



# Agenda

## Transportation, Infrastructure, and Planning Subcommittee

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

Wednesday, May 15, 2024

10:00 AM

City Council Chambers

### 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=ed07cb76b23f0b3828d522adb4becd46b>

- **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 2550 812 7627# (for English) or 2557 704 3852# (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.

- Members of the public may attend this meeting in person. Physical access to the meeting location will be available starting 1 hour prior to the meeting.

**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 2557 704 3852#. 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 XXXX XXX XXXX#). 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 cuántos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

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

**CALL TO ORDER**

**MINUTES OF MEETINGS**

**1 Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting Page 9**

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on April 17, 2024 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 2-4)**

**2 Contract Award for Transit Oriented Development Planning for South Central Light Rail Corridor Page 18**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to execute a contract with Matrix Design Group for an amount not to exceed \$988,830 to provide consultant services to assist with the implementation of the South Central light rail corridor Transit-Oriented Development Planning Grant.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Managers Mario Paniagua, John Chan, Alan Stephenson and Gina Montes and the Public Transit, Planning and Development, Street Transportation, Community and Economic Development and Housing departments, and the offices of Sustainability and Environmental Programs.

3      **Apply for Federal Transit Administration Pilot Program for Transit  
Oriented Development Planning Grant Opportunity for Federal Fiscal  
Year 2022-23 - Federal Bipartisan Infrastructure Law Funding**

**Page 20**

Request the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to retroactively apply for, accept, and enter into an agreement for disbursement of federal funding from the Federal Transit Administration (FTA) through the Federal Fiscal Year (FFY) 2022-23 Pilot Program for Transit-Oriented Development (TOD) Planning grant opportunity. The funding will be used to continue implementation of the six established ReinventPHX and 19 North Transit Oriented District Policy Plans. Funding for this grant opportunity is available through the Federal Bipartisan Infrastructure Law. The total grant funds applied for do not exceed \$1.2 million. The City is contributing an over-match of \$75,000 with in-kind staff time.

**THIS ITEM IS FOR CONSENT.**

**Responsible Department**

This item is submitted by Deputy City Managers Mario Paniagua, Alan Stephenson and Gina Montes, and the Public Transit, Planning and Development, and Housing departments.

**4 Utility Service Line Maintenance and Repair Warranty Program  
Contract Award- RFP 24-0024**

**Page 22**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council authorization to contract with American Water Resources LLC dba Oncourse Home Solutions to provide a utility service line maintenance and repair warranty program for the City Manager's Office. The total aggregate sales for the contract is estimated to produce \$24,921,600 over a five-year term, resulting in approximately \$5,738,240 in revenue to the City.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by City Manager Jeff Barton and Deputy City Manager Ginger Spencer, and the City Manager's Office, Finance and Water Services departments.

**INFORMATION ONLY (ITEM 5)**

**5 Vision Zero Road Safety Action Plan 2022-2023 Annual Report**

**Page 24**

This report provides the Transportation, Infrastructure, and Planning Subcommittee with the Vision Zero Road Safety Action Plan 2022-2023 Annual Report.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

**INFORMATION AND DISCUSSION (ITEMS 6-7)**

**6 Bulk Trash Collection Program Update**

**Page 69**

This report provides information to the Transportation, Infrastructure, and Planning Subcommittee about proposed changes to the bulk trash collection program.

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

**Responsible Department**

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

**7 Water Services Department's Financial Plan Update**

**Page 71**

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Water Services Department's financial plans for Fiscal Years 2024-29.

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

**Responsible Department**

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

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

### **8 West Phoenix High Capacity Transit Route and Transit Type Recommendation**

**Page 75**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the recommended mode and route for high-capacity transit in west Phoenix based on the results of the West Phoenix High-Capacity Transit Alternatives Analysis study conducted by the City of Phoenix and Valley Metro. Additionally, staff requests the restoration of T2050 funds that were previously redirected out of the T2050 Transit program back to Transit as part of long-term funding needed for the West Phoenix High-Capacity Transit project.

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

#### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit 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:**

Vice Mayor Debra Stark, Chair  
Councilwoman Kesha Hodge Washington  
Councilwoman Ann O'Brien  
Councilwoman Laura Pastor



City of Phoenix

## Transportation, Infrastructure, and Planning Subcommittee

### Report

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**Agenda Date: 5/15/2024, 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 April 17, 2024 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

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

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

### **Responsible Department**

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

## Attachment A

### Phoenix City Council Transportation, Infrastructure, and Planning Subcommittee Summary Minutes Wednesday, Apr. 17, 2023

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

#### Subcommittee Members Present

Vice Mayor Debra Stark, Chair  
Councilwoman Kesha Hodge Washington  
Councilwoman Ann O'Brien  
Councilwoman Laura Pastor

#### Subcommittee Members Absent

#### **CALL TO ORDER**

Vice Mayor Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:00 a.m. with Councilwoman Kesha Hodge Washington, Councilwoman Ann O'Brien and Councilwoman Laura Pastor present.

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

None.

#### **MINUTES OF MEETINGS**

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

Vice Mayor Stark made a motion to approve the minutes of the Feb. 21, 2024, Transportation, Infrastructure, and Planning meeting. Councilwoman O'Brien seconded the motion which passed unanimously, 4-0.

##### **CONSENT ACTION (ITEMS 2-9)**

Items 2-9 were for consent action. No presentations were planned, but staff was available to answer questions.

##### **2. Intergovernmental Agreement with Valley Metro – Ride Choice Program**

Councilwoman Pastor requested additional information.

Public Transit Department Director Jesus Sapien responded that about a year ago, staff issued a Request for Proposal (RFP) to renew a contract for subsidized transportation for seniors and individuals with disabilities but received no proposals. In May 2023, staff obtained Council approval for a one-year extension of the existing contract and planned to transition users to a similar Valley Metro Ride Choice program.

Councilwoman Pastor asked whether the Valley Metro Ride Choice program is like Dial-a-Ride or a separate service.

Mr. Sapien clarified that Valley Metro Ride Choice is separate from Dial-a-Ride. The program is exclusively for individuals who choose to schedule their own taxi-based trips and operates independently from Dial-a-Ride.

Councilwoman Pastor asked about the complaint process under the Intergovernmental Agreement (IGA), questioning whether concerns should be directed to Valley Metro or handled directly by the City before informing Valley Metro Ride Choice.

Mr. Sapien stated that residents can report issues to City staff or Valley Metro, the contract holder. He noted that the City participates in Valley Metro's Transportation program meetings, including Ride Choice, ensuring some contract oversight.

Councilwoman Pastor raised concerns about constituent confusion between Valley Metro and the City of Phoenix's roles. She emphasized the need for clear contractual authority and oversight to enable the city to address and resolve service issues effectively.

Mr. Sapien agreed.

Councilwoman O'Brien made a motion to approve items 2-9 Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

**3. Phoenix Bus Rapid Transit Planning Support Services Contract Amendment**

No councilmember requested additional information.

**4. Fiscal Year 2024- 25 Assessment for Water Industry Research and Partnerships**

No councilmember requested additional information.

**5. Fiscal Year 2024 Assessments for the Arizona Municipal Water Users Association**

No councilmember requested additional information.

**6. Approval to Issue Terminal 4 Lobby Retail Revenue Contract Solicitation and Extend Current Retail Contract**

No councilmember requested additional information.

**7. Approval of Phil Gordon Threatened Building Grant – First Baptist Church**

No councilmember requested additional information.

**8. Approval of Phil Gordon Threatened Building Grant – Yaun Ah Gim Groceries**

No councilmember requested additional information.

**9. 2024 Membership with the National Association of City Transportation Officials**

No councilmember requested additional information.

## **INFORMATION ONLY (ITEMS 10-11)**

### **10. Water Services Department Annual Financial Plan Update**

Information only. Vice Mayor Stark stated that at Councilwoman O'Brien's request, the matter will be included as a future agenda item in the coming months.

### **11. Street Transportation Department Capital Improvement Program for FY 2023-29**

Information only. No councilmember requested additional information.

Vice Mayor Stark noted that Dan Penton was registered for item 11 but chose not to speak.

## **INFORMATION AND DISCUSSION (ITEMS 12-13)**

### **12. Text Amendment Work Program Update**

Deputy City Manager Alan Stephenson introduced Tricia Gomes, Deputy Director of Planning and Development, who updated the Subcommittee on the Text Amendment Work Program.

Vice Mayor Stark commended staff for their past work on text amendments related to affordable housing, noting significant progress. She acknowledged staff's flexibility and expressed understanding that some items needed priority advancement.

Councilwoman Pastor asked how the choices on the list were determined.

Ms. Gomes responded that staff consulted with all council offices to gather feedback on their priorities. Given the wide range of interests, their approach was to address multiple initiatives simultaneously by grouping them into overarching themes.

Councilwoman Pastor noted the list's fluid nature. She understood that priorities might shift based on urgent needs like parking reductions and drought concerns. She expected the team to continue addressing ongoing projects while starting necessary new ones, referring to them as "low-hanging fruit."

Ms. Gomes responded that priorities are in motion, but adjustments will be made as new issues arise or priorities shift.

Councilwoman Pastor asked the difference was between a use permit and a special permit.

Ms. Gomes responded that a special permit undergoes rezoning process and requires approval from mayor and council. A use permit is a quasi-judicial process handled by the hearing officer, Board of Adjustment, and potentially proceeds to Superior Court.

Councilwoman Pastor asked the reasoning behind changing it.

Ms. Gomes clarified that while assessing the impact of land use, a special permit typically has a broader range of impact. In contrast, the uses addressed by a use permit are smaller and more localized, focusing on the impact on adjacent properties.

Councilwoman Pastor addressed a dispute in her neighborhood where a residential home could be converted into a nursing home, leading to significant community debate and involvement from the Neighborhood Services Department (NSD). She noted the need for more notification in quasi-judicial processes compared to special permits informing residents. She emphasized her commitment to community input despite legislative resistance.

Ms. Gomes explained that special and use permits allow public input, with the special permit providing broader notification. She emphasized that both processes consider the impact on surrounding areas.

Mr. Stephenson added that use permits allow for residential uses in commercial zones, such as multifamily apartments, while special permits are needed for nursing homes. This arrangement ensures that nursing homes, similar in function to apartment complexes in terms of serving a population, comply with zoning regulations.

Councilwoman Pastor thanked staff for their clarification and intended to inform community members of these distinctions. She raised concerns about sign standards and lighting in her district, which have previously led to legal challenges, and stressed the need for clear regulations to prevent future disputes.

Ms. Gomes acknowledged the ongoing issues with sign standards and lighting, noting that they consulted a lighting expert and managed interim measures through application stipulations. She confirmed efforts to codify these into zoning regulations.

Councilwoman Pastor inquired if these changes would finalize the regulations to end the case-by-case approach and ensure clarity in the zoning ordinance. She expressed gratitude for the progress and requested confirmation that these standards would be integrated into formal regulations.

Councilwoman O'Brien revisited Councilwoman Pastor's earlier point to clarify the notification range differences between a special use permit and a use permit.

Ms. Gomes specified that for a special permit, property owners within 600 feet and neighborhood associations within one mile are notified, while a use permit notifies property owners within 150 feet and neighborhood associations within 600 feet.

Councilwoman O'Brien expressed enthusiasm for the expansion of townhomes citywide, which supports diverse and starter home opportunities in the North Valley. She commended the initiatives on sustainable transportation and suggested adding micromobility parking to enhance city walkability. She proposed exploring an expedited service option, like third-party DMV services, for city processes.

Planning and Development Director Josh Bednarek responded that the department is scheduled to discuss process improvements at the upcoming May 21st policy meeting. Although expedited services are not currently proposed, he welcomed a discussion on innovative strategies during that meeting.

Councilwoman Hodge Washington favorably discussed how housing initiatives will be prioritized sooner than previously anticipated, specifically by March 2025. She inquired about the distinction between the housing text amendments scheduled from July 2024 to March 2025 and other outstanding amendments.

Ms. Gomes explained that the initial housing amendments focus on expanding single-family townhomes and adjusting permits for specific residential care facilities. She mentioned upcoming community discussions about appropriate areas for increased density, which will inform future housing amendments.

Councilwoman Hodge Washington suggested considering text amendments for alternative living arrangements like co-living spaces to ensure a variety of housing options are supported by current zoning codes. She also asked about consolidating or separating lighting and sign standards, referencing earlier discussions.

Mr. Bednarek acknowledged the complexity of the text amendment for lighting and signage, citing previous unsuccessful attempts to secure a consultant with the necessary legal and technical expertise. He hoped that the next RFP would attract suitable assistance.

Vice Mayor Stark closed the discussion, commending the staff for their hard work and progress on essential text amendments despite being understaffed, and she thanked everyone for their contributions to the meeting.

### **13. Parks and Recreation Aquatic Update**

Deputy City Manager Mario Paniagua introduced Parks and Recreation staff, including Director Cynthia Aguilar, Assistant Director Tracee Hall, Deputy Director Scott Coughlin, and Aquatic Supervisor Becky Kirk.

Ms. Kirk presented an update on the Parks and Recreation Department 2024 Aquatic Season.

Councilwoman Pastor suggested extending park hours, particularly during swim season, to better accommodate residents' schedules. She noted the challenge of attending swim lessons that typically start at 6:00 p.m. after work and sought clarification on lesson timings.

Ms. Kirk explained that swimming lessons start at 6:00 p.m. and can run until 8:00 p.m., depending on the location. Additionally, morning lessons begin as early as 9:45 a.m., with open swim hours sandwiched between them. Aquafit and swim team programs may start as early as 7:30 a.m.

Councilwoman Pastor emphasized the maximization of pool usage during specific times. She inquired whether all pools were being utilized during those peak hours.

Ms. Kirk clarified that not all pools have identical programming. Staff allocation and demand dictate programming variations, with adjustments made based on previous years' demand trends.

Councilwoman Pastor expressed concern about program availability at Encanto Pool due to high demand and waitlists. She inquired about strategic alternatives for residents if Encanto is fully booked, suggesting focusing on activating facilities in other areas. She sought insight into the scheduling process, drawing from her experience maximizing space at a community college.

Ms. Kirk confirmed that Encanto Pool is fully booked, offering programming from 8:30 a.m. to 8:30 p.m. She suggested alternative facilities such as Coronado, Madison, and Perry Pools, which offer similar programming and are easily accessible from Encanto.

Councilwoman O'Brien expressed gratitude for the increased pool openings this year, reminiscing about fond childhood memories at Cortez Park. She thanked the team for their hard work and acknowledged the challenges faced due to the impact of COVID-19.

Councilwoman Hodge Washington echoed Councilwoman Pastor's sentiments and expressed satisfaction that over half of the park pools would be opening despite challenges from the pandemic. However, she raised concerns about certain pools like East Lake and Grant in her district not opening. She inquired about plans to provide transportation for residents to access nearby pools during the summer.

Ms. Aguilar outlined the park system's goal of opening 23 out of 29 pools this year, with some pools undergoing renovations or repurposing into splash pads due to the General Obligation (GO) Bond initiative. She explained the challenges of staffing and transportation, noting previous efforts to transport youth participants to nearby pools and expressing a willingness to explore similar initiatives again.

Councilwoman Hodge Washington emphasized the importance of prioritizing access to pools for children, acknowledging potential barriers like lack of familiarity and transportation. She highlighted the need to ensure that despite renovations, parks remain accessible cool spaces for the community during the summer months.

Councilwoman Pastor asked about repurposing pools into splash pads. She sought clarification on the location and process of repurposing, aiming to understand where the splash pads would be installed and how the repurposing would occur.

Ms. Aguilar responded that the splash pads would be installed in the same location as the existing pools and confirmed that the splash pads would be implemented as part of the existing pool areas.

Councilwoman Pastor followed up by inquiring about the process of determining and executing the repurposing of the pools. She asked whether discussions had been held

with council members regarding this matter, hinting at further discussion on related topics.

