

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION**

Pursuant to Arizona Revised Statutes, A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITY OF PHOENIX CITIZENS TRANSPORTATION COMMISSION** and to the general public, that the **CITIZENS TRANSPORTATION COMMISSION (CTC)** will hold a meeting open to the public on **February 28, 2019, at 5:00 p.m. located in the Maricopa Association of Governments Saguaro Conference Room, 2nd Floor, Public Transit Building, 302 N. First Avenue, Phoenix, Arizona.**

One or more commission members may participate via teleconference, and agenda items may be taken out of order. The agenda for the meeting is as follows:

1.	Call to Order	Chairperson Mellor
2.	Chair Announcements	Chairperson Mellor
3.	Approval or correction of the minutes from the January 24, 2019 meeting <i>This item is for consent.</i>	Commission members
4.	Approval or correction of the minutes from the February 13, 2019 meeting <i>This item is for consent.</i>	Commission members
5.	Five-Year Bicycle Plan Update (Continued from January 24 Meeting) Due to loss of quorum during discussion at the January 24, 2019 meeting, staff will address any additional questions and comments regarding the city's Five-Year Bicycle Program. <i>This item is for information and discussion.</i>	Street Transportation Department
6.	Request to issue RFP North/South fixed route services This report provides information and requests the Citizens Transportation Commission recommend Aviation and Transportation Subcommittee approval for the Public Transit Department to issue a request for proposals for the fixed route (bus) transit services operated from the city-owned North and South transit facilities for a contract period beginning July 1, 2020. <i>This item is for information, discussion, and possible action</i>	Public Transit

7.	<p>Request to issue RFP for the Operations Control Center</p> <p>This report provides information and requests the Citizens Transportation Commission recommend Aviation and Transportation Subcommittee approval for the Public Transit Department to issue a Request for Proposals for operations control center (OCC) and data collection services for a contract period beginning July 1, 2020.</p> <p><i>This item is for information, discussion, and possible action</i></p>	Public Transit
8.	<p>20th Street: Grand Canal to Glendale Avenue Improvements Project</p> <p>This report provides the Citizens Transportation Commission with an update on the proposed phased 20th Street improvements from the Grand Canal to Glendale Avenue. Staff requests the CTC recommend approval to move Phase I forward to the final design stage and to be placed into the Capital Improvement Program.</p> <p><i>This item is for information, discussion, and possible action</i></p>	Street Transportation
9.	<p>56th Street: Thomas Road to Camelback Road Improvements Project</p> <p>This report provides the Citizens Transportation Commission with an update on the proposed improvements on 56th Street from Thomas Road to Camelback Road.</p> <p><i>This item is for information and discussion.</i></p>	Street Transportation
10	<p>Third Street: Lincoln to Washington Streets Improvements Project</p> <p>This report provides the Citizens Transportation Commission with an update on the proposed phased improvements to 3rd Street from Lincoln Street to Washington Street in downtown Phoenix.</p> <p><i>This item is for information and discussion.</i></p>	Street Transportation
11	<p>Key Corridors Master Plan Update</p> <p>This report provides the Citizen's Transportation Commission with an update on the Key Corridor's Master Plan.</p> <p><i>This item is for information and discussion.</i></p>	Street Transportation
12	<p>Updates from Public Transit and Street Transportation Departments</p> <p><u>This item is scheduled to allow staff to provide brief informational reports on topics of interest to the Commission.</u></p> <p><i>This item is for information.</i></p>	Public Transit and Street Transportation Departments

13	<p>T2050 Financial Update</p> <p>This report shows the current fiscal year sales tax revenues collected, life-to-date sales tax revenues collected, and the current year program expenditures.</p> <p><i>This item is for information only.</i></p>	Report Only No Presentation
14	<p>Upcoming T2050 Related Public Meetings/Events</p> <p>This report provides a list of upcoming T2050 related public meetings/events held by Public Transit and Street Transportation Departments, and Valley Metro.</p> <p><i>This item is for information only.</i></p>	Report Only No Presentation
15	<p>Call to the Public</p> <p>Consideration, discussion, and concerns from the public. Those wishing to address the Commission need not request permission in advance. Action taken as a result of the public comment will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date.</p>	Chairperson Mellor
16	<p>Request for Future Agenda Items</p> <p>Commission member request for information, follow-up or future agenda items.</p> <p><i>This item is for information only.</i></p>	Commission members
17	<p>Adjournment</p>	Chairperson Mellor

For further information, please call Lars Jacoby, Management Assistant II, 602-534-6192.

Persons paid to lobby on behalf of persons or organizations other than themselves shall 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 602-262-6811.

To request reasonable accommodations, call Lars Jacoby at Voice/602-534-6192 or TTY/7-1-1 as early as possible to coordinate needed arrangements.

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
MEETING MINUTES
JANUARY 24, 2019 DRAFT**

Public Transit Building
302 N. First Avenue, 2nd Floor
Maricopa Association of Governments Saguaro Conference Room, 2nd Floor
Phoenix, Arizona

Commissioners Present	Public Present	City Staff Present
Sue Glawe	Kelly Cairo	Mario Paniagua
David Martin	Jim Schuman	Ken Kessler
Jennifer Mellor Chairperson	Dave Goos	Jesus Sapien
Roy Miller – telephone	Ryan Stevens	Kini Knudson
David Moody		Cris Meyer
Rick Naimark Vice Chairperson		Lars Jacoby
Alex Navidad		Albert Crespo
Phil Pangrazio – telephone		Joe Bowar
Dave Siebert		Ted Mariscal
William “Sparky” Smith		Angel Borrego
		Mike James
		Kathryn Boris
		Laurie Smith
Commissioners Absent		Monica Hernandez
David Adame		Mark Melnychenko
Gail Knight		Briana Velez

Quinn Tempest
Gabe Loyola

1. Call to Order
Chairperson Mellor called the meeting to order at 5:01 p.m. with a quorum present.
2. Approval of the minutes of the December 13, 2018 meeting
Chairperson Mellor asked for a motion to approve the minutes.

A motion was made by Commissioner Glawe, seconded by Commissioner Siebert, to approve the Dec. 12, 2018 minutes. The motion carried unanimously. All commissioners present voted in favor:

*Sue Glawe
David Martin
Jennifer Mellor
Roy Miller
David Moody
Rick Naimark
Alex Navidad*

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*Phil Pangrazio
Dave Siebert
William "Sparky" Smith*

Chairperson Mellor informed the commission that agenda item 6, *Update on Initiative Petition*, was requested by staff to be heard out of order to agenda item 3 and asked for a motion to move the agenda item.

Commissioner Glawe motioned to move agenda item 6 to agenda item 3. The motion was seconded by Commission Moody. The motion carried unanimously. All commissioners present voted in favor:

*Sue Glawe
David Martin
Jennifer Mellor
Roy Miller
David Moody
Rick Naimark
Alex Navidad
Phil Pangrazio
Dave Siebert
William "Sparky" Smith*

6. * Update on Initiative Petition

This item was heard out of order.

Deputy City Manager Mario Paniagua introduced City Clerk Denise Archibald to present on agenda item 6. Ms. Archibald provided the commission with an update on the Initiative Petition 1-4-18. She mentioned signatures have been verified and that the item was verified for potential placement on the August 2019 ballot.

City Attorney Cris Meyer added that although the petition has been verified and can go on the August 2019 ballot, there is a lawsuit challenging the petition. He mentioned the hearing is scheduled for April 10-11, 2019.

3. Updates from Public Transit and Street Transportation Department

Deputy City Manager Mario Paniagua introduced Public Transit Director Jesús Sapien and Street Transportation Director Kini Knudson to present.

Mr. Sapien provided a brief overview of recent Public Transit Department accomplishments such as bus system improvements, increased security measures, technology updates, bus facilities, and other achievements. In addition, Mr. Sapien informed the commission of: the Central Station Redevelopment Request for Proposal will be going to Planning and Economic Development Subcommittee and the Aviation and Transportation Subcommittee (A&T) in March/April; new buses to be received over the next year; 59th Ave. and Baseline Road park-and-ride facility to be built in proximity of the South Mountain Freeway; effects of government shutdown delays performing I-9 reviews and FTA reimbursements; and a CAD/AVL update. Mr. Sapien also informed the commission of a citizen's petition submitted to the City Council on January 23, 2019 by a member of Build a Better Phoenix (the same group that submitted

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Petition I-4-18). The petition requests City Council to consider halting any and all appropriations or expenditures in connection with the expansion of light rail until the final court judgement or the Aug. 27, 2019 citywide elections.

Vice Chairperson Naimark asked that a copy of the petition to be forwarded to the commission.

Commissioner Martin asked for a point of clarification regarding the department's update and if there are any actionable items required from the CTC. He inquired about the legality to which the commission can express their thoughts on the petition to City Council. City Attorney Cris Meyer mentioned the commission could take a position on the matter, which could then be included in the report for City Council's consideration. Vice Chairperson Naimark suggested the commission could have a special meeting before the next City Council formal meeting. Commissioner Martin supported the commission holding a special meeting and asked about the protocol to call for a such a meeting. Mr. Meyer explained the protocol. Commissioner Martin requested this to be discussed during agenda item 10, *Request for Future Agenda Items*.

Street Transportation Director Kini Knudson gave a brief overview of the street maintenance and improvements progress from Jan. 1, 2016 to June 30, 2018, including: miles of new pavement and treatments; pedestrian and mobility assessment projects; new/expanded streets projects; road and bridge projects; miles of new sidewalks; miles of bicycle lanes; and other improvements. He informed the commission of the proposed shared electric scooter pilot program that went before the A&T Subcommittee on January 22. The pilot program would allow scooters Downtown, within the boundaries of 7th Avenue to 7th Street and between Buckeye and McDowell roads. It also includes fees to vendors that recover the costs of administering the program. In addition, the Street Transportation Department is in the process of hiring a pedestrian safety coordinator and implementing a 'scaloped streets' policy. The policy would allow for the City to complete streets and assess adjacent property owners for their proportionate cost share at the time of development.

4. T2050 Overview and Progress Update

Deputy City Manager Mario Paniagua introduced Public Transit Director Jesús Sapien and Street Transportation Director Kini Knudson to present on agenda item 4. Mr. Sapien gave an overview of the Public Transit portion of the T2050 Progress Report: transit accomplishments - from bus system improvements, increased security, and technology updates, bus facilities, other achievements such as a Lyft partnership, and high capacity transit accomplishments.

Mr. Knudson gave an overview of Street Transportation portion of the T2050 Progress report: from reviewing the 35-year program goal of street maintenance and improvements progress from Jan. 1, 2016 to June 30, 2018; and Street Transportation fiscal year 2018-19 projects.

Vice Chairperson Naimark inquired about communicating progress to the public that provides them to see what was asked of the public is being accomplished. He

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also suggested using a visual aid to measure progress to date, such as a thermometer or other infographic. Chairperson Mellor added it would be good to have comparisons of the initial plan to current progress.

5. Five-Year Bicycle Plan Update

Street Transportation Kini Knudson introduced Deputy Street Transportation Director Mark Melnychenko to present on agenda item 5. Mr. Melnychenko gave an overview of the six collaborative efforts that help the City to expand, improve, and implement bicycle facilities are: Pavement Maintenance Program, Neighborhood Traffic Maintenance, Capital Improvement Program, Developer and Partnering Agency Projects, Bicycle Master Plan and T2050 Mobility Program. The goal of the five-year bicycle program is to integrate bicycle facilities into all transportation planning-related decision. With this program the Streets Transportation Department will continue to balance the needs of all users and provide a safer environment for active transportation, while soliciting and incorporating public feedback into the process. Mr. Melnychenko also provided an overview of the bicycle/pedestrian corridor from 7th Ave to Central Ave, and north of Indian School Road to Washington Street, how the plan addresses gaps in the system; and links current plans and initiatives

Vice Chairperson Naimark inquired about communication being provided to public.

The commission discussed the gaps and bike traffic data on Indian School Road, and intentions to have facilities on lower streets, though some may have them; other ways to reduce congestion.

Mr. Melnychenko informed the commission of the next steps: to seek input on the five-year bicycle plan from the commissioners, refine the existing master plan, and to perform outreach.

It was brought to Chairperson Mellor's attention that the quorum was lost, and the meeting was adjourned at 6:42 p.m.

7. T2050 Financial Update

Agenda item was not heard.

8. Upcoming T2050 Related Public Meeting/Events

Agenda item was not heard.

9. Call to the Public

Agenda item was not heard.

10. Request for Future Agenda Items

Agenda item was not heard.

11. Adjournment

The meeting was adjourned at 6:42 p.m.

