Drive to Utopia Road        |
| 24th Street   | Shea Boulevard to Sweetwater Avenue     |
| 26th Avenue   | Thunderbird Road to Acoma Drive         |
| 26th Street   | SR-51 to Shea Boulevard                 |
| 27th Avenue   | Rose Garden Lane to Deer Valley Drive   |
| 27th Drive  | Carefree Highway to Via Vista           |
| 28th Street   | Cholla Street to Thunderbird Road       |
| 28th Street   | Oak Street to Camelback Road            |
| 28th Avenue   | 29th Avenue to Kelton Lane              |
| 29th Avenue   | Union Hills Drive to Kristal Way        |
| 29th Avenue   | Beardsley Road to Rose Garden Lane      |
| 31st Avenue   | Van Buren Street to Encanto Boulevard   |
| 31st Avenue   | Thomas Road to Grand Avenue             |
| 31st Avenue   | Indian School Road to Camelback Road    |
| 31st Avenue   | Missouri Avenue to Orangewood Avenue    |
| 31st Avenue   | Northern Avenue to Dunlap Avenue        |

| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |   |
|--|---|
| 31st Avenue  | Cheryl Drive to Thunderbird Road                                  |
| 31st Avenue  | Bell Road to Kristal Way  |
| 31st Avenue  | Yorkshire Drive to Beardsley Road                                 |
| 32nd Street  | 750 Feet South of Beautiful Lane to Baseline Road                 |
| 32nd Street  | Deer Valley Road to Sky Crossing Way                              |
| 32nd Street  | Puget Avenue to Mountain View Road                                |
| 33rd Lane  | North Valley Parkway to Via Del Deserto                           |
| <del>35th Avenue</del>   | <del>HAPPY VALLEY ROAD TO 800 FEET NORTH OF HACKAMORE DRIVE</del> |
| 36th Street  | Ranch Circle North to Suncrest Court                              |
| 36th Street  | Roeser Road to Broadway Road                                      |
| 36th Street  | McDowell Road to Camelback Road                                   |
| 36th Street  | Mountain View Road to Shea Boulevard                              |
| 36th Street  | Cactus Road to Greenway Road                                      |
| 39th Avenue  | Van Buren Street to Osborn Road                                   |
| 39th Avenue  | Missouri Avenue to Camino Acequia                                 |
| 39th Avenue  | Peoria Avenue to Cactus Road                                      |
| 39th Avenue  | Bell Road to Yorkshire Drive                                      |
| 40th Street  | University Drive to 0.25 Miles North of University Drive          |
| 40th Street  | Mountain View Road to Shea Boulevard                              |
| 44th Street  | Frye Road to Chandler Boulevard                                   |
| 44th Street  | Ray Road to Warner-Elliot Loop                                    |

| <b>Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.</b> |  |
|---|--|
| 44th Street   | Paradise Village Parkway North to Bell Road        |
| 44th Street   | Deer Valley Drive to Cashman Drive                 |
| 45th Avenue   | Bell Road to Union Hills Drive                     |
| 46th Street   | Paradise Village Parkway North to Thunderbird Road |
| 47th Avenue   | Baseline Road to Vineyard Road                     |
| 47th Avenue   | Thomas Road to Camelback Road                      |
| 47th Avenue   | Thunderbird Road to Greenway Road                  |
| 47th Avenue   | Acoma Drive to Bell Road                           |
| 48th Street   | Pecos Park Entrance to Frye Road                   |
| 48th Street   | Elwood Street to University Drive                  |
| 48th Street   | Van Buren Street to McDowell Road                  |
| 48th Street   | Cholla Street to Paradise Village Parkway South    |
| 50th Street   | Frye Road to Chandler Boulevard                    |
| 51st Street   | Elliot Road to Piedmont Road                       |
| 52nd Place  | Rancho Paloma Drive to Dove Valley Road            |
| 52nd Street   | Thomas Road to Osborn Road                         |
| 52nd Street   | Cholla Street to Cactus Road                       |
| 52nd Street   | Thunderbird Road to Bell Road                      |
| 52nd Street   | Jomax Road to Pinnacle Vista Drive                 |
| 53rd Avenue   | Maryvale Parkway to Indian School Road             |
| 55th Avenue   | McDowell Road to Camelback Road                    |

| Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times. |   |
|--|---|
| 55th Avenue  | Pinnacle Peak Road to Alameda Road            |
| <del>56TH STREET</del>   | <del>CAMELBACK ROAD TO ROCKRIDGE ROAD</del>   |
| 56th Street  | Mountain View Road to Shea Boulevard          |
| 59th Avenue  | South Mountain Avenue to Baseline Road        |
| 60th Street  | Desert Cove Avenue to Cholla Street Alignment |
| 60th Street  | Cactus Road to Bell Road                      |
| 63rd Avenue  | Lower Buckeye Road to Pima Street             |
| 63rd Avenue  | Thomas Road to Osborn Road                    |
| 63rd Avenue  | Indian School Road to Camelback Road          |
| 70th Street  | Princess Drive to Mayo Boulevard              |
| 71st Avenue  | Van Buren Street to Roosevelt Street          |
| 71st Avenue  | McDowell Road to Indian School Road           |
| 71st Avenue  | Campbell Avenue to Camelback Road             |
| 71st Drive   | Indian School Road to Sells Drive             |
| 79th Drive   | Osborn Road to Sells Drive                    |
| 80th Lane  | Thomas Road to Osborn Road                    |
| 93rd Avenue  | Encanto Boulevard to Thomas Road              |
| 103rd Avenue   | Broadway Road to Country Place Boulevard      |
| 103rd Avenue   | Indian School Road to Campbell Avenue         |
| 111th Avenue   | Campbell Avenue to Camelback Road             |

**Table A1. Prima Facie Speed Limit 30 Miles Per Hour from 7:00 a.m. to 4:00 p.m. on School Days.**

|             |   |
|-------------|---|
| Cactus Road | Westbound 350 Feet +/- East of 37th Avenue and Eastbound 350 Feet +/- West of 37th Avenue |
| Ray Road    | 400 Feet North of Thunderhill Drive to 100 Feet South of Mountain Sky Avenue              |
| 19th Avenue | 450 Feet North of Orangewood Avenue to 450 Feet South of Orangewood Avenue                |

**Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.**

|   |   |
|---|---|
| Adams Street                                    | 27th Avenue to Washington Street                                    |
| Anthem Way                                      | 46th Drive to Black Canyon Freeway                                  |
| Ball Park Boulevard                             | Camelback Road to Grand Canal                                       |
| Beardsley Road                                  | 20th Street to Cave Creek Road                                      |
| Bethany Home Road                               | 16th Street to 18th Street  |
| Black Canyon Freeway Frontage Road              | Madison Street to Van Buren Street                                  |
| Black Canyon Freeway Frontage Road (Southbound) | Interstate 17 Milepost No. 213.34 (North of Bell Road) to Bell Road |
| Black Mountain Boulevard                        | SR101 to Mayo Boulevard   |
| Black Mountain Boulevard                        | Rancho Paloma Drive to Carefree Highway                             |
| Buckeye Road                                    | 31st Avenue to 27th Street  |
| Camelback Road                                  | 27th Avenue to 28th Street  |
| <b>CAREFREE HIGHWAY</b>                         | <b><del>3900 WEST TO 700 FEET EAST OF 33RD AVENUE</del></b>         |
| Central Avenue                                  | Briarwood Terrace to Chandler Boulevard                             |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| Central Avenue  | Mineral Road to Thunderbird Trail                                   |
| Central Avenue (Southbound)   | Thunderbird Trail to Dobbins Road                                   |
| Central Avenue  | Vineyard Road to Pioneer Street                                     |
| Central Avenue  | Watkins Street to Lincoln Street                                    |
| Central Avenue  | Roosevelt Street to Mountain View Road                              |
| Central Avenue  | Happy Valley Road to 2,050 Feet +/- North of Happy Valley Road      |
| Chandler Boulevard  | Shaughnessey Road to 19th Avenue                                    |
| Chandler Boulevard (Westbound)  | 19th Avenue to 15th Avenue  |
| Chandler Boulevard  | Pecos Road to Shaughnessey Road                                     |
| Cheryl Drive  | 35th Avenue to Metro Parkway West                                   |
| Circle Mountain Road  | New River Road to Barko Lane  |
| Cotton Center Boulevard   | 40th Street to 48th Street  |
| <del>DEER VALLEY DRIVE</del>  | <del>1,200 FEET WEST OF 35TH AVENUE TO 35TH AVENUE</del>            |
| Desert Foothills Parkway  | Chandler Boulevard to 5th Avenue                                    |
| Desert Willow Parkway East  | 31000 North Cave Creek Road (East Side) to 5000 East Dixileta Drive |
| Dobbins Road  | Central Avenue to 16th Street                                       |
| Dove Valley Road  | North Valley Parkway to 16th Avenue                                 |
| Dunlap Avenue   | 7th Avenue to 7th Street  |
| Encanto Boulevard   | 83rd Avenue to 75th Avenue  |
| Frye Road   | 3rd Street to Desert Foothills Parkway                              |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| Galvin Parkway  | North of Traffic Circle at Botanical Garden Entry to McDowell Road                    |
| <b>GRAND AVENUE</b>   | <b>18TH AVENUE to 15TH AVENUE</b>   |
| Grant Street  | Black Canyon Freeway to Lincoln Street  |
| Grant Street  | 16th Street to Sky Harbor Circle  |
| Greenway Road   | Cave Creek Road to Greenway Parkway   |
| Guadalupe Road  | 48th Street to Interstate 10  |
| Happy Valley Road   | 29th Avenue to 23rd Avenue  |
| Hatcher Road  | 19th Avenue to Central Avenue   |
| Holmes Boulevard  | Bell Road to Grovers Avenue   |
| Indian School Road  | 27th Avenue to 20th Street  |
| Indian School Road  | 45th Street to 48th Street  |
| Jefferson Street  | 23rd Avenue to 7th Avenue   |
| Jefferson Street  | 7th Street to Washington Street   |
| Jefferson Street  | 7th Street to 265 Feet +/- East of 26th Street (except frontage road which is 25 mph) |
| Jomax Road  | Cave Creek Road to Tatum Boulevard  |
| Jomax Road  | Tatum Boulevard to 52nd Street  |
| Knox Road   | 36th Street to 48th Street  |
| Lafayette Boulevard   | 44th Street to 64th Street  |
| Liberty Lane  | 17th Avenue to Central Avenue   |
| Liberty Lane  | Desert Foothills Parkway to 13th Way  |



| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| Lincoln Street  | Grant Street to 7th Street                              |
| Lone Mountain Road  | 40th Street to Cave Creek Road                          |
| Lower Buckeye Road  | 300 Feet West to 300 Feet East of 99th Avenue           |
| Lower Buckeye Road  | 22nd Avenue to 19th Avenue                              |
| Maryland Avenue   | 19th Avenue to 16th Street                              |
| Maryvale Parkway  | Indian School Road to 51st Avenue                       |
| McDowell Road   | 27th Avenue to 32nd Street                              |
| Metro Parkway   | Entire Street Surrounding Metro Center                  |
| Missouri Avenue   | 19th Avenue to 24th Street                              |
| Mohave Street   | 7th Street to Sky Harbor Circle                         |
| Mohave Street   | 22nd Street to 24th Street                              |
| Mountain View Road  | Central Avenue to 12th Street                           |
| Norterra Parkway  | Happy Valley Road to Jomax Road                         |
| Oak Street  | 24th Street to 32nd Street                              |
| Oak Street  | 52nd Street to 56th Street                              |
| Osborn Road   | 19th Avenue to 36th Street                              |
| Paloma Parkway  | Bronco Butte Trail to Dove Valley Road                  |
| Paradise Village Parkway  | Entire Street Surrounding Paradise Village              |
| Peoria Avenue   | 19th Avenue to 7th Avenue                               |
| Pinnacle Peak Road  | 19th Avenue to 7th Street                               |
| <b>POCONO WAY</b>   | <b>800 FEET NORTH OF HACKAMORE DRIVE TO 33RD AVENUE</b> |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| Pointe Golf Club Drive  | Thunderbird Road to Sharon Drive  |
| Princess Drive  | 68th Street to Scottsdale Road  |
| Pyramid Peak Parkway<br>(Northbound)                                    | 1,900 Feet +/- North of Brookhart Way to City Limits  |
| Ranch Circle North  | Ray Road (3600 East) to Ray Road (4300 East)  |
| Ranch Circle South  | Ray Road to Mountain Parkway  |
| Rancho Paloma Drive   | Black Mountain Boulevard to 56th Street   |
| Roeser Road   | Central Avenue to 40th Street   |
| Roosevelt Street  | 16th Street to 32nd Street  |
| Rose Garden Lane  | 19th Avenue to 7th Avenue   |
| Shea Boulevard  | 24th Street to 32nd Street  |
| Sky Harbor Circle   | 22nd Street to Grant Street, Mohave Street to Grant Street,<br>and Mohave Street to 22nd Street |
| Southern Avenue   | 7th Avenue to 7th Street  |
| Sweetwater Avenue   | Cave Creek Road to 32nd Street  |
| Tatum Boulevard   | 40th Street to Cave Creek Road  |
| Thistle Landing Drive   | 48th Street to 50th Street  |
| Thomas Road   | 27th Avenue to 32nd Street  |
| Thunderbird Road  | 32nd Street to 38th Place   |
| Tombstone Trail   | Norterra Parkway to 21st Avenue   |
| University Drive  | 16th Street to 24th Street  |
| Utopia Road   | Black Canyon Freeway to 23rd Avenue   |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |  |
|---|--|
| Utopia Road   | Cave Creek Road to 32nd Street                                   |
| Van Buren Street  | 35th Avenue to 7th Avenue  |
| Van Buren Street  | 16th Street to 44th Street                                       |
| Washington Street   | Adams Street to 7th Avenue                                       |
| Washington Street   | 7th Street to 24th Street (except frontage road which is 25 mph) |
| Williams Drive  | Black Canyon Freeway to 19th Avenue                              |
| Yorkshire Drive   | 43rd Avenue to Black Canyon Freeway                              |
| 1st Avenue Crossover  | Grant Street to Hadley Street                                    |
| 3rd Avenue  | Osborn Road to Indian School Road                                |
| 3rd Street  | Frye Road to Chandler Boulevard                                  |
| 3rd Street  | Fillmore Street to Indian School Road                            |
| 4th Street  | 5th Street Crossover to Roosevelt Street                         |
| 5th Avenue  | Desert Foothills Parkway to Chandler Boulevard                   |
| 5th Street Crossover  | Fillmore Street to 4th Street                                    |
| 7th Avenue  | Dobbins Road to Baseline Road                                    |
| 7th Avenue  | Magnolia Street to Jackson Street                                |
| 7th Avenue  | Van Buren Street to Missouri Avenue                              |
| 7th Avenue  | Dunlap Avenue to Hatcher Road                                    |
| <del>7TH AVENUE</del>   | <del>CINNABAR AVENUE TO PEORIA AVENUE</del>                      |
| 7th Avenue  | Greenway Parkway to Bell Road                                    |
| 7th Street  | Mineral Road to Baseline Road                                    |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| 7th Street  | Lincoln Street to Jefferson Street  |
| 7th Street  | Van Buren Street to Missouri Avenue   |
| 7th Street  | Butler Drive to Cinnabar Avenue   |
| 12th Street   | Indian School Road to Mountain View Road  |
| 15th Avenue   | Southern Avenue to Broadway Road  |
| <b>15th AVENUE</b>  | <b>0.25 MILES SOUTH OF MAGNOLIA STREET TO BETHANY HOME ROAD</b>                           |
| <del><b>15TH AVENUE</b></del>   | <del><b>VAN BUREN STREET TO BETHANY HOME ROAD</b></del>                                   |
| 16th Street   | Dobbins Road to Baseline Road   |
| 16th Street   | Maricopa Freeway to Bethany Home Road   |
| 16th Street   | Bell Road to Grovers Avenue   |
| 17th Avenue   | Pecos Road to Chandler Boulevard  |
| 17th Avenue   | Buckeye Road to Grant Street  |
| 19th Avenue   | Buckeye Road to the Grand Canal   |
| 19th Avenue   | Glendale Avenue to Northern Avenue (Except where noted in subsection A.1 of this section) |
| 20th Street   | Highland Avenue to Missouri Avenue  |
| 21st Avenue   | Jomax Road to Tombstone Trail   |
| 23rd Avenue   | Bethany Home Road to Glendale Avenue  |
| 23rd Avenue   | Mountain View Road to Cactus Road   |
| 23rd Avenue   | Utopia Road to Deer Valley Drive  |
| 23rd Avenue   | Pinnacle Peak Road to Happy Valley Road   |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| 24th Street   | South Mountain Avenue to Baseline Road                        |
| 24th Street   | Buckeye Road to Indian School Road                            |
| 25th Avenue   | Dunlap Avenue to Peoria Avenue                                |
| 27th Avenue   | South Mountain Avenue to Baseline Road                        |
| 27th Avenue   | Lower Buckeye Road to Van Buren Street                        |
| 27th Avenue   | Northern Avenue to Dunlap Avenue                              |
| 27th Avenue   | Grovers Avenue to Union Hills Drive                           |
| 27th Avenue   | Yorkshire Drive to Rose Garden Lane                           |
| 27th Drive  | North Valley Parkway to Carefree Highway                      |
| 28th Drive  | Peoria Avenue to Cactus Road                                  |
| 29th Avenue   | Dunlap Avenue to Metro Parkway                                |
| 29th Avenue   | Greenway Road to Bell Road                                    |
| 32nd Street   | Air Lane to Van Buren Street                                  |
| 32nd Street   | Chandler Boulevard to Pecos Road                              |
| <b>33RD AVENUE</b>  | <b>POCONO WAY TO PINNACLE VISTA DRIVE</b>                     |
| 35th Avenue   | South Mountain Avenue to Baseline Road                        |
| 35th Avenue   | Van Buren Street to Encanto Boulevard                         |
| <b>35th AVENUE</b>  | <b>HAPPY VALLEY ROAD TO 800 FEET NORTH OF HACKAMORE DRIVE</b> |
| 36th Street   | Shea Boulevard to Cactus Road                                 |
| 39th Drive  | Pinnacle Peak Road to Happy Valley Road                       |
| 40th Street   | 0.39 miles South of Air Lane to Washington Street             |

| <b>Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.</b> |   |
|---|---|
| 40th Street   | McDowell Road to Missouri Avenue                    |
| 40th Street (Southbound)  | Shea Boulevard to Mercer Lane                       |
| 40th Street   | Potter Drive to Deer Valley Drive                   |
| 40th Street   | Tatum Boulevard to Lone Mountain Road               |
| 43rd Avenue   | Olney Avenue to Dobbins Road                        |
| 43rd Avenue   | Elwood Street Alignment to Lower Buckeye Road       |
| 43rd Avenue   | Anthem Way to 1,930 Feet North of Anthem Way        |
| 44th Street   | Campbell Avenue to Calle Feliz                      |
| 44th Place  | Cotton Center Boulevard to Broadway Road            |
| 48th Street   | Frye Road to Chandler Boulevard                     |
| 48th Street   | Washington Street to Van Buren Street               |
| 48th Street   | Piedmont Road to Guadalupe Road                     |
| 50th Street   | Chandler Boulevard to Ray Road                      |
| 51st Street   | 500 Feet South of Elliot Road to Warner-Elliot Loop |
| 52nd Street   | McDowell Road to Thomas Road                        |
| 52nd Street   | Cactus Road to Thunderbird Road                     |
| 55th Avenue   | Alameda Road to Happy Valley Road                   |
| 56th Street   | South City Limit to Van Buren Street                |
| 56th Street   | Oak Street to Camelback Road                        |
| 56th Street   | Bell Road to Central Arizona Project Canal          |
| 56th Street   | Lone Mountain Road to Rancho Paloma Drive           |

| Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times. |   |
|--|---|
| 64th Street  | Oak Street to McDowell Road (Southbound Only)           |
| 64th Street  | 255 Feet North of Hillcrest Boulevard to Chaparral Road |
| 68th Street  | Princess Drive to Mayo Boulevard                        |
| 71st Avenue  | Baseline Road to Vineyard Road                          |
| 107th Avenue   | Camelback Road to Missouri Avenue                       |

| Table B1. Prima Facie Speed Limit 35 Miles Per Hour from 7:00 a.m. to 4:00 p.m. on School Days. |  |
|---|--|
| Dunlap Avenue   | For Westbound, 650 Feet +/- West of 29th Avenue to 625 +/- West of 35th Avenue |
| Dunlap Avenue   | For Eastbound, 545 Feet +/- West of 35th Avenue to 30th Avenue                 |

| Table B2. Prima Facie Speed Limit 35 Miles Per Hour from 7:00 a.m. to 5:00 p.m. on School Days. |  |
|---|--|
| Greenway Parkway  | 400 Feet West of 7th Avenue to 250 Feet East of 5th Avenue |

| Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times. |                                   |
|--|-----------------------------------|
| Air Lane   | 24th Street to 32nd Street        |
| <b>BASILINE ROAD</b>   | <b>51ST AVENUE TO 35TH AVENUE</b> |
| <b>BASILINE ROAD</b>   | <b>43RD AVENUE TO 35TH AVENUE</b> |
| Baseline Road  | 7th Avenue to 7th Street          |
| Beardsley Road (Eastbound Frontage)                              | 37th Avenue to 27th Avenue        |
| Beardsley Road   | Cave Creek Road to 32nd Street    |
| Bell Road  | 19th Avenue to 12th Street        |

| <b>Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.</b> |  |
|---|--|
| Bell Road   | 0.25 miles West of Cave Creek Road to 1,500 Feet East of 40th Street |
| Bethany Home Road   | 43rd Avenue to 16th Street   |
| Black Canyon Freeway Frontage Roads                                     | Maricopa Freeway to Madison Street                                   |
| Black Canyon Freeway Frontage Road (Northbound)                         | Thomas Road to Cactus Road   |
| Black Canyon Freeway Frontage Road (Northbound)                         | Bell Road to Union Hills Drive                                       |
| Black Canyon Freeway Frontage Road (Southbound)                         | Mountain View Road (Alignment) to Thomas Road                        |
| Black Mountain Boulevard  | Mayo Boulevard to Pinnacle Peak Road                                 |
| Broadway Road   | 19th Avenue to 32nd Street   |
| Buckeye Road  | 39th Avenue to 31st Avenue   |
| Cactus Road   | 39th Avenue to 350 Feet West of 37th Avenue                          |
| Cactus Road   | 350 Feet East of 37th Avenue to 19th Avenue                          |
| Cactus Road   | Cave Creek Road to 60th Street                                       |
| Camelback Road  | 43rd Avenue to 27th Avenue   |
| Camelback Road  | 28th Street to 64th Street   |
| Cave Creek Road   | Dunlap Avenue to Peoria Avenue                                       |
| Cave Creek Road   | Marco Polo Road to Rose Garden Lane                                  |
| Central Avenue (Northbound)   | Thunderbird Trail to Dobbins Road                                    |
| Central Avenue  | Dobbins Road to Vineyard Road  |
| Central Avenue  | Pioneer Street to Watkins Street                                     |



| Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times. |  |
|--|--|
| Chandler Boulevard   | Marketplace Way to 34th Street   |
| Deer Valley Drive  | 600 Feet West of 27th Avenue to 0.25 Miles East of 19th Avenue                             |
| Deer Valley Drive  | 600 Feet West of 16th Street to 56th Street  |
| Desert Foothills Parkway   | Pecos Road to Chandler Boulevard   |
| Desert Peak Parkway  | Lieber Place to Cave Creek Road  |
| Dobbins Road   | From West City Limit to 1,320 Feet +/- East  |
| Dobbins Road   | 23rd Avenue to Central Avenue  |
| Dunlap Avenue  | 43rd Avenue to 7th Avenue (Except where noted in Table B1 of this section)                 |
| Durango Street   | 35th Avenue to Black Canyon Freeway  |
| Elliot Road  | 2,085 Feet +/- West of 59th Avenue to 51st Avenue  |
| Elliot Road  | 46th Street to 51st Street   |
| Elwood Street  | 7th Street to 16th Street  |
| Galvin Parkway   | Van Buren Street to 100 Feet +/- North of East Papago Park (Zoo Entrance)                  |
| Gavilan Peak Parkway   | 800 Feet +/- West of 33rd Lane to Cloud Road   |
| Glendale Avenue  | 43rd Avenue to 21st Street   |
| <del>GRAND AVENUE</del>  | <del>21ST AVENUE TO 19TH AVENUE</del>  |
| Greenway Parkway   | 500 Feet West of 7th Avenue to 3rd Avenue (Except where noted in Table B2 of this section) |
| Greenway Parkway   | Cave Creek Road to Greenway Road   |
| Greenway Road  | 51st Avenue to 19th Avenue   |

| <b>Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.</b> |  |
|---|--|
| Greenway Road   | Greenway Parkway to 300 Feet East of 30th Street |
| Greenway Road   | 52nd Street to 500 Feet East of 60th Street      |
| Indian School Road  | 67th Avenue to 27th Avenue                       |
| Indian School Road  | 20th Street to 45th Street                       |
| Indian School Road  | 48th Street to 60th Street                       |
| Jomax Road  | Black Canyon Freeway to Norterra Parkway         |
| Liberty Lane  | 13th Way to 24th Street                          |
| Lincoln Drive   | 21st Street to 800 Feet East of Ocotillo Road    |
| Lower Buckeye Road  | 103rd Avenue to 300 Feet +/- West of 99th Avenue |
| Lower Buckeye Road  | 300 Feet +/- East of 99th Avenue to 95th Avenue  |
| Lower Buckeye Road  | 27th Avenue to 22nd Avenue                       |
| Maricopa Freeway Frontage Roads   | 23rd Avenue to 16th Street                       |
| Mayo Boulevard  | Black Mountain Boulevard to 40th Street          |
| McDowell Road   | 43rd Avenue to 27th Avenue                       |
| McDowell Road   | 32nd Street to 52nd Street                       |
| Mountain Parkway  | Chandler Boulevard to Ray Road                   |
| Norterra Parkway  | Jomax Road to North Valley Parkway               |
| Northern Avenue   | 43rd Avenue to SR-51                             |
| North Valley Parkway  | Jomax Road to 30th Avenue                        |
| North Valley Parkway  | 800 Feet +/- West of 33rd Lane to 33rd Lane      |
| Peoria Avenue   | 43rd Avenue to 19th Avenue                       |

| <b>Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.</b> |  |
|---|--|
| Pyramid Peak Parkway<br>(Southbound)                                    | 67th Avenue to City Limits   |
| Pyramid Peak Parkway<br>(Northbound)                                    | 67th Avenue to 1,900 Feet +/- North of Brookhart Way                                 |
| Ray Road  | Chandler Boulevard to Interstate 10 (Except where noted in Table A1 of this section) |
| Rose Garden Lane  | Cave Creek Road to 32nd Street   |
| Shea Boulevard  | 32nd Street to 450 Feet East of 40th Street  |
| Southern Avenue   | 39th Avenue to 31st Avenue   |
| Southern Avenue   | 19th Avenue to 7th Avenue  |
| Southern Avenue   | 7th Street to 24th Street  |
| Thomas Road   | 800 Feet West of 59th Avenue to Grand Avenue   |
| Thomas Road   | 32nd Street to 56th Street   |
| Thunderbird Road  | 31st Avenue to Coral Gables Drive  |
| Thunderbird Road  | 38th Place to Scottsdale Road  |
| Union Hills Drive   | 27th Avenue to 19th Avenue   |
| Union Hills Drive   | 7th Street to 20th Street  |
| University Drive  | Wood Street to 48th Street   |
| Van Buren Street  | 67th Avenue to 200 Feet West of 63rd Avenue  |
| Van Buren Street  | 39th Avenue to 35th Avenue   |
| Van Buren Street  | 44th Street to 56th Street   |
| Warner-Elliot Loop  | 4600 East Elliot Road to 578 Feet East of Wakial Loop                                |
| Washington Street   | 24th Street to 34th Street   |