Ms. Aguilar explained that discussions regarding pool repurposing occurred during the bond process, involving the Mayor, Council, and the Executive Bond Committee. The concept addressed aging infrastructure, staffing challenges, and lack of amenities by transforming pools into splash pads and providing neighborhoods with options for year-round amenities beyond typical summer pool seasons.

Councilwoman Pastor emphasized the importance of transparency regarding pool repurposing, particularly in historically black and brown neighborhoods. She highlighted the need for community understanding, clarifying that the pools are being regionalized, with some transformed into regional pools. She sought clarity on the repurposing process, questioning whether the existing pool would be filled in before installing the splash pad.

Mr. Coughlin explained that in the repurposing process, the existing pool would be demolished, returning the area to native soil. He referenced recent splash pad installation at Mariposa, suggesting that existing equipment could be repurposed for splash pads. He noted that certain structures would remain, possibly serving as park bathrooms or other amenities.

Vice Mayor Stark opened the floor to public comment.

### **CALL TO THE PUBLIC**

Lindsay Ruck raised concerns about unfair treatment by SSP America and urged the City to assess if SSP America is a suitable contractor.

Meschelle Hornstein pointed out the firing of union activists and urged the City to fulfill its responsibility and assess whether SSP America is the appropriate contractor.

David Bonilla, a cashier at SSP America at Sky Harbor, currently on leave to work as an organizer with Unite Here Local 11, emphasized the firing of union activists.

Jerry Van Gasse voiced concern over the delayed renovation of South Mountain Park, intended for completion by its centennial year in 2024. He demanded transparency and accountability, noting growing public and press scrutiny.

Isabella Renfro cited unfair treatment by SSP America, alleging racial disparities in hiring and pay. She noted unfair labor practices charges and the firing of nine union activists, including a whistleblower.

Tim Sierakowski expressed concerns about South Mountain Park, citing issues like dirt dumping and water system problems. He questioned the delays in renovations and stressed the need for better park maintenance.

Chaska Coggeshall raised concerns about unfair labor practices by SSP America, citing allegations of racial disparities. She urged the City of Phoenix to conduct a thorough investigation into these issues.

### **FUTURE AGENDA ITEMS**

Vice Mayor Stark outlined future agenda items for discussion. In May, the subcommittee plans to discuss Bulk Trash and West Phoenix High-Capacity Transit. In June, the subcommittee aims to add the Water Annual Financial Plan as a discussion item.

Councilwoman Pastor suggested adding an item about South Mountain and Phoenix Parks and Preserve Initiative Program (3PI) to a future agenda.

### **ADJOURNMENT**

Vice Mayor Stark adjourned the meeting at 11:05 a.m.

Respectfully submitted,

Kat Consador  
Management Fellow



## **Contract Award for Transit Oriented Development Planning for South Central Light Rail Corridor**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to execute a contract with Matrix Design Group for an amount not to exceed \$988,830 to provide consultant services to assist with the implementation of the South Central light rail corridor Transit-Oriented Development Planning Grant.

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

#### **Summary**

In November 2022, the Public Transit Department received a \$1 million grant from the Federal Transit Administration (FTA) through the 2021-22 Pilot Program for Transit-Oriented Development (TOD) Planning. The funding will be used to conduct a TOD study for cross-disciplinary implementation efforts concerning equitable land use, transportation, and infrastructure investments along the South Central light rail corridor. These efforts will work toward achieving the established South Central TOD Community Plan's shared vision for environmentally equitable, compact, and connected communities that: are sustainable and resilient; show incremental change and growth; and make a world-class regional destination that supports local and small businesses, shares cultures, and improves health for existing and future residents.

#### **Procurement Information**

A Request For Proposals (RFP) was issued Jan. 26, 2024 in accordance with City of Phoenix Administrative Regulation 3.10. Two proposals were received in response to the RFP, with one offer determined non-responsive. An evaluation panel comprised of City of Phoenix employees and a member of the public reviewed the proposal based on the following criteria (points):

- Method of Approach (450 points)
- Qualifications and Experience (350 points)
- Price Proposal (200 points)

The evaluation committee recommended awarding a contract to Matrix Design Group, which scored 771 from a maximum allowable score of 1,000 points. Public Transit staff

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concurs with the evaluation committee's decision and recommends that the offer from Matrix Design Group be awarded.

**Contract Term**

The contract will begin on or about July 1, 2024, for a three-year term with no options to extend.

**Financial Impact**

The total cost for the contract is \$988,830. Grant funding is available from the FTA under the Federal Bipartisan Infrastructure Law through the FFY 2021-22 Pilot Program for TOD Planning, not to exceed \$1 million (78 percent). The City's costs will be approximately \$285,000 (22 percent), with in-kind contributions included for the local match, for a total funding of \$1.285 million.

Funding for the local match is available from the following departments:

- Public Transit Department - \$50,000 (Transportation 2050)
- Street Transportation Department - \$50,000 (CIP)
- Community and Economic Development Department - \$50,000 (CIP)
- The Office of Environmental Programs - \$50,000 (General Funds)
- The Office of Sustainability - \$10,000 (Grant)
- Planning and Development Department - \$50,000 (in-kind)
- Housing Department - \$25,000 (in-kind)

**Concurrence/Previous Council Action**

The Citizens Transportation Commission recommended approval of this item on April 25, 2024, by a vote of 10-0.

**Location**

South Central TOD Community Plan Area  
Council Districts: 7 and 8

**Responsible Department**

This item is submitted by Deputy City Managers Mario Paniagua, John Chan, Alan Stephenson and Gina Montes and the Public Transit, Planning and Development, Street Transportation, Community and Economic Development and Housing departments, and the offices of Sustainability and Environmental Programs.



**Apply for Federal Transit Administration Pilot Program for Transit Oriented Development Planning Grant Opportunity for Federal Fiscal Year 2022-23 - Federal Bipartisan Infrastructure Law Funding**

Request the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to retroactively apply for, accept, and enter into an agreement for disbursement of federal funding from the Federal Transit Administration (FTA) through the Federal Fiscal Year (FFY) 2022-23 Pilot Program for Transit-Oriented Development (TOD) Planning grant opportunity. The funding will be used to continue implementation of the six established ReinventPHX and 19 North Transit Oriented District Policy Plans. Funding for this grant opportunity is available through the Federal Bipartisan Infrastructure Law. The total grant funds applied for do not exceed \$1.2 million. The City is contributing an over-match of \$75,000 with in-kind staff time.

**THIS ITEM IS FOR CONSENT.**

**Summary**

The Public Transit Department seeks to receive grant funding from the FFY 2022-23 Pilot Program for TOD Planning. The grant would be used to continue the momentum from the successful adoption and implementation progress across six established TOD policy plans in a holistic and strategic mixed-use and affordable housing approach. This proposal intends to make immediate and timely progress towards achieving a well-balanced and purposeful mixture of housing choices and supporting amenities in alignment with unique and diverse transit-oriented communities.

The ReinventPHX TOD Policy Plan was adopted in 2015 and includes five districts, and the 19North TOD Policy Plan was adopted in 2021. Members of these communities have been anxious for the government-led action items identified in each of these plans to continue at a faster pace. However, the planning work needed goes beyond what the City of Phoenix can fund or conduct in-house. Community leaders are active and engaged in the process, and the City of Phoenix is committed to encourage and enhance existing and new partnerships to maximize chances for successful implementation of these TOD Policy Plans.

The FTA Pilot Program for TOD grant application was due on Oct. 10, 2023. Projects

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with a substantial focus on affordable housing were eligible to receive up to 100 percent federal support. Due to the complexity of eligibility review, there wasn't sufficient time to seek Council approval prior to submitting the application; therefore, the Public Transit Department is requesting retroactive authorization.

### **Financial Impact**

The estimated total cost for the project is approximately \$1.275 million. This application included a significant housing component that made the City of Phoenix eligible for consideration for full FTA funding for this project, and the City received the 100 percent fully funded federal award, with an over-match of \$75,000 included for in-kind contributions. No City funding is required.

In-kind local over-match is available from the following departments:

- Planning and Development Department - \$50,000; and
- Housing Department - \$25,000.

Under the Federal Bipartisan Infrastructure Law, grant funding received is available from FTA through the FFY 2022-23 Pilot Program for TOD Planning.

### **Concurrence**

This item was presented to the Citizen's Transportation Commission on April 25, 2024, and was approved by a vote of 10-0.

### **Location**

ReinventPHX and 19 North TOD Community Plan Area  
Council Districts: 3, 4, 5 and 6

### **Responsible Department**

This item is submitted by Deputy City Managers Mario Paniagua, Alan Stephenson and Gina Montes, and the Public Transit, Planning and Development, and Housing departments.



## **Utility Service Line Maintenance and Repair Warranty Program Contract Award-RFP 24-0024**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council authorization to contract with American Water Resources LLC dba Oncourse Home Solutions to provide a utility service line maintenance and repair warranty program for the City Manager's Office. The total aggregate sales for the contract is estimated to produce \$24,921,600 over a five-year term, resulting in approximately \$5,738,240 in revenue to the City.

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

#### **Summary**

This contract will establish a comprehensive utility maintenance and repair warranty program available to property owners who receive City-provided utilities and opt into the program, specifically for sewer and potable water services. The program extends coverage from the resident's structure to critical points such as the sewer main or water meter box, encompassing external sewer and water lines for which the property owner holds responsibility. Additionally, the Contractor will be responsible for fee collection from the participating property owners, facilitating repair services through qualified contractors as necessary, and implementing marketing strategies targeting property owners who are customers of the City's utility services. This initiative aims to provide homeowners with assurance regarding essential utility maintenance and repairs while fostering a proactive approach to property management and community welfare.

Under this contract the City will receive a annual licensing fee of \$400,000 for the use of City references and logos, in addition to a 15 percent revenue share based on the participation rates of property owners in the warranty program. Property owners in the program will pay \$4.99 per month for water line coverage, with a limit of up to \$10,000 per occurrence and no annual cap, and \$7.99 per month for sewer line coverage with a limit of up to \$8,000 per occurrence and no annual cap.

#### **Procurement Information**

The Utility Line Maintenance and Repair Warranty Program Request for Proposals

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(RFP) was issued on March 14, 2024, and was conducted in accordance with City of Phoenix Administrative Regulation 3.10. The City received three proposals deemed to be responsive and responsible to the RFP's requirements. An evaluation committee evaluated the proposals based on the following criteria with a maximum possible point total of 1000:

Experience and Qualifications (0-400 points)

Method of Approach (0-300 points)

Price (0-200 points)

References (0-100 points)

Staff recommends the proposal offered by American Water Resources LLC, dba Oncourse Home Solutions as the highest-scored, responsive and responsible proposal.

### **Contract Term**

The contract term is for five years, with no options to extend.

### **Financial Impact**

The Contractor will pay an annual fee of \$400,000 in addition to a 15 percent revenue share, resulting in approximately \$5,738,240 in revenue to the City over the life of the contract.

### **Responsible Department**

This item is submitted by City Manager Jeff Barton and Deputy City Manager Ginger Spencer, and the City Manager's Office, Finance and Water Services departments.



## **Vision Zero Road Safety Action Plan 2022-2023 Annual Report**

This report provides the Transportation, Infrastructure, and Planning Subcommittee with the Vision Zero Road Safety Action Plan 2022-2023 Annual Report.

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

#### **Summary**

On Sept. 7, 2022, Phoenix City Council unanimously approved the comprehensive Road Safety Action Plan - Moving to Vision Zero. The Road Safety Action Plan (RSAP) is a comprehensive road safety plan applying a data-driven, decision-making process to identify and prioritize transportation safety improvements with a "Five E's" approach (Evaluation, Education, Engineering, Enforcement, and Equity). Phoenix's efforts on the RSAP align with the framework of a Vision Zero Action Plan, with its emphasis on meaningful community engagement, equity, and data--driven, systems-based strategies to improve road safety for all Phoenixians. The RSAP vision is clear: to ultimately reduce the number of traffic fatalities and serious injuries to zero by 2050.

Since the approval of the RSAP, the City has made significant progress in delivering 64 identified transportation safety projects and received awards of \$32,281,986 in grant funding for various safety initiatives. This is the first annual report for the RSAP, and it covers the work that has been completed from the beginning of the plan in September 2022 through December 2023 (**Attachment A**).

The annual report serves as a benchmarking tool for both City staff and the public to monitor how transportation safety and crash trends are progressing in Phoenix, to provide clarity on where the City has met and exceeded its performance measures, and where there is progress yet to be made. The report examines crash data to gain greater insights into how identified programs and strategies in the RSAP impact trends to drive down fatal and serious injuries. Significantly, even with population increases and a small jump in crashes from 2020 to 2021, fatal and serious injury crashes have trended down overall between 2015 and 2022. Conversely, fatal crashes showed an upward trend from 2015 to 2023, indicating that more work must be done to achieve the City's Vision Zero goals.

The annual report includes a biennial update of the High Injury Network (HIN) using the most recent data available (2018 to 2022) to remap the intersections and roadway segments that see the most fatal and serious injury crashes. Phoenix has seen a decrease of 17 HIN intersections (51 total) and a three-mile reduction of identified HIN segments (30.6 miles total over 79 segments) since the last evaluation. The report also looks ahead at the projects and programs that are coming in the near future as the City continues to improve roadway safety to achieve Vision Zero.

### **Financial Impact**

The City Council approved the allocation of \$10 million per year for implementation of the RSAP, with \$3 million allocated from the City's General Fund, \$2 million from Transportation 2050 (T2050) funds, and \$5 million from the Highway User Revenue Fund (HURF).

### **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;
- Received an update on the RSAP on Oct. 28, 2021; and
- Received an update on the RSAP and recommended City Council approval to allocate up to \$2 million per year of T2050 funds for the implementation of the RSAP on Aug. 25, 2022, by a vote of 9-1.

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
- Received updates on the RSAP on Oct. 20, 2021, and June 15, 2022.

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;
- 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; and
- Approved the RSAP and formation of the Vision Zero Community Advisory Committee on Sept. 7, 2022.

### **Responsible Department**

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This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

CITY OF PHOENIX

The logo for the City of Phoenix Road Safety Action Plan Vision Zero. It features the word "ROAD" in a large, black, sans-serif font with yellow dashed lines inside the letters. To the right of "ROAD" is a black circular icon containing a white stylized bird or swirl. Below "ROAD" is the word "SAFETY" in a large, bold, magenta sans-serif font. Underneath "SAFETY" is the phrase "ACTION PLAN" in a black, italicized sans-serif font. Below "ACTION PLAN" is a horizontal line composed of several yellow slanted rectangular segments. At the bottom is the phrase "VISION ZERO" in a large, black, sans-serif font.

**ROAD**   
**SAFETY**  
*ACTION PLAN*  
  
**VISION ZERO**

# 2022/2023 ANNUAL REPORT

## A Message from Mayor Kate Gallego:

As the nation's fifth largest city and one of its fastest growing, Phoenix ranks high on lists for major achievements in economic development and innovation. Distressingly, it also ranks near the top of the list for the most roadway fatalities annually. This is **HEARTBREAKING AND UNACCEPTABLE**, which is why the Phoenix City Council and I voted unanimously to approve the Vision Zero Road Safety Action Plan in September 2022 and appoint the Vision Zero Community Advisory Committee in March of last year.



While the Phoenix Street Transportation Department leads implementation of the Plan, reducing and ultimately eliminating tragic roadway deaths will take **ALL** City departments working together and in partnership with the community. The mission will involve thoughtful urban planning, policy decisions that prioritize safety, equitable development efforts, and engineering and design that can save lives.