**CITY OF PHOENIX
CITIZENS TRANSPORTATION COMMISSION
SUMMARY MINUTES
SPECIAL MEETING
FEBRUARY 13, 2019**

Public Transit Building
302 N. First Avenue, 2nd Floor
Maricopa Association of Governments Saguaro Conference Room, 2nd Floor
Phoenix, Arizona

Commissioners Present	Public Present	City Staff Present
Sue Glawe	Susan Gudino	Mario Paniagua
Gail Knight (Arrived at 4:11 p.m.)	Rose Moreno	Ken Kessler
David Martin		Jesús Sapien
Jennifer Mellor Chairperson		Kini Knudson
Roy Miller		Jo Ellen McBride
David Moody – telephone		Lars Jacoby
Rick Naimark Vice Chairperson		Albert Crespo
Alex Navidad		Joe Bowar
Phil Pangrazio – telephone		Ted Mariscal
William “Sparky” Smith (Arrived at 4:05 p.m.) (Left prior to vote)		Angel Borrego
Quinn Tempest		Dora Garcia
		Roberto Valentin
Commissioners Absent		Brenda Yanez
David Adame		Markus Coleman
Gabe Loyola		Carla Khan

Dave Siebert

1. Call to Order
Chairperson Mellor called the meeting to order at 4:01 p.m. with a quorum present.

Commissioner Moody recused himself from the discussion and vote on the agenda item due to a conflict of interest.
2. CTC consideration and discussion of making a recommendation to the City Council on the citizen petition submitted to the Phoenix City Council on January 23, 2019 requesting that the City Council “enact within 15 days, a resolution, ordinance or measure that immediately and fully terminates the appropriation or expenditure of any public funds, derived from any source, in connection with the expansions of light rail transit described in Proposition 104 (2015), until the earlier of (1) the August 27, 2019 citywide election, or (2) entry of a final court judgment (inclusive of any appeals) enjoining the qualification of initiative measure I-4-2018 for the election ballot.”

Chairperson Mellor informed Commission Members of the purpose for the special meeting being called and reminded Members that the discussion is limited to the citizen petition.

Commissioner Martin asked for clarification of the meeting: would the meeting be to discuss solely the petition at hand or would there be an option to make a motion? Chairperson Mellor responded that the meeting is for both discussion and a motion can be made by a Commissioner for a recommendation to be submitted to Council.

Commissioner Martin shared his concerns with the citizen's petition because it is contrary to the voters' original decision on Proposition 104 in 2015. The petition initiative measure I-4-2018 is referenced in the citizen's petition being discussed and it is the subject of a lawsuit that is pending a court decision. The lawsuit alleges that the initiative description fails to explain the impact to existing light rail system and that some of petition-gatherers were by signature, which he believes violates state law.

Commissioner Smith questioned Commissioner Martin's ability to participate in the discussion due to what he believes was a conflict of interest because Commissioner Martin's group brought forth the lawsuit. Commissioner Smith asked legal counsel as to the conflict of interest law. Commissioners Miller and Navidad expressed their agreement that Commissioner Martin's participation poses a conflict of interest.

Assistant Chief Counsel Jo Ellen McBride informed the Commission that whether a Commissioner had a conflict of interest was raised by one of the Commissioners before the meeting. The matter was reviewed prior to the meeting and the legal advice of the City Attorney and Chief Assistant City Attorney is: "Under Arizona law, a conflict of interest does not exist if the official's interest is "remote" rather than "substantial." A public official's interest is considered remote if the official is a member of a trade, business, profession, or other class of persons consisting of at least 10 members, and the official's interest is no greater than the interest of the other members of the class. This is known as a "class" interest. Commissioner Martin's interest in the lawsuit, even though he may be president of the Arizona General Contractors, is no greater than that of other members of his class: all AGC members." As to the facts presented, Commissioner Martin has a remote interest and can participate in the discussion and the vote on this item.

Vice-Chair Naimark asked legal counsel for clarification as to who is responsible for declaring a conflict of interest? Ms. McBride explained it is incumbent upon the individual who may have a conflict of interest to declare the conflict and recuse himself/herself from the discussion and the vote on the matter.

Commissioners Smith and Miller expressed support of the citizen's petition.

Vice-Chair Naimark and Commissioners Navidad, Pangrazio and Knight all stated the petition is contrary to the current will of the voters, and that the Commission

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should support the continuing implementation of T2050 until there is a final outcome of initiative I-4-2018 in August.

Commissioner Smith left the meeting.

Chairperson Mellor asked legal counsel if there was still a quorum to proceed. Ms. McBride acknowledged that eight members are necessary for a quorum. There were 9 members present to continue discussion and to take action on the agenda item. It takes a majority of the members present to approve the item.

Chairperson Mellor opened the floor to public comments.

Susan Gudino, treasurer for Building a Better Phoenix, spoke on the current petition and how it relates to the initiative slated for the August 2019 ballot. She expressed that all light rail-related work should be halted because if the outcome in August halts all light rail expansion in Phoenix, the City will have continued to spend money on projects prior to the end of the light rail program.

Rose Moreno provided comments regarding the lawsuit against Petition I-4-2018, and that not all signature collectors were paid per signature. Ms. Moreno stated her team was not paid to collect signatures, and that the signatures she collected should count first in the official tally by the City Clerk's office.

Commissioner Martin provided a statement that he is not receiving any compensation and does not have a conflict of interest. However, due to the concerns raised by other Commissioners, he will abstain from voting.

A motion was made by Vice Chair Naimark for the Citizens Transportation Commission to recommend to City Council to reject the citizen's petition. The motion was seconded by Commissioner Knight.

The motion carried by the following vote:

Yes: 8 – Chairperson Mellor, Vice Chair Naimark, Commissioner Glawe, Commissioner Knight, Commissioner Navidad, Commissioner Pangrazio, Commissioner Tempest, Commissioner Martin (abstained)

No: 1 – Commissioner Miller

Absent: 1 – Commissioner Smith (left the meeting prior to the vote)

Conflict of Interest: 1 – Commissioner Moody recused himself

3. Adjournment

The meeting was adjourned at 4:30 p.m.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Kini Knudson, P.E.
Street Transportation Director

SUBJECT: FIVE-YEAR BICYCLE PROGRAM UPDATE

This report provides an update to the Citizen's Transportation Commission (CTC) on the City's Five-Year Bicycle Program.

THE ISSUE

Over the past five years, there has been a significant change in policy direction for the City of Phoenix's transportation network through Complete Streets to expand the primary focus of street design to include the safety and comfort of all users. Transportation choices like cycling and walking help to connect people to places and other transportation options while encouraging more active and healthy lifestyles.

Bicycle Facilities

Through the collaborative programmatic efforts shown below, the City is actively expanding, improving, and implementing its network of bicycle facilities.

- Pavement Maintenance Program
- Neighborhood Traffic Management
- Capital Improvement Program
- Developer and Partnering Agency Projects
- Bicycle Master Plan
- Transportation 2050 (T2050) Mobility Program

Our Pavement Maintenance Program and the restriping of our roads has been, and will continue to provide, the greatest opportunity for the inclusion of bicycle lanes on our streets.

The location of bicycle lanes within the community is determined through a variety of methods, including area planning initiatives, public outreach and notification processes, bicycle counts, regional and corridor connectivity, and activity center and land use analysis. As our bicycle network continues to grow, the additional new bicycle facilities are now more focused on collector streets to build system capacity using low-stress, low-volume routes that provide safer options for pedestrians and cyclists off major arterial streets. However, there continue to be ongoing challenges in growing our bicycle transportation system, such as the lack of east-west corridors through the middle of the city, connections to major activity centers on arterial streets, the need for pedestrian-bicycle bridges, and adding bicycle infrastructure on streets where vehicular lane capacity may be impacted. The Street Transportation Department will continue to work on addressing these challenges as the bicycle program grows. In addition,

common themes from residents have surfaced through the public outreach and feedback including:

- Need for increased safety and bicycle protection
- Addressing the connectivity gaps in the bicycle system
- Concerns with removing traffic lanes

Bicycle Lane Protection

In addition to the 35-year T2050 goal to add 1,080 bi-directional miles of new bicycle lanes, the City is committed to completing other bicycle-facility related improvements that include bicycle detection, multi-use paths, safe crossings, and protected bicycle lanes. Bicycle lane protection through physical separation is important for many cyclists and pedestrians and can be created through buffered striping or physical barriers in conflict areas. Several ongoing Phoenix core area bicycle and pedestrian projects include options to add various elements of protection including:

- 3rd and 5th Avenues, Washington Street to McDowell Road: Two-way protected cycle-track on 3rd Avenue from Roosevelt Street to McDowell Road.
- 3rd Street, Roosevelt Street to Indian School Road: Paint buffering with raised pavement markers (RPM).
- 20th Street, Grand Canal to Missouri Avenue: Physical barrier and paint buffering with RPMs or median.
- 3rd Street, Lincoln Street to Washington Street: Two-way cycle-track with on-street parking and paint buffering with RPMs.

Bicycle lanes can be protected by implementing some type of physical or tactile barrier between vehicles and bicycles, such as a rumble strip, a concrete or landscaped island, white vertical posts, or even on-street parking. It is important that protection features be designed to allow for scheduled street maintenance and not hinder access to homes or businesses that align the street. Street Transportation has developed and is using a criteria-based evaluation tool to assess bicycle facility locations for the possibility of protection. The nine key factors include:

- Roadway speed limits
- Average daily traffic
- Street classification
- Driveway locations
- Intersections per mile
- Buffer space opportunity
- On-street parking
- Transit stops
- Bicycle collisions

Ongoing Study and Manual Update

Two city-wide initiatives currently underway will help Street Transportation staff develop a more robust bicycle network throughout the 15 villages in Phoenix. The first initiative, the Key Corridors Master Plan, will define the primary and secondary functions of the arterial and collector streets throughout the city, whether it be transit, freight, auto,

pedestrian or bicycle use and help fill the gaps within the system. This effort is anticipated to be completed by November 2019.

The second initiative, is the update to our Street Transportation Planning and Design Manual, which will provide the details to develop and design safer bicycle facilities. The updated manual will be complete by January 2020.

Five-Year Bicycle Program Update

The work efforts outlined in the City's Five-Year Bicycle Program – *Shifting Gears* (**Attachment A**) show both a policy and funding shift to integrate bicycle facilities into all transportation planning-related decisions. There have been updates to the previous version of the Five-Year Bicycle Program to include work completed in fiscal year (FY) 2018 and projects planned for implementation in FYs 2019 through 2023. The Five-Year Bicycle Program compiles bicycle-related information from the six-major collaborative programmatic efforts mentioned above that the Street Transportation Department continuously works on. The document also includes project-level details on bicycle facilities: location, facility type, and year of installation.

The Five-Year Bicycle Program contains figures that provide information about the existing bicycle network, the proposed five-year program, gaps in the system, bicycle collision information, and bicycle count data. Tables and charts compare and analyze data from various years, plans and programs. A new section has been added to summarize public involvement efforts undertaken and the findings, concerns, and opportunities to guide future bicycle improvements and projects.

Accelerated Pavement Maintenance Projects

In October 2018 and December 2018, City Council took action to authorize City staff to borrow \$200 million in future T2050 Streets revenues in order to advance pavement maintenance projects on arterial and major collector streets. Over the next five years, more than 600 street miles are programmed to be repaved. Notably, these repaving and restriping projects will also include creating bicycle lanes in many areas across the City. With this approach, bi-directional bicycle lane miles are anticipated to substantially increase over this accelerated program.

Bicycle and Pedestrian Use Data

The existing data for bicycle and pedestrian usage in Phoenix is very limited. However, to address T2050 long-term performance measures, the City is collecting bicycle and pedestrian volumes and to provide a safety evaluation of crash data. Bicycle and pedestrian count data is being collected at 50 different locations throughout the City. Measuring the “before and after” data for specific bicycle-pedestrian improvement projects, as well as for general transportation mode use, is a key strategy to evaluate the effectiveness of T2050 program investments.

Indian School Road Bicycle Lanes

At the December 2018 CTC meeting, Commissioner Miller requested the consideration of the potential removal of bicycle lanes on Indian School Road. There are existing bicycle lanes on Indian School Road from Interstate 17 to 19th Ave, and 7th Avenue to 3rd Street. Consistent with the voter-approved T2050 plan with its specific bicycle

facility-related goals, as well as other citywide efforts such as the voter-approved General Plan, the Council-adopted Complete Streets Policy, and the Council-adopted Bicycle Master Plan, the Street Transportation Department has been focused on creating and growing the number bicycle facilities across the City and ensuring safe access to the City streets for all users. Currently, there is no formal process or direction for staff to remove existing bicycle lanes on City streets. At this time, staff would not recommend the removal of bicycle lanes on Indian School Road or any other City street.

RECOMMENDATION

Through the T2050 Program and subsequent projects derived from the program, the Street Transportation Department will continue to balance the needs of all users of the right-of-way and work to provide a safer environment for active transportation including bicycling, walking and connections to public transit.

This item is for information and discussion only.



SHIFTING GEARS:

5-Year Bicycle Program



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

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Introduction

The City of Phoenix for the past 30 years has been evolving to make a difference in transportation options. Phoenix was fortunate to embark in a comprehensive bicycle network plan in the 1980s and 1990s that accomplished a significant amount of pedestrian and bicycle transportation network. This was done in cooperation with regional partners to take advantage of federal and local funding to implement projects. Presently, the existing bicycle network consists of 1,424 miles of bicycle facilities that includes 999 miles of bicycle lanes, 224 miles of bicycle routes, 16 miles of paved shared use paths, and 80 miles of unpaved multi-use paths. The existing network is shown in Figure 1 – Existing Bicycle Facilities. This network will continue to grow and expand with the work efforts and change in City strategies.