| <b>Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.</b> |  |
|---|--|
| 7th Avenue  | Baseline Road to Magnolia Street                   |
| 7th Avenue  | Missouri Avenue to Dunlap Avenue                   |
| 7th Avenue  | Bell Road to Union Hills Drive                     |
| 7th Avenue  | Rose Garden Lane to Deer Valley Drive              |
| 7th Street  | Baseline Road to Lincoln Street                    |
| 7th Street  | Missouri Avenue to Butler Drive                    |
| 7th Street  | Cinnabar Avenue to 400 Feet North of Peoria Avenue |
| 7th Street  | Thunderbird Road to 600 Feet North of Bell Road    |
| 16th Street   | Baseline Road to the Maricopa Freeway              |
| 16th Street   | Bethany Home Road to Northern Avenue               |
| 19th Avenue   | Southern Avenue to Buckeye Road                    |
| 19th Avenue   | Grand Canal to Glendale Avenue                     |
| 19th Avenue   | Northern Avenue to Evans Drive                     |
| 24th Street   | Pecos Road to Chandler Boulevard                   |
| 24th Street   | Baseline Road to Buckeye Road                      |
| 24th Street   | Indian School Road to Montebello Avenue            |
| 27th Avenue   | Baseline Road to 500 Feet +/- North                |
| 27th Avenue   | Van Buren Street to Northern Avenue                |
| 32nd Street   | Baseline Road to Wood Street                       |
| 32nd Street   | Van Buren Street to the Arizona Canal              |
| 32nd Street   | Mountain View Road to Bell Road                    |

| <b>Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.</b> |   |
|---|---|
| 32nd Street   | Beardsley Road to Rose Garden Lane                          |
| 35th Avenue   | Dobbins Road to South Mountain Avenue                       |
| 35th Avenue   | Baseline Road to Broadway Road                              |
| 35th Avenue   | Lower Buckeye Road to Van Buren Street                      |
| 35th Avenue   | Encanto Boulevard to Bell Road                              |
| 35th Avenue   | Union Hills Drive to Beardsley Road                         |
| 40th Street   | Pecos Road to Chandler Boulevard                            |
| 40th Street   | 800 Feet South of Roeser Road to University Drive           |
| 40th Street   | Washington Street to McDowell Road                          |
| 40th Street (Northbound)  | Shea Boulevard to Mercer Lane                               |
| 40th Street   | Mercer Lane to Union Hills Drive                            |
| 40th Street   | Deer Valley Drive to Pinnacle Peak Road                     |
| 43rd Avenue   | Buckeye Road to Glendale Avenue                             |
| 43rd Avenue   | Thunderbird Road to Beardsley Road                          |
| 43rd Avenue   | Pinnacle Peak Road to Happy Valley Road                     |
| 44th Street   | Washington Street to Campbell Avenue                        |
| 44th Street   | Calle Feliz to McDonald Drive                               |
| 48th Street   | Chandler Boulevard to Piedmont Road                         |
| 51st Avenue   | 0.5 Miles South of Lower Buckeye Road to Lower Buckeye Road |
| 51st Avenue   | Roosevelt Street to Camelback Road                          |
| 51st Avenue   | 250 Feet South of Cactus Road to Union Hills Drive          |

| Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times. |   |
|--|---|
| 51st Avenue  | Pinnacle Peak Road to Happy Valley Road                 |
| 52nd Street  | Van Buren Street to McDowell Road                       |
| 56th Street  | Shea Boulevard to Bell Road                             |
| 56th Street  | Central Arizona Project Canal to Pinnacle Peak Road     |
| 59th Avenue  | Dobbins Road to South Mountain Avenue                   |
| 59th Avenue  | Roosevelt Street to Camelback Road                      |
| 64th Street  | Cactus Road to Bell Road                                |
| 67th Avenue  | 400 Feet +/- South of Elwood Street to Camelback Road   |
| 67th Avenue  | Happy Valley Road to Pyramid Peak Parkway               |
| 75th Avenue  | Baseline Road to Vineyard Road                          |
| 75th Avenue  | 0.25 Miles South of Thomas Road to Devonshire Avenue    |
| 83rd Avenue  | Van Buren Street to Papago Freeway                      |
| 91st Avenue  | McDowell Road to Indian School Road                     |
| 99th Avenue  | 0.5 Miles South of Lower Buckeye Road to Durango Street |
| 107th Avenue   | Indian School Road to Camelback Road                    |

| Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times. |                                   |
|--|-----------------------------------|
| <b>BASELINE ROAD</b>   | <b>55TH AVENUE TO 51ST AVENUE</b> |
| <b>BASELINE ROAD</b>   | <b>55TH AVENUE TO 43RD AVENUE</b> |
| <b>BASELINE ROAD</b>   | <b>35th AVENUE TO 7TH AVENUE</b>  |
| Baseline Road  | 7th Street to 48th Street         |

| Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times. |   |
|--|---|
| Beardsley Road (Frontage Roads)                                  | 27th Avenue to 20th Street  |
| Beardsley Road Frontage Road (Westbound)                         | 27th Avenue to 51st Avenue  |
| Beardsley Road Frontage Road (Eastbound)                         | 51st Avenue to 37th Avenue  |
| Bell Road  | 51st Avenue to 19th Avenue  |
| Bell Road  | 12th Street to 0.25 Miles West of Cave Creek Road                         |
| Bell Road  | 1,500 Feet East of 40th Street to Scottsdale Road                         |
| Black Canyon Frontage Road                                       | Van Buren Street to Thomas Road   |
| Black Canyon Frontage Road (Northbound)                          | Cactus Road to Greenway Road  |
| Black Canyon Frontage Road (Southbound)                          | Union Hills Drive to MP 213.34 (North of Bell Road)                       |
| Black Canyon Frontage Road (Southbound)                          | Bell Road to Mountain View Road Frontage Road (Alignment)                 |
| Broadway Road  | 107th Avenue to 99th Avenue   |
| Broadway Road  | 27th Avenue to 19th Avenue  |
| Broadway Road  | 32nd Street to 48th Street  |
| Buckeye Road   | 71st Avenue to 39th Avenue  |
| Cactus Road  | 51st Avenue to 39th Avenue  |
| Camelback Road   | 113th Avenue to 99th Avenue   |
| <del>CAREFREE HIGHWAY</del>                                      | <del>4700 WEST TO 3900 WEST</del>   |
| <del>CAREFREE HIGHWAY</del>                                      | <del>700 FEET EAST OF 33RD AVENUE TO 0.5 MILES EAST OF VIA TRAMONTO</del> |

| <b>Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.</b> |   |
|---|---|
| <b>CAREFREE HIGHWAY</b>   | <b>VIA PUZZOLA DRIVE TO 0.5 MILES EAST OF PALOMA PARKWAY</b>        |
| Cave Creek Road   | Peoria Avenue to Marco Polo Road                                    |
| Cave Creek Road   | Rose Garden Lane to Pinnacle Peak Road                              |
| Cave Creek Road (Southbound)  | Pinnacle Peak to 660 Feet +/- North of Quiet Hollow Lane            |
| Cave Creek Road   | Peak View Road to Westland Road                                     |
| Chandler Boulevard (Eastbound)  | 19th Avenue to 15th Avenue  |
| Chandler Boulevard  | 15th Avenue to Marketplace Way                                      |
| Chandler Boulevard  | 34th Street to Interstate 10  |
| Deer Valley Drive   | 35th Avenue to 600 Feet West of 27th Avenue                         |
| Deer Valley Drive   | 0.25 Miles East of 19th Avenue to 600 Feet West of 16th Street      |
| Dixileta Drive  | Tatum Boulevard to 52nd Street                                      |
| Dobbins Road  | 1,320 Feet +/- East of City Limit to 200 Feet +/- West of 56th Glen |
| Dobbins Road  | 0.25 Miles West of 35th Avenue to 33rd Avenue                       |
| Dobbins Road  | 27th Avenue to 23rd Avenue  |
| Dove Valley Road  | 16th Avenue to Sonoran Desert Drive                                 |
| Dynamite Boulevard  | Cave Creek Road to 40th Street                                      |
| <b>GRAND AVENUE</b>   | <b>43RD AVENUE TO 21ST AVENUE</b>                                   |
| Greenway Parkway  | 17th Drive to 500 Feet West of 7th Avenue                           |
| Greenway Parkway  | 3rd Avenue to Cave Creek Road                                       |
| Greenway Road   | 19th Avenue to 17th Drive   |



| <b>Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.</b> |  |
|---|--|
| Greenway Road   | 300 Feet East of 30th Street to 52nd Street                        |
| Greenway Road   | 500 Feet East of 60th Street to Scottsdale Road                    |
| Happy Valley Road   | 67th Avenue to 29th Avenue   |
| Happy Valley Road   | 23rd Avenue to 7th Street  |
| Indian School Road  | 99th Avenue to 67th Avenue   |
| Jomax Road  | Norterra Parkway to 19th Avenue                                    |
| Lincoln Drive   | 800 Feet East of Ocotillo Road to 32nd Street                      |
| Lone Mountain Road  | 56th Street to 63rd Street   |
| Lower Buckeye Road  | 95th Avenue to 83rd Avenue   |
| Lower Buckeye Road  | 79th Avenue to 75th Avenue   |
| Lower Buckeye Road  | 67th Avenue to 27th Avenue   |
| Mayo Boulevard  | Tatum Boulevard to Scottsdale Road                                 |
| McDowell Road   | 83rd Avenue to 43rd Avenue   |
| McDowell Road   | 52nd Street to 1,350 Feet East of 52nd Street                      |
| McDowell Road   | 1,575 Feet West of Galvin Parkway to 64th Street                   |
| New River Road  | 1.0 Mile Southwest of Black Canyon Freeway to Black Canyon Freeway |
| Pinnacle Peak Road  | 55th Avenue to 19th Avenue   |
| Pinnacle Peak Road  | Cave Creek Road to Tatum Boulevard                                 |
| Shea Boulevard  | 450 Feet East of 40th Street to 64th Street                        |
| Sonoran Desert Drive  | Dove Valley Road to Cave Creek Road                                |
| Southern Avenue   | 59th Avenue to 51st Avenue   |

| <b>Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.</b> |   |
|---|---|
| Southern Avenue   | 31st Avenue to 19th Avenue                          |
| Southern Avenue   | 24th Street to 48th Street                          |
| Tatum Boulevard   | Mockingbird Lane to Pinnacle Peak Road              |
| Tatum Boulevard   | Prickly Pear Trail to Cave Creek Road               |
| Thomas Road   | 99th Avenue to 800 Feet West of 59th Avenue         |
| Thunderbird Road  | 51st Avenue to 31st Avenue                          |
| Thunderbird Road  | Coral Gables Drive to 1,400 Feet East of 7th Street |
| Thunderbird Road  | 18th Street to Cave Creek Road                      |
| Union Hills Drive   | 51st Avenue to 27th Avenue                          |
| Union Hills Drive   | 19th Avenue to 7th Street                           |
| Union Hills Drive   | 20th Street to Tatum Boulevard                      |
| Van Buren Street  | 83rd Avenue to 67th Avenue                          |
| Van Buren Street  | 200 Feet West of 63rd Avenue to 39th Avenue         |
| Van Buren Street  | 56th Street to 508 Feet East of Project Drive       |
| Washington Street   | 34th Street to 56th Street                          |
| 7th Avenue  | Union Hills Drive to Rose Garden Lane               |
| 7th Street  | 400 Feet North of Peoria Avenue to Thunderbird Road |
| 7th Street  | 600 Feet North of Bell Road to Happy Valley Road    |
| 19th Avenue   | Dobbins Road to Southern Avenue                     |
| 19th Avenue   | Evans Drive to Jomax Road                           |
| 24th Street   | Baseline Road to Roeser Road                        |

| <b>Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.</b> |  |
|---|--|
| 24th Street   | Montebello Avenue to Lincoln Drive             |
| 27th Avenue   | Southern Avenue to Broadway Road               |
| 29th Avenue   | Pinnacle Peak Road to Happy Valley Road        |
| 32nd Street   | Arizona Canal to Lincoln Drive                 |
| 32nd Street   | Bell Road to Beardsley Road                    |
| 35th Avenue   | 200 Feet South of Elliot Road to Dobbins Road  |
| 35th Avenue   | Baseline Road to 500 Feet +/- North            |
| 35th Avenue   | Broadway Road to Lower Buckeye Road            |
| 35th Avenue   | Bell Road to Union Hills Drive                 |
| 35th Avenue   | Beardsley Road to Pinnacle Peak Road           |
| 40th Street   | Baseline Road to 800 Feet South of Roeser Road |
| 43rd Avenue   | South Mountain Avenue to Southern Avenue       |
| 43rd Avenue   | Lower Buckeye Road to Buckeye Road             |
| 43rd Avenue   | Glendale Avenue to Thunderbird Road            |
| 48th Street   | Baseline Road to Southern Avenue               |
| 51st Avenue   | Dobbins Road to Baseline Road                  |
| 51st Avenue   | Baseline Road to Roosevelt Street              |
| 51st Avenue   | Union Hills Drive to Beardsley Road            |
| 59th Avenue   | Elliot Road to Dobbins Road                    |
| 59th Avenue   | Buckeye Road to Roosevelt Street               |
| 75th Avenue   | Broadway Road to Van Buren Street              |

| Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times. |  |
|--|--|
| 75th Avenue  | Roosevelt Street 0.25 miles South of Thomas Road |
| 75th Avenue  | Devonshire Avenue to Camelback Road              |
| <del>83RD AVENUE</del>   | <del>BROADWAY ROAD TO ELWOOD STREET</del>        |
| <b>83RD AVENUE</b>   | <b>BROADWAY ROAD TO BUCKEYE ROAD</b>             |
| 83rd Avenue  | Papago Freeway to Camelback Road                 |
| 91st Avenue  | Elwood Street to Buckeye Road                    |
| 91st Avenue  | Indian School Road to Camelback Road             |
| 99th Avenue  | Durango Street to Buckeye Road                   |

| Table E. Prima Facie Speed Limit 50 Miles Per Hour at All Times. |   |
|--|---|
| Black Canyon Freeway Frontage Road (Northbound)                  | Greenway Road to Bell Road  |
| Black Canyon Freeway Frontage Road                               | Union Hills Drive to Pinnacle Peak Road   |
| Black Canyon Freeway Frontage Roads                              | Happy Valley Road to Interstate 17 Mile Post No. 220.82 (South of Dixileta Drive Alignment) |
| Broadway Road  | 99th Avenue to 91st Avenue  |
| Buckeye Road   | 75th Avenue to 71st Avenue  |
| <b>CAREFREE HIGHWAY</b>  | <b>0.5 MILES EAST OF PALOMA PARKWAY TO 7TH AVENUE</b>                                       |
| Cave Creek Road (Northbound)                                     | Pinnacle Peak Road to 660 Feet +/- North of Quiet Hollow Lane                               |
| Cave Creek Road  | 660 Feet +/- North of Quiet Hollow Lane to Peak View Road                                   |

| Table E. Prima Facie Speed Limit 50 Miles Per Hour at All Times. |  |
|--|--|
| Dobbins Road   | 43rd Avenue to 0.25 Miles West of 35th Avenue                              |
| El Mirage Road   | 0.25 Miles South of Camelback Road to 0.50 Miles North of Camelback Road   |
| Lower Buckeye Road   | 107th Avenue to 103rd Avenue   |
| Lower Buckeye Road   | 83rd Avenue to 79th Avenue   |
| Lower Buckeye Road   | 75th Avenue to 71st Avenue   |
| McDowell Road  | 1,350 Feet East of 52nd Street to 1,575 Feet West of Galvin Parkway        |
| New River Road   | Cloud Road to 1.0 Mile Southwest of Black Canyon Freeway                   |
| Pinnacle Peak Road   | Tatum Boulevard to Scottsdale Road   |
| Tatum Boulevard  | Pinnacle Peak Road to Prickly Pear Trail                                   |
| Thunderbird Road   | 1,400 Feet East of 7th Street to 18th Street                               |
| 51st Avenue  | Estrella Drive to Olney Avenue   |
| 59th Avenue  | Broadway Road to Durango Street Alignment                                  |
| 75th Avenue  | Van Buren Street to Roosevelt Street                                       |
| <del>83RD AVENUE</del>   | <del>ELWOOD STREET TO BUCKEYE ROAD</del>                                   |
| 91st Avenue  | 1.56 Miles South of Broadway Road to 0.5 Miles South of Broadway Road      |
| 99th Avenue  | Indian School Road to Camelback Road                                       |
| 99th Avenue  | 0.25 Miles North of Broadway Road to 0.5 Miles South of Lower Buckeye Road |

| Table F. Prima Facie Speed Limit 55 Miles Per Hour at All Times. |                                   |
|--|-----------------------------------|
| <del>CAREFREE HIGHWAY</del>                                      | <del>6600 WEST TO 4700 WEST</del> |

| Table F. Prima Facie Speed Limit 55 Miles Per Hour at All Times. |  |
|--|--|
| CAREFREE HIGHWAY   | 1,200 FEET EAST OF 33RD AVENUE TO 0.5 MILES EAST OF VIA TRAMANTO |

G. Parks.

1. North Mountain Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

|                           |               |
|---------------------------|---------------|
| North Mountain Park Drive | Entire Length |
|---------------------------|---------------|

2. Papago Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways except Galvin Parkway.

3. Pecos Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways within park boundary.

4. South Mountain Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways within park boundary.

5. Piestewa Peak Park.

a. Prima Facie Speed Limit 30 Miles Per Hour at All Times.

|                     |  |
|---------------------|--|
| Piestewa Peak Drive | Piestewa Peak Park Boundary to End of Road Within Piestewa Peak Park |
|---------------------|--|

H. Sky Harbor Airport.

1. Prima Facie Speed Limit 15 Miles Per Hour at All Times.

|                                 |  |
|---------------------------------|--|
| Sky Harbor Boulevard (North and | Between Terminal Curb and Sky Harbor Boulevard |
|---------------------------------|--|

|  |  |
|--|--|
| South Roadway)                                 | Median on All Terminals 2 and 3 and on Level 1 of Terminal 4 |
| Sky Harbor Boulevard (North and South Roadway) | All Ticketing/Check-in Lanes on Level 2 of Terminal 4        |

2. Prima Facie Speed Limit 20 Miles Per Hour at All Times.

|                                      |  |
|--------------------------------------|--|
| Sky Harbor Boulevard (South Roadway) | 4,400 Feet East of 24th Street to 6,300 Feet East of 24th Street |
|--------------------------------------|--|

3. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

|  |  |
|--|--|
| Sky Harbor Boulevard (North and South Roadway) | All Ramps, Entries and Exits for All Ticketing/Check-in and Baggage Claim Lanes at Terminals 3 and 4 |
|--|--|

4. Prima Facie Speed Limit 30 Miles Per Hour at All Times.

|                                      |  |
|--------------------------------------|--|
| Sky Harbor Boulevard (South Roadway) | 3,000 Feet East of 24th Street to 4,400 Feet East of 24th Street |
|--------------------------------------|--|

5. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

|  |   |
|--|---|
| Sky Harbor Boulevard (North and South Roadway) | Between 24th Street and SR 143, Except as Provided in the Prior Subsections |
|--|---|



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

This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority 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/Regional Public Transportation Authority (RPTA): In 1993, the RPTA 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 Planning 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 Planning 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.



## **Citizens Transportation Commission Meetings**

This report provides the Transportation, Infrastructure and Planning 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 Planning 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 and Street Transportation departments.



## Freeway Program Update

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

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

#### **Summary**

The Maricopa Association of Governments (MAG) Regional Transportation Plan reflects numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded from the voter approved 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 Planning Subcommittee reflecting project changes as well as new projects.

#### Interstate 10 (I-10) - Broadway Curve Reconstruction

The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/Interstate 17 (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 (SR) 143, US-60 and Loop 202.

The proposed improvements 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 SR 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 began in late 2021 and is scheduled for completion in 2024.

**Update:**

- **ADOT achieved a major milestone in May when crews began building the first bridge “superstructure.” The superstructure is the part vehicles will drive across, and rests on the piers and abutments, which are known as the “substructure.” The work occurred over three nights on the east side of northbound SR 143. A crane lifted and placed 25 box-shaped beams (box beams) for the bridge over the Tempe Drain on 48th Street and on a section of northbound SR 143 that is being widened. Each of the box beams weighed up to 40,000 pounds.**
- **Crews began drilling the foundation for a new bridge next to the ramp that connects westbound US-60 (Superstition Freeway) to westbound I-10.**
- **Construction of new sound walls between Guadalupe and Elliot roads is underway.**
- **In June, crews plan to set the girders for the new bridges over I-10 at 48th Street and place the box beams for the bridge over the Tempe Drain on southbound SR 143. Later in June and July, workers expect to set the girders for the new bridge over I-10 at Broadway Road.**

I-10 - I-17 to Avondale Boulevard Pavement Improvement

This project is to extend the life of the pavement and improve the driving experience on I-10 from I-17 to Avondale Boulevard. This project was initiated by ADOT to address the potholes and uneven pavement in this corridor.

The major elements of this project include removing the existing asphalt pavement and using a diamond grinding treatment to provide a smooth roadway surface. The recently -installed section of rubberized asphalt on I-10 near the connection to the Loop 202 freeway between 43rd and 67th avenues will not be removed. An additional travel lane on westbound I-10 between 67th Avenue and Avondale Boulevard will be added by reducing the shoulder and lane widths. The striping on the southbound Loop 101 ramp to westbound I-10 will be modified to create two lanes.

There will be regular weekend closures and overnight lane restrictions on I-10 during the year-long construction project.

Construction began in September 2021 and will conclude in late 2022.

#### I-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 conclude in late 2022.

#### **Update:**

- **ADOT has notified the City that there will be continued closures of Greenway Road between 29th and 25th avenues, as well as weekend ramp closures at Greenway Road for several weeks, as work continues on a regional drainage system project. The work will require closing westbound Greenway Road between 29th and 25th avenues from 9:00 p.m. Friday, June 3, 2022 through late June 2022 to reconstruct the roadway. Eastbound Greenway Road will also be closed during several weekend closures of the interchange throughout June. The extended road closures will allow the concrete to cure for approximately a week before putting traffic back on the roadway.**

#### 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 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.

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

Construction began in March 2020.

#### US-60 (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 - I-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, 51st, and 43rd Avenues, as well as the system interchange at I-17. The existing Loop 303 was constructed to accommodate the future construction of these TIs.

Phoenix, MAG, and ADOT have agreed to accelerate design and construction of the new TIs at 51st and 43rd Avenues to accommodate the schedule of the new Taiwan Semiconductor Manufacturing Company (TSMC) facility. Construction of the new TIs will be completed in summer 2023.

**Responsible Department**

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



## Update on Supply Shortages in the Colorado River

This report provides the Transportation, Infrastructure and Planning Subcommittee information related to implementation of the City of Phoenix Drought Management Plan and Water Use Reduction Guidelines (Drought Management Plan) in response to anticipated further shortages on the Colorado River.

### THIS ITEM IS INFORMATION ONLY.

#### Summary

Water supply conditions on the Colorado River continue to decline. The two major reservoirs, Lake Mead and Lake Powell, have declined to storage levels not seen since they were constructed. Recently, the United States Bureau of Reclamation (BOR) announced it will withhold 500,000 acre-feet of water in Lake Powell in order to protect water delivery capability and hydropower generation. This action will have additional adverse impacts on Lake Mead, the reservoir supplying the Central Arizona Project. The City uses Colorado River water to supply approximately 40 percent of annual customer demand.

The federal government declared the first-ever Tier 1 Colorado River shortage in 2022. BOR anticipates a Tier 2 Colorado River shortage in 2023 and a strong possibility of a Tier 3 Colorado River shortage in 2024. The shortage has varying degrees of impact on the City's available Colorado River supplies, which makes it an appropriate time to implement the City's Drought Management Plan with the declaration of a *Stage 1 Water Alert*.

The Water Services Director is authorized by the Phoenix City Code to declare a *Stage 1 Water Alert*, beginning an intensive public education and information program to assist all customers in understanding the need for voluntary water conservation. As of June 1, 2022, the *Stage 1 Water Alert* is in place.

Public outreach efforts will focus on these three areas to effectively communicate water awareness:

- 1) Raise awareness to shortage conditions on the Colorado River and the City's response;



- 2) Educate customers on sustainable water use; and
- 3) Activate customers to use water responsibly.

While asking residents and businesses to do their part, the City is increasing its own water efficiency. Toilet and fixture retrofits throughout Phoenix City Hall will provide significant reductions in water use. The City is developing further plans to retrofit fixtures in other City buildings. The City's Water Efficiency Task Force, an interdepartmental working group, continues to examine additional methods to increase efficiency and conservation in City operations.

The Phoenix Water Services Department recently expanded its Water Conservation team, and it continues to implement the conservation programs adopted by the Council. Staff will continue those efforts and prepare a communications plan to increase public awareness of shortage conditions and actions customers can take to use water more efficiently.

The City has worked hard to develop a sustainable water supply and has been designated by the State as having a 100-year assured water supply. In addition, Phoenix recycles nearly all its wastewater, delivering it for use in agriculture, energy production, urban irrigation, aquifer recharge, and riparian wetland maintenance.

Phoenix will continue to plan, invest, and conserve to ensure a sustainable future while providing safe, clean, and reliable water to its customers without interruption. Additionally, the City will continue to take proactive actions to prepare for even deeper shortages on the Colorado River as we strive to be the most sustainable desert city in the world.

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

The Community and Cultural Investment Subcommittee received a presentation on this item on June 1, 2022.

This item appeared in the General Information Packet on May 26, 2022.

#### **Responsible Department**

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



## **Vision Zero - Road Safety Action Plan Update**

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Street Transportation Department's efforts related to the development of a Vision Zero Road Safety Action Plan.

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

#### **Summary**

This update addresses the status of the Vision Zero-Road Safety Action Plan (RSAP) and near-term safety improvements at three intersections specifically identified for funding at the March 2, 2021, City Council meeting as well as an update on staff's efforts to be recognized as a Vision Zero community by the Vision Zero Network.

#### **Background**

Traffic fatalities within the City of Phoenix have been increasing over many years. The unofficial data indicates that 231 people died on City of Phoenix streets in 2021. This is an increase of 25 percent from 2020. In reviewing the fatal crash information over the last two decades, 2021 is the year with the highest number of fatalities on Phoenix roads. To provide an update on the current year, as of May 31, 2022, there have been 112 fatalities this year, according to unofficial information from the Vehicular Crimes Unit within the Phoenix Police Department. These numbers are very concerning and sobering, because if this trend continues for the remainder of the year, the number of fatalities in 2022 will surpass the number of lives lost in 2021.