Phoenix has been working for several years to improve safety for all roadway users. In doing so, we have strategically implemented improvements such as:

- Upgrading signalized intersections with the latest technology and street lighting
- Working to adjust the timing of signalized intersections citywide to introduce a slightly longer yellow light phase;
- Addressing pedestrian safety concerns by installing more pedestrian signal crossings (also known as a High-intensity Activated crossWalk or HAWK); and
- Improving bicycle infrastructure by adding buffered and protected bikes lanes where space allows to increase the distance between drivers and cyclists.

As Phoenix continues to grow, we must continue prioritizing keeping both residents and visitors safe. We can do so by also becoming the new standard in improved and innovative roadway safety.

**TOGETHER**, I know we can work to prevent tragic roadway fatalities and build a safer, more inclusive city.

## A Message from Vice-Mayor Debra Stark:

District 3 Council-member

Chairperson, City Council Transportation, Infrastructure and Planning Subcommittee



In September 2022, when I joined Mayor Gallego and the other members of the City Council to unanimously approve the Vision Zero Road Safety Action Plan, I stated:

**“ROAD SAFETY IS EVERYONE’S BUSINESS”.**

Traffic collisions resulting in serious injury or a fatality have a ripple effect and lasting negative impact on our community. Those incidents not only touch the family and friends of a victim, but also weigh on the well-being of 911 operators, first responders, medical personnel, and, indirectly, residents and bystanders who witnessed or were within the area of a collision.

Every resident and visitor of Phoenix expects to get to their destination safely. By using the Plan as a guide and working in partnership with the community, the City is taking strategic, measurable action to improve the safety of all roadway users.

As the chairperson of the City Council’s Transportation, Infrastructure and Planning Subcommittee, I am thankful for the work Street Transportation Department staff is doing to make upgrades to technology and infrastructure that improve safety. However, those efforts alone will not help us reach our Vision Zero goal and will have a limited impact if we do not work together to create a culture in Phoenix that embraces safe behavior on our roadways.

Being serious about roadway safety requires us to be serious about our shared responsibility to one another. Let’s work together to achieve the community goal of reducing and ultimately eliminating fatal traffic collisions. It affects us all, and it is everyone’s business.



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## EXECUTIVE SUMMARY

In September of 2022, Phoenix City Council unanimously approved the comprehensive Road Safety Action Plan – Moving to Vision Zero. Since then, the City of Phoenix has made great strides in the realm of traffic safety with **59 identified safety projects completed** from September 2022 - December 31st 2023, **\$32,281,986 in grant funding** awarded for various safety initiatives, and a host of other highlights and big wins for the City.

This annual report serves as a benchmarking tool for both City staff and the public to monitor how traffic safety and crash trends are progressing in Phoenix, and to provide transparency on where the City has met and exceeded our performance measures and where there is still progress to be made. While we have up to the minute information on traffic fatalities from the Phoenix Police Department, the latest complete set of other crash data you will see utilized throughout this report is from 2018-2022, as there is always a slight delay in year-end final numbers becoming available.

The good news is that even through population increases and a small jump in crashes from 2020-2021, **fatal and serious injury crashes are overall trending DOWN** between 2015-2022. The disheartening news is that fatal crashes themselves has seen an upward trend from 2015 to 2023, indicating that there is more work to be done to achieve Vision Zero.

This report also includes a biennial update of the High Injury Network (HIN) using the most recent data available (2018-2022) to remap the intersections and roadway segments that see the most amount of fatal and serious injury crashes. Phoenix has seen a **decrease of 17 HIN intersections** (51 Total) and a **3 mile reduction of identified HIN segments** (30.6 miles total over 79 segments) since the last evaluation.

The work the City of Phoenix does to improve roadway safety is only possible with the help of its residents doing their part to improve their driving habits, awareness, and the overall culture of safety. We want to thank all of you who take traffic safety seriously.

**TOGETHER WE WILL ACHIEVE VISION ZERO**



# ROAD SAFETY IS EVERYONE'S BUSINESS

In September of 2022, Phoenix City Council unanimously approved the comprehensive **ROAD SAFETY ACTION PLAN – MOVING TO VISION ZERO** to fundamentally shift the way the City of Phoenix addresses and responds to crashes, develop systematic strategies to improve safety, and provide a road-map for the City to hone a “safety first” proactive stance in preventing road fatalities and serious injuries – with the goal of **ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050**

---

In the one and a half years since the adoption of the Road Safety Action Plan (RSAP), great strides have been made in Phoenix in the realm of traffic safety from specific safety projects to wider systematic improvements. The **RSAP ANNUAL REPORT** serves as a tool to report and reflect on the progress made each year, and also serves to understand where there is still progress yet to be made.

This document utilizes new data tools, such as the crash dashboard to collect, track, and analyze data to allow the City to understand the status of our chosen performance measures and compare traffic safety in today's Phoenix to the benchmarks and baselines in the 2022 plan. This annual report will also include an update to the High Injury Network (HIN) and examine the specific impacts our safety projects have had on crashes within this network.





## WHAT IS VISION ZERO & THE SAFE SYSTEMS APPROACH?

According to the Vision Zero Network, more than 42,000 people are killed on American Streets every year. Vision Zero is a guiding strategy to reduce and ultimately eliminate traffic fatalities and severe injuries and is built around the core philosophy that traffic-related deaths and serious injuries are **PREVENTABLE** rather than inevitable.

In February 2022, the Phoenix City Council voted in favor to commit to Vision Zero, and incorporate its principles into the final plan.

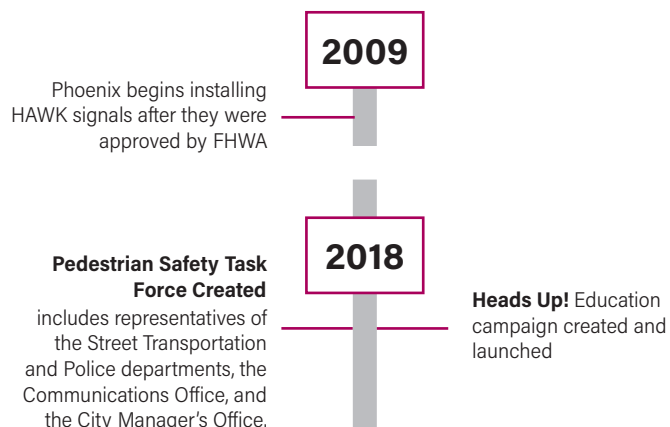
The RSAP also incorporates the **FEDERAL SAFE SYSTEMS APPROACH** which further advances Vision Zero by focusing on a **HUMAN-CENTRIC** approach of intelligent transportation system design, proactively identifying and addressing risks, and creating redundancies in safety measures. People will still make mistakes, and crashes will still occur - but they shouldn't end in life-altering tragedy. The five tenets of the safe systems approach are: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.

## BACKGROUND

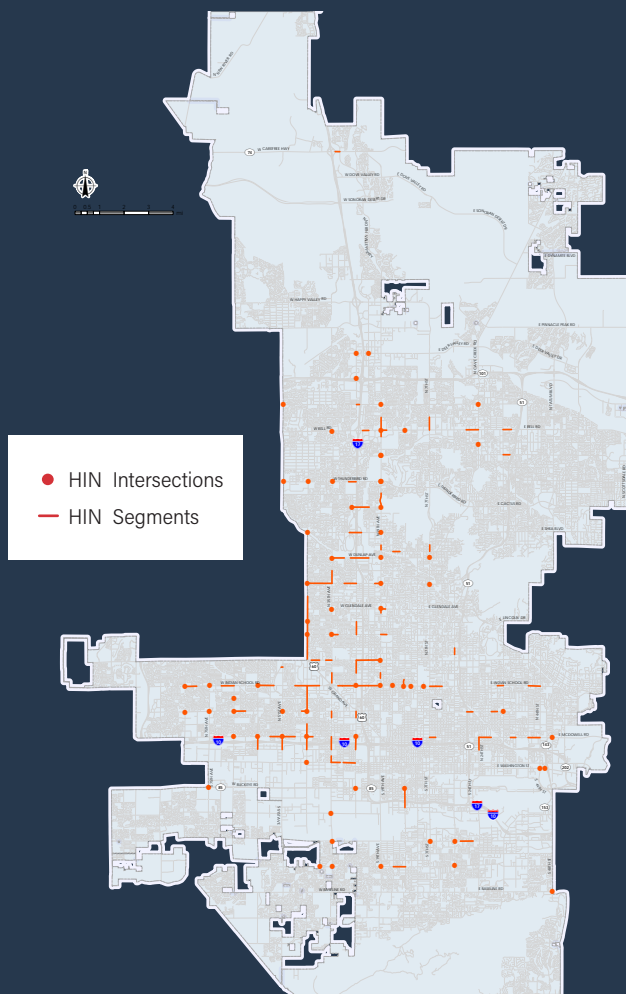
Building from decades of previous traffic and safety work, the RSAP was the culmination of over two years of collaborative effort and diligent work by Street Transportation Engineers, City Staff, Policy Makers, and Phoenix Residents. The planning process included extensive data collection, determination of a unified vision and set of goals to guide the project, the creation of a High Injury Network (HIN) and a prioritized set of implementation strategies, and facilitation of two phases of public input that engaged over 2,500 community members - All to move the City of Phoenix closer to *Vision Zero*.



Photo Source: Phoenix Community Alliance



## THE 2022 HIGH INJURY NETWORK (HIN)



A key piece in the development of the Road Safety Action Plan was identifying where in Phoenix the highest number of **FATAL AND SERIOUS (KSI) CRASHES** occur. These locations, initially made up of 68 signalized intersections and 87 roadway segments, are collectively known as the High Injury Network or HIN for short, which helps city staff focus limited resources into the areas they are most needed. In the 2022 plan, 5 years of data (2016-2020) were analyzed, including 5,473 motor vehicle crashes, to create the map you see above. The HIN is to be updated every 2 years as new data becomes available.

See [PAGE 13](#) for the Updated 2024 HIN

2020

**City Council authorizes Streets to allocate \$2M annual CIP funding to the Office of Pedestrian Safety (OPS) for safety improvements**

*Pedestrian Safety Activity Book* published by OPS for children in grades 3-6 with 13,000 copies printed in English and 10,000 copies in Spanish

Phoenix Police Department Traffic Bureau expands traffic unit within two precincts and was accomplished without adding additional sworn officers. These additional units responded to 53% of collisions within the precincts

**Phoenix wins \$17.5M BUILD Grant for 35th Ave**

2021

**June: Road Safety Action Plan Kicks Off**

**July:**

First Internal RSAP workshop held; 5-Year Crash Analysis and Internal data collection begins

**August:**

Development of RSAP framework, focus areas, goals, and vision

**November:**

HIN Finalized; Phase 1 of Public Engagement begins

**December:**

Equity Analysis created

2022

**City Council passes Vision Zero Resolution**

**February:**

Phase 1 of Public Engagement ends

**May:**

Strategies Development and Prioritization begins

**June:**

Phase 2 of Public Engagement Begins

**First Draft of Plan**

**August:**

Phase 2 of Public Engagement ends

**September: RSAP Adopted**



## RSAP FOCUS AREAS & GOALS

The RSAP approaches transportation safety through 5 overarching Focus Areas: General Strategies, Behavior Related, Pedestrians & Bicyclists, Intersections, and Segments.

### FOCUS AREAS

- GENERAL STRATEGIES** - Strategies focused on internal programmatic changes within Phoenix
- BEHAVIOR RELATED** - Strategies focused on mitigating speeding & other roadway user behavior
- PEDESTRIANS & BICYCLISTS** - Strategies focused on pedestrian/bicyclist safety policy & infrastructure
- INTERSECTIONS** - Strategies focused on improving safety at intersections
- SEGMENTS** - Strategies focused on improving safety on roadway segments

Within each Focus Area, there are 3 objectives with time-bound **PERFORMANCE MEASURES** developed to track and evaluate the success of the 41 strategies presented in the plan, all of which were determined to be both implementable and have a high potential to make a significant impact in reducing fatal and serious injury crashes in Phoenix. **APPENDIX D** of the RSAP contains a detailed list of the performance measures per Focus Area, and the analysis mechanisms that will be used to monitor success in this annual report.

As a reminder of what the 2022 Road Safety Action Plan aims to achieve, the original **7 GOALS** of the plan are shown right.

-  **Create a Road Safety Action Plan that moves to VISION ZERO**
-  **Engage the public through an inclusive engagement process**
-  **Use data to drive decisions**
-  **Embrace the 5 E's of Safety**  
(Evaluation, Engineering, Education, Enforcement, & Equity)
-  **Establish a culture of safety**
-  **Develop and implement strategies and countermeasures**
-  **Establish performance measures for evaluation**



# THE FACTS (A 2024 REFRESH)

2018-2022 5-Year Annual Average:

**869 Fatal & Serious Injury Crashes\***

Occurred on City of Phoenix roadways per year

This represents a **9% DECREASE** from the RSAP's original  
5-Year Annual Average for 2016-2020 (955 KSI crashes per year)

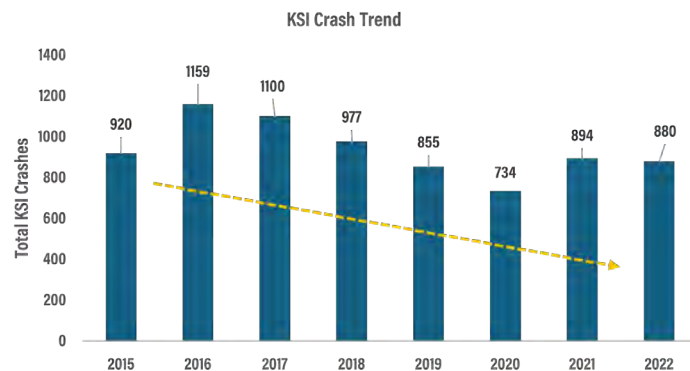
*\*City of Phoenix Crash Dashboard, Arizona Crash Information System (ACIS)*

## A NOTE ON THE DATA:

The original RSAP used 2015-2019 data obtained from the Arizona Crash Information System (ACIS) maintained by the Arizona Dept. of Transportation (ADOT). This report utilizes data from the **City of Phoenix Crash Dashboard**, which was a safety tool developed as part of the RSAP and analyzes crash data from **2018-2022**. While the ACIS database is still the source data, a filter has been applied to remove crashes that occur on ADOT right-of-way (i.e. freeways, ramps, and interchanges). The dashboard also performs a slightly different routine of data cleaning, which may cause differences in the data. All fatal crashes are subject to further investigation and crash attributes sometimes change as the investigations progress. With all this in mind, this comparison uses the best and most recent data available, but those numbers can be slightly different than previous published data that used a different criteria. The trends shown here are the best estimates.

While the Phoenix Police Department Vehicular Crime Unit (VCU) has data on crashes resulting in a person being killed or seriously injured (KSI) for 2023, other general crash data for 2023 at the time of this report is NOT available for synthesis; therefore, a complete set of 5 year data ending Dec 31, 2022 is used as the basis for the remainder of this chapter and High Injury Network (HIN) update.

Subsequent RSAP Annual Reports will utilize a 5 year crash data set which will remove the earliest year in the previous set and include the latest year available.