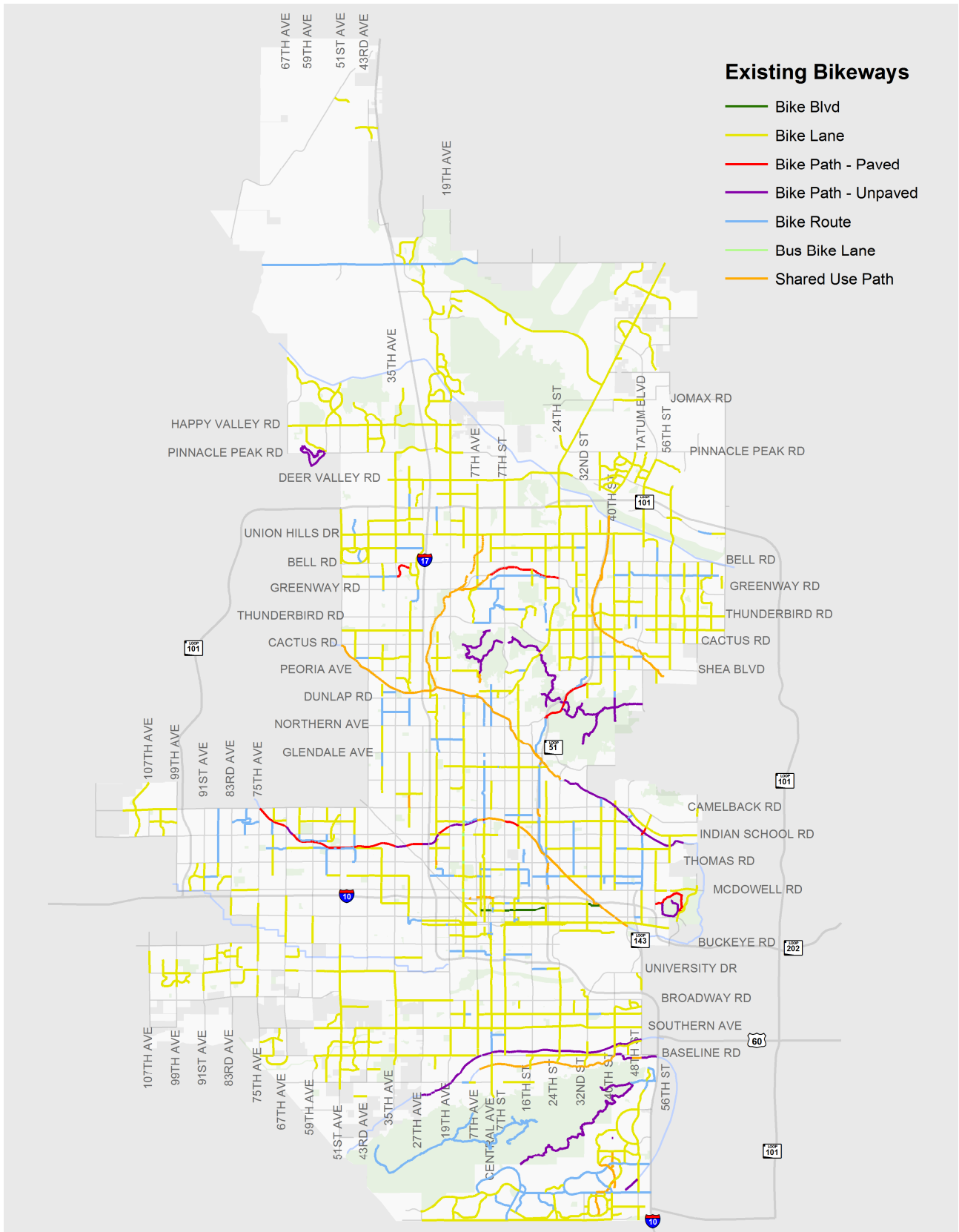
In the past three years, there has been a significant change in policy direction for the city's transportation network. The primary focus of street design will include the safety and comfort of all users of the public right-of-way. Bicycle facilities are one of the components of the transportation system that provides choices for residents, connects people to places and other transportation alternatives, and promotes a sustainable transportation option.

The work efforts outlined below show both a policy and funding shift to integrate bicycle facilities into decision making at a variety of levels through many Department programs.

- On July 2, 2014, Phoenix City Council members adopted two Complete Streets ordinances aimed at changing the way streets are developed, designed, and constructed. Complete Streets are designed to encourage and facilitate active transportation and public health, and accommodate people of all ages and abilities, including pedestrians, wheelchair users, bicyclists, users of public transportation, motorists, emergency responders, and freight movers. *In addition, City Council adopted the Complete Streets Policy and Complete Streets Guidelines on June 28, 2017 and September 25, 2018, respectively, to take the next steps in implementing the initiative.*
- City Council adopted the Comprehensive Bicycle Master Plan (BMP) in November 2014, which sets forth a blueprint for expanding bicycle facilities throughout the city to enhance bicycling as a safe and healthy transportation choice for our community. Even though this is a 20-year plan, it is fully recognized that this plan may be updated periodically to reflect changes in the community and the transportation field. *The Street Transportation Department (Department) will be updating this plan in 2019.*



Figure 1. Existing Bicycle Facilities



- The GRID Bike Share Program was launched in November 2014 with private funding. The program started with 250 bicycles at 24 stations. In 2015, the City Council approved the purchase of 250 bicycle racks for the program using funds from the Department's non-general fund reserve account for citywide bicycling improvements. To further encourage bicycling as a convenient and affordable mode of transportation, the Department works with its vendor, Cyclehop, LLC, to operate and expand the city's GRID Bike Share program. As of December 31, 2016, the GRID Bike Share system has grown to 49 stations with the capacity for 500 bicycles. *Due to changing technology and the evolving nature of bike share to dockless systems continual discussions are occurring to address the future of GRID.*



- The Phoenix City Council approved an updated General Plan on March 4, 2015, and Phoenix voters approved the updated General Plan on the August 25, 2015 ballot. The city's General Plan 2015 outlines the blueprint of 'creating a Connected Oasis.' The Vision of the Connected Oasis aims to ultimately enhance the quality of life for all city of Phoenix residents. It is framed by residents' enhanced levels of prosperity, improved health and a thriving natural environment (Prosperity, Health, and Environment). The city's General Plan identifies five core values for achieving the vision. The five core values provide the framework for the goals and initiatives of the updated General Plan: 1) celebrate our diverse communities and neighborhoods, 2) strengthen our local economy, 3) connect people and places, 4) build the sustainable desert city, and 5) create an even more vibrant downtown.



- In 2015, the City completed the Reinvent PHX planning effort that focuses on creating action plans for five distinct areas in the city. Reinvent PHX was a collaborative partnership between the City of Phoenix, the U.S. Department of Housing and Urban Development (HUD), Arizona State University, St. Luke's Health Initiatives (now Vitalyst Health Foundation) and numerous other organizations committed to developing walkable, opportunity-rich communities connected to light rail. Reinvent PHX created action plans for districts along the light rail system. The plans establish a community-based vision for the future and identify investment strategies to improve the quality of life for all residents. This process establishes a new, transit-oriented model for urban planning and development along the city's light rail system. *The Gateway District¹ through Reinvent PHX recently received a \$30 million HUD grant through the Choice Neighborhoods Program. The Department will play an important role in pedestrian and bicycle improvements that will be implemented in the area.*



¹ An area generally bounded by Loop 202 (Red Mountain Freeway) to the north, State Route 143 (Hohokam Expressway) to the east, Washington Street to the south, and State Route 51 (Piestewa Freeway) to the west.

- On August 25, 2015, Phoenix voters approved Proposition 104, or Transportation 2050 (T2050), and made a strong statement about the importance of expanding investment in Phoenix for bus service, light rail construction and street improvements. The previous transit plan, known as T2000, was a voter-approved tax that primarily funded transit service in Phoenix. Now broader and more comprehensive, the T2050 plan places additional emphasis on street needs including; street maintenance, new pavement, bike lanes, and sidewalks compliant with requirements set forth under the American with Disabilities Act (ADA), which will collectively compliment the increase in transit services. The approval of the five-year plan updates of each of the T2050 subprograms is occurring annually. Pavement Maintenance and Mobility subprograms provide the greatest opportunities to add bicycle infrastructure with the restriping of our existing streets and the projects outlined through the Mobility Assessment Areas planning process.



This significant commitment to construct 1,080 miles of new bicycle lanes and 135 miles of new sidewalks in the T2050 Plan led to the creation of a separate T2050 Mobility Improvement Program. The T2050 Mobility Improvement Program was established to implement additional projects that increase ADA accessibility, mobility, and multi-modal connectivity, including new sidewalks new bicycle facilities, ADA curb ramps, safe crossings, street lighting, and shade.

- Two new initiatives will help the City of Phoenix in expanding the active transportation network for pedestrians, cyclists and transit users. The Key Corridors Master Plan will create complete networks for each transportation mode, identify infrastructure gaps within each mode's network, guide development along the corridors and create a framework for the Street Transportation Planning and Design Guidelines Update. The guidelines will provide specific design details to address our growing multimodal transportation system that attempts to provide traveling choices for residents.



Phoenix is an extremely large city with over 500 square miles of land and 15 urban villages that have varying needs. Through the combination of these planning efforts outlined above, safe networks will be created for cyclists of all abilities for commuting to work, connecting to transit, recreation or short trips to the village center. An overreaching goal, found in the adopted Complete Street Policy, is for the Department to lead implementation of projects, transforming the Phoenix street environment into a more inclusive place for pedestrians, cyclists, and transit-users.

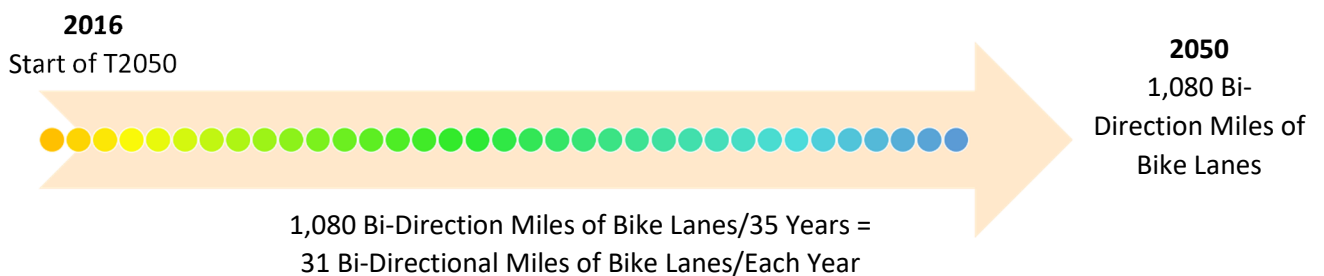
As a result, planning efforts, policy direction, and investments have led the Department to establish a Bicycle Team consisting of staff from all department divisions to help direct all aspects of the bicycle program. Representatives from numerous city departments are also included on Technical Advisory Committees to provide valuable input on specific transportation projects. Team members

from all Department divisions meet regularly to discuss project funding, priorities, schedules, and other bicycle-related efforts. Project planning, design, and construction work has been initiated along several corridors slated for bikeway improvements citywide and are documented in this living document entitled Five-Year Bicycle Program – *Shifting Gears*.

Section I. Overview

The Five-Year Bicycle Program - *Shifting Gears* (Program) is a compilation of work efforts by the Department to compliment BMP. It will also be used to complete additional bicycle facilities that will help meet the goal of Proposition 104 by completing 1,080 bi-directional miles of bicycle lanes by 2050.

An annual target of installing 31 bi-directional miles of bicycle lanes has been established to



incrementally move towards achieving the 35-year goal of installing 1,080 bi-directional miles of bicycle lanes. In addition to bicycle lanes, the City is committed to complete holistic improvements as appropriate that include bicycle detection, multi-use paths, safe crossings, protected bicycle lanes, and other bicycle facilities.

This plan reports on the city’s planned bicycle facilities. This effort comes from distinct, yet collaborative work efforts completed by actions from different divisions, sections, plans, and/or programs in the Department: Neighborhood Traffic Management Section; Pavement Maintenance Program; Capital Improvement Program; BMP; T2050 Mobility Program. Interdepartmental coordination has also commenced to evaluate projects which are planned/ proposed by private development and partner agencies.

Bicycle facilities in each of these work efforts are being counted and documented. As an example, staff is reviewing developer plan as-builts for completed infrastructure including bicycle lanes, sidewalks and street lights. Many projects and city fieldwork that would result in providing new bicycle infrastructure are in various stages of implementation and are presented in appendices A– G. As projects are completed and bicycle facilities are installed, this report may have inadvertently missed documenting a new bicycle facility. This is not intentional, and the Department is updating the project tracking system to help in the quality control efforts of data collection.

Section II. Bicycle Facilities

While the goal of T2050 measures bicycle lane miles, the bicycle network is and will be comprised of a variety of different treatments and facilities. This Program provides information about the different facilities that have been completed and are planned to be implemented in the future. While there are dozens of different types of bicycle facilities that are available to install, the city has not installed every type of facility, but uses these options to find the best fit for the specific project area. Table 1, Bicycle Facility List, explains the different type of facilities and pictures of a few possible bicycle facility types are shown below.