On March 2, 2021, City Council approved the development of a RSAP, and on Feb. 16, 2022, City Council approved a resolution for Phoenix to adopt the Vision Zero strategy and incorporate Vision Zero goals into the RSAP. The primary purpose of the RSAP is to reduce injuries and fatalities on Phoenix roadways. The RSAP will provide a roadmap of priorities for implementing enhanced roadway safety programs modeled on the Four E's: Evaluation, Engineering, Education, and Enforcement. With the incorporation of the goals of Vision Zero, Equity has been added to the RSAP as the fifth 'E' to improve the traditional approach to transportation safety. Three broad strategies for integrating equity include: invest where the needs are greatest, re-think the role of enforcement, and engage the community. All five E's of transportation safety

play a valuable role in supporting safety but are most effective when implemented in a coordinated fashion. Key to the RSAP effort is the coordination and engagement with community and business stakeholders, other City departments, and elected officials.

### Community Engagement - Phase I

Public engagement is crucial to developing and implementing a successful RSAP, so the Street Transportation Department (Streets) developed a Public Involvement Plan to establish a website for public information and comments, and interactive participation in Citywide meetings and Council District-specific meetings for each phase of the two-phased development of the RSAP.

The first phase of community engagement was conducted between November 2021 and February 2022. The purpose of this phase was to learn what the public feels is most important regarding traffic safety and what they'd like to see the RSAP accomplish. It is to be recognized that during this time period, the COVID-19 pandemic continued which limited the opportunity to have in-person meetings and activities. Understanding this, the core of the public involvement activity utilized an online engagement tool - MetroQuest.

The first virtual public meeting was hosted by the City of Phoenix on Nov. 16, 2021, which included a live Spanish-speaking interpreter for Spanish-speaking attendees, engaged participants with polling, included breaks for questions and discussions, and included a presentation about the project. To ensure that different parts of the City had an opportunity to learn about the RSAP, how to engage and use MetroQuest, and have time to discuss the project with Phoenix staff, a series of community touch points were completed after the initial public meeting.

The MetroQuest survey was open online and accessible from the RSAP webpage from Nov. 16, 2021, through Feb. 28, 2022, and:

- Educated and informed survey users about the RSAP and crash data;
- Asked participants about their safety concerns;
- Had participants prioritize the focus of safety work efforts;
- Provided a mapping exercise to mark specific locations and provide comments about observed safety issues; and
- Collected e-mail addresses and zip code information from the participants.

The website had over 4,000 visitors, and more than 2,500 people completed the engagement exercise, a response rate of 63 percent. The following is what was learned and how the feedback connects to the RSAP:

- The number one priority that Phoenixians want the RSAP to focus on is preventing

fatal crashes. This aligns well with the adoption of Vision Zero and supports the prioritization of strategies for reducing and eliminating Killed and Serious Injury (KSI) crashes;

- Over 60 percent of survey respondents think Phoenix streets are unsafe. This aligns with the overarching goal of the RSAP and reinforces crash data findings from the public perspective;
- The majority of comments (~1,500) and concerns (from survey responses) focus on driver behavior and enforcement. This aligns with adding strategies around enforcement and education concerning driver behavior; supports additional engineering solutions that address speeding, red-light running, not yielding, turn restrictions, and other countermeasures; and encourages prioritizing strategies around driver behavior;
- The second highest number of comments (~1,000) revolved around missing and/or inadequate infrastructure, bike facilities, street and roadway design, pedestrian crossings, pedestrian facilities, and intersections. This feedback supports focused engineering solutions that can be deployed as individual projects and/or integrated into existing project development processes through the Street Transportation and Planning and Development departments;
- Intersections and traffic operations ranked high in a number of different areas of input. This reinforces emphasizing identification of intersection-related safety improvements and connecting objectives and strategies that address intersections and traffic operations; and
- Through the map marker exercise, survey participants also indicated that vehicle congestion was a concern.

The Phase I Public Engagement summary is posted to [phoenix.gov/roadsafety](https://phoenix.gov/roadsafety).

#### Draft Road Safety Action Plan

Streets with input from the public as well as the Police, Fire, Planning and Development, Public Transit, and Neighborhood Services departments moved forward in drafting a series of actionable strategies for the RSAP that:

- Are data driven;
- Respond to community engagement;
- Crosscut City departments;
- Connect to the five E's: evaluation, engineering, education, enforcement, and equity;
- Support safety improvements targeted along the High Injury Network (HIN); and
- Address integrating Vision Zero into the way the City approaches Phoenix's transportation system.

Leading with a data-driven evaluation of crash information coupled with public input and city staff knowledge, a series of strategies were drafted that respond to the RSAP vision. For this plan, the group of strategies are considered the roadmap for implementation and alignment with internal City work processes, environment, and efforts to achieve the goal of Vision Zero. It is noted that many safety strategies and work efforts are underway at the City, and this plan acknowledges those, and in some cases, recommends expansion and/or a shift in focus.

From the crash data evaluation, five focus areas were developed:

1. City processes;
2. Vulnerable users (pedestrians and bicyclists);
3. Intersections;
4. Corridors and nighttime; and
5. Driver behavior, younger drivers and motorcyclists.

For the five focus areas, staff developed 16 objectives, which serve to link the focus areas with actionable strategies to make our streets safer. Streets staff outlined 40 actionable strategies and each strategy includes the lead implementing and supporting City departments, and the type of traffic safety 'E' that the strategy aligns with.

The RSAP report is proposed to include a section entitled "Taking Action" and a draft of this section of the report is included as **Attachment A**. The focus areas, objectives, and strategies found in **Attachment A** will be reviewed, discussed, and shared with City staff and leadership, outside agency collaborators, and the public for input and refinement.

The RSAP report is also planned to include a section entitled "Engaging Phoenixians." A draft of this section of the report is included as **Attachment B**, which contains a summary of the community engagement efforts through the first phase of community engagement. This section will be expanded to include additional community engagement activities.

Following the next phase of community engagement, the final RSAP report will be developed, and the strategies will be expanded to include information about the implementation timeline, needed funding and staff resources, application type (HIN, systematic, location specific or programmatic), and the projected impact of the strategy if implemented. The final plan, to be completed in October 2022, will incorporate the feedback about this draft and its strategies, and include an implementation plan that outlines performance measures, time frames, focus areas for applications, funding needs, and staff support options.

### Community Engagement - Phase II

Recognizing the importance of creating a plan that the community participates in, the second phase of community engagement is planned to start at the end of June and continue through August 2022. This will include a survey to review and provide input on the objectives and proposed strategies; an online public meeting; community touch points throughout the City focusing on meeting people where they are, such as recreation centers, libraries, and community events; possible focus groups; and a pledge that will allow Phoenix residents a choice to join the City in meeting the Vision Zero goal.

### Near-Term Safety Projects

In March 2021, City Council approved the completion of near-term safety projects, which includes expedited traffic safety improvements at three intersections (16th Street and Camelback Road, 19th and Southern avenues, and 75th Avenue and Indian School Road) in a two-phase effort. The following are updates to these projects:

- Phase I: Traffic signal modernizations are currently under construction at all three intersections and are expected to be completed by the end of this summer; and
- Phase II: The 16th Street and Camelback Road intersection is currently being scoped for additional improvements. The intersection at 19th and Southern avenues is currently on hold due to major development on the northwest corner. The 75th Avenue and Indian School Road intersection is currently undergoing a streetlighting assessment for potential lighting and visibility improvements.

As communicated to Council, if the previously allocated funding for near-term safety projects was sufficient, Streets staff would identify additional intersections to receive safety improvements. Streets has identified four additional intersections to receive traffic signal improvement projects. All four intersections rank in the top 20 on the Maricopa Association of Governments Top 100 Intersections by Crash Risk (2016-2020 Crash Data). Design work on the following four intersections will begin in the next month, with construction scheduled to be complete by June 2023.

- 67th Avenue and McDowell Road (Rank #3);
- 67th Avenue and Indian School Road (Rank #4);
- 75th Avenue and McDowell Road (Rank #6); and
- 75th Avenue and Thomas Road (Rank #18).

### Vision Zero Network

As part of the City's resolution to adopt the Vision Zero strategy and develop a RSAP incorporating Vision Zero goals, Phoenix is seeking to be recognized as a Vision Zero community by the Vision Zero Network. The Vision Zero Network is a U.S.-based non-profit organization that advocates for cities to adopt the core philosophy of Vision Zero:

that traffic-related deaths and serious injuries are preventable. The Vision Zero Network will recognize as Vision Zero communities those who are taking demonstrable and significant actions to advance the principles of Vision Zero to ensure safe mobility for all people. At a minimum, this includes meeting the following criteria:

- The Council publicly, officially committing to Vision Zero within the set time frame and directing the appropriate city staff to prioritize the work;
- A Vision Zero action plan or strategy is in place, or the Council and key departments have committed to creating one in a specified time frame, which includes a focus on being data-driven, equitable, and including community input;
- Setting a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit time frame;
- Key city departments are actively engaged as leaders and partners in the process of developing the Vision Zero plan, implementing it, and evaluating and sharing progress; and
- A Vision Zero task force is implemented and meets regularly to lead and evaluate efforts.

The City has already met some of the criteria by adopting the Vision Zero resolution and working on the development of an RSAP incorporating Vision Zero goals. The City is also working to develop and implement a Vision Zero task force and recommend, as part of the adoption of the final RSAP, a set time frame for eliminating traffic deaths and serious injuries on Phoenix roadways. Staff will continue to focus on Vision Zero efforts and plans to submit the application requesting recognition as a Vision Zero community in conjunction with the finalization of the RSAP in October 2022.

### **Financial Impact**

The City Council approved the allocation of \$3 million in the Street Transportation Department's Transportation 2050 (T2050) revenues and \$3 million in general fund resources over five years to support near-term road safety projects. Additionally, in the proposed Fiscal Year 2022-23 City budget, an additional \$1.2 million in annual funding is included to support the implementation of the RSAP.

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

The Citizens Transportation Commission:

- Recommended City Council approval of the development of the RSAP on Jan. 28, 2021, by a vote of 15-0; and
- Was provided with an update on the RSAP on Oct. 28, 2021.

The Transportation, Infrastructure and Planning Subcommittee:

- Recommended City Council approval for the development of the RSAP on Feb. 3,

2021, by a vote of 4-0; and

- Was provided with an update on the RSAP on Oct. 20, 2021.

The City Council:

- Approved development of the RSAP, completion of near-term projects, and additional staffing resources on March 2, 2021;
- Received an update on the development of the RSAP and approved moving forward with the Vision Zero strategy and incorporation of Vision Zero goals into the RSAP on Jan. 25, 2022, by a vote of 7-2; and
- Approved the Vision Zero Strategy Resolution (Resolution 21995) to incorporate Vision Zero goals into the RSAP on Feb. 16, 2022, by a vote of 7-2.

**Responsible Department**

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





# TAKING ACTION

Vision Zero acknowledges that there are many factors that contribute to safe mobility - including roadway design, speeds, enforcement, behaviors, technology, and policies - and sets clear strategies to achieve the shared goal of zero fatalities and serious injuries. Countermeasures may include any combination of evaluation, education, enforcement, and engineering. The evaluation of crash data led to the identification of **five Focus Areas** where implementation of safety strategies is anticipated to have the **highest impact on reducing traffic fatalities and serious injuries**. Objectives have been developed within each Focus Area that will have time-bound, measurable performance metrics to track and evaluate throughout implementation of the city's Vision Zero initiative.

Vision Zero is rooted in the shared responsibility among system designers and policymakers to design and operate safe systems for transportation. The transportation safety strategies developed for this Action Plan have been vetted through a multi-tiered screening process with discussion and collaboration with multiple stakeholders. Implementation of these strategies will require a heavy investment in staff and funding resources. New programs that are driven through a safety lens will need to be created. Several existing programs are proposed to have a stronger safety framework. Some strategies will require review and vetting of current policies. Collectively, these strategies were identified to have the greatest potential for impact towards Vision Zero within the control of the City of Phoenix and its community partners. The City will implement performance metrics to track and evaluate the strategies ultimately prioritized for implementation.