## QUICK FACTS:

**44%** of all fatal crashes involved **pedestrians**



**REDUCTION** compared to 46% in previous years

**4%** of all fatal crashes involved **bicyclists**



No change in percentage from previous years

**21%** of all KSI crashes are **speed related**



No change in percentage from previous years

**18%** of all fatal crashes involved **motorcyclists**



**INCREASE** compared to 15% in previous years

**40%** of all KSI crashes occurred at **signalized intersections**



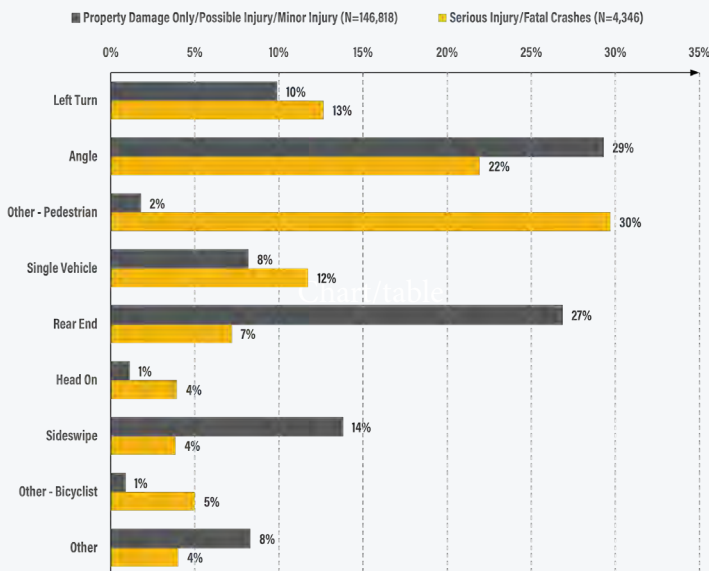
**REDUCTION** compared to 43% in previous years

**60%** of all KSI crashes occurred on **roadway segments**

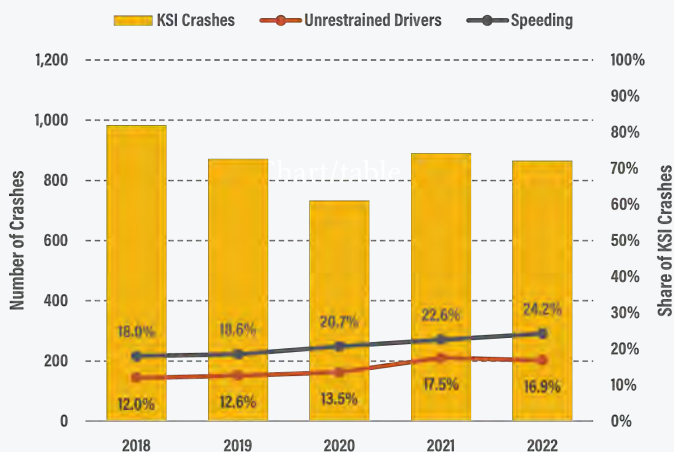


**INCREASE** compared to 57% in previous years

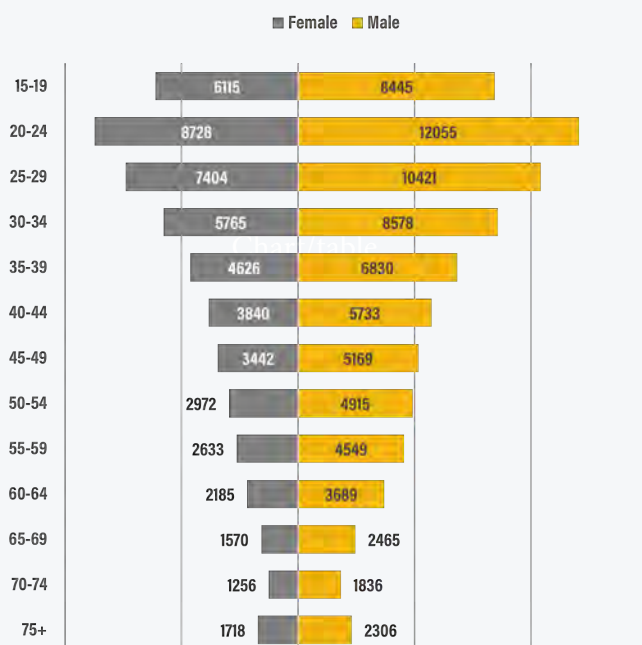
## Collision Manners



## Major Contributing Factors in KSI Crashes



## Age and Gender of Driver MOST at fault



## CRASH FACTORS

Understanding how crashes occur, who is involved, and when they happen allows city staff to understand how best to counter trends, address solutions, and prioritize resources for construction, enforcement, and education.

### How?

Among less severe crashes, where people do not need help from the crash scene, the most common collision manners are angle (29%) rear-end (27%), and sideswipe (14%) crashes. The most common collision type resulting in serious injury or fatality (KSI crashes) are pedestrian (30%), angle (22%), and left-turn crashes (13%).

*What's different from previous years?*

- **Sideswipe** crashes have replaced *left-turn* crashes as a top 3 most common collision manner
- **14.5%** of KSI crashes involved an **unrestrained driver** as the primary factor compared to 13% in previous years
- **Speeding** is a contributing factor in **one out of every four crashes**, an increase from the previous rate of *one in five*.

### Who?

People aged 20 to 29, who make up 16% of Phoenix's population, are disproportionately involved in crashes as the driver who contributed the most to a crash, accounting for 30% of the incidents. As in previous years, males are more than two times more likely to be the pedestrian or bicyclist involved in a crash.

*Whats different from previous years?*

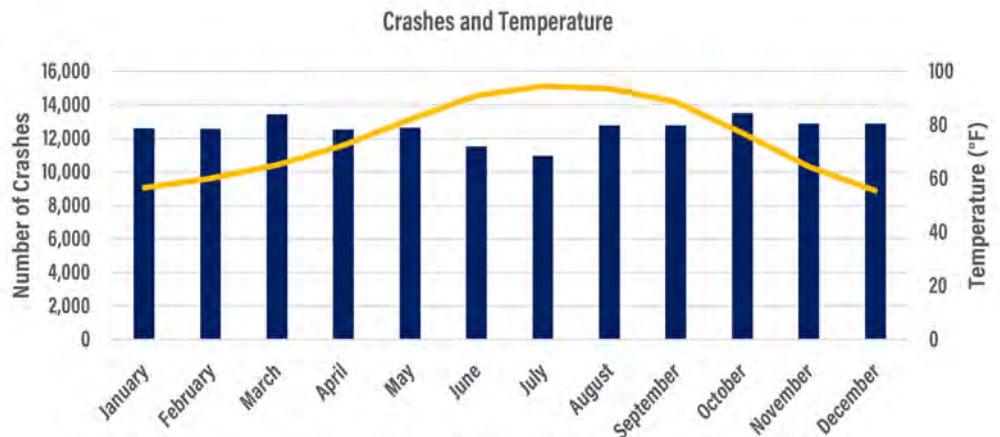
- Drivers who were previously represented in the *15 to 24 years old* category have aged into the **20 to 29 years old** category of drivers who contributed the most to a crash.

## When?

October had the highest daily average of crashes at 87, while July had the lowest with 71. Fridays saw the most crashes, but Sundays experienced the most serious injuries and fatalities, with speed likely being a contributing factor. The afternoon peak hours from 3pm to 6pm had the highest overall crash numbers, coinciding with the greatest traffic volume and vehicle congestion. The evening hours from 6pm to 9pm saw the most pedestrian-involved incidents, likely due to the highest pedestrian exposure during these hours.

*What's different from previous years?*

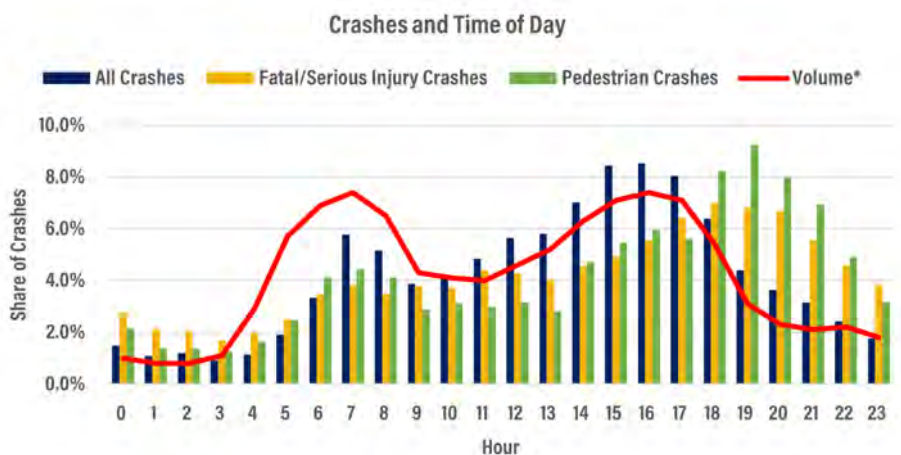
- **October** has now exceeded *March* in average crash numbers, positioning these two months as the top contenders for the highest number of recorded crashes in the City. This trend is likely attributed to favorable weather conditions and the peak exposure for all modes of travel. Notably, March and October enjoy mild weather in the city, with average temperatures of 65 and 77 degrees, respectively.



- Sundays saw **3.4%** of crashes result in a KSI compared with 4.1% in previous years; in the same metric, other days of the week average **2.8%** compared with 3.2% in previous years

- **25%** of crashes occurred at the afternoon peak hour (3pm to 6pm) compared to 27% in previous years

- The crash data from 2018 to 2022 in this report includes the period when the pandemic significantly altered motor vehicle travel in 2020, 2021, and 2022. The onset of the pandemic led to extensive lockdowns and travel restrictions, drastically reducing traffic as remote work became widespread and non-essential travel declined. The decrease in traffic congestion resulted in higher average speeds and an uptick in excessive speeding, with drivers capitalizing on the less crowded roads. Despite the reduction in traffic, there was an unexpected increase in road fatalities and serious injuries, a trend linked to the higher speeds and riskier driving behaviors observed. The trend of higher speeds has established itself as the new normal, influenced initially by reduced traffic and later by adaptations to pandemic-era lifestyles, such as the shift to remote work and changes in social behaviors.

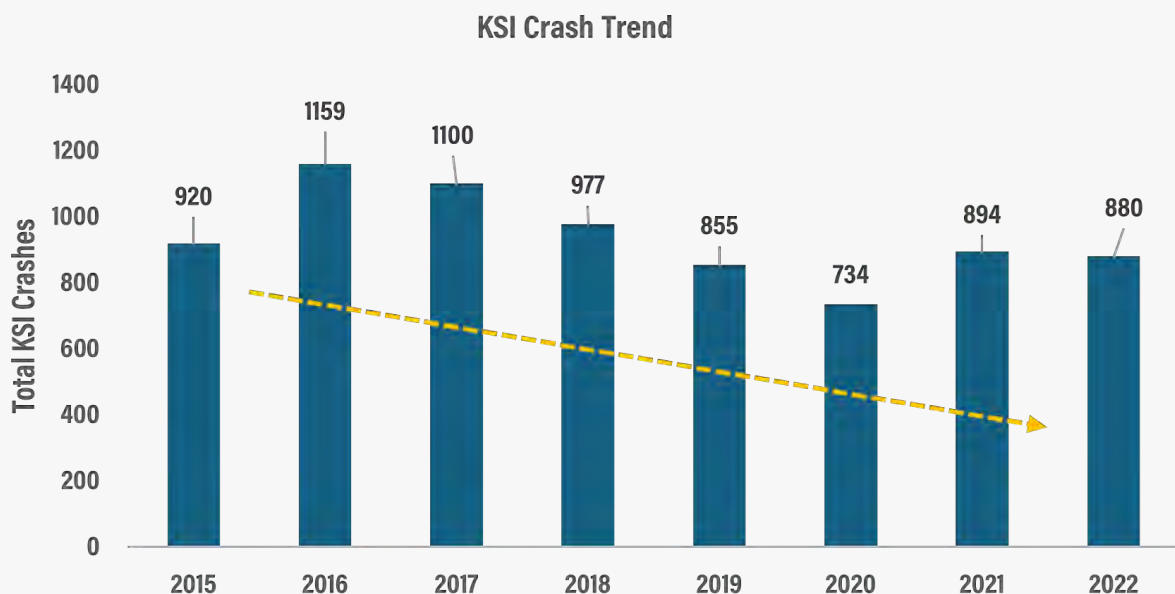


## Crash Trends and Population Growth

Understanding population dynamics provides additional context when analyzing road safety in Phoenix. Despite a brief dip in 2020, Phoenix's population has shown resilience, with a slight increase of 1.3% to an estimated 1.68 million residents from 2022 to 2023, according to the Maricopa Association of Governments (MAG).

A notable aspect of Phoenix's demographics is the significant representation of 20 to 29-year-olds, who, while making up 16% of the population, are involved in 30% of crashes where they were the driver who contributed the most to the crash. This over-representation points to a need for targeted road safety measures for younger drivers, who may be more prone to risky behaviors due to inexperience. Phoenix's younger adult demographic, with 31% of its residents aged between 20 and 39, sets it apart from the state and national averages. This skew influences transportation preferences and behaviors, impacting road safety. Younger residents often opt for diverse modes of transport, including personal vehicles, public transit, and active transportation like biking and walking, each presenting unique safety challenges.

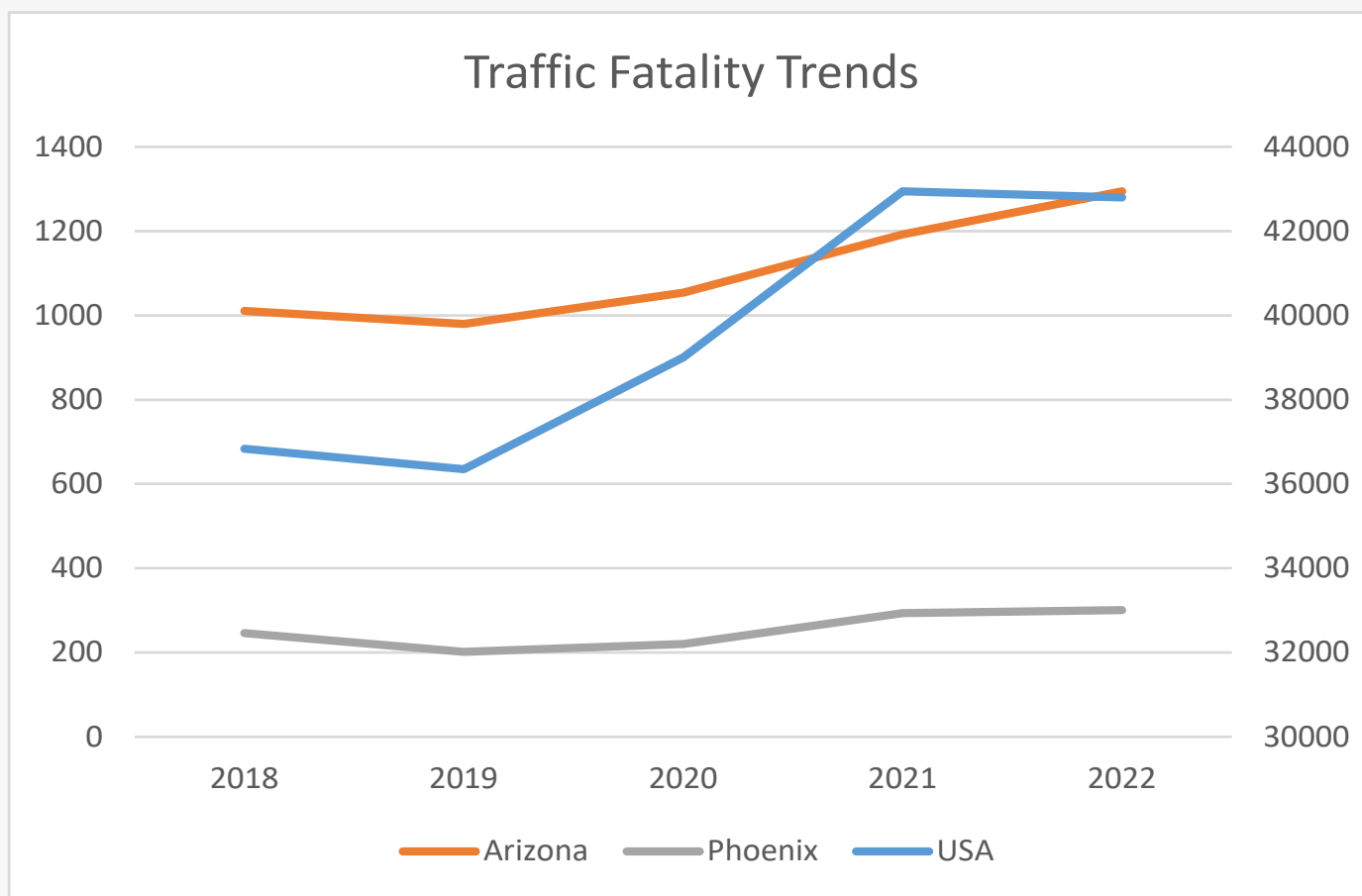
As Phoenix continues to grow, both in population and economically, understanding and adapting to these demographic shifts will be taken into consideration as the RSAP continues to be implemented. Prioritizing strategies to address the risks associated with younger drivers and their transportation choices will be essential for reducing crash rates and enhancing overall urban mobility.