Buffered bicycle lane



Protected bicycle lane



Protected bicycle lane with green-colored pavement



Sharrow



Shared-use path



Signage to designate bicycle facilities



Table 1. Bicycle Facility List

Bicycle facility type	Description
Bicycle boulevard	A bicycle route which has a combination of shared lane markings, directional markings for wayfinding and traffic control devices that prioritize travel by bicycle.
Bicycle detection	Used at actuated signals to alert the signal controller of bicycle crossing demand on an approach. Bicycle detection occurs either using push-buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.).
Bicycle HAWK	A hybrid beacon, also known as a High-intensity Activated Crosswalk (HAWK), consists of a signal-head with two red lenses over a single yellow lens on the major street, and pedestrian and/or bicycle signal heads for the minor street.
Bicycle lane	A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.
Bike box	Designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
Bicycle route	An undefined portion of roadway without pavement markings but may have a sign or stripe to promote use by bicyclists.
Bridge / underpass	A crossing of a heavily traveled thoroughfare or barrier that is not at grade.
Buffered bicycle lane	Conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
Combined bicycle lane / turn lane	Bicycle lane within a portion of a right turn or left turn only lane. Shared lane markings are typically installed and bicyclists move forward instead of turning.
Contra-flow bicycle lane	Designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic.
Cycle track intersection approach	An approach to an intersection from a cycle track that is designed to reduce turn conflicts for bicyclists and/or to provide connections to intersecting bicycle facility types.
Extend bicycle lane to intersection	A continuation of a bike lane that has previously terminated over 50 feet prior to the intersection.
Green-colored pavement	Increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas with pressure for illegal parking.
Intersection crossing markings	Intersection crossing markings to indicate the intended path of bicyclists.
Left-side bicycle lane	Conventional bicycle lanes placed on the left side of one-way streets or two-way median divided streets.
Median refuge island	Protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings.



Bicycle facility type	Description
Multi-use trail	An unpaved surface for people walking, riding bicycles, riding horses and other manually operated equipment, typically built from stabilized decomposed granite.
Protected bicycle lanes/one-way cycle track	Protected bicycle lanes are at street level and use a variety of methods for physical distinction beyond paint from passing traffic. A protected bike lane may be combined with a parking lane or other barriers (flexible delineators, turtle bumps, oblong bumps, pre-cast curb, planters, bollards, medians, etc.) between the bicycle lane and the motor vehicle travel lane.
Raised cycle track	Bicycle facilities that are vertically separated from motor vehicle traffic.
Shared lane marking (sharrow)	A marking used to indicate a shared lane environment for bicycles and automobiles typically installed in a lane that is 14 feet wide wide or less.
Shared-use path	A paved surface for people walking, riding bicycles, riding horses and other manually operated equipment.
Shoulder	The area to the right side of a road or street that is usually paved but is not typically driven upon by powered vehicles. It is sometimes called a breakdown lane.
Through bicycle lanes	A through bicycle lane is present in the approach to a part of the road with a turn bay to the right or left.
Through bicycle lanes with intersection road diet	A continuation of a bicycle lane to the intersection that includes a lane reduction on approaching sides.
Through bicycle lanes with intersection with lane reduction	A through bicycle lane is added at near side and far side of the intersection by removing add/drop lanes.
Two-stage turn queue boxes	Offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right-side cycle track or bike lane, or right turns from a left side cycle track or bike lane.
Two-way protected bicycle lanes/two-way cycle track	Two-way protected bicycle lanes are at street level and use a variety of methods for physical protection from passing traffic. A two-way protected bicycle lane may be combined with a parking lane or other barriers (flexible delineators, turtle bumps, oblong bumps, pre-cast curb, planters, bollards, medians, etc.) between the bicycle lane and the motor vehicle travel lane. Two-way protected bicycle lanes allow bicycle movement in both directions on one side of the road.



Context Sensitive Solutions

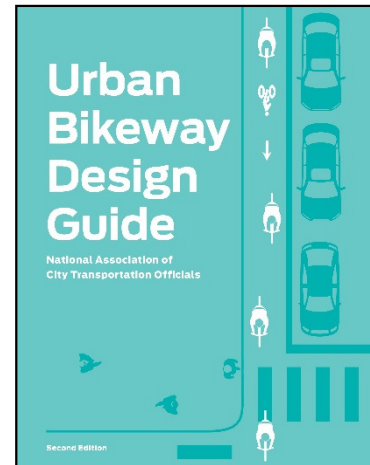


When initiating projects, the Department asks, “is there an opportunity for this street/road to become more of a complete street and include bicycle infrastructure?” The City has five classifications of roadways: major arterials, arterials, collectors, minor collectors, and local/neighborhood streets. These streets and various elements (sidewalk, bike lanes, street lights, landscaping, etc.) range in width from 28 feet to 140 feet. The City also has numerous data sets ranging from transit ridership, crash information, traffic signal timing, pavement condition, and many

others that are brought into the project initiation process. The City uses public involvement through a variety of facets, to gain input from residents, employers, and the traveling public when developing projects. Additionally, the adjacent land uses and the placement of structures is the other integral component that is evaluated for multi-use facilities. Other considerations include a reduction in speeds, narrowing of traffic lanes, signage, and protected crossings. With this said, the projects that are moved forward to construction are based on the variety of tools the Department uses to develop a context sensitive solution.

NACTO

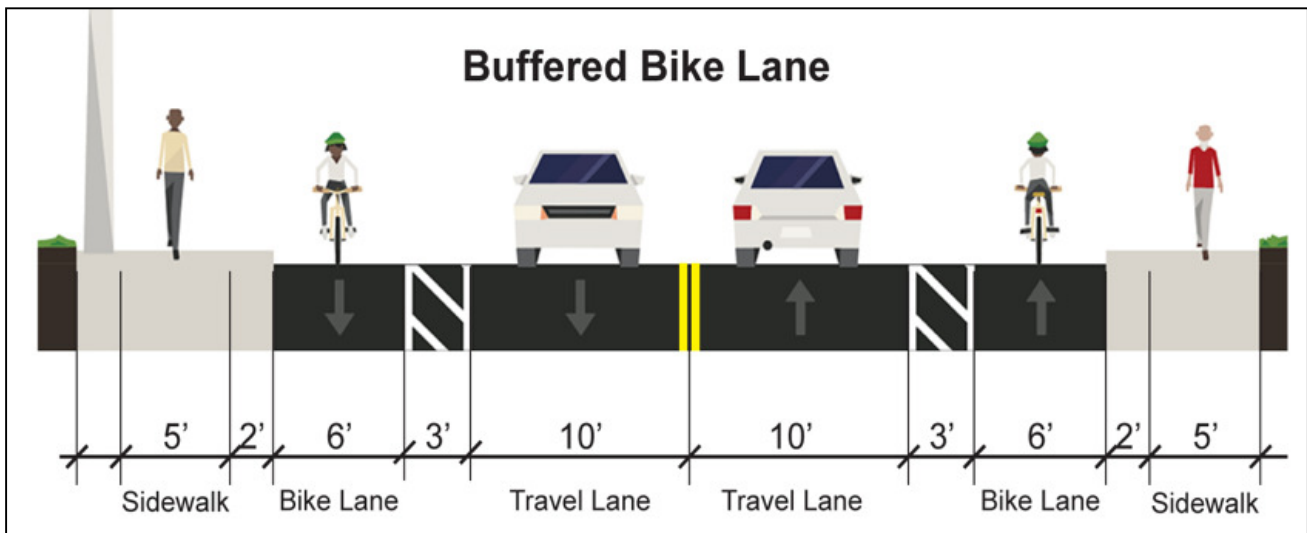
Related to context sensitive solutions, the City of Phoenix has been a member of the National Association of City Transportation Officials (NACTO) for over 10 years. NACTO’s mission “...is to build cities as places for people with safe, sustainable, accessible and equitable transportation choices that support a strong economy and vibrant quality of life.” Since its inception, NACTO has released six guidebooks: Urban Street Design Guide, Global Street Design Guide, Urban Bikeway Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, and the Bike Share Station Siting Guide. The designs presented in these guidebooks are fresh approaches to maximize the right-of-way for inclusion of all users of a street: transit, pedestrians, bicyclists, and vehicles. Phoenix and 49 other cities have embraced the different ideas for use of the roadway. City staff and consultants use these guidelines when reviewing and developing project concepts and designs.



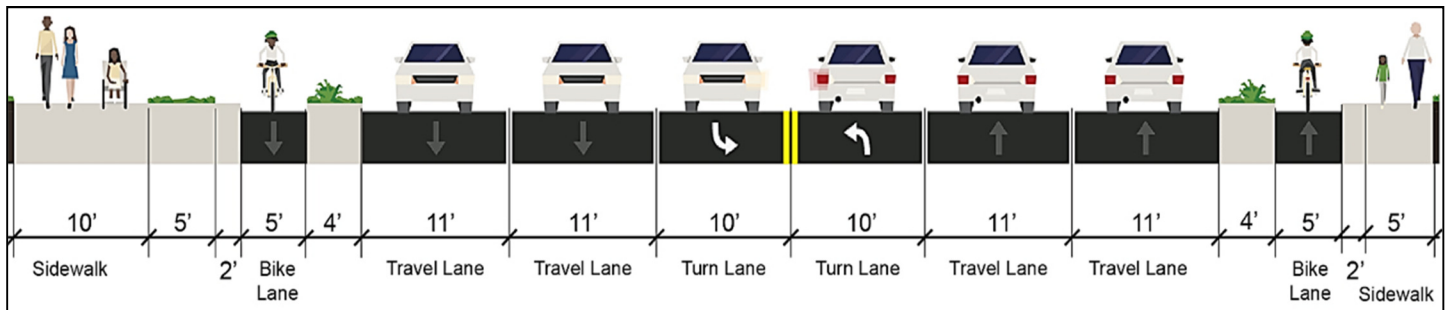
Protected Bicycle Lanes

As corridors and streets are identified for bicycle improvements, they are evaluated to determine what type of facility makes the most sense for all users of the street. When a street is identified for a bicycle lane, or there is an existing bicycle lane, the City investigates if a buffered (striped spacing) bicycle lane and/or a protected facility can be provided as well. The City is now including buffered bicycle lanes in various future projects.

Example of a protected bicycle lane concept in a residential area (proposed 20th Street improvements).



Example of a protected bicycle lane concept in a commercial area (proposed 20th Street improvements).



Appendices A–G identify the specific projects and miles of buffered and protected bicycle lanes planned in the next five years. A series of specific protected areas for bicyclists are proposed in key areas of conflict: Oak Street, 3rd Avenue, 5th Avenue, 3rd Street, Sweetwater Road, and 20th Street.

The Department is using an evaluation tool to assess more locations for the possibility of protection. The protected bicycle lane tool evaluates nine factors (Table 2) to determine if a proposed location is suitable for protected bike lanes. To identify additional locations, the bicycle team will:

- Review the identified bicycle lanes and buffered bicycle lanes in the 2019–2023 Pavement Maintenance Program
- Review other identified bicycle lanes and buffered bicycle lanes in the five-year bicycle program
- Assess new locations based on evaluation factors

Departmental efforts now discuss how bicycle infrastructure can be included. Adding designated safe bike and pedestrian crossings, canal improvements and bridges is being emphasized to develop safe low volume/low stress routes. This is a major change in how staff addresses street design, construction and maintenance. One-way protected bike lanes are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected bike lane may be combined with a parking lane or other barrier (flexible delineators, raised pavement markers, dagmars, oblong bumps, pre-cast curb, planters, bollards, etc.) between the bicycle lane and the motor vehicle travel lane. Protection can be added potentially through a rumble type strip or raised pavement markers to alert drivers they are in the buffer area. Driveways and minor street crossings are a unique challenge to protected bicycle lanes. Many of the protected bicycle elements such as white posts, curbing, and even roundabouts, can change the character of a neighborhood. Pilot projects to include parking as buffering for bicyclists could also be used. However, driver expectancy is an issue.