# FOCUS AREAS

- 
1. GENERAL STRATEGIES
  2. BEHAVIOR RELATED
  3. PEDESTRIANS & BICYCLISTS
  4. INTERSECTIONS
  5. SEGMENTS

## ACRONYM KEY

|                   |  |
|-------------------|--|
| HIN               | The application of the strategy will most likely be applied on the High Injury Network   |
| Systemic          | The application of the strategy will most likely be applied on the transportation network.   |
| Location Specific | The application of the strategy will most likely be applied at a specific location.  |
| Programmatic      | The application of the strategy will most likely be applied through a series of interconnected work efforts.                                     |
| STR               | Street Transportation Department   |
| PTD               | Public Transit Department  |
| PDD               | Planning and Development Department  |
| NSD               | Neighborhood Services Department   |
| PD                | Police Department  |
| FD                | Fire Department  |
| ExPA              | External Public Agencies: USDOT, FHWA, ADOT, MAG, Maricopa County, Valley Metro, City of Phoenix Public School Districts, and Neighboring Cities |
| ExA               | External Associations: Private Businesses, Neighborhood Associations, Business Improvement Districts BIDs, Developers, etc.                      |

| STRATEGY   |  | 5 E's: Identifies the type of work effort connected to the strategy |             |             |           |        | Application of Strategy                        | Partners   |
|--|--|---|-------------|-------------|-----------|--------|--|--|
|  |  | Evaluation  | Engineering | Enforcement | Education | Equity | HIN, Systemic, Location Specific, Programmatic | The Lead Department is Italicized, & support departments are included. |
| <b>1.A Establish foundational elements of Vision Zero including timeline &amp; goals for implementation &amp; evaluation</b> |  |   |             |             |           |        |  |  |
| GN.01A   | Create a City of Phoenix inter-departmental Vision Zero Task Force.  | ■   | ■           | ■           | ■         | ■      | Programmatic                                   | <i>STR</i> , PTD, PDD, NSD, PD, FD                                     |
| GN.01B   | Create a biennial Vision Zero status report including updated crash statistics from the crash dashboard, high injury network (HIN), & status of performance measure targets.                     | ■   | ■           | ■           | ■         | ■      | Programmatic                                   | <i>STR</i> , PTD, PDD, NSD, PD, FD, ExPA, ExA                          |
| <b>1.B Reduce crash risk on roadways by enhancing safety collection &amp; evaluation</b>                                     |  |   |             |             |           |        |  |  |
| GN.02A   | Continue to analyze safety data annually to identify high severity crash areas & implement countermeasures at prioritized locations.   | ■   | ■           |             |           | ■      | Location Specific, Systemic, Programmatic      | <i>STR</i> , PDD   |
| GN.02B   | Improve crash data sharing between the Street Transportation Department, Police Department, & Arizona Department of Transportation.  | ■   |             |             |           |        | Programmatic                                   | <i>STR</i> , PD, ExPA  |
| GN.02C   | Continue to conduct Road Safety Audits (RSA), focusing on the HIN, to identify appropriate countermeasures; develop & implement recommended countermeasures through projects at these locations. | ■   | ■           |             |           |        | HIN, Programmatic, Location Specific           | <i>STR</i> , PTD, PD, FD, ExPA   |
| GN.02D   | Enhance and streamline the process to implement RSA recommendations.   | ■   | ■           |             |           |        | Programmatic                                   | <i>STR</i> , PTD, PD   |
| <b>1.C Reduce crash risk on roadways by creating a culture of road safety within the City</b>                                |  |   |             |             |           |        |  |  |
| GN.03A   | Incorporate analysis of crash history & countermeasure safety improvements for City of Phoenix capital improvement projects & private development projects.                                      | ■   | ■           |             | ■         | ■      | Systemic, Programmatic                         | <i>STR</i>   |
| GN.03B   | Make the road safety crash dashboard available to city staff to access for analysis & development of countermeasures into City practices.  | ■   | ■           |             | ■         | ■      | Systemic, Programmatic                         | <i>STR</i> , PTD, PDD, NSD, PD, FD                                     |
| GN.03C   | Incorporate a Vision Zero component into required driver training programs for City of Phoenix employees (including municipal courts) & contractors.   |   |             |             | ■         |        | Programmatic                                   | <i>STR</i>   |
| GN.03D   | Develop and maintain a list of prioritized planning, pre-design, design, & construction projects in pursuit of local, state, federal, & private grant funding as appropriate.                    | ■   | ■           |             |           |        | Location Specific, Programmatic                | <i>STR</i> , PTD, NSD, PD  |

| STRATEGY   |  | 5 E's: Identifies the type of work effort connected to the strategy |             |             |           |        | Application of Strategy                        | Partners   |
|--|--|---|-------------|-------------|-----------|--------|--|--|
|  |  | Evaluation  | Engineering | Enforcement | Education | Equity | HIN, Systemic, Location Specific, Programmatic | The Lead Department is <i>Italicized</i> , & support departments are included. |
| <b>1.A Reduce the number of KSI crashes involving pedestrians and bicyclists through behavioral changes.</b>                     |  |   |             |             |           |        |  |  |
| BH.01A   | Continue & enhance paid and earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of pedestrian and bicyclist safety. This includes using new & effective methods to reach target audiences.                            |   |             |             | ■         | ■      | HIN, Programmatic                              | <i>STR</i> , PTD, PDD, NSD, PD, FD, ExPA, ExA                                  |
| BH.01B   | Expand enforcement of school zone laws.  |   |             | ■           |           |        | Location Specific                              | <i>PD</i> , STR, ExA   |
| BH.01C   | Expand current efforts for student pedestrian & bicyclist education, safety, & awareness efforts, focusing on schools within 1/4 mile of the HIN network.  |   |             |             | ■         | ■      | Location Specific, Programmatic                | <i>PD</i> , FD, STR, PDD   |
| BH.01D   | Conduct proactive enforcement of traffic laws amongst all road users on the HIN network, with emphasis on risk factors that contribute to pedestrians & bicyclists being involved in motor vehicle crashes.  |   |             | ■           |           | ■      | HIN  | <i>PD</i> , STR, PDD   |
| <b>2.B Reduce the number of KSI crashes related to speeding, red-light running, distracted driving, &amp; aggressive driving</b> |  |   |             |             |           |        |  |  |
| BH.02A   | Increase visible enforcement programs, including automated enforcement options. These measures can be effective in deterring drivers from speeding, red-light running, and driving distracted.   | ■   | ■           | ■           |           |        | Location Specific, Programmatic                | <i>PD</i> , STR  |
| BH.02B   | Develop roadway safety awareness & education campaigns for people driving vehicles, in concert with enforcement efforts, to specifically target change in road user behavior related to speeding, red-light running, distracted driving, & aggressive driving. |   |             |             | ■         | ■      | Programmatic                                   | <i>STR</i> , PD, ExPA  |
| <b>2.C Reduce the number of KSI crashes related to impaired driving (Drugs &amp; Alcohol)</b>                                    |  |   |             |             |           |        |  |  |
| BH.03A   | Expand the DUI Task Force Enforcement through use of high-visibility enforcement techniques, saturation patrols, & integrated enforcement tactics.   |   |             | ■           |           |        | Programmatic                                   | <i>PD</i> , STR, NSD   |



| STRATEGY  |   | 5 E's: Identifies the type of work effort connected to the strategy |             |             |           |        | Application of Strategy                        | Partners   |
|---|---|---|-------------|-------------|-----------|--------|--|--|
|   |   | Evaluation  | Engineering | Enforcement | Education | Equity | HIN, Systemic, Location Specific, Programmatic | The Lead Department is Italicized, & support departments are included. |
| <b>3.A Reduce crash risk involving people walking &amp; biking by expanding safe routes to school efforts</b>                                   |   |   |             |             |           |        |  |  |
| PB.01A  | Develop Safe Routes to School plans for public, private, & charter elementary, middle, & high schools with crossings of arterial roads, & construct recommendations.  | ■   | ■           |             | ■         | ■      | HIN, Programmatic                              | <i>STR</i>   |
| PB.01B  | Implement school zone safety countermeasures for school crossings of collector roads. Develop school typologies for prioritization.   | ■   | ■           |             | ■         |        | Systemic, Location Specific, Programmatic      | <i>STR</i>   |
| <b>3.B Reduce the number of KSI crashes involving people walking &amp; biking with geometric reconfiguration &amp; systemic countermeasures</b> |   |   |             |             |           |        |  |  |
| PB.02A  | Continue constructing midblock crossings at priority arterial road locations that include: HAWKS, signing, markings, & lighting to provide a safe place for people walking & bicycling to cross.                                |   | ■           |             |           | ■      | HIN  | <i>STR</i>   |
| PB.02B  | Develop a best practice approach for pedestrian crossings to improve safety in a context sensitive manner.  |   | ■           |             | ■         | ■      | Systemic, Programmatic                         | <i>STR, PTD</i>  |
| PB.02C  | Develop a checklist or toolkit to improve safety for pedestrians & bicyclists through smart design choices for all to be used in designing City of Phoenix capital improvement program projects & private development projects. |   | ■           |             | ■         |        | Systemic, Programmatic                         | <i>PTD, STR</i>  |
| <b>3.C Review existing gaps in pedestrian infrastructure &amp; prioritize improvements</b>  |   |   |             |             |           |        |  |  |
| PB.03A  | Analyze the transportation network to identify locations that have the greatest number of risk-factors (which contribute to pedestrian & bicyclist crashes), & then identify countermeasure improvements.                       | ■   | ■           |             |           | ■      | Systemic, Location Specific                    | <i>STR, PTD, NSD, PD, FD</i>   |
| PB.03E  | Establish natural or structural shade in pedestrian refuge & waiting areas.   |   | ■           |             |           | ■      | Location Specific                              | <i>STR, PTD, PDD</i>   |

| STRATEGY  |   | 5 E's: Identifies the type of work effort connected to the strategy |             |             |           |        | Application of Strategy                        | Partners   |
|---|---|---|-------------|-------------|-----------|--------|--|--|
|   |   | Evaluation  | Engineering | Enforcement | Education | Equity | HIN, Systemic, Location Specific, Programmatic | The Lead Department is Italicized, & support departments are included. |
| <b>4.A Reduce the number of KSI crashes at unsignalized intersections w/ geometric reconfiguration &amp; systemic countermeasures</b> |   |   |             |             |           |        |  |  |
| IT.01A  | Develop a geospatial network screening process, that includes the frequency & severity of crashes, for unsignalized intersections to identify priority locations for improvements.  | ■   | ■           |             |           |        | Systemic, Location Specific                    | <i>STR</i>   |
| IT.01B  | For priority unsignalized intersections that do not or are not anticipated to meet traffic signal warrant criteria, evaluate & identify alternative countermeasures to improve traffic safety.                                      |   | ■           |             |           |        | Systemic, Location Specific                    | <i>STR</i>   |
| <b>4.B Reduce the number of KSI crashes at signalized intersections w/ geometric reconfiguration &amp; systemic countermeasures</b>   |   |   |             |             |           |        |  |  |
| IT.02A  | Review sight visibility at HIN intersections to ensure adequate sight distance for left-turning vehicles. Re-stripe/reconstruct single left turn lanes to have zero or positive offsets, where protected lefts are not implemented. | ■   | ■           |             |           | ■      | HIN  | <i>STR</i>   |
| IT.02B  | Continue efforts to identify existing traffic signals with legacy equipment including lighting level, & reconstruct them to current standards.  | ■   | ■           |             |           | ■      | HIN, Programmatic                              | <i>STR</i>   |
| IT.02C  | Install additional far-side bus bays at priority locations.   | ■   | ■           |             |           | ■      | Location Specific                              | <i>PTD, STR, PDD</i>   |
| <b>4.C Reduce the number of KSI crashes at signalized intersections with signal phasing or timing</b>                                 |   |   |             |             |           |        |  |  |
| IT.03A  | Evaluate & modify left-turn phasing at signalized intersections on the HIN to reduce conflicting movements.   | ■   | ■           |             |           | ■      | HIN, Programmatic                              | <i>STR</i>   |
| IT.03B  | Evaluate & implement use of leading pedestrian interval (LPI) at intersections with greatest crash risk of pedestrian-motor vehicle collisions.   | ■   | ■           |             |           | ■      | Location Specific                              | <i>STR</i>   |
| IT.03C  | Review procedure on establishing yellow change & all-red clearance intervals.   | ■   | ■           |             | ■         |        | Programmatic                                   | <i>STR</i>   |
| IT.03D  | Continue to evaluate & implement ITS improvements to provide greater signal efficiency, coordination, communication, including piloting & evaluating adaptive traffic signal control.   | ■   | ■           |             |           |        | Systemic                                       | <i>STR</i>   |
| IT.03E  | Install emergency vehicle preemption at locations with the greatest need.   | ■   | ■           |             |           |        | HIN, Systemic                                  | <i>FD, STR</i>   |

| STRATEGY   |   | 5 E's: Identifies the type of work effort connected to the strategy |             |             |           |        | Application of Strategy                        | Partners  |
|--|---|---|-------------|-------------|-----------|--------|--|---|
|  |   | Evaluation  | Engineering | Enforcement | Education | Equity | HIN, Systemic, Location Specific, Programmatic | The Lead Department is Italicized, & support departments are included.      |
| <b>5.A Reduce the number of KSI crashes on corridors with access management (reducing conflict points)</b>                   |   |   |             |             |           |        |  |   |
| SG.01A   | Update the current Access Management Standards within the Street Planning & Design Guidelines to provide guidance for all roadway classifications & all types of intersections, including unsignalized intersections & driveways (full access, partial access, left-in/left-out, & right-in/right-out). |   | ■           |             | ■         | ■      | Programmatic                                   | <i>STR</i> , <i>PTD</i> , <i>PDD</i> , <i>PD</i> , <i>ExPA</i> , <i>ExA</i> |
| SG.01B   | Install raised medians on HIN corridors to reduce conflict points.  |   | ■           |             |           |        | HIN  | <i>STR</i> , <i>PTD</i> , <i>PDD</i> , <i>NSD PD</i>                        |
| <b>5.B Reduce the number of KSI crashes on road corridors by improving visibility, illumination, &amp; driver expectancy</b> |   |   |             |             |           |        |  |   |
| SG.02A   | Improve street lighting luminescence & uniformity on the HIN network at segments with the greatest nighttime crash history in coordination with the current city street lighting standards.   | ■   | ■           |             |           | ■      | HIN  | <i>STR</i>  |
| SG.02B   | Review unbalanced lane undivided arterials (i.e., two northbound lanes & three southbound lanes) for potential reconfiguration based on evaluation factors such as crash rate, speed, & volume.   | ■   | ■           |             |           |        | Programmatic                                   | <i>STR</i> , <i>PDD</i>   |
| <b>5.C Reduce the number of nighttime crashes by implementing systemic lighting improvements citywide</b>                    |   |   |             |             |           |        |  |   |
| SG.03A   | Develop an approach to review & prioritize lighting improvements (improve or create positive lighting, coverage, brightness, etc.) at uncontrolled, marked midblock crossings.  | ■   | ■           |             |           | ■      | Location Specific                              | <i>STR</i> , <i>PDD</i>   |
| SG.03B   | For arterial & major collector streets with single sided lighting, add the other side of lighting in coordination with current city lighting standards.   | ■   | ■           |             |           |        | Location Specific                              | <i>STR</i> , <i>PDD</i>   |



# ENGAGING PHOENICIANS





This plan would not exist without direction from engaged and concerned Phoenicians. The input of those who travel Phoenix's roadways, whether driving, walking, biking, or taking transit is essential to make streets safer for everyone. The public involvement activities and tactics were aligned and realized through distinct phases of the RSAP with the goals of the public participation plan providing direction.