## State and National Crash Trends

Although Phoenix experienced a 10% reduction in combined fatal and serious injury crashes, traffic fatalities continue to rise. The provided data reveals an upward trend in traffic fatalities for the United States, Arizona, and Phoenix from 2018 to 2022. The average annual increase in traffic fatalities over this period is 2.8% for the US, 5.5% for Arizona, and even higher for Phoenix at 5.7%. The crash data from 2018 to 2022 in this report includes the period when the pandemic significantly altered motor vehicle travel in 2020, 2021, and 2022. The pandemic years, notably marked by travel restrictions and a shift to remote work, saw a decline in traffic volume yet an increase in average speeds and more frequent speeding. Despite the less crowded roads, 2021 marked a surprising surge in road fatalities nationwide, a development attributed to riskier driving behaviors and higher speeds.

The trend of higher speeds has established itself as the new normal, influenced initially by reduced traffic and later by adaptations to pandemic-era lifestyles, such as the shift to remote work. In the context of these national figures, both Arizona and Phoenix's fatality rates have risen more sharply than the national average, indicating specific regional challenges that will require targeted interventions to enhance road safety. In particular, efforts to mitigate speed and implement countermeasures that protect vulnerable road users should be critical areas of focus.



# THE 2024 HIGH INJURY NETWORK

Updated on a biennial basis, The 2024 HIN evaluated **4,538 CRASHES** resulting in a serious injury or death (KSI) between 2018 and 2022. **The total number of crashes resulting in a KSI has been declining since the beginning of this evaluation.**

## Signalized Intersections

**51 SIGNALIZED INTERSECTIONS** with the highest propensity of KSI crashes are identified. That is a **decrease of 17 intersections from the previous evaluation**. This group represents less than 5% of Phoenix's signalized intersections and 23% of signalized intersection KSI crashes.

## Segments

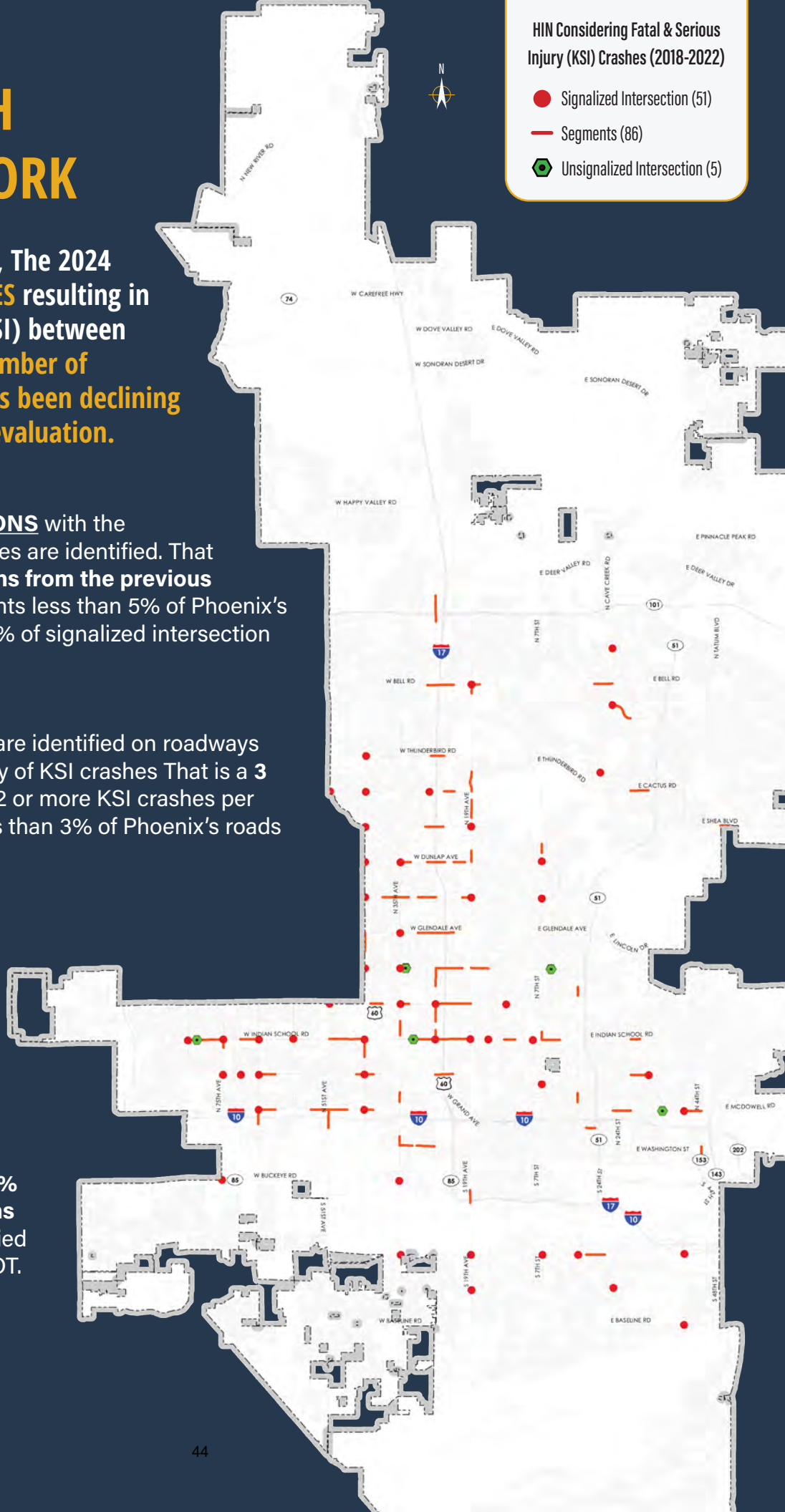
**30.6 MILES (79 SEGMENTS)** are identified on roadways that have the highest propensity of KSI crashes. That is a **3 mile reduction** on roads with 12 or more KSI crashes per mile. This group represents less than 3% of Phoenix's roads and 12% of all KSI crashes.

## Unsignalized Intersections

The 2024 HIN also identifies unsignalized locations with a high frequency of KSI crashes **5 UNSIGNALIZED INTERSECTIONS** were identified with 4 or more KSI crashes.

## Equity Analysis

**86% of HIN Segments and 82% of HIN Signalized Intersections** fall within a census tract identified as *Disadvantaged* by the USDOT.



People walking, riding bicycles, and driving motorcycles have a higher risk of being killed or severely injured in a motor vehicle crash due to their low mass and lack of physical crash protection.

Further data analysis of potential contributing factors and roadway characteristics along the HIN will continue to be performed during the ongoing implementation of the Road Safety Action Plan. This analysis will allow for the identification and assignment of appropriate solutions at these high-risk locations. The HIN will also be used to inform decisions during cross-departmental collaboration and about prioritizing investments, safe street improvements, education, and police enforcement.

The HIN is one of several tools and strategies the city will use to improve road safety. Locations outside of the HIN will not be precluded from funding and implementation of safety improvements.

**FOR AN INTERACTIVE STORYMAP  
OF THE 2024 HIN:**

**CLICK HERE**

TO DOWNLOAD A PRINTABLE COPY/PDF OF THE CITY OF PHOENIX HIN, PLEASE VISIT:

[https://www.phoenix.gov/streetssite/Documents/HIN\\_Phx\\_11x17a.pdf](https://www.phoenix.gov/streetssite/Documents/HIN_Phx_11x17a.pdf)

FOR IMMEDIATE SAFETY/MAINTENANCE CONCERNS PLEASE VISIT:

<https://phxatyourservice.dynamics365portals.us/streetmaintenance>

OR CALL (602) 262-6441



# '22/'23 PROGRESS

# FROM THE MOMENT THE ROAD SAFETY ACTION PLAN WAS ADOPTED, THE CITY OF PHOENIX HAS BEEN HARD AT WORK

From completing multiple critical safety projects, conducting studies, running safety education campaigns, and striving to meet and exceed our performance metrics set forth in the 2022 plan, city staff have been achieving and delivering big wins for all roadway users in Phoenix.

## 2022/2023 PROJECT LIST

**59 CRITICAL TRAFFIC SAFETY PROJECTS** have been completed so far, including:

**11** New Signals

**11** HAWK\* Signals

**2** RRFBs / CFBs\*\*

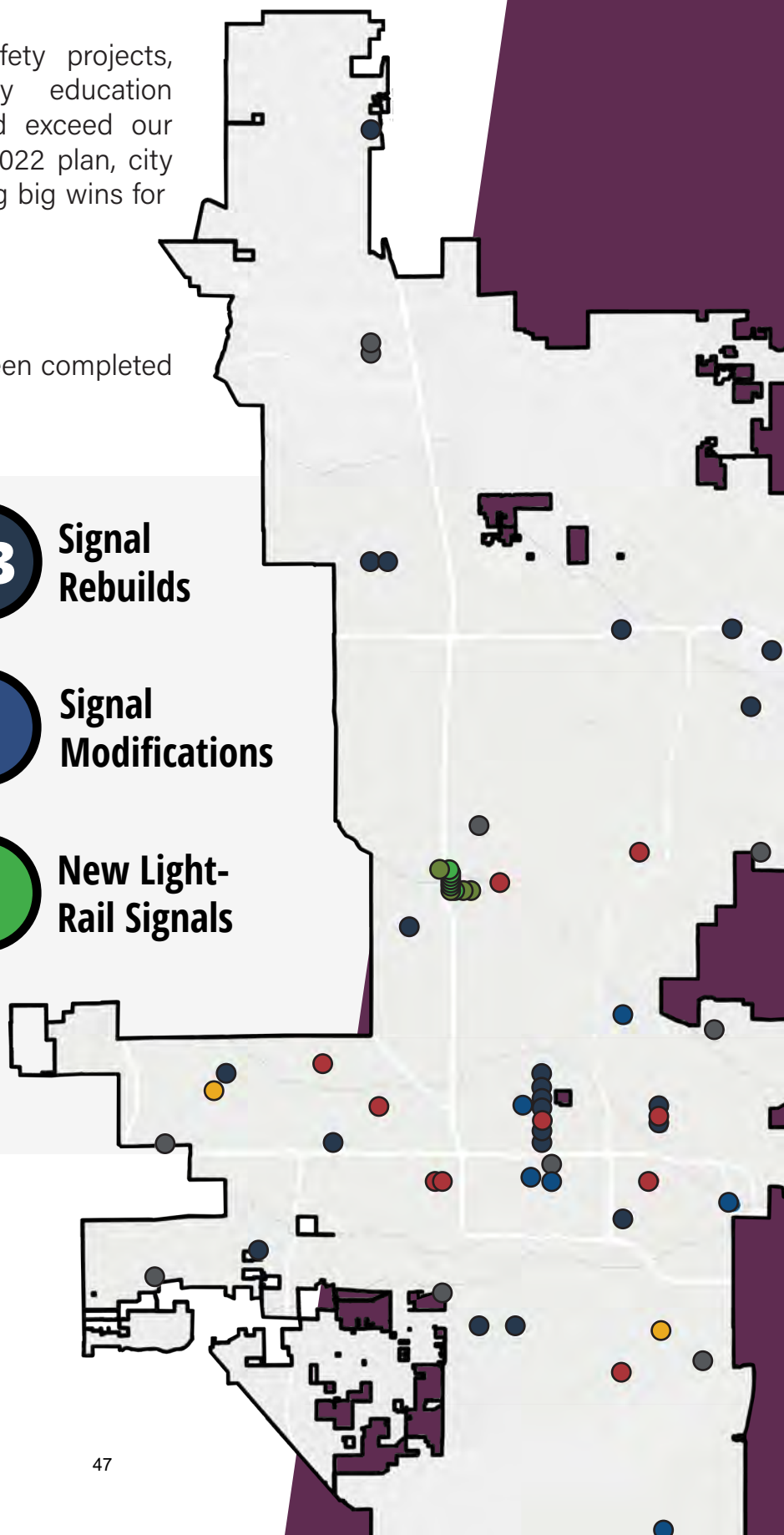
**4** Light-Rail Signal Rebuilds

**23** Signal Rebuilds

**6** Signal Modifications

**7** New Light-Rail Signals

\* HIGH-INTENSITY ACTIVATED CROSSWALKS  
\*\* RAPID RECTANGULAR FLASHING BEACONS / CIRCULAR FLASHING BEACONS



**PROJECT****COST AVG.****INSTALLATION DATE**

**NEW SIGNALS** - INCLUDES TRAFFIC SIGNAL HEADS OVER ALL TRAVEL LANES, NEW INTERSECTION LIGHTING FOR PEDESTRIAN AND BICYCLE SAFETY, AUDIBLE PEDESTRIAN PUSH BUTTONS, ADA COMPLIANT CURB RAMPS, VEHICLE VIDEO DETECTION, FLASHING YELLOW ARROWS FOR ALL LEFT TURN MOVEMENTS AND NEW EMERGENCY VEHICLE PREEMPTION TECHNOLOGY

5100 N 44th St (Suns Facility)	Average of \$324K per new signal	November 2023
89th Ave & McDowell		August 2023
54th St & Shea Blvd		August 2023
7th St & McKinley		June 2023
27th Ave & Broadway Rd		May 2023
43rd Ave & TSMC Entrance B		April 2023
43rd Ave & Dove Valley Rd		April 2023
91st Ave & Illini St		March 2023
66th St & Mayo Blvd Copperhead Dr & Yuma St		February 2023
Baseline Rd & 42nd Pl		October 2022
19th Ave at Sunnyside		September 2022

**SIGNAL REBUILDS** - INCLUDES ALL ELEMENTS OF NEW SIGNALS ABOVE

32nd St & Thomas	Average of \$384K per signal rebuild	December 2023
S101 & Tatum (Widening Tatum & 101)		August 2023
7th Ave & Southern		June 2023 - 3 Left turns upgraded
39th Dr & Pinnacle Peak		June 2023 - 4 Left turns added
43rd Ave & Pinnacle Peak		June 2023 - 4 Left turns added
56th St & Mayo Blvd		May 2023 - 2 Left turns added
51st Ave & McDowell		May 2023
52nd St & Bell Rd		May 2023 - 4 Left turns added
43rd Ave & Anthem Way		March 2023 - 2 Left turns added
19th Avenue & Southern		February 2023
67th Ave & Lower Buckeye		February 2023
75th Avenue & Indian School		January 2023
35th Ave & Northern Ave		January 2023
Copperhead Dr & Buckeye Rd		December 2022- 4 Left turns added
3rd St & Osborn Rd		November 2022 - 2 Left turns added
3rd St & Indian School Rd		November 2022
3rd St & Earll Ave		November 2022 - 3 Left turns added
3rd St & Thomas Rd		November 2022
3rd St & Palm Ln		October 2022 - 2 Left turns added
3rd St & Virginia Ave		October 2022 - 4 Left turns added
3rd St & McDowell Rd		October 2022
32nd St-OAK St Signal & Lighting RSP		October 2022 - 4 Left turns added
SR 101 Widening Cave Creek Rd & 101		September 2022