Table 2. Protected Bicycle Lane Evaluation Tool

General evaluation factor	Specific evaluation factor	Point value
Speed	≥40 miles per hour	15
Average daily traffic	≥15,000 vehicles	20
Street classification	arterial; collector	15
Average driveway spacing	≥200 feet	10
No. of intersections per mile	≥6 intersections	10
Buffer conditions	≥5 feet to be installed	15
On-street parking	none	25
Transit stops	≥3 stops	0
Bicycle crashes in 3 years	≥2 crashes	10

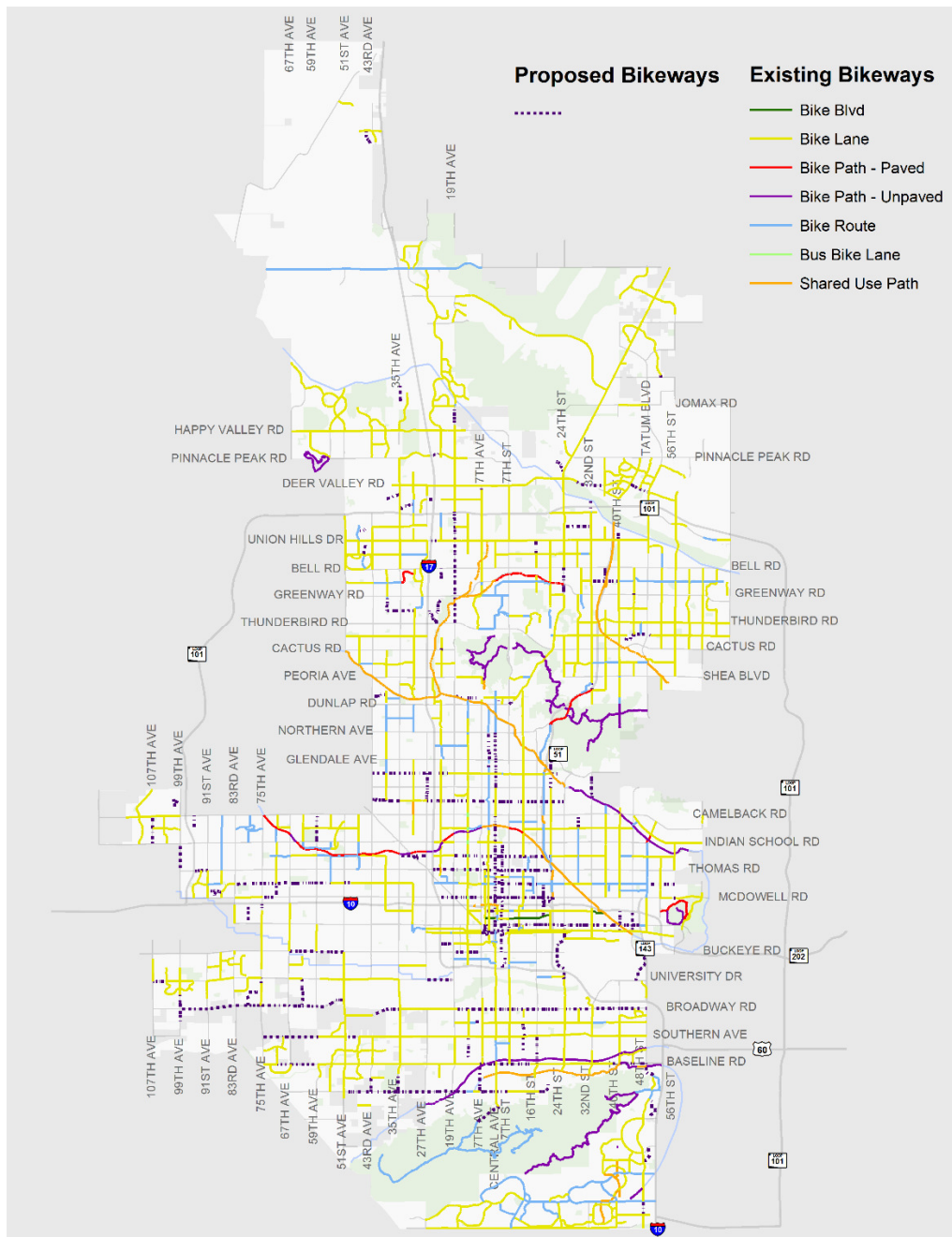
Value must reach 100 points to be considered a possible location for a protected bicycle lane.



Section III. Assessing Information for Bicycle Needs

The City uses a variety of tools to assess and prioritize corridors, streets, neighborhoods, and crossings for bicycle improvements. The Department is focusing on implementing the corridors outlined in the BMP, while using additional opportunities through other work efforts (explained in Section IV) to complete additional bicycle facilities, and utilize major and minor collector streets, canals, local streets, and some arterials to create a low stress network. In addition to using the existing plans and programs in place, the Department uses information from traffic or bicycle count data, crash information, and a gap analysis to identify future projects (Figure 2).

Figure 2. Gaps and Connections in Bicycle Facilities



Bicycle Counts

The existing data for bicycle and pedestrian usage in Phoenix is very limited. However, to address T2050 long-term performance measures, the City of Phoenix selected a consultant to compile bicycle and pedestrian volumes and to provide a safety evaluation of crash data. Bicycle and pedestrian count data was collected at 50 different locations throughout the city. Ten of these locations are sites with improved bicycle and/or pedestrian infrastructure. The consultant collected data using video and transcribed it into bicycle and pedestrian count data files.

The bicycle and pedestrian counts were collected at and during various periods (weekday, weekend, peak travel time, and off-peak travel time) and will be taken again at one and three intervals. Measuring the “before and after” data for specific bicycle-pedestrian improvement projects is a key strategy for the T2050 program. The Grand Canalscape project is an example of such a project and the data gathered will also help fulfill the Federal Highway Administration performance measure requirements for this Transportation Investment Generating Economic Recovery (commonly referred to as “TIGER”) grant project.

Additional data, such as bicycle volumes, bicycle and pedestrian crashes bicycle and light rail transit boardings, is reviewed by city staff from various sources. Data from the Maricopa County Travel Reduction Survey for 2017 was also reviewed and showed nearly 25,000 people want to ride a bicycle to work and 8,300 people are already riding a bicycle to work.

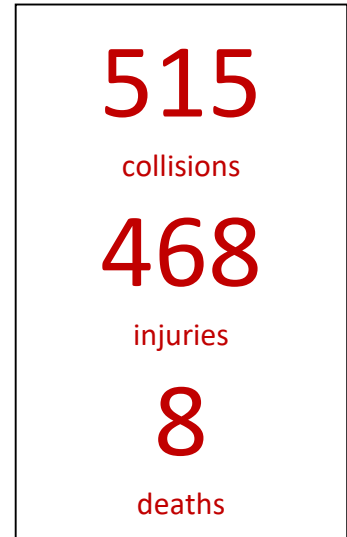
City staff will continue to work with regional partners on expanding opportunities to gather bicycling and pedestrian counts to provide valuable information for transportation planning.



Bicycle Collision Information

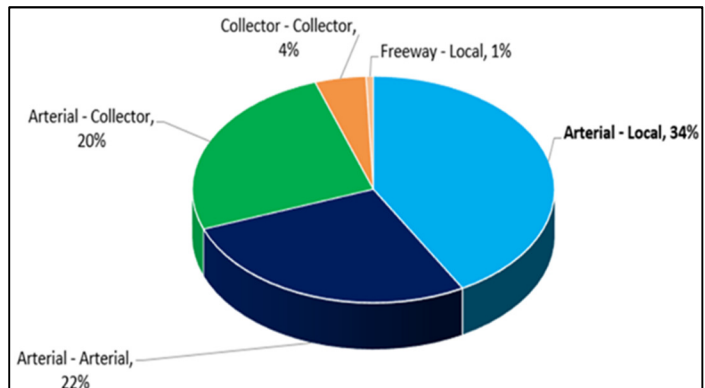
The most current set of data the City has available is 2016. In general, data lags 1-2 years behind the current year due to the needed evaluation and data control. For a more detailed report, please visit: <https://www.phoenix.gov/streets/safety-topics>.

The information below provides ‘facts-at-a-glance’ summarizing bicycle collisions that occurred in 2016:



- Bicycle collisions increased for the first time in five years.
- Nearly seven out of ten collisions occurred at or within 150 feet of an intersection.
- More than eight out of ten non-intersection-related collisions occurred on an arterial street.
- More than a third of collisions occurred while the motorist was making a right-hand turn.
- Only 8% of bicyclists involved in a collision are not injured.
- Bicycle collisions in 2016 accounted for nearly 2% of all traffic collisions, 3% of all injuries, and 4% of all fatalities.
- 15% of bicyclist collisions were children below the age of 18 (same as 2015).
- 36% of all collisions occurred in an intersection crosswalk and 20% at driveways.
- 33 school-age bicyclists (5–17 years old) were in crashes during school hours (Monday–Friday, 7 AM–4 PM).
- Only 23% of all bicycle collisions occurred at night, including twilight, but 63% of all bicyclist fatalities occurred at night.
- Bicycle collisions occurred most frequently between the hours of 3 PM and 6 PM and on Tuesdays.
- September had the highest number of bicycle collisions (57).
- 45% of all bicycle collisions occurred at uncontrolled locations.
- There were 90 hit-and-run collisions involving bicycles
- Chart 2 shows information about where bicyclist involved collisions occur by street classification. Over half of the collisions occur where arterial to arterial (22%), and arterial to local streets (34%) connect.

Chart 1. Types of Streets for 2016 Bicycle Collisions



The following infographic depicts the location, amount, and severity of bicyclist-involved roadway collisions for 2016. Nearly half of all bicycle collisions occur at intersection crosswalks (36%) and at driveways (11%).



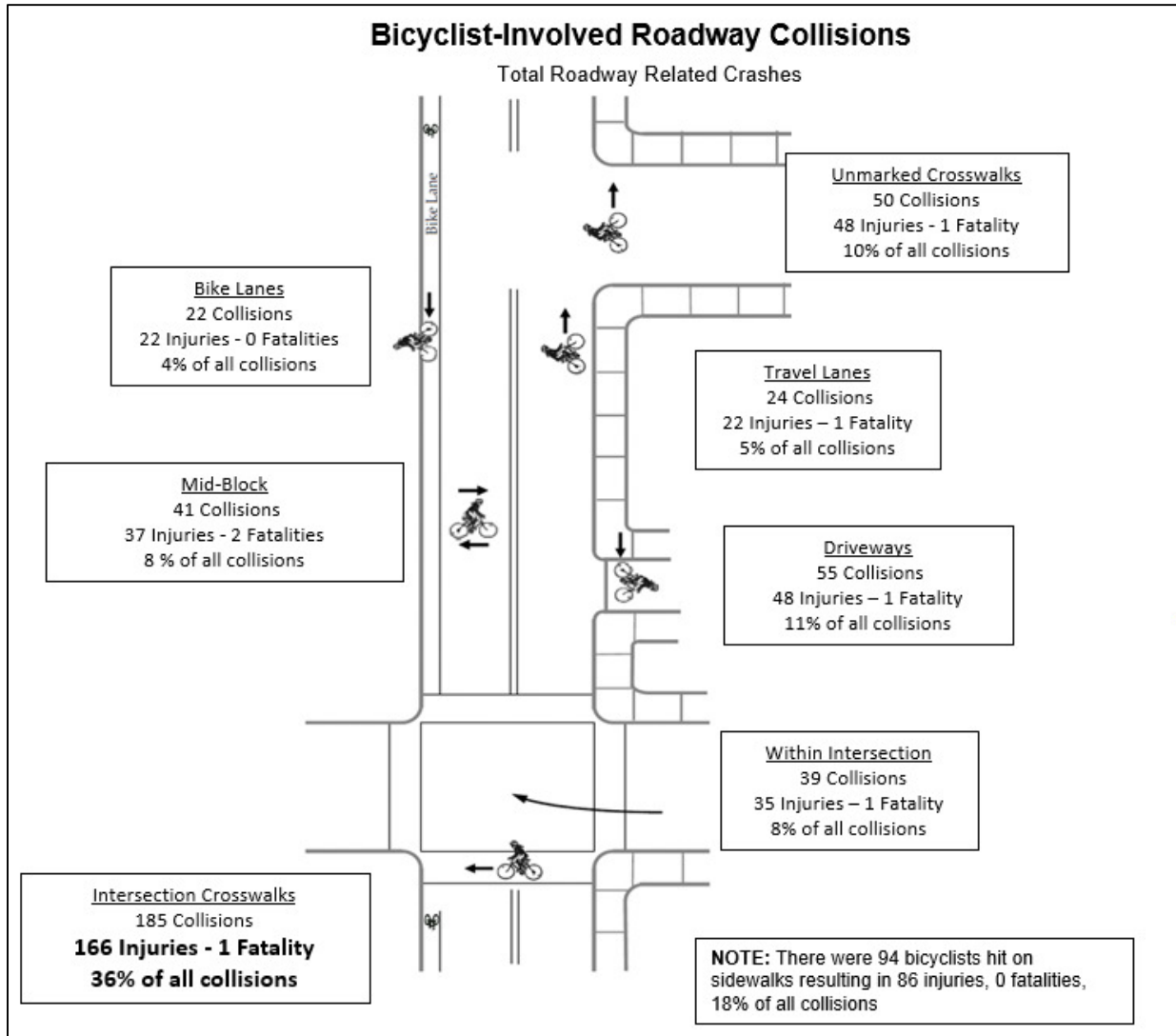
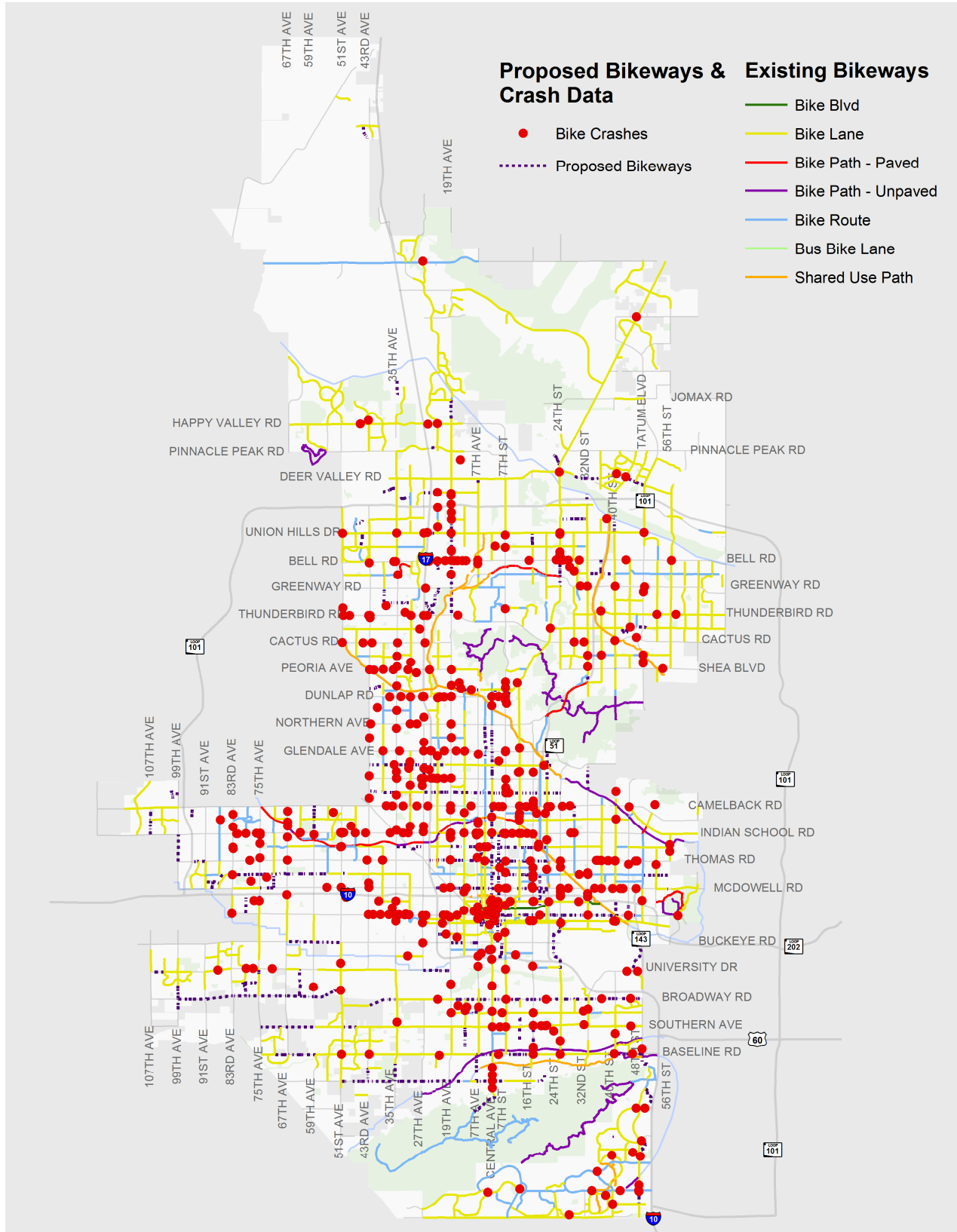