The RSAP public involvement effort aimed to:

- *Inform and educate Phoenicians about the traffic safety problem and the Road Safety Action Plan, and to*
- *Consult, involve, and understand the community's perspectives about safety issues and the high amount of people getting killed and severely injured on Phoenix roadways.*

Responding to these objectives, the project conducted three main work efforts to facilitate meaningful input:

- Continuous communication about the project to ensure residents had an opportunity to learn about the project began with the launch of the project website and then integrated social media content, branding, email notifications, presentations, fact sheets, videos, and created posters/flyers throughout the life of the project.
- **Phase 1: Community Engagement** focused on learning which traffic safety issues Phoenicians were most concerned about and what they would like to see this plan accomplish.
- **Phase 2: Public Input** will start in June 2022 and continue through September 2022, providing an opportunity for review, comments, suggestions, and prioritization on the objectives and strategies outlined in this Report.

## WHAT PHOENIX IS SAYING...

Survey respondents said  
**Preventing  
Traffic Deaths**  
is the number one priority  
for this plan

**>60%**  
of survey respondents  
think Phoenix streets are  
**unsafe**

**Driver  
Behavior**  
is the number one  
safety concern

**>1000**  
comments related to  
**missing/inadequate infrastructure**  
bike facilities, street crossings,  
pedestrian facilities,  
& intersections

**>2600**  
people completed  
the Phase 1 online  
engagement exercise

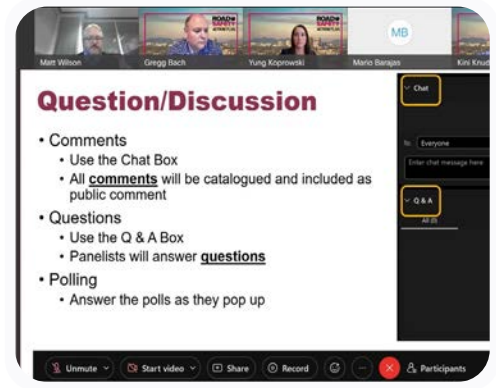
**116**  
people attended  
the first virtual  
public meeting

**Phase 1: Community Engagement** kicked off in November 2021 with a virtual meeting hosted by the City of Phoenix using the WebEx platform. 116 people attended the **virtual public meeting** that included both Spanish and English speaking attendees with a live Spanish speaking interpreter. The public meeting engaged participants with polling, breaks for questions and discussions, and a presentation about the project. The presentation included an overview of the project, the planning process, project background information, information about the High Injury Network and crash trends.

Since in-person engagement activities were limited, the project utilized an online engagement tool, **MetroQuest**, to gather information about residents safety concerns on Phoenix streets. MetroQuest is an engagement platform that is designed for transportation planning. Their surveys both educate the public and gather informed output, helping public involvement teams get tangible insights from diverse communities and consistently deliver outstanding public involvement. The MetroQuest Survey received over 2,600 responses and over 5,000 comments submitted through February 2022.

To ensure that different parts of the City had an opportunity to learn about the RSAP, how to engage and use MetroQuest, and have time to discuss the project with Phoenix staff, a series of **community touchpoints** were completed after the initial public meeting through February 2022. This was done to continue to drive residents to visit the RSAP website and complete the MetroQuest activity. Community touchpoints during this time included in person and online meetings, and a community event in Laveen.

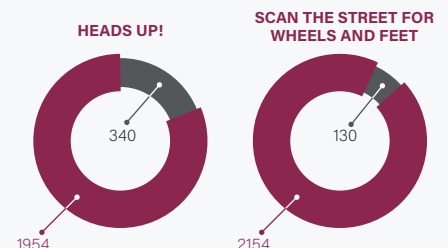
**Phase 2: Public Input** will begin in June 2022.



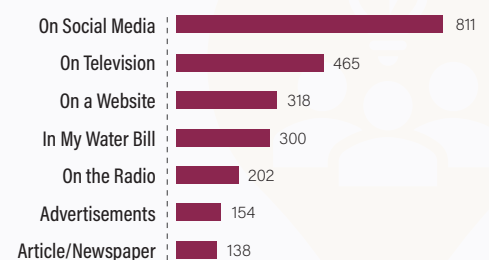
**94%**

**of survey respondents have never heard of the 'Scan The Streets For Wheels & Feet' awareness campaign**

**Have You Heard, Seen, or Read About the Following Messages?**



**If You Had a Choice, How Would You Like to Learn About Safety Issues?**



# HOW WE USED PHOENICIANS' INPUT

Input from **Phase 1: Community Engagement** helped to shape the initial draft list and prioritization of strategies specifically in regards to enforcement and education for driver behavior. Engineering solutions that address speeding, red light running, not yielding, turn restrictions, and other similar countermeasures were included as well as solutions addressing increased investments in education outreach strategy efforts.

Input from the public overwhelming prioritized preventing traffic deaths as the number one goal of the plan, which aligns with the City Council adoption of Vision Zero, and supports the prioritization of strategies for reducing and eliminating Killed and Serious Injury (KSI) crashes.

A high amount of input in both the survey portion and the map marker portion of the online engagement exercise noted that driver behavior was a major issue. This produced the development of multiple strategies around enforcement and education for driver behavior. In the spirit of the 5 E's, it also supports additional engineering solutions that address speeding, red light running, not-yielding, turn restrictions, and like counter measures to save people's lives.

Adequate transportation infrastructure for all users: people biking, walking, crossing the street, and driving is a high demand of Phoenixians. This input was used to direct strategies connecting to improving signalization at intersections, pedestrian safety, assessing unsignalized crossings, and systematic roadway design concepts.



**Moving towards Vision Zero is a commitment that's only attainable when **EVERYONE** does their part**

**We'd like to sincerely thank everyone who participated in developing this Road Safety Action Plan**



**(CONTINUED FROM APRIL 20, 2022) - Consideration of Citizen Petition Related to the Process for Preparing Formal Council Meeting Agendas**

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Jeremy Thacker at the Feb. 16, 2022 City Council Formal Meeting (**Attachment A**).

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

**Summary**

The petitioner requests the City Council to allow any resident to put items on a Council Agenda. Specifically, that public comments submitted prior to a deadline of the Council's choosing, to be added to the agenda to allow for the possibility of discussion and citizen engagement.

Background

The City of Phoenix complies with Arizona Revised Statutes, Arizona's Open Meeting Law, the City Charter, City Code and Administrative Regulations related to public meetings. The City Charter requires the City Council to act by resolution, ordinance, franchise, or formal action. The City Council properly and regularly takes these legal actions, primarily during City Council Formal Meetings, which are designated for this purpose. The process of getting an item on a City Council agenda is controlled and provided by the City Charter, City Code, and Administrative Regulations. The City Manager has the authority to set the agenda for City Council Formal Meetings. As authorized by the City Manager, items are placed on a City Council Agenda by staff to request approval of specific items by resolution, ordinance, franchise or formal action. For example, to execute a contract, change City Code language, or annex property into the City. Prior to placing an item on a City Council Agenda, staff must follow Administrative Regulations to ensure agenda items are properly formatted and vetted. Then, during the meeting the City Council votes on whether to approve or deny staff's specific requests. Setting agendas and conducting meetings in this manner allows a large volume of City business to be efficiently conducted during each meeting. Additionally, the City Manager shall place an item on a City Council Formal Meeting Agenda at the written request of the Mayor or at least three Councilmembers. Therefore, only the City Manager, the Mayor and/or at least three Councilmembers



have the authority to put items on a Council Agenda.

Allowing residents to put items on the Council Agenda would delay and disrupt the regular conduct of City business. Currently, there are several other more adequate opportunities for residents to present items to the City Council for discussion and citizen engagement.

- Residents can provide comments to the City Council on existing agenda items by registering to speak during the pertinent Council Meeting. In response, Councilmembers may consider comments provided, ask questions, or request additional details, as needed.
- Residents can address the City Council on any topic during the Citizen Comments portion of the City Council Formal Meeting. In response, Councilmembers can ask staff to review the matter or ask for the matter to be placed on a future agenda.
- Residents can submit Citizen Petitions to the City Council during the Citizen Comments portion of the City Council Formal Meeting, requesting specific action from the Council. In response and if the item meets the qualifications of a Citizen Petition, the item is scheduled onto the Transportation, Infrastructure and Planning Subcommittee Agenda for Subcommittee review.
- Residents may also reach out to and discuss items directly with individual Council Offices.

**Responsible Department**

This item is submitted by City Manager's Office and the Law and City Clerk departments.

# CITIZEN PETITION TO PHOENIX CITY COUNCIL

Date: February 16, 2022

Pursuant to Chapter IV, Section 22 of the Phoenix City Charter, I, Jeremy Thacker, a citizen and resident of the City of Phoenix, hereby petition the City Council to consider and enact within (15) days a resolution, ordinance, or measure to add to the agenda any public comments submitted a reasonable amount of time (48 to 72 hours) prior to a public meeting.

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## INTRODUCTION

According to Arizona Open Meeting Law, public bodies are not required to allow public comments during public meetings. The City of Phoenix has made the correct decision to allow public comments at all public meetings. There are only two plausible reasons that the City Council would allow public comments if not required by law:

1. A genuine interest in citizen engagement
2. Create an illusion of citizen engagement which protects leadership from criticism but doesn't require the work of actual citizen engagement

Based on how the city handles public comments, citizen petitions, public records request, and the "imaginary" Ethics Commission; it is hard to believe that a genuine interest in hearing from citizens exists. With that said, this petition offers the Council a chance to prove me wrong...and I hope the Council does just that.

## PROBLEM WITH THE CURRENT PROCESS

During public meetings prior to public comments, someone from the city gives the disclaimer that the State's Open Meeting Law (OML) prevent City Council members from responding to public comments. While technically correct, it is only correct because of how the city has decided to handle public comments.

The OML states that no public body can discuss or act on items that are not properly noticed on the agenda for the meeting. Like many other statutes that were put in place to protect citizens, those in power have twisted and manipulated the well-intentioned rule into a shield to protect their interests.

In essence, the city currently does not have a process for allowing citizen comments to be added to the agenda and since the comment is not on the agenda, the Council cannot discuss the item. As a result, this prevents the Council from having to respond to legitimate complaints and concerns while being able to blame their lack of action on the state law, completely out of the Council's control. If the Council does not ask staff to add the item commented on to a future agenda, the City can avoid any response to negative criticism or issues they want to avoid into perpetuity.

## THE SIMPLE SOLUTION

If the Council is not feigning interest in citizen engagement, a simple fix is available that would be legal and give the Council members the choice of whether to engage with the citizen regarding their public comment or to keep doing what they have been...not responding at all. The solution is that any public comments registered with the City Clerk before a specified deadline, 72 hours prior to public meeting or longer if needed, would be added as a numbered agenda item. Any requests to speak submitted after the deadline would not be added to the agenda and handled exactly as they are today.

By doing this, the Council is not committing to respond to any comments but, at least, would have the choice to respond if they got a wild hair. The city would have to add a "subject" section to the "register to speak" page of the website so the citizen could provide enough detail to meet the agenda item requirements. The sole burden of meeting the deadline and providing specific details would rest on the citizen.

Other than the small amount of extra administrative effort this would take to setup, it is about as easy a fix to a major citizen headache as the Council will ever get. The few hours of administrative work would save days and weeks of citizens' time and offer a much better relationship with our leaders.

## CONCLUSION

I am petitioning the City Council to allow any public comments submitted prior to a deadline of the Council's choosing to be added to the agenda to allow for the possibility of discussion and citizen engagement.

Council, are you really interested in citizen engagement or is it just an illusion? The response to this petition should make the answer crystal clear.





**(CONTINUED FROM APRIL 20, 2022) - Consideration of Citizen Petition Related to the Process for Handling Citizen Petitions**

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Jeremy Thacker at the March 2, 2022 Formal City Council meeting (**Attachment A**).

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

**Summary**

The petitioner requests the City Council to provide clarification on the citizen petition process and to answer several questions related to citizen petitions.

Clarification on the Citizen Petition Process

Mr. Thacker requested clarification on the City's current process for handling citizen petitions and the specific requirements to qualify as a citizen petition. In response, Mr. Thacker has been provided with the Procedures for Citizen Petition process, dated Dec. 21, 2021 which outline the process and qualifications for citizen petitions.

Questions

Mr. Thacker requested to know whether a petition can be disqualified for any of the following reasons: lack of jurisdiction; the request is an illegal or unconstitutional action; or an existing process for the request exists. As outlined in the Procedures for Citizen Petition process, dated Dec. 21, 2021 citizen petitions can be disqualified for lack of jurisdiction and/or if the request is an illegal or unconstitutional action. Whether a petition can be disqualified if an existing process exists will depend on the specific circumstances.

Mr. Thacker also requested to know whether a decision by staff or Mayor to assign petitions to a subcommittee, board or body without City Council's approval violates the City Charter or City Code. The answer is no. Council action, by adoption of City Code, has given the Mayor (not staff) the authority to establish, modify and terminate subcommittees, as well as assign matters to be heard by subcommittees (City Code Chapter 2, section 2-60, Rule 5.).

Additionally, he inquired whether a decision by staff or Mayor without a vote from Council to assign a petition to a body other than the full City Council qualifies as an action by Council within 15 days. Although a decision by staff or the Mayor does not qualify as a Council action, Council acted by adopting section 2-60, Rule 5 of the City Code, giving the Mayor authority to manage City subcommittees. The Mayor has assigned hearings for qualified citizen petitions to the Transportation, Infrastructure and Planning (TIP) Subcommittee. The Procedures for Citizen Petitions determines how petitions will be handled under the regular course of business. If a petition is properly submitted (in writing, at a Formal Council meeting), the Law Department decides whether (or not) a submitted petition qualifies for action. If the petition qualifies, it is assigned to the next TIP Subcommittee meeting. All of this occurs within 15 days of submittal at a Formal Council meeting.