**SIGNAL MODIFICATIONS**

3rd Ave & Muhammad Ali Way Convert RRFB to CFB	Average of \$27K per signal modification	November 2023
Van Buren & Central Station Temp Signal		August 2023
24th St & Missouri Illuminated Sign Change		August 2023
7th St & Monroe RRFB to CFB		April 2023
48th St & Grand Canal RRFB to CFB		April 2023
32nd St & Liberty Lane Convert HAWK to Signal		January 2023

#### HIGH-INTENSITY ACTIVATED CROSSWALKS (HAWK)

Shea Blvd & Shea Elementary west of 28th St	Average of \$250K per HAWK Signal	September 2023
Van Buren & 27th Dr		August 2023
Van Buren & 28th Ave		August 2023
41st Ave & Thomas (Converted from CFB)		June 2023
Maryvale Pkwy North side of Glenrosa		December 2022
Van Buren East side of 30th St		December 2022
3rd St & Vernon Ave		November 2022
3rd St & Oak St		November 2022
32nd St North side of Yale St		September 2022
Hatcher Rd & 13th Ave		September 2022
24th St & Highline Canal		September 2022

#### RAPID RECTANGULAR FLASHING BEACONS (RRFB) / CIRCULAR FLASHING BEACONS (CFB)

6106 S 32nd St south of Southern (The Farm)	Average of \$113K per RRFB/CFB	November 2023
78th Ave & Osborn		August 2023

#### NEW LIGHT RAIL SIGNALS

25th Ave & Mountain View Rd	Average of \$125K per LR Signal	December 2023
25th Ave & North Station Dr		
25th Ave & South Station Dr		
25th Ave & Arizona Canal		
25th Ave & Private Road 2512 N. 25th Ave		
25th Ave & Mission Ln		
24th Ave & Dunlap Ave		

#### LIGHT RAIL SIGNAL REBUILDS

25th Ave & Dunlap Ave	Average of \$125K per LR Signal	December 2023
23rd Ave & Dunlap Ave		
C Street & Dunlap Ave		
Metro Pkwy & Cheryl Dr		



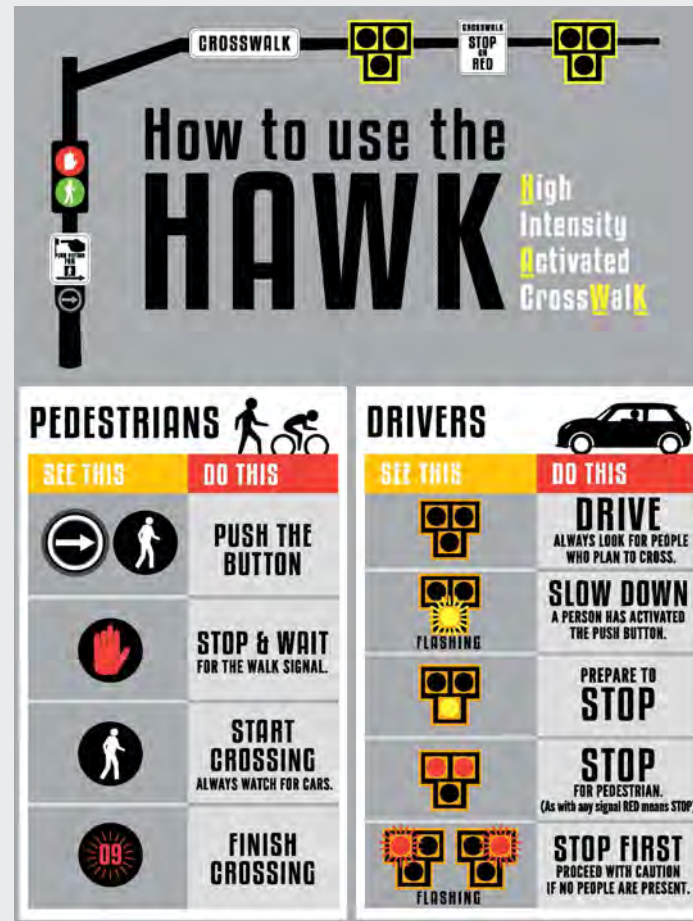
## Project Highlight: HAWK Signals

High-Intensity Activated crossWalks (HAWKs) are pedestrian-activated crossing signals that allow people walking and biking to slow and stop traffic and safely cross busy streets.

A HAWK signal is typically used for crossings on high-speed or very wide roadways, such as an arterial street. HAWK signals closely resemble traditional signalized crossings with high-visibility crosswalks on the roadway, a large mast arm with yellow/red lights that signal drivers to stop, and a walk countdown. Unlike traffic signals however, HAWKs only operate when a pedestrian pushes the crossing button - allowing free movement of vehicles when pedestrians are not present.

In 2023, the Phoenix Streets Department completed the city's 89th HAWK at 28th St. and Shea Blvd. and won 2 awards related to HAWK signals from the Institute of Transportation Engineers Mountain District:

- **Achievement Award - Traffic Engineering:** Enhancing HAWK Efficiency with Technology
- **Best Implementation Project Award:** Enhancing HAWK Efficiency with Technology



For more information on HAWKs, visit [phoenix.gov/streets/hawk](https://phoenix.gov/streets/hawk)



## BIKE LANES

Encouraging active transportation and reducing reliance on personal automobile travel are key strategic policies recommended by a plethora of previous planning efforts in Phoenix. Facilitating the ability for those who choose to bike, scooter, roll, etc. to travel the streets safely is a core responsibility of the City - and to that end from September 2022 to December 31st, 2023, Phoenix installed 2.71 lane miles of new **protected** bike lanes, and added protection to a further 1.07 lane miles of existing bike lanes. In addition, 28.07 lane miles of new **buffered** bike lanes were installed with a further 29.43 lane miles of buffering added to existing bike lanes.





## OTHER 2022/2023 POLICY HIGHLIGHTS

In June of 2023, the City Council approved adopting and implementing the ITE guidelines for calculating the yellow light change interval. This came after the **YELLOW LIGHT TIMING STUDY** was conducted to evaluate the “before” and “after” impacts of these guidelines at signalized intersections. At the study locations/intersections, a significant reduction in red-light running incidents after lengthening the yellow light change interval was observed.

In May of 2023, the City Council unanimously approved an **ACTIVE TRANSPORTATION PLAN** that will guide expansion of bike lane miles and improvements to the citywide transportation network. The plan is an update to the city’s Bicycle Master Plan that was approved by City Council in 2014 and connects to Vision Zero and the Road Safety Action Plan. A key component to the Active Transportation Plan is a strategy to help Phoenix meet a commitment to add 1,080 new bike lane miles by 2050, which is a benchmark of the Transportation 2050 Plan (T2050) that was approved by voters in 2015.

The department ran two public **SAFETY EDUCATION CAMPAIGNS** to highlight its “Scan the Street for Wheels and Feet” message. The first campaign ran from January through March, and the second during October through mid-November. The campaigns achieved more than 15 million impressions via advertisements that aired during morning and afternoon drive-time traffic radio reports, as well as targeted social media, Google and YouTube advertisements. The campaigns were funded by a Governor’s Office of Highway Safety grant and money allocated by City Council.

See more at [phoenix.gov/streets/roadsafety](https://phoenix.gov/streets/roadsafety)

## PHOENIX POLICE DEPARTMENT ACHIEVEMENTS

The Phoenix Police Department is committed to reducing traffic collisions while increasing the safety and security of our citizens on the roadways. This is accomplished through a data-driven approach that includes **PROACTIVE TRAFFIC ENFORCEMENT, COLLISION INVESTIGATION, COMMUNITY-BASED EDUCATION EVENTS**, and a robust partnership with the citizens of the communities in which we serve.

The Phoenix Police Traffic Unit is tasked as the main education and enforcement entity in the City. Employees use a variety of methods to engage the public to encourage driving behavior changes increasing everyone's safety. Using proactive enforcement methods, the Traffic Unit supports the Road Action Safety Plan by conducting Traffic Impact Programs consisting of several Officers focusing on a specific area along the HIN. Hazardous traffic violations such as excessive speed, running red lights, and aggressive driving are addressed through educational contacts and, if needed, traffic citations. Although the Traffic Unit primarily covers all of the City's major roadways there is a special focus on enforcing violations in school zones. Education directed to students teaches safe habits for walking near traffic ensuring children remain safe while drivers are cited.

The Traffic Education and Safety Squad assigned to the Traffic Unit routinely partners with community groups to conduct bicycle rodeos teaching bicycle safety and proper bicycle operation to children around the City. Along with providing safety equipment such as bicycle helmets to children in need, the Traffic Education and Safety Squad prides itself on ensuring everyone understands the rules of the road and the roadway is open to all who want to safely use it. When not involved in educational exercises, they conduct proactive enforcement along the HIN with emphasis on risk factors that contribute to pedestrians and bicyclists being involved in motor vehicle collisions.

With the help and support of our community, the Phoenix Police Department is dedicated to making our roadways safe for everyone.

## OTHER PARTNERSHIPS AT WORK

Phoenix achieves its goals through a network of strategic partnerships such as that with the Maricopa County Office of Nutrition and Active Living. Their goals of improving safety and walkability within communities aligns 100% with the RSAP and Phoenix. When the City conducted a walk-audit of Indian School Road for Safer Streets for All (SS4A) grant funding - a proposal that ended up winning over \$24M - members of the Office of Nutrition and Active Living assisted in the audit and were instrumental in collecting safety observations and recommendations for improvements.



# 2023 PERFORMANCE MEASURES

The RSAP Annual Report serves to measure traffic safety in the City of Phoenix year over year. To accomplish this, the RSAP established **30 PERFORMANCE MEASURES** within 15 objectives across 5 focus areas with qualitative and quantitative analysis methodology for each.

**5**  
Focus Areas

**15**  
Objectives

**30**  
Performance  
Measures

#### A Note on Methodology:

Language on several analysis methods that reference analyzing population growth has been edited from the original 2022 RSAP to better articulate the analysis performed and the data sets used.

*"Align evaluation with the annual report..."*

has been changed to:

*"Utilizing the most recent complete set of data..."*

## How to Read This Section



Performance measure is either complete, met, and/or exceeded.



Performance measure is in progress but has not been met, and/or is trending in a **positive** direction



Performance measure has not been started, met, and/or is trending in a **negative** direction



Performance measure is scheduled to begin tracking in future reports either due to data availability constraints or due to being noted as a 2-5 year action in the original RSAP

## GENERAL

OBJECTIVE 1.A	ESTABLISH FOUNDATIONAL ELEMENTS OF VISION ZERO INCLUDING TIMELINE AND GOALS FOR IMPLEMENTATION AND EVALUATION OF THE INITIATIVE				
Performance Measures	1.A.1 - Implement a Vision Zero Task Force consisting of a multi-departmental team for continued oversight of reducing KSI crashes	Analysis Method	This measure will be tracked as a completed or not completed	Benchmark	Completed
	1.A.2 - Create a Vision Zero status report on objectives, updated every year		This measure will be tracked as a completed or not completed		Completed
OBJECTIVE 1.B	REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION AND EVALUATION				
Performance Measures	1.B.1 - Streamline RSA process to identify & implement feasible improvements by 2023	Analysis Method	In 2024, select a representative sample of RSA's to analyze if improvements were complete.	Benchmark	Completed - RSA tech memo and spreadsheet tracking update completed
	1.B.2 - Develop crash data dashboard to identify & rank crash locations by 2023		This measure is underway, and will be tracked as a completed or not completed.		Completed
	1.B.3 - Integrate crash data from Phoenix PD / ADOT on a monthly basis by 2026		This measure is underway, and will be tracked as a completed or not completed.		Tracking begins in 2026
	1.B.4 - Conduct before/after evaluations for previously implemented safety projects		Complete evaluations at 25% or more of locations once three years of before and three years of after data is available.		Tracking begins in 2026
OBJECTIVE 1.C	REDUCE CRASH RISK ON ROADWAYS BY CREATING A CULTURE OF ROAD SAFETY WITHIN THE CITY’S TRANSPORTATION PROCESSES				
Performance Measures	1.C.1 - Integrate safety review in development of CIP projects & private development projects by 2024	Analysis Method	Starting in 2025, select a representative sample of projects from CIP and development projects to review and analyze IF a safety review and recommendations were included.	Benchmark	Tracking begins in 2025
	1.C.2 - Ensure that road safety expenditures are at least \$60M per year		Analyze the City's Capital Improvement Plan, across departments, for amount invested in safety projects.		In Progress - Tracked expenditures currently below 60M



# BEHAVIOR RELATED STRATEGIES

OBJECTIVE 2.A	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES				
Performance Measures	2.A.1 - Expand transportation safety enforcement impact programs by 10% per year	Analysis Method	Starting in 2025, evaluate the safety enforcement impact program for rate of expansion (use 2023 as base year).	Benchmark	Tracking begins in 2025
	2.A.2 - Conduct pedestrian & bicyclist enforcement impact programs at least 12 times per year		Starting in 2024, evaluate the previous year to count the number of pedestrian & bicyclist enforcement impact programs conducted.		Completed - 15 enforcement impact programs conducted
OBJECTIVE 2.B	REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING. RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING				
Performance Measures	2.B.1 - KSI crashes associated with driver behavior violations do not increase at a rate greater than population growth	Analysis Method	Utilizing the most recent complete set of data, analyze the # of crashes with driver behavior violations with the population growth rate.	Benchmark	Completed - Crash decrease of 3% vs >2% increase in population
	2.B.2 - Conduct behavior-related enforcement impact programs at least 12 times per year		Starting in 2025, evaluate the previous year to count the number of behavior-related enforcement impact programs conducted.		Tracking begins in 2025
OBJECTIVE 2.C	REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)				
Performance Measures	2.C.1 - Conduct DUI enforcement programs at least 18 times per year	Analysis Method	Starting in 2025, evaluate the previous year to count the number of DUI enforcement programs conducted.	Benchmark	Tracking begins in 2025
	2.C.2 - KSI crashes associated with impaired driving do not increase at a rate greater than population growth		Utilizing the most recent complete set of data, analyze the # of crashes with impaired driving with the population growth rate.		Completed - Crash decrease of 5.8% vs >2% increase in population



# PEDESTRIAN & BICYCLISTS STRATEGIES

OBJECTIVE 3.A	REDUCE CRASH RISK INVOLVING PEOPLE WALKING AND BICYCLING BY EXPANDING SAFE ROUTES TO SCHOOL EFFORTS				
Performance Measures	3.A.1 - Implement safety improvements at 20 schools per year focused on schools on arterials, collectors, within mobility areas, and with high equity need.	Analysis Method	Starting in 2024, evaluate the previous year to count the number of school safety improvements completed.	Benchmark	Not Complete
OBJECTIVE 3.B	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEOPLE WALKING AND BICYCLING WITH GEOMETRIC RECONFIGURATION AND SYSTEMIC COUNTERMEASURES				
Performance Measures	3.B.1 - Install 20 mid-block improvements per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of mid-block improvements installed per year	Benchmark	Completed
	3.B.2 - Reduce pedestrian-related fatal crashes by 10% per year		Utilizing the most recent complete set of data, analyze the # of pedestrian-related fatal crashes.		Not Complete - Pedestrian crash increase of 5.8%
	3.B.3 - Develop pedestrian safety toolkit by 2027		This measure will be tracked as a completed or not completed (2028)		Tracking begins in 2028
OBJECTIVE 3.C	REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE AND PRIORITIZE IMPROVEMENTS				
Performance Measures	3.C.1 - Develop a risk factor network to identify locations with greatest risk by 2025	Analysis Method	This measure will be tracked as a completed or not completed (2026)	Benchmark	Tracking begins in 2026
	3.C.2 - Develop a plan to implement annual improvements to mitigate risk factors by 2027		This measure will be tracked as a completed or not completed (2028)		Tracking begins in 2028
	3.C.3 - Improve shade coverage at 60 transit stops per year within cool corridors		Starting in 2024, evaluate the previous year to count the number of transit stops that have improved shade coverage		Completed - Shade improved at 100 stops