Figure 3 shows the location of bicycle collisions over a 5-year period (2012–2016), existing bikeways, and the proposed bicycle facilities.

Figure 3. Density and Location of Bicycle Collisions from 2012 to 2016



Section IV. Five-Year Bicycle Program Work Efforts

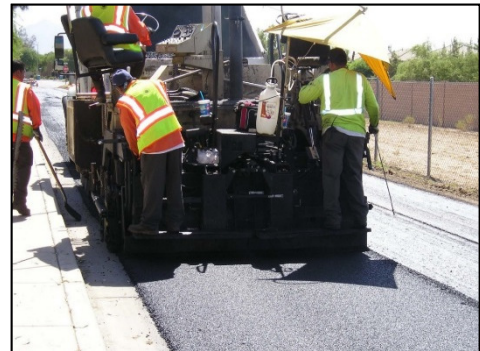
The six main work efforts that make up the Program are not derived from a single plan. Each program, plan, and project is developed from different priorities, data input, community involvement, and other factors. This information is pooled together to make informed decisions about projects moving forward. Each program and how projects are initiated are explained in this section.

Neighborhood Traffic Management Program

The Neighborhood Traffic Management program is dedicated to provide safe movement of vehicles, bicycles, and pedestrians throughout the city. City staff assists and educates residents on a variety of traffic safety issues. The projects that are implemented by this program are developed through neighborhood requests, data analysis, warrants, school needs, and community support. Annual funding is used to support near-term projects based on needs.

Pavement Maintenance Program

Phoenix has a comprehensive roadway network of more than 4,850 miles of public streets. The Department's Street Maintenance Division is responsible for the planning, programming and execution of the City's street maintenance program. This entails maintaining all roadways within the City's jurisdictional limits and does not include private streets, state routes maintained by ADOT or roads maintained by Maricopa County. The pavement maintenance program uses a variety of pavement treatment and maintenance options, that include: crack seal, fog seal, micro-seal, slurry seal, fractured aggregate surface treatment, and mill and overlay, which provide multiple benefits to the pavement preservation program.



Since the 1980s, the Department has utilized the pavement maintenance program as an integral tool to deliver bicycle facilities. The program provides an opportunity to incorporate new bicycle facilities, when the roadway receives either an overlay or micro-seal treatment. Crack seal and fog seal treatments do not provide post-application opportunities for changing the existing roadway striping configuration to include new bike facilities. A strategic change has been made to accelerate the Pavement Maintenance Program. On December 12, 2018, the City Council approved the first steps to implement a plan that advances \$200 million from anticipated T2050 revenues for pavement maintenance projects on arterial and major streets. Over the next five years, more than 600 street miles are programmed to be repaved. Notably, these repaving and restriping projects will also include creating bicycle lanes. With this approach, bi-directional bicycle lane miles are anticipated to substantially increase.



As roadways are identified for maintenance, staff assesses five main factors to determine the feasibility of including bicycle facilities:

1. Type of pavement maintenance treatment
2. Existing bicycle facilities
3. Connecting bicycle facilities as prioritized in the BMP
4. Existing roadway geometry, rights-of-way, lane widths, signalization at intersections and signage
5. Vehicle volumes and posted speed limits

Capital Improvement Program

The Department's Capital Improvement Program (CIP) includes a comprehensive pavement maintenance program, improvements to existing streets for mobility and safety issues, technology upgrades to signals, building new street infrastructure, expanding roadways, and much more. The five-year program provides over \$750 million in improvements to street transportation infrastructure.



The Department has identified four major areas to guide future investment of capital funding: 1) Major Streets Pavement Maintenance Program (50%); 2) New and Expanded Major Streets Program (35%); 3) Mobility Improvements (15%); and 4) Technology Enhancements; (5%). These prioritized areas will ensure the CIP is best able to be responsive to the public's expectations, as well as supporting traffic and development needs throughout the City.

The CIP covers a five-year period that is updated annually with a new year added. Projects are derived from adopted plans, studies, data analysis, and requests. Projects are then evaluated during the fall of every year. The current CIP can be accessed here:

<https://www.phoenix.gov/streets/projects>.

Developer and Partner Agency Projects

The Department coordinates with the Planning and Development Department and reviews private development project plans pertaining to right-of-way dedications and improvements. Depending on the proposed development project locations and existing conditions, the Department can require additional right-of-way dedications and/ or roadway improvements to meet the required street cross-sections as per the approved Street Classification Map. Typically, the improvements in the public right-of-way are to conform to the proposed roadway as depicted in the Street Classification Map which includes additional travel lanes, curb and gutter, ADA ramps, sidewalk, bicycle lanes, street lights, landscaping, etc. Various street types are designed and built to serve all public users, including pedestrians and bicyclists, automobile, bus transit, and light rail transit.



There are several roadway segments and freeway interchanges throughout the City that come under the jurisdiction of other agencies, such as the ADOT and the Maricopa Department of Transportation. The Department coordinates with these agencies on right-of-way and infrastructure improvement items to make sure that required right-of-way and improvements are obtained from the developers to make streets contiguous across the jurisdiction. Further, the Department makes efforts to partner with other agencies and the development communities to complete any gaps in the existing infrastructure, as applicable.

Comprehensive Bicycle Master Plan

The BMP is a 20-year vision for improvements to the bicycle infrastructure in Phoenix. One of the primary achievements of the BMP is to set forth a blueprint for extending bicycle facilities throughout the city to enhance bicycling as an appropriate and healthy transportation choice for the community. As part of this plan, over 400 projects were identified to improve bicycle facilities along 39 corridors throughout the City. The projects range in complexity from simple inexpensive lane striping adjustments to bike bridge construction estimated at several million dollars. The original BMP prioritized projects into three tiers to be completed by 2035. The first five years are more specific, while the remainder of the plan is generally divided into groups of years. Table 3 outlines the original priority from the BMP, locations and the adjusted tier for implementation.

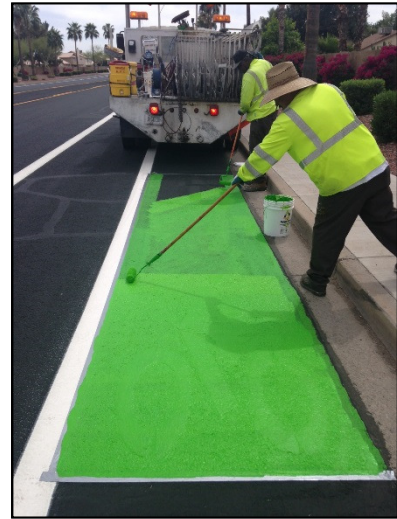


Table 3. Bicycle Master Plan Original and Revised Tiers and Priorities

Revised priority	Bicycle Master Plan project location	Street type
1	3rd Street from Steele Indian School Park (Indian School Road) to Buckeye Road	Collector
1		
1	20th Street from Grand Canal Trail to Glendale Avenue	Collector
4		
1	12th Street from Cave Creek Road to Washington Street	Collector
6		
1	15th Avenue from Dunlap Avenue to Jefferson Street	Collector
7		
1	Washington Street from 27th Avenue to 56th Street	Arterial
8A		
1	Jefferson Street from 27th Avenue to 26th Street	Arterial
8B		
1	ReInventPHX Eastlake Bicycle Infrastructure and Intersection Projects (Van Buren Street)	Arterial
10		
1	Maryland Ave from 43rd Avenue to 22nd Street	Collector
11		
1	5th Avenue from Thomas Road to Washington Street	Collector

Revised priority	Bicycle Master Plan project location	Street type
Original priority		
12B		
1		
13	Encanto Boulevard / Oak Street from 19th Avenue to 52nd Street	Collector
1		
14	7th Avenue from Coral Gables Drive to Deer Valley Road	Arterial
1		
17A	Missouri Ave from 43rd Avenue to 19th Avenue	Collector
1		
19	Indian Bend Wash from SR 51 to East City Limits (Mountain View Road)	Canal/Wash
1		
20	40th Street from Shea Boulevard to Union Hills Drive	Collector
1		
23	Sweetwater Avenue from 20th Street to Scottsdale Road	Collector
1		
24	32nd Street from Rose Garden Lane (CAP Canal) to Puget Avenue	Arterial
1		
25	Cave Creek Wash from Arizona Canal to 7th Street	Canal/Wash
1		
26	Roeser from 19th Avenue to 48th Street	Collector
1		
34	Cave Creek Road from 7th Street / Dunlap Road to Carefree Highway	Arterial
1		
37	Encanto Boulevard from 95th Avenue to 31st Avenue	Collector
1 & 2		
3	Central Avenue from Mountain View Road to South Mountain Park	Arterial
1 & 2		
12A	3rd Avenue from Arizona Canal to Jefferson Street	Collector
1 & 2		
31	Chandler Boulevard from 27th Avenue to I-10*	Arterial
1 & 2		
33	Western Canal from 27th Avenue to 48th Street	Canal
1 & 2		
35	Broadway Road from 99th Avenue to 48th Street	Arterial
1, 2 & 3		
15	Grand Canal from 75th Avenue to East City Limits (SR 202)	Canal
2	ReInventPHX Gateway Bicycle Infrastructure and Intersection Projects (Van Buren)	Arterial
9		
2		
18	48th Street from Baseline Road to Pecos Park	Arterial
2		
21	Union Hills Drive from 51st Avenue to Tatum Boulevard	Arterial
2		
27	Baseline Road from 75th Avenue to 48th Street	Arterial
2		
36	Deer Valley Road from 35th Avenue to 56th Street	Arterial



Revised priority	Bicycle Master Plan project location	Street type
2	44th Street from Sky Harbor Airport to University Drive	Arterial
38		
2 & 3	Arizona Canal from 51st Avenue to east city limits (60th Street)	Canal
28		
2 & 3	Highline Canal from Dobbins Road to Arizona Grand Parkway	Canal
29		
2 & 3	CAP Canal from West City limits (6700 W) to Scottsdale Road	Canal
39		
3	24th Street from Van Buren Street to Baseline Road	Arterial
2		
3	Osborn Road from I-17 to 40th Street	Collector
5		
3	Ray Road from Chandler Boulevard to I-10	Arterial
16		
3	Missouri Avenue from 19th Avenue to 24th Street	Collector
17B		
3	19th Avenue from Jomax Road to Thunderbird Road	Arterial
22		
3	Southern Avenue from 75th Avenue to 48th Street	Arterial
30		
3	Dobbins Road from 51st Avenue to 20th Street	Collector
32		



T2050 Mobility Program

While a portion of the new sidewalk and bicycle facilities will be achieved through the pavement maintenance program and the new Expanded Major Streets program, the Mobility Improvements Program is allocated 15% of the Department's T2050 funds. This allocation will be utilized to meet the T2050 commitments to install 135 miles of new sidewalks and 1,080 miles of new bike lanes by 2050.