Mr. Thacker asked if violations have occurred, what remedy is available to those who were damaged by the violations and what the consequences are for those responsible for the violations. The response to this question would depend on the specific facts or circumstances of a case. The City code has given the City Manager authority to enforce provisions of the city code. Remedies or penalties for violating state laws, federal laws, or the constitution depend on the circumstances and an appropriate adjudication.

### **Responsible Department**

This item is submitted by the City Manager's Office and the Law and City Clerk departments.

# CITIZEN PETITION TO PHOENIX CITY COUNCIL

Date: March 2, 2022

Pursuant to Chapter IV, Section 22 of the Phoenix City Charter, I, Jeremy Thacker, a citizen and resident of the City of Phoenix, hereby petition the City Council to consider and enact within (15) days a resolution, ordinance, or measure to clarify how citizen petitions are handled and to determine whether the current process for handling citizen petitions violates the City Charter and Code.

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## CITY CHARTER CHAPTER IV, SECTION 22

### *How petitions are to be submitted and acted upon*

Any citizen of this City may appear before the Council at any regular meeting and present a written petition; such petition shall be acted upon by the Council in the regular course of business, within fifteen (15) days.

## CITY CODE CHAPTER 2, ARTICLE 2, DIVISION 2, SECTION 2-60, RULE 3

### *Order of business for formal meetings*

h. Action on citizen petitions previously submitted, if applicable;

## BACKGROUND

At two separate City Council Formal Meetings, January 26, 2022, and February 15, 2022, I submitted two separate citizen petitions and made public comment on each. The City's handling of both petitions are in violation of both City Charter and Code by the most liberal interpretation of each.

The first petition submitted was determined to be "disqualified" according to an email I received from the city including Deputy City Manager, Inger Erickson, and City Attorney, David Benton. After much debate, the petition has never been added to the agenda for the City Council, a subcommittee, a board, or a discussion with Parks' staff.

The second petition “qualified” as a citizen petition but was scheduled to be heard by a subcommittee, not a quorum of the full City Council, on April 20, 2022, 64 days from the date of submission.

### Petition 1

The first petition submitted on January 26, 2022 made the following request of the City Council:

...immediately halt operations of the City’s six municipal golf courses and to sell or repurpose the land occupied by the City-owned courses with the proceeds used to support underserved sports and citizens.

The City’s reason for disqualification was stated as follows:

Your Citizen Petition does not request an action within the jurisdiction of the City Council, and therefore does not qualify as a Citizen petition and cannot be placed on a council agenda... As such, the requests in your petition are in the authority of the Parks Board, and cannot be addressed by the City Council.

The City’s reasoning is wrong for many reasons that I won’t detail here, but it is particularly noteworthy to call out that the Parks Board doesn’t even *have* the authority to change the rates charged for Golf fees by a single penny, much less the authority to shut down operations (effectively changing rates to \$0), sell the property and equipment, investigate the accusations included, and repurpose the land, proceeds, and assets accordingly. All actions requested in the petition will require City Council’s approval.

Assuming the City was correct (they weren’t) in determining the City Council lacked jurisdiction, most of the citizen petitions that have been added to the agenda, discussed, and acted upon by the City Council have specifically requested actions *outside* of the jurisdiction of the City Council. For that matter, many have been illegal at the State and National level, violated the Constitution of the United States, or not even made a request for any action. Yet, over the last 15 years, every petition submitted to the Council have been added to an agenda of the full City Council, discussed by the Council and petitioner, and action taken by the Council, even if the action taken was simply “being heard.”

Additionally, my denied petition had nearly identical attributes to another petition that was submitted less than four years prior, which did qualify as an agenda item where City Council discussed the Staff Report presented by Parks—which was then directed by Inger Erickson, the same Inger Erickson now claiming a lack of jurisdiction. Mr. Benton offered no explanation for the disparate treatment except “that’s not how we do it now.” When I asked him via a public records request to provide evidence supporting his claim that petitions are handled differently—for all disqualified citizen petitions over the last two years—I have yet to receive any such evidence after 18 days have passed.



When I asked about the process for Parks Board accepting citizen petitions, I was told that no process exists, and they were not required to act on petitions submitted by citizens. When I pointed out the giant loophole this created to avoid accountability, I got no response from the City.

The Charter does not mention “jurisdiction” or “disqualification.” Precedent set by the entire history of the City’s handling of citizen petitions contradicts the City’s handling of my petition. Assuming the City is correct about jurisdiction, they have exposed an even bigger issue: The giant loophole created by the Council delegating responsibility of petitions to a group that takes no responsibility for petitions.

## Petition 2

Some may conclude that having my second petition added to a subcommittee agenda 60+ days from submission is an acceptable outcome. In fact, Mr. Benton tried to justify it as such in an email.

The action being taken is, once a petition is deemed qualified, the petition is referred to the TIP subcommittee. A staff file is prepared, and the citizen who prepared the petition is heard at TIP. The objective there is to take the time to get a better understanding of the petition. From there, further action can be taken, if needed. Sometimes the matter can be handled at the subcommittee level, while some matters (or parts thereof) may need to be referred to other departments or subcommittees, or may be referred to council.

While several issues exist with this response, the least obvious may be when Mr. Benton says, “the objective.” To whose objective is he referring? Certainly not my objective. Nor do I believe it is the objective of *any* citizen that has gone through the process of researching, authoring, and submitting a citizen petition to the City Council. In fact, I am willing to assume that the original authors of the Charter meant for the citizen petition to avoid the “objectives” of subjective employees, bureaucratic processes, and long delays by giving citizens direct access to the City Council. Additionally, it was clearly intended to hold the Council accountable by requiring each member to vote on the petition, removing the ability to simply avoid issuing an opinion on a matter.

The more obvious issue with Mr. Benton’s response is that it violates the laws included in the Charter and Code. The Charter states that Council must act in 15 days. Nowhere does it state, “or if it’s more convenient for Council and staff that the City Manager can delegate the issue to his subordinate who then asks the City Attorney to determine if it’s qualified before deciding if they may or may not send it to a subcommittee or Board containing no City Councilmembers and no ability to act within 90 days, give or take 90 days.” The language is clear, which is why Mr. Benton’s response is so puzzling.

Equally as puzzling is the charge of the Transportation, Infrastructure, and Subcommittee (TIC), which includes handling of citizen petitions. The TIC only meets once per month. So much for 15 days! The TIC includes only four City Council members—short of a quorum of the City Council required to act on a petition. Because the Mayor is solely responsible for the charge and members of the subcommittees, either the rules for how citizens petitions are handled according to the Charter and Code have been

changed illegally, or staff has been ordered to follow a process in direct violation of the Charter and Code.

The requirements are simple:

1. Acted on by the Council – Violation

Subcommittees, Boards, and Commissions are not the City Council. They do not have the same authority, influence, or members.

2. Within fifteen (15) days – Violation

Any number of days over 15 is a violation. Simple

If the City reasons that the Council is acting by allowing the item to be delegated to a subcommittee, they have several obstacles to overcome. First, an ordinance stating that citizen petitions are to be handled by TIP subcommittee instead of by the full City Council would need to be approved and changed in the City Code. No ordinance exists. The Charter would need to be modified with changes to who can handle the petitions and days allowed. This would require citizen approval via ballot initiative. The citizens have never voted on any such change to the Charter.

Without notifying the citizens, much less getting their approval via ballot initiative, the City has significantly weakened the citizen's last line of defense by making unauthorized, unpublished, and unwanted changes to the citizen petition in violation of the Charter and Code.

## PETITIONERS REQUESTED ACTIONS

- Clarify the City's current process for handling citizen petitions
- Clarify the specific requirements to qualify as a citizen petition

Specifically, address these items:

1. Can a petition be disqualified any of the following?
  - a. Lack of jurisdiction
  - b. Request illegal or unconstitutional action
  - c. Existing process for the request exists
2. Does a decision by staff or Mayor to assign petitions to subcommittee, board, or body without City Council's approval violate the Charter? Code?
3. Does a decision by staff or Mayor without a vote from Council to assign a petition to a body other than the full City Council qualify as an action by Council within 15 days?
4. If violations have occurred, what remedy is available to those who damaged by the violations?
5. If violations have occurred, what are the consequences for those responsible for the violations?



## **Consideration of Citizen Petition Related to Two Special Public Engagements - Lewis**

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Ben Lewis at the April 20, 2022 Formal City Council Meeting (**Attachment A**).

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

#### **Summary**

The petitioner requests the City Council to direct the City Manager's Office to produce documentation and an account of matters related to on-going investigations involving the Phoenix Police Department and protests that occurred in 2020, and related misconduct of city employees. The petition also requests the City Council to direct the City Manager's Office to produce two special public engagements focused on these topics.

This petition request involves matters that are under current litigation and on-going criminal and administrative investigations. The City is limited in how these topics raised in the petition request should be discussed. Police department employees that may be involved in on-going criminal or administrative investigations are by statute and law entitled to due process rights that are related to any misconduct allegation.

In August 2021, then-City Manager Ed Zuercher disciplined Phoenix Police Chief Williams related to the Ballard Spahr challenge coin and Oct. 17, 2020 protest investigations; other employees are under an on-going administrative investigation. At the conclusion of related protest litigation and investigations, the City will determine what documents are available for public release and not protected by privilege or court order.

Additionally, the City Manager's Office is coordinating with the Mayor and City Council Offices to discuss related, or similar topics raised in your petition, during a future regularly scheduled City Council meeting.

**Responsible Department**

This item is submitted by the City Manager's Office and Law Department.



## Attachment A

Sina Matthes

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**From:** Council Packet Mailbox CLK  
**Subject:** FW: Please Submit Citizen Petition in Writing

2022 APR 20 PM 5: 06  
CITY CLERK DEPT.

**From:** Benjamin <lewisbp@gmail.com>  
**Sent:** Wednesday, April 20, 2022 4:57 PM  
**To:** Council Packet Mailbox CLK <council.packet.mailbox@phoenix.gov>  
**Cc:** ben@masslibaz.org; Admin@masslibaz.org  
**Subject:** Re: Please Submit Citizen Petition in Writing

Pursuant to Chapter 4, Section 22 of the Phoenix City Charter, I, Benjamin Lewis, a citizen and resident of the City of Phoenix, hereby petition the City Council to:

Enact a resolution to direct the City Manager's office to produce **2 special public engagements** to facilitate public awareness and transparency through open discourse regarding PPD's misconduct during the 2020 protest cases and the collusion between Phoenix police and the Maricopa County Attorney's Office to falsely charge protesters as gang members.

These open and transparent public conversation processes will be open to the public and provide the public with the following:

- A clear account of the misconduct of Phoenix Police in relation to the protest cases that have resulted in any of the following city actions: corrective action, termination of employment, forced leaves, demotion or shift in role and responsibility, or city lawsuit
- A clear account of the role and involvement in any misconduct by Chief of Police Jeri Williams and Assistant chief of police Michael Kurtenbach
- Opportunity for public engagement including but not limited to: public comment, public questions, requests for city information related to the protest cases and Phx police misconduct.
  - One public engagement will prioritize the broader community of police accountability organizations and leaders
  - The other will prioritize the public engagement of those directly impacted by police misconduct in relation to the protest cases and their support network.

Upon completion of the 2 public engagements, City Council will offer the City Manager no fewer than 2 formal meetings to discuss the engagements: 1) one formal meeting to report back on the 2 engagements with a plan of action, and 2) one formal meeting 30 days later to report back on the implementation of the plan of action.

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ben lewis  
product design



## **Consideration of Citizen Petition Related to Production of Documents - DiCarlo**

This report provides the Transportation, Infrastructure and Planning Subcommittee with information in response to a citizen petition submitted by Vanessa DiCarlo at the April 20, 2022 Formal City Council meeting (**Attachment A**).

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

#### **Summary**

The petitioner requests the City Council to produce all documents related to the 2020 demonstrations.

The public records request portion of the citizen petition was entered into the public records request system at <http://www.phoenix.gov/prr>. The Communications Office will coordinate the response with multiple departments and has shared the request with the Police Department Public Records and Services Unit to produce requested Police records. Police records can be requested directly at <https://phxpublicsafety.dynamics365portals.us>. Staff will contact the requestor when records are ready for inspection and purchase. The public records request will be processed in accordance with the Arizona Public Records Law, Arizona Revised Statutes section 39-121. The City does not conduct research or create custom reports in response to public records requests.

#### **Responsible Department**

This item is submitted by the City Manager's Office and the Communications Office and the Law Department.

# Attachment A

Sina Matthes

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**From:** Vanessa DiCarlo <vanessa@includedaz.com>  
**Sent:** Wednesday, April 20, 2022 5:24 PM  
**To:** Council Packet Mailbox CLK  
**Cc:** admin@masslibaz.com  
**Subject:** Citizen Petition

2022 APR 20 PM 5:31  
CITY CLERK DEPT.

Pursuant to Chapter 4, Section 22 of the Phoenix City Charter, I, Vanessa DiCarlo a citizen with work residence in the City of Phoenix, hereby petition the City Council to:

Enact a resolution to produce a report on the costs, thus far, of responding to PPD's misconduct against protesters in 2020. This includes:

- List of all law firms defending these protest cases and how much they've charged the City thus far.
- List of all law firms the City has contracted with in relation to the Department of Justice investigation (either because they were hired by the City to defend it against the DOJ investigation or they were hired to consult the City on needed policy changes and recommendations).
- Total cost of investigations conducted thus far, including the total cost of the Ballard Spahr investigations, 21CP investigation, and ASU investigation.
- Total amount of overtime the City awarded to PPD in relation to protests in 2020.
- Total amount of grant money the City received to respond to protests in 2020.

Vanessa DiCarlo  
1730 E. Northern Ave., Suite 112, Phoenix, AZ 85020  
[vanessa@includedaz.com](mailto:vanessa@includedaz.com)