# INTERSECTIONS STRATEGIES

OBJECTIVE 4.A REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES					
Performance Measures	4.A.1 - Develop geospatial process for identifying unsignalized crashes by 2024.	Analysis Method	This measure will be tracked as a completed or not completed (2025)	Benchmark	Tracking begins in 2025
	4.A.2 - Develop list of priority intersections & improvements by 2024		This measure will be tracked as a completed or not completed (2025).		Tracking begins in 2025
OBJECTIVE 4.B REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES					
Performance Measures	4.B.1 - 15 HIN Intersection rebuilds completed / under-construction per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of HIN intersections rebuilt / under-construction	Benchmark	Completed - 5 completed and 10 under-construction
	4.B.2 - Reduce KSI crashes at unsignalized intersections by 8% per year		Utilizing the most recent complete set of data, analyze the # of KSI crashes at unsignalized intersections.		In Progress - Crash decrease of 1.8%
OBJECTIVE 4.C REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING					
Performance Measures	4.C.1 - Evaluate the 68 HIN intersections for appropriate pedestrian safety operations & left-turn operational improvements by 2024	Analysis Method	This measure will be tracked as a completed or not completed (2025)	Benchmark	Tracking begins in 2025



# SEGMENTS STRATEGIES

OBJECTIVE 5.A	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)				
Performance Measures	5.A.1 - Reduce KSI crashes on segments by 2% per year	Analysis Method	These measures will be tracked as a completed or not completed.	Benchmark	Completed - Crash decrease of 4.8%
	5.A.2 - Install 4 Miles of Raised Medians per year with less than 8 median breaks per mile for the first 5 Years		These measures will be tracked as a completed or not completed.		Not Complete
OBJECTIVE 5.B	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, AND DRIVER EXPECTANCY ON CORRIDORS				
Performance Measures	5.B.1 - Starting in 2023, begin process to install 3 single sided miles of lighting per year for 5 years.	Analysis Method	This measure will be tracked as a completed or not completed (2026)	Benchmark	Tracking begins in 2026
OBJECTIVE 5.C	REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE				
Performance Measures	5.C.1 - Reduce Nighttime Crashes by 5% per year	Analysis Method	Utilizing the most recent complete set of data, analyze the # of nighttime crashes on segments.	Benchmark	In Progress - Crash decrease of 1.0%





# '22/'23 GRANT AWARDS

# From the RSAPs adoption in September 2022 to December 31st, 2023, the City of Phoenix has been awarded **\$32,281,986** in grant funding to improve safety on Phoenix Streets

The Road Safety Action Plan's prioritized strategies, equity analysis, and identification of a High Injury Network allows Phoenix staff a deep understanding of where safety improvements are needed, and how best to counter specific issues found at these locations.

Grant funding from the state and federal governments is a critical piece in quickly and efficiently implementing the RSAP to its fullest extent. The insight the City has from the work in the RSAP allows us to quickly leap into action when grant funding becomes available - and submit highly competitive proposals to secure support to improve safety on Phoenix streets.









## FY23 SAFER STREETS FOR ALL (SS4A) IMPLEMENTATION GRANT

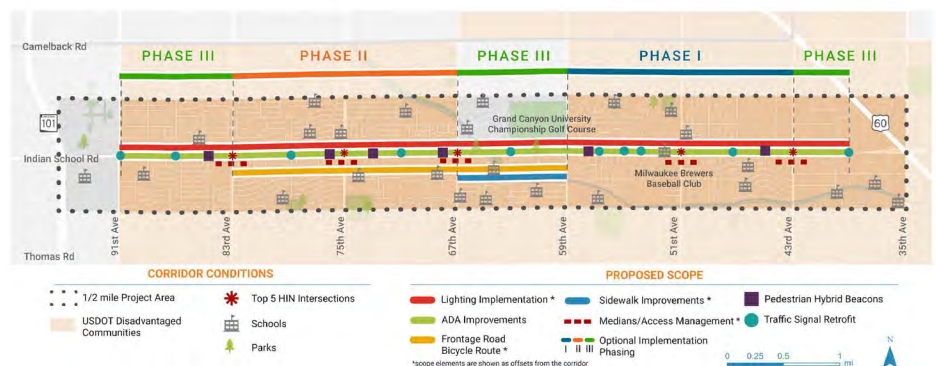
**Award: \$24,962,745**

**Location: Indian School Road (91st to 39th Ave)**

### Description:

The City successfully secured funding to implement intersection and pedestrian infrastructure improvements and safety treatments along Indian School Road from 91st to 39th Avenues. Between 2017 and 2021, there were 124 total KSI crashes on the corridor, with 39 people killed and 109 seriously injured. Of those 39 fatalities, 48% involved people walking or biking, 52% occurred when it was dark, and 35 were left-turn collisions. These factors and existing conditions of the corridor are being addressed through a suite of highly effective, safety-targeted project improvements, including the installation of sidewalks, pedestrian beacons, crossing improvements, and lighting improvements. Of the proposed project area's adjacent Census tracts, 95% are categorized as disadvantaged communities.

-  **Lighting** - Implement corridor light along the north side of roadway
-  **Sidewalks** - Widen and separate 1 mile of sidewalk
-  **Mid-block crossings** - Build 7 pedestrian hybrid beacons to create signalized crossings every ¼ mile
-  **Intersections** - Rebuild 10 intersections & traffic signals with leading pedestrian interval, passive pedestrian detection, protected left turns, lighting, corner safety improvements, and fiberoptic connectivity
-  **ADA** - Enhance ADA compliance of more than 200 curb ramps and driveways
-  **Medians** - Construct 2 miles of raised center median at 6 locations
-  **Transit Connection** - Create safer connects to existing transit stops
-  **Bicycle & Pedestrian Corridor** - Retrofit over 5 miles residential frontage roads detached bicycle and pedestrian facilities



**This was the 3rd largest SS4A award amount in the nation in 2023 - a huge win for Phoenix**

**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM  
(HSIP) CONSTRUCTION FUNDING**

**Award: \$2,879,032**

**Location: Jesse Owens Pkwy & Baseline Rd; Cave Creek Rd & Greenway Pkwy; 7th St & McDowell Rd**

**Description:**

Phoenix will modernize existing traffic signals at three intersections to improve traffic safety.

**FY22 STRENGTHENING MOBILITY AND  
REVOLUTIONIZING TRANSPORTATION (SMART) GRANT**

**Award: \$1,965,000**

**Location: Citywide**

**Description:**

Phoenix will implement passive detection for cyclists and pedestrians at existing HAWK signals as well as for vehicles, all along Phoenix's Grand Canal.

**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM  
(HSIP) CONSTRUCTION FUNDING**

**Award: \$1,030,472**

**Location: 43rd Ave & Thunderbird Rd**

**Description:**

Phoenix will modernize the traffic signal (signal poles, foundations, mast arms, signal heads, control cabinet, power supply cabinet, underground power, luminaires, etc.) at the intersection of 43rd Ave and Thunderbird Rd.

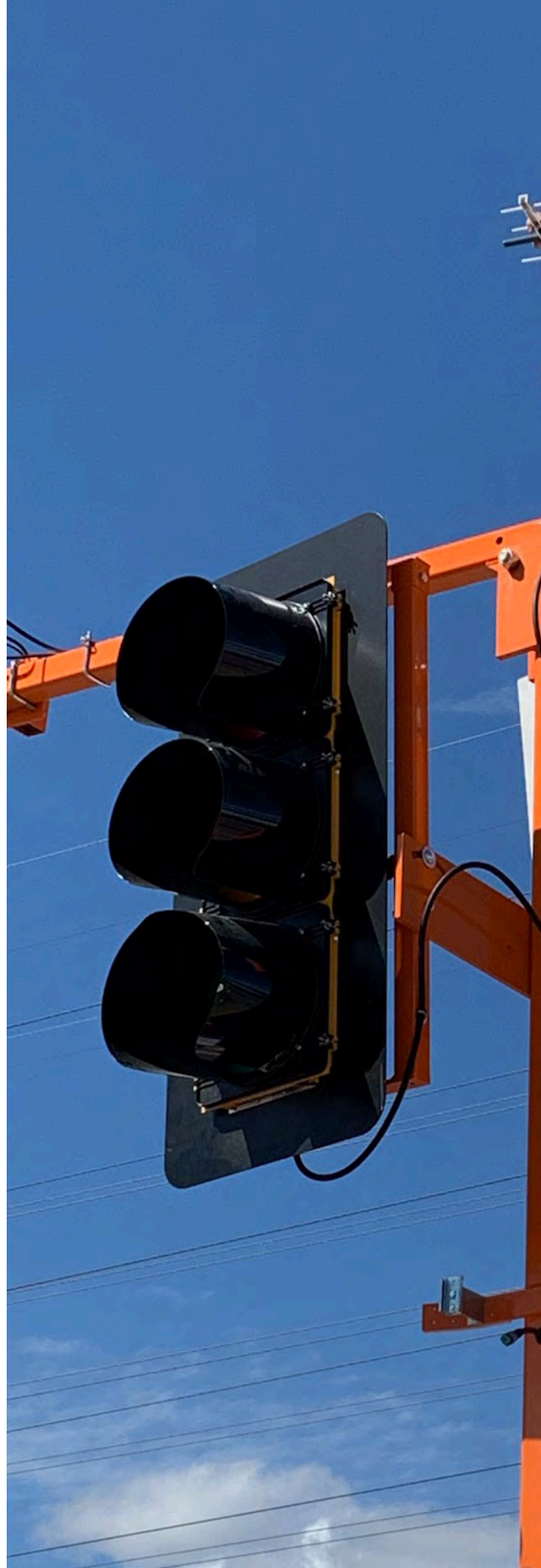
**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM  
(HSIP) CONSTRUCTION FUNDING**

**Award: \$959,737**

**Location: 43rd Ave & Missouri Ave**

**Description:**

Phoenix will Install a traffic signal and complete any associated work at the intersection of 43rd Ave and Missouri Ave.



## **FY22 SAFER STREETS FOR ALL (SS4A) SUPPLEMENTAL PLANNING GRANT**

**Award:** \$460,000

**Location:** Citywide

**Description:**

Phoenix will build upon the existing safety action plan to conduct a speed limit setting study and develop a pedestrian high-risk network citywide.

## **FY23 GOVERNORS OFFICE OF HIGHWAY SAFETY (GOHS) GRANT**

**Award:** \$25,000

**Location:** Citywide

**Description:**

These funds supported materials and supplies: LED Paddles, Helmets, and Brochures/Flyers to enhance Pedestrian & Bicycle Safety Education throughout the City of Phoenix.







## THIS IS ONLY THE BEGINNING...

The City of Phoenix Streets Department has been committed to improving safety for all roadway users long before the Road Safety Action Plan was adopted, and will stay committed to this goal as the RSAP is implemented and beyond.

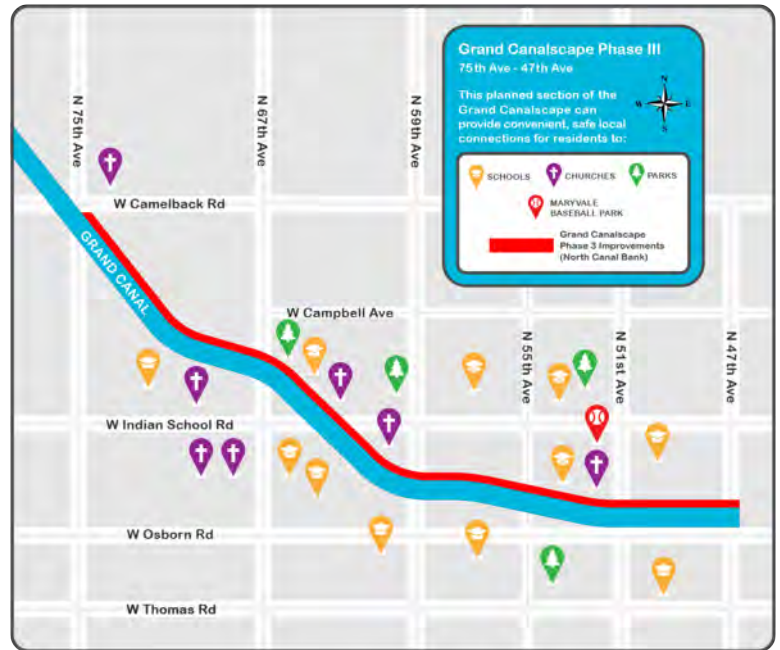
2022 and 2023 have seen incredible progress, and there are many exciting things coming in 2024.



## GRAND CANAL PHASE 3 CONSTRUCTION

In August 2023, District 5 Councilwoman Betty Guardado joined with community members and students, as well as representatives from the Street Transportation and Fire departments, Salt River Project (SRP) and Hunter Contracting Co., for a ceremonial groundbreaking celebration for Phase 3 of the city's Grand Canalscape project.

Phase 3 of the project includes the section of the canal that runs from 75th to 47th avenues. Improvements will be made to the north bank of the canal and add a route of connectivity for commuting and recreational use and will create a safe corridor for residents traveling by foot or on a bike.



**CONSTRUCTION IS SCHEDULED FOR COMPLETION IN FALL 2024.**

See more at: [Phoenix.gov/streets/grandcanal3](https://phoenix.gov/streets/grandcanal3)





## GENERAL OBLIGATION (GO) BOND

On November 7, 2023 Phoenix voters passed the City Council approved **\$500 MILLION GENERAL OBLIGATION (GO) BOND PROGRAM**. GO Bond programs help to fund critical infrastructure and rehabilitation needs of City facilities such as parks, libraries, fire and police stations, affordable housing, streets and storm drains. Approved projects will be prioritized and allocated over the five-year period of 2024-25 to 2028-29 and included in the Preliminary Capital Improvement Program (CIP) scheduled to be presented to City Council on **MARCH 19, 2024**. So far, **\$16,767,094** has been allocated for implementation of Vision Zero Road Safety Action Plan.

See more at: [Phoenix.gov/bond](https://phoenix.gov/bond)

## SAFER STREETS FOR ALL (SS4A) GRANT OPPORTUNITIES

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. With over \$3 billion is still available for future funding, Phoenix will be pursuing awards for critical need projects. The application for Implementation funds closes in **MAY 2024** and the deadline of Planning and Demonstration funds closes in **AUGUST 2024**.

See more at: [Transportation.gov/grants/SS4A](https://transportation.gov/grants/SS4A)





## **Bulk Trash Collection Program Update**

This report provides information to the Transportation, Infrastructure, and Planning Subcommittee about proposed changes to the bulk trash collection program.

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

#### **Summary**

To provide for a better customer experience, the Public Works Department (PWD) is transitioning from the established quarterly bulk trash schedule to an appointment-based bulk trash collection service.

City customers will continue to have the option to receive up to four bulk trash collections per year, however customers will no longer be limited to the pre-established collection times prescribed by the City. Customers will be able to schedule their four collections online using myPHX311 or by calling the Public Works Customer Contact Center. Appointments will be available throughout the year except for holiday weeks surrounding Halloween, Thanksgiving, Christmas, and New Years. The City will block out scheduled services to keep bulk trash off the streets during these designated holiday periods.

Prior to implementation, PWD will follow a robust communication plan to notify customers in both English and Spanish of the upcoming service change. The communication plan includes multiple virtual platforms, media, direct mail postcards, community meetings, and other City supported communication mediums, such as the monthly City Services Bill.

During the initial rollout period, PWD will manage and collect scheduled appointments for customers, as well as ensure the continued collection of any piles that customers place out for collection following the established 2024 bulk trash calendar.