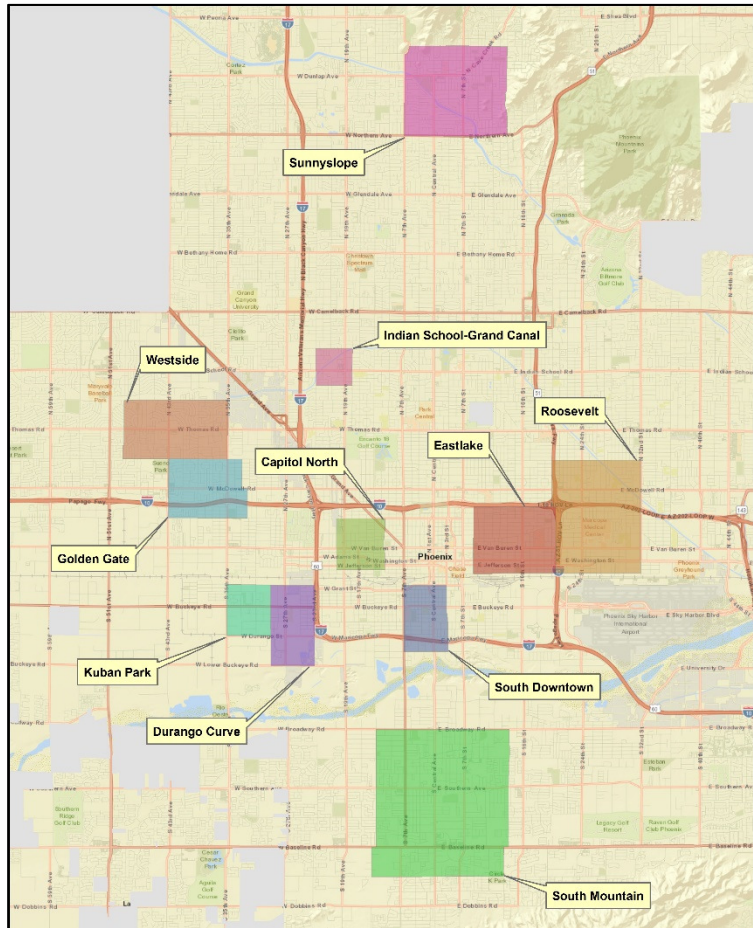
In 2016 and 2017, the Citizen's Transportation Commission provided guidance on factors that helped define the prioritization process for: implementing Mobility Improvements, project scoping and areas for further prioritization analysis. Department staff analyzed 11 citywide data sets focusing on factors including areas where there is frequent walking and bicycling, high pedestrian- and bicyclist-related vehicle crash locations, and where bicycle, sidewalk, and transit infrastructure is not continuous or otherwise is deficient.

As of May 2017, the Citizens Transportation Commission, the Aviation & Transportation Subcommittee, and City Council recommended two primary focus areas for Mobility Improvement projects and further analysis:

1. Major street sidewalk improvements - Conduct additional project assessments for major street sidewalk improvements for ADA non-accessible bus stops.
2. Mobility improvement areas for further study - Move forward with eleven areas (Figure 4) for mobility assessments that will focus on safe pedestrian and bicycle facilities improvements funded by T2050.

Depending on the result of the two study efforts noted above, an additional focus may be needed for bicycle lanes. More detailed information regarding the T2050 Mobility program can be found at: <https://www.phoenix.gov/t2050/mobility-improvements-program>.

Figure 4. Mobility Improvement Areas for Assessments



Additional Programs

Bike Safety Campaign

As the City expands its bikeway system and continues to promote biking as an alternate transportation mode and healthier lifestyle, the Department also strives to improve traffic safety for current and new bicycle riders. The Bike Safe Phoenix campaign encourages drivers and bicyclists to be more aware of their environment and follow basic “rules of the road.” The efforts are focused on reducing the number of collisions and conflicts between motor vehicles and bicycles.

As part of the campaign, drivers and bicyclists are encouraged to commit to safety by taking a “Bike Safe Phoenix” pledge: <https://www.phoenix.gov/streetsite/Documents/2016%20Bicycle%20Collision%20Summary.pdf>. This pledge is a commitment to be courteous and cautious when travelling along City streets, obey traffic laws, yield to pedestrians, maintain safe distances, and be alert for bicyclists and pedestrians.

The Bike Safe Phoenix campaign team also initiated a new program to install “wrong-way” stickers on the backs of existing street signs. These stickers are intended to remind bicyclists to ride with the traffic flow to be more easily seen by motorists who are turning from driveways and intersections.

Safe Routes to School Program

The Department’s School Safety Section provides leadership, assistance and training to schools across the city to help ensure safety for students who walk or bicycle to school. The section also carries out various programs and initiatives to practice safe behaviors near school zones.



The section is responsible for reviewing and responding to pedestrian and traffic related concerns that affect all public, charter, private and parochial K-12 schools in Phoenix.

The section works directly with City management, Police, Neighborhood Services, Fire, Parks, other city departments, parents and residents to address concerns and ensure student safety.

Future Planning Efforts

Over the next two years, the City will implement two new planning efforts: Pedestrian Safety Action Plan and the Key Corridors Master Plan. The Key Corridors Master Plan will analyze corridors of significant economic and social importance within the community for identification of transportation improvement options. The Pedestrian Safety Action Plan will analyze previous pedestrian crash data, outline a plan of action for the City, and identify improvements at specific locations.

The City will also attempt to maximize resources by linking with related projects and leveraging funding opportunities in project areas. As an example, the City is merging efforts along Van Buren

Street by combining the upcoming Van Buren Street Improvement Project, Choice Neighborhood Planning Grant, and the T2050 Mobility Assessment area.

Section V. Five-Year Bicycle Program

Information from the six work efforts varies and is dependent on how far in advance projects are scheduled per program. Table 4 outlines the availability of project specific information per fiscal year (FY) for each plan/program. A FY runs from July 1 of the year to June 30 of the next year. Understanding the limits of each program sets the parameters for the data analysis. The Pavement Maintenance Program, the CIP and the BMP have identified projects, funding, and scope per year until 2023. The Mobility Program will be a five-year program as it advances through the project and mobility assessments. The developer and neighborhood projects are not planned in future years because they are identified on an ongoing basis.

Additionally, it is recognized that planning, pre-design work, and implementation are cyclical and that the result of new bicycle facilities will change from year to year depending on these efforts.

Table 4. Years that Projects are Identified in Each Plan/Program

Plan/Program	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Neighborhood Traffic Management Program	✓	n/a	n/a	n/a	n/a	n/a	n/a
Pavement Maintenance Program	✓	✓	✓	✓	✓	✓	✓
Capital Improvement Program	✓	✓	✓	✓	✓	✓	✓
Developer and Partner Agency Projects	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bicycle Master Plan	✓	✓	✓	✓	✓	✓	✓
Mobility Program	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Section VI. Shifting Gears

The Five-Year Bicycle Program compiles information about the City’s efforts to implement bicycle facilities in a comprehensive manner. Annually, the total miles of planned and implemented bicycle lanes/facilities fluctuate in response to various factors, such as stakeholder support or opposition; funding availability; final design/engineering progress; design/construction schedules; and concurrent planning efforts between plans, programs, divisions, and/or departments.

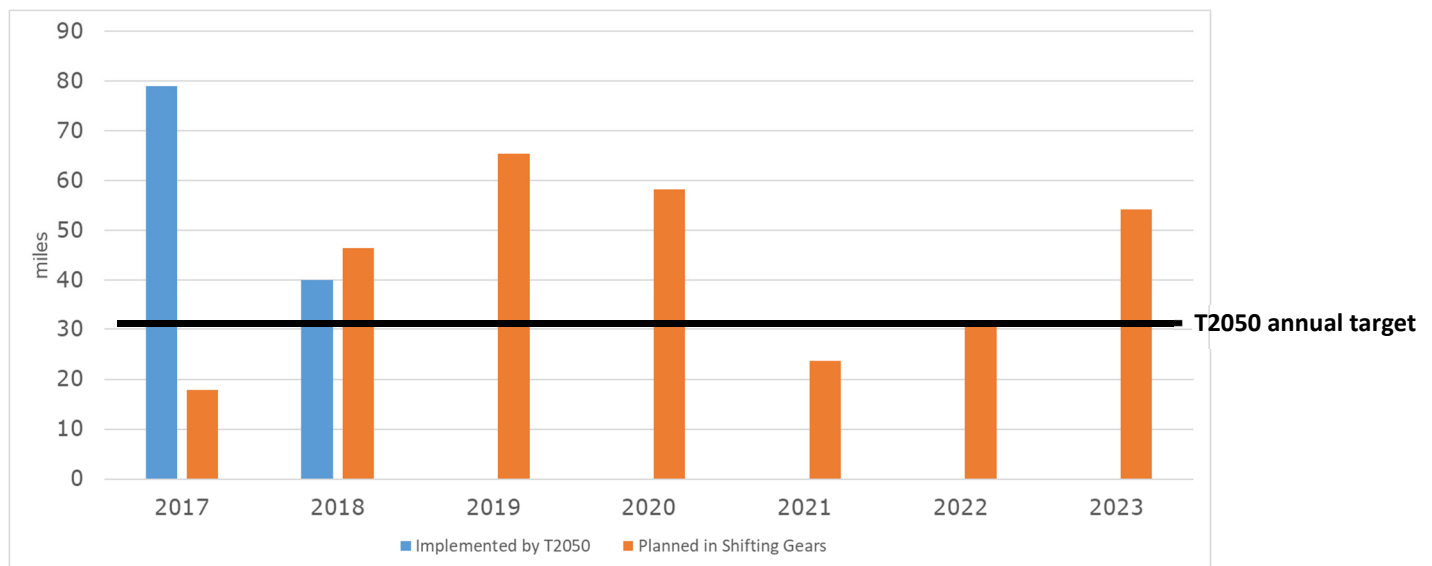
Table 5 shows the number of planned bicycle facility miles through FY 2023. Chart 2 illustrates a comparison of planned versus implemented bicycle facilities also through FY 2023. From both a planning and implementation perspective, the City is on track to meet and exceed the T2050 annual target for bi-directional miles of bicycle lanes. Moreover, the expected positive increase in the number bicycle lanes will allow the City to continue towards providing a more complete transportation system.

Table 5. Planned Bicycle Facilities

FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
18	47	65	58	24	31	54	297

Note: These numbers are the sum of the bicycle lanes that are planned across all plans, programs, and types of bicycle facilities.

Chart 2. Planned versus Implemented Bicycle Facilities



Section VII. Public Involvement Opportunities

Public outreach is a key element in the Department's efforts to improve roadways and provide needed transportation options for residents. Input from the community through various means is valuable to the success of bicycle and pedestrian projects and the growth of the active transportation system. The Department's Public Involvement Plan (PIP) assures a proactive, comprehensive and inclusive public involvement process at every stage of the transportation decision-making process. The PIP documents various techniques and methods to encourage meaningful public participation and outlines various processes and standards to ensure the Department's public involvement efforts are carried out in a structured and coordinated manner. These methods are illustrated through public meetings, forums, Capital Improvement Program projects and the accelerated pavement maintenance program and the public notification associated with it.

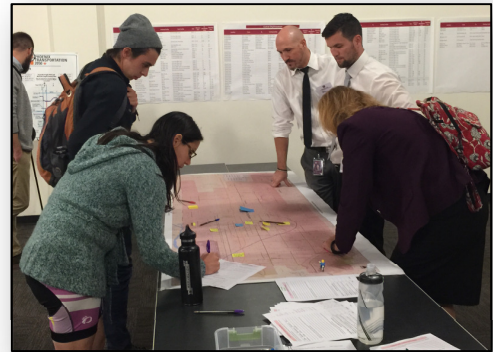
The City of Phoenix hosted major public events for the Five-Year Bicycle Program throughout the course of FY 2018, including:

- Five-Year Bicycle Program Public Open House (December 4, 2017)
- City of Phoenix Bicycle Forum (April 28, 2018)
- Bicycle and pedestrian improvement project meetings

Five-Year Bicycle Program Public Open House

The Department held an open house on December 4, 2017, at the A.E. England Building to provide the public with an opportunity to view the plan's content, learn the planning process, and comment on the FY 18 Draft Five-Year Bicycle Program. Over 100 attendees provided valuable input that is summarized in this report.

During this public feedback opportunity, city officials displayed materials describing the Five-Year Bicycle Program development process, bicycle infrastructure investment progress, on-going and upcoming bicycle corridor study efforts and the development of a citywide bicycle network, as well as provided opportunities for location-specific public feedback. At the meeting, attendees had the opportunity to record their feedback by completing a Bicycle Network Planning Area specific comment card and/or provide direct comments on printed aerial maps indicating existing facilities and proposed facility improvements.



Following the conclusion of the open house, an additional online public involvement opportunity was initiated. Between December 4, 2017 and March 31, 2018, the Department opened an online

survey for the public to provide open-response written comments. The survey was separated into specific comment opportunities for each of the five Bicycle Network Planning Areas, as well as general comments applicable across the citywide bicycle network.

City of Phoenix Bicycle Forum

The Department hosted a Bicycle Forum on Saturday, April 28, 2018. This event was held to showcase bicycle programming efforts, on-going and upcoming bicycle corridor study efforts, and funded and constructed bicycle infrastructure projects. Additionally, this event provided an opportunity for discussion between city staff, keynote speakers, and the public to share ideas, and opportunities to improve the incorporation of bicycle infrastructure and policy into the Department’s processes moving forward.

During this event, the findings of the December 5th Public Open House comments and the online survey were compiled and presented to the public during one of the multiple morning breakout sessions. These findings are further explained in the following section.



Public Outreach Findings

Public Comment Cards

Over 70 individual comment cards were completed at the December 4, 2017 Open House. Within each comment card, participants were asked to complete a theoretical funding distribution exercise, where participants were provided \$100 to divide across five categories accordingly. The funding categories included the “Five E’s of Bicycle Friendly Communities” as indicated by the League of American Bicyclists, including engineering, education, encouragement, enforcement, and evaluation and planning. Based upon all comments received, the public has indicated the following priorities as it pertains to improving the ease of bicycling within Phoenix:



- Engineering – \$41.34
- Evaluation & Planning – \$21.59
- Education – \$17.29
- Encouragement – \$10.37
- Enforcement – \$9.41

These responses generally align with the current allocation of bicycle improvement funding available to the Department. Given the higher costs of design and construction efforts, Engineering requires the largest share of the available funding. The second highest priority investment category, Evaluation & Planning, corresponds to the extensive planning efforts that the Department’s



Programming & Project Delivery² Division conduct. In order to assess potential corridors and specific locations, the city plans to conduct a comprehensive analysis to determine the most appropriate infrastructure investments and the appropriate implementation prioritization.

In addition to the theoretical funding distribution exercise, meeting attendees had the opportunity to provide open-response comments regarding both existing and proposed bicycle facilities on the comment cards. These comments were collected and analyzed alongside the public survey responses. Furthermore, hundreds of individual map comments were recorded at the public meeting, representing location-specific questions, comments, and concerns with existing and proposed bicycle infrastructure improvements. The results of these comments are represented in the Public Survey Response section.

Public Survey Response

The survey response period was open for approximately four months allowing for participants to provide open-response comments. Within this period, 57 individuals provided input, accounting for a total of 70 total unique responses. Given the open-ended free-response format of the survey, the responses varied greatly, including comments expressing concern with increasing bicycle improvements, criticism concerning locations containing or not containing improvements, as well as suggested areas of improvement and indications of support for proposed improvements.

With the wide variety of responses across all surveys, the following statements indicate reoccurring comments or groupings of similar comments expressed across the online surveying, open-response comments provided from comment cards, and open-response comments linked to the aerial maps:

Commonly Expressed Concerns

- Perceived increased vehicular congestion
- Perceived safety concerns surrounding bicycling
- Driver concerns – bicycle and vehicle conflict points
- Bicyclist concerns – unsafe, unshaded, and unprotected existing bicycle facilities
- Perceived diversion of funds from other roadway improvements



Commonly Expressed Opportunities

- Improve physical separation of bicycle facilities
- Buffered/protected bicycle lanes



² This division was previously named “Transportation Planning & Programming.”



- Connect bicycle network gaps
- Connect bicycle network to transit stops/hubs
- Extend bicycle corridor length(s)
- Coordinate with adjacent/regional municipalities (Tempe, Scottsdale, Maricopa County, MAG, etc.)
- Improve canal paths and roadway crossings



Bicycle Infrastructure Improvement Hotspot Locations

- Sky Harbor Airport – Improve connectivity around the airport
- Salt River Crossing – Improve connectivity across the Salt River between Downtown and South Phoenix
- 3rd Street – Improve connectivity between Downtown and Midtown Phoenix
- Central Avenue – Improve existing shared bicycle lanes
- McDowell Road – Expressed strong desire for a prominent, direct, east-west corridor

These common themes have surfaced through various outreach venues and are being addressed in studies, plans and bike and pedestrian projects outlined in this report. As an example, through the Key Corridor Master Plan, bicycle and pedestrian networks will be developed along with solutions to potential system gaps that impede connectivity. As another example, planned improvements along the Third Street, which is the number one prioritized project in the BMP, is under final design from Garfield Avenue to Indian School Road.

Challenges

Over the past three years there has been a significant change in policy direction for the City of Phoenix’s transportation network through Complete Streets to expand the primary focus of street design to include the safety and comfort of all users. Transportation choices like cycling help to connect people to places and other transportation alternatives and encourage more active and healthy lifestyles.

Additional bicycle facilities are now focused on collector streets to provide networks between area cores. These streets provide low-stress, low-volume routes that keep pedestrian and cyclists off the major arterials. However, ongoing challenges such as the lack of east-west corridors through the middle of the city, missing links to arterial streets, need for pedestrian-bicycle bridges and the inability to repurpose some streets to add bicycle infrastructure persist when trying to grow the bicycle element of the transportation system. In addition, common themes from residents have surfaced throughout the public involvement process including:

- Need for safety and bicycle protection
- Address the gaps in the bicycle system
- Concerns with removing traffic lanes



Two citywide initiatives will help staff develop a more robust network throughout the 15 villages. The Key Corridors Master Plan will define the primary and secondary functions of the arterial and collector streets, whether it be transit, freight, auto, pedestrian or bicycle use, and help to fill the gaps within the system. Through this process, bicycle networks can be developed and designed using the details found in the future updated Department's Planning and Design Manual. Protection is important for many cyclists and will be addressed in detail within the document. Physical separation through buffered striping or physical barriers in conflict areas are currently planned in projects such as:

- 3rd and 5th Avenue (two-way protected cycle-track)
- 3rd Street (buffering with small raised pavement markings)
- 20th Street (physical barrier and/or buffer between bicycle and travel lanes)

Summary

Providing a more comprehensive, safer, and, sustainable transportation network is necessary to balance the needs of all users of the public right-of-way. With a continued coordinated effort within and between city departments, plans, and programs, and evaluating possibilities from proposed projects by private development and partner agencies, greatly increasing the number and types of bicycle facilities plays a vital role in achieving a balanced transportation network.



**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2017 Neighborhood Traffic Management Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	44th St	Shea Blvd	Cholla St	none	4-6 foot bike lane	1.00						installed
	Campbell Ave	107th Ave	99th Ave	none	4-6 foot bike lane	2.00						installed
	Cholla St	40th St	Tatum Blvd	none	4-6 foot bike lane	1.50						installed
	Lafayette Blvd	56th St	64th St	none	4-6 foot bike lane	2.00						installed
						6.50						

FY 2017 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	Clarendon Ave	55th Ave	Indian School Rd	none	buffered	0.88						installed
	Maryvale Pkwy	Clarendon Ave	53rd Ave	none	bike lane	2.20						installed
	Grovers Ave	16th St	Cave Creek Rd	4-6 foot bike lane	intersection treatment							installed
	Liberty Ln	15th St	24th St	4-6 foot bike lane	intersection treatment							ongoing interagency coordination with ADOT
	Cholla St	35th Ave	31st Ave	no bike lanes	4-6 foot bike lane	1.00						installed
	Grovers Rd	Cave Creek Rd	32nd St	no bike lanes	4-6 foot bike lane	2.00						installed
						6.08						

FY 2017 CIP Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	Avenida Rio Salado/Broadway Rd	51st Ave	43rd Ave	none	4-6 foot bike lane					2.00		in construction
										2.00		

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2017 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility	FY 2017					Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	Adams St	27th Ave	19th Ave	none	4-6 foot bike lane	2.00						installed
	Jefferson St	27th Ave	22nd Ave	bike route	4-6 foot bike lane	1.00						installed
	Jefferson St	20th Ave	19th Ave	none	shared lane markings		0.24					installed
	Encanto Blvd	at 15th Ave		no bike lanes	extend bike lanes to intersection							installed
						3.00	0.24					

FY 2017 Combined totals for all programs	FY 2017				
	Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)
	15.58	0.24		2.00	

Note:
Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects. Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

**Appendix B
FY 2018**

FY 2018 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)	
	Durango St	35th Ave	27th Ave	no bike lane	4-6 foot bike lane					2.00	pending public notification
	16th St	n/o Bell Rd	s/o Union Hills Dr	4-6 foot bike lane	intersection treatments needed						installation on-hold; asphalt shortage
	32nd St	n/o Southern Ave	s/o Broadway Rd	no bike lane	shared lane markings	2.00					installed
	56th St	n/o Thunderbird Rd	s/o Greenway Rd	4-6 foot bike lane	intersection treatments needed						installed
	64th St	n/o Greenway Pkwy	s/o Bell Rd	4-6 foot bike lane	intersection treatments needed						installed
	Cave Creek Rd	n/o Deer Valley Rd	s/o Pinnacle Peak Rd	4-6 foot bike lane	intersection treatments needed						planned
	Dobbins Rd	7th Ave	7th St	no bike lanes	4-6 foot bike lane					2.00	pending public notification
	Hatcher Rd	19th Ave	7th Ave	no bike lanes	4-6 foot bike lane					2.00	planned
	Hatcher Rd	e/o 7th St	w/o Cave Creek Rd	4-6 foot bike lane	intersection treatments needed						in work queue for field staff
	Hatcher Rd	w/o Central Ave	w/o 7th St	4-6 foot bike lane	intersection treatments needed						in work queue for field staff
						2.00				6.00	

FY 2018 CIP Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)	
	1st St	McKinley St	Moreland St	none	4-6 foot bike lane	0.66					installed
	Avenida Rio Salado/Broadway Rd	43rd Ave	35th Ave	none	4-6 foot bike lane					2.00	in construction
						0.66				2.00	

FY 2018 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)	
	Central Ave	Ruth Ave	Mountain View Rd	none	bicycle route signage		0.83				installed (shared lane markings)
	Central Ave	Bethany Home Rd	Ruth Ave	none	shared lane markings						canceled (speed limit too high)
	Central Ave	Mineral Rd	Highline Canal	bike lanes	extend bike lanes to intersection	0.40					installed
	Central Ave	South Mountain Park	Mineral Rd	none	shared lane markings		2.40			2.40	pending

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

**Appendix B
FY 2018**

12th St	Thomas Rd	Osborn Rd	none	bike HAWK						planned
15th Ave	Harrison St	Van Buren St	none	protected bicycle lanes			1.00			installed
15th Ave	I-17	Harrison St	none	bicycle lane	2.00					installed
Washington St	7th Ave	7th St	none	shared lane markings				2.02		pending; Valley Metro & downtown developer coordination
Washington St	at 44th St		no bike lanes	extend bike lanes to intersection						partially installed
Jefferson St	7th Ave	5th St	none	4-6 foot bike lane				1.78		pending; in coordination with Capital West light rail extension
Jefferson St	at 17th Ave		none	extend bike lanes to intersection						installed
Jefferson St	at 16th Ave		none	extend bike lanes to intersection						installed
Jefferson St	at 15th Ave		none	extend bike lanes to intersection						installed
3rd Ave	Jefferson St	Van Buren St	none	4-6 foot bike lane				0.60		under design
3rd Ave	at Van Buren St		no bike lane	extend bike lanes to intersection						under design
5th Ave	Washington St	Van Buren St	none	4-6 foot bike lane				0.44		under design
5th Ave	at Van Buren St		no bike lane	through bike lanes w/ intersection road diet				0.40		under design
Oak St	24th St	32nd St	parking	shared lane markings				1.98		planned
Oak St	32nd St	47th Pl / Crosscut Canal	bike route	4-6 foot bike lane				3.96		planned
Oak St	48th St	52nd St	none	4-6 foot bike lane				0.98		planned
Oak St	52nd St	56th St	none	4-6 foot bike lane				1.00		planned
Indian Bend Wash	at Thunderbird Rd		underpass	wayfinding						in work queue for field staff
Indian Bend Wash	at 36th St		crosswalk	wayfinding						in work queue for field staff
Indian Bend Wash	at 40th St		underpass	wayfinding						in work queue for field staff
Indian Bend Wash	at Cactus Rd		underpass	wayfinding						in work queue for field staff
Indian Bend Wash	at Tatum Blvd		underpass	wayfinding						in work queue for field staff
Indian Bend Wash	at Shea Blvd		underpass	wayfinding						in work queue for field staff
Chandler Blvd	27th Ave	18th Ave	none	4-6 foot bike lane	1.60					installed
Cave Creek Rd	at Sweetwater Ave		no bike lanes	extend bike lanes to intersection						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Sharon Dr		no bike lanes	extend bike lanes to intersection						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Greenway Rd		no SB bike lane	extend bike lanes to intersection						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Greenway Pkwy		no bike lanes	extend bike lanes to intersection						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Grandview Rd		no bike lanes	extend bike lanes to intersection						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Bell Rd		no bike lanes	combined bike lane / turn lane						reprogrammed to FY 19 Pavement Maintenance Management Program
Cave Creek Rd	at Grovers