The appointment-based bulk trash collection program will begin collections on Sept. 30, 2024. Customers impacted by a holiday during the last quarter of the 2024 bulk trash calendar will receive additional notifications to encourage them to use the new appointment-based program rather than following the published 2024 calendar.

**Responsible Department**

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



## **Water Services Department's Financial Plan Update**

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Water Services Department's financial plans for Fiscal Years 2024-29.

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

#### **Summary**

The Water Services and Finance departments have prepared the five-year financial plans for both the City's water and wastewater utilities. The plans reflect the financial requirements needed to operate and maintain the water and wastewater utilities. The financial requirements include funding the Capital Improvement Program (CIP), which allows for rehabilitation and/or replacement of critical infrastructure.

The City Council has taken the necessary actions to meet the needs of a rapidly growing city, maintain the infrastructure for existing residents, and meet federal standards for safe drinking water and wastewater effluent.

Ongoing and upcoming plans include:

- Delivery of necessary resources for Water and Wastewater to continue to operate efficiently and effectively;
- Maintaining rates that assure safe and reliable water services delivery and provide affordability for water and wastewater customers;
- Restoring and upgrading the Cave Creek Water Reclamation Plant (CCWRP) to augment the City's water resources by taking the region's generated wastewater and treating it to potable water standards; and
- Continuing to encourage water conservation efforts with outreach and education.

The following sections outline the financial requirements for the water and wastewater utilities to meet its current debt obligations, as well as its forecasted Operations & Maintenance (O&M) and CIP expenditures.

#### Impacts to O&M Budgets

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The Water Services Department continues to experience significant growth to its O&M budget. Major factors impacting the increase include:

**Salaries and Benefits** - The City of Phoenix implemented salary increases related to the recent class and compensation study. The proposed financial plan includes costs associated with further labor increases over the next two years. Additionally, health insurance benefit costs continue to rise.

#### Colorado River Water Shortages

Water Services is looking ahead for ways to provide safe, clean, drinking water in response to the current and unpredictable drought. Water scarcity is driving the need for “new” water sources and turning wastewater into potable water is a way to provide a sustainable source of water. To minimize the impact of the continued shortage occurring on the Colorado River, Water Services is preparing for significant treatment upgrades to the currently offline CCWRP to augment the existing water resources portfolio. The City believes Advanced Water Purification (AWP) facilities will play a large role in offsetting some of the future losses of surface water supplies. Upgrading the CCWRP is the first step in the City’s overall AWP plan.

Additionally, Water Services is currently in the planning stages of acquiring additional capacity for water storage behind a newly constructed Bartlett Dam. This could result in an additional supply to be delivered to areas currently served by Colorado River supplies.

#### O&M and CIP Budgets

Given the impact of the Colorado River shortage, the Water and Wastewater O&M and CIP budgets were carefully developed to minimize costs in the current fiscal year while upholding the Department’s mission to provide safe and reliable drinking water and wastewater services that meet or exceed regulatory requirements.

As submitted to the Transportation, Infrastructure, and Planning Subcommittee on Nov. 15, 2023, the approved Fiscal Year (FY) 2024 and proposed FY 2025-2029 CIPs for water and wastewater are \$2.84 billion and \$2.06 billion respectively. The capital programs are a reflection of the necessary infrastructure investments needed, based upon ongoing condition assessments and prioritization of both utilities to ensure safe, reliable water and wastewater services. Both the water and wastewater Capital Programs experience inflationary increases associated with construction/rehabilitation of infrastructure.

#### Water and Wastewater Financial Plan

The financial plans forecast inflationary adjustments that are necessary to support

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future O&M costs. The plans also address the ongoing impacts of the Colorado River shortage by investing in the conversion of the CCWRP to an AWP Treatment Facility thereby augmenting Phoenix's potable water supplies. In addition, the plans incorporate projected bond debt for near-term CIP investment.

Based on Water Services projected O&M and CIP needs, the Finance Department has developed a financial plan to determine the forecasted revenue requirements. Information on operating costs and capital needs were examined and forecasted to determine required bond issuance amounts and timing to determine future rate revenue requirements.

The forecasted water rate revenue increases, as compared to the last financial forecast, are summarized in the table below. In the proposed rate revenue increase the increases for 2024 and 2025 were previously approved by council action on June 28, 2023.

Water Rate Revenue Increase - Percentages are from January 2024 proforma.

<u>Calendar Year of increase</u>	<u>Previous Financial Plan</u>	<u>Proposed Rate Revenue Increase</u>
2024	6.5%	6.5% (Previously Approved)
2025	13%	13% (Previously Approved)
2026	5%	5%
2027	5%	5%
2028	5%	7%
2029	Not Forecasted	7%

Wastewater Rate Revenue Increase - Percentages are from January 2024 proforma.

<u>Calendar Year of increase</u>	<u>Previous Financial Plan</u>	<u>Proposed Rate Revenue Increase</u>
2024	6.5%	6.5% (Previously Approved)
2025	7%	7% (Previously Approved)
2026	9%	9%
2027	9%	9%
2028	9%	12%
2029	Not Forecasted	12%

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

On June 28, 2023, the City Council adopted to amend Phoenix City Code to adjust water and wastewater service rates and components as follows:

- Water rate revenue increases of 6.5 percent effective October 2023, 6.5 percent effective March 2024, and 13 percent effective March 2025
- Wastewater rate revenue increases of 6.5 percent effective October 2023, 6.5 percent effective March 2024, and 7 percent effective March 2025.

**Responsible Department**

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



## **West Phoenix High Capacity Transit Route and Transit Type Recommendation**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the recommended mode and route for high-capacity transit in west Phoenix based on the results of the West Phoenix High-Capacity Transit Alternatives Analysis study conducted by the City of Phoenix and Valley Metro. Additionally, staff requests the restoration of T2050 funds that were previously redirected out of the T2050 Transit program back to Transit as part of long-term funding needed for the West Phoenix High-Capacity Transit project.

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

#### **Summary**

The Public Transit Department, in partnership with Valley Metro, is recommending light rail as the transit mode for the West Phoenix High-Capacity Transit extension. The recommendation is based on the results of the West Phoenix High-Capacity Transit Alternatives Analysis (West Phx HCT AA) study conducted by the City of Phoenix and Valley Metro. As shown in **Attachment A**, staff recommends a Locally Preferred Alternative (LPA) alignment on Indian School Road to 75th Avenue, south on 75th Avenue to Thomas Road with termination at the Desert Sky Transit Center. The LPA also includes two potential alternatives as connecting points to the existing light rail system: one at Central Avenue/Indian School Road and the other at 19th Avenue/Camelback Road.

#### Background:

The West Phx HCT AA project is part of the high-capacity transit programs outlined in the Maricopa Association of Governments' approved Momentum 2050 regional transportation plan. The City of Phoenix and Valley Metro were awarded a federal Route Planning Restoration Grant in the amount of \$514,045 on June 2, 2022, to aid in the alternatives analysis on how to best improve transit in the under-served, high-transit usage Maryvale area in West Phoenix. The study area was bounded by McDowell Road to Camelback Road, and Central Avenue to 99th Avenue.

#### Technical Analysis Summary:

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The West Phx HCT AA project emerged as a means to improve multimodal connectivity in the Maryvale, Encanto and Alhambra urban villages, as well as to provide connections to the anticipated I-10 West extension Project and Phoenix's Bus Rapid Transit project. Accordingly, the analysis investigated ways to serve the three urban villages, as well as providing connections to the existing light rail system and future, planned HCT investments. The project examined multiple alignment alternatives and different HCT modes; input was solicited from the public and local stakeholders in four series of public outreach meetings.

The West Phx HCT AA process was a two-tiered analysis. The Tier I analysis evaluated ten alignments. Based on technical analysis and public input, two alignment options (mode neutral) were identified to advance into the Tier II process. These options were:

1. Green Alternative: Central Avenue/Indian School Road - 75th Ave/Indian School Road - 79th Avenue/Thomas Road.
2. Red Alternative: Central Avenue/Indian School Road - 51st Avenue/Indian School Road - 79th Avenue/Indian School Road.

Tier II furthered the screening process using quantitative evaluation criteria to compare the two alternatives by three operating scenarios (mode): center-running light rail, center-running bus rapid transit, and side-running bus rapid transit. Each alternative and mode were evaluated and scored based on its performance using six criteria: mobility improvements, access, potential impacts, land use/economic development, cost, and efficiency. The recommended alignment option was the alternative and mode that received the highest score.

The technical analysis revealed that the recommended alternative, the Green Alternative with light rail as the mode (see **Attachment B**), outperformed the other alignment options in the following aspects:

- It is projected to generate the highest number of daily transit trips, especially transit-dependent trips.
- It has the fastest transit travel time to key activity centers.
- It has the best access to nearby resources and opportunities, including affordable housing units, bikeways, and activity centers.
- It has fewer potential impacts on existing infrastructure and buildings, impacting fewer parcels, buildings, and square footage of parcel portions.
- It also has the highest crash-reduction potential, indicating a higher safety level.

Next Steps:

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If approved by the City Council, the recommended alignment will become City of Phoenix's LPA for future service to the West Phoenix study area. Specific project elements will be addressed as the design advances; these include options for the easternmost starting point, the option to extend the project west of 79th Avenue along Thomas Road, station locations, street configuration, and turnaround tracks, among other project components. The potential to phase project implementation will also be studied. Staff will continue to coordinate with other city and regional transit projects in the area and continue community outreach efforts.

When the project proceeds to the construction phase, Valley Metro and City of Phoenix will need to enter into a separate funding agreement to advance the project.

### **Financial Impact**

In March 2019, the City Council approved a measure to remove the previously planned light rail extension along Camelback Road to 43rd Avenue by delaying any initial expenditures to the end of the T2050 program. Council also directed that the future T2050 funding associated with the Camelback extension project be planned for street maintenance. Because the West Phoenix HCT project provides an alternative that would extend light rail to West Phoenix residents, staff requests the restoration of the approximately \$153 million in T2050 funds that were previously redirected out of the T2050 Transit program back to Transit as part of long-term funding needed for the West Phoenix High-Capacity Transit project.

The T2050 program will need to be continually evaluated during its term through 2050 to ensure a positive fund balance by the end of the program. Although T2050 funds are currently expected to remain positive for the next 16 years, the impact of the state's removal of residential rental tax revenues may result in a significant future deficit in the program beginning as soon as FY 2040-41. Capital project costs, operating costs, sales tax performance, federal funding levels, and other contributing factors will need to be closely monitored. Plans for capital projects and operational improvements will likely need to be revised if revenue is not addressed long term.

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

Citizens Transportation Commission recommended approval to initiate the West Phoenix High Capacity Transit Study on Aug. 26, 2021, by a vote of 14-0.

Transportation, Infrastructure and Planning Subcommittee recommended approval to initiate the West Phoenix High-Capacity Transit Study on Oct. 20, 2021, by a vote of 4-0.

City Council approval to initiate the West Phoenix High-Capacity Transit Study on Nov. 3, 2021.

Citizens Transportation Commission recommended approval to of this item on April 25,

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2024, by a vote of 9-1.

### **Public Outreach**

Concurrent with the technical evaluation, the project team pursued an extensive public engagement effort between February 2023 and March 2024. Public outreach for this effort occurred at different scales and through different modes that included:

- Meetings with community groups,
- Meetings with key stakeholders and businesses along the corridor,
- Individual stakeholder canvassing,
- Participating in community events,
- Engagement through media and social media outlets,
- Four Maryvale Village Planning Committee meeting presentations,
- Four Encanto Village Planning Committee meeting presentations,
- Four Alhambra Village Planning Committee meeting presentations,
- 2 Coffee Chats in District 4,
- Four series of public meetings. All public meetings were conducted in English with Spanish interpretation available.

Based on public feedback on the Green Alternative, the team re-evaluated the easternmost portion of the alignment of where it would connect to the existing light rail system. Additional analysis was conducted on the connection point at Central Avenue/Indian School Road and the connection at 19th Avenue/Camelback Road. The results of this technical analysis were presented to the public for feedback and discussion. After this series of public outreach, the project team recommends advancing both potential connection options for the easternmost section of the alignment for Council's consideration, as shown in **Attachment A**. The project team anticipates additional discussion to occur on these options in future stages of the project.

### **Location**

The LPA will advance light rail transit with an alignment on Indian School Road to 75th Avenue, south on 75th Avenue to Thomas Road with termination at the Desert Sky Transit Center (connecting with the I-10 West Extension). The LPA also includes two potential connecting points to the existing light rail system: one at Central Avenue/Indian School Road and the other at 19th Avenue/Camelback Road in two phases. There is an option to extend the alignment further west on Thomas Road to 91st Avenue.

Council Districts: 4, 5, 7


**Responsible Department**

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

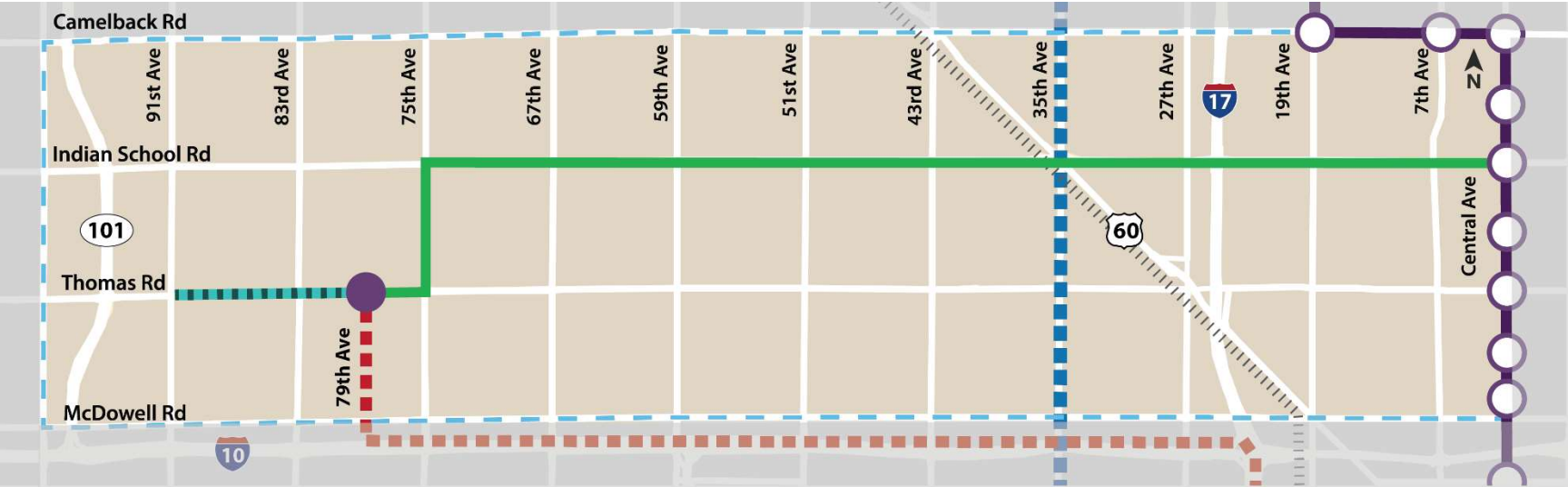
# **Attachment A** **Recommended Alignment for Council Consideration**



## **LEGEND**

	West Phoenix AA Study Area		Alternate Routes Evaluated		Phoenix BRT Corridor		Existing Valley Metro Rail Line/Stations
	Recommended Route		Optional Route Extension		I-10 West Extension		Desert Sky Mall Transit Center

# Attachment B Green Alternative



## LEGEND

	West Phoenix AA Study Area		Phoenix BRT Corridor		Existing Valley Metro Rail Line/Stations		Green Alternative
	I-10 West Extension		Desert Sky Mall Transit Center		Optional Route Extension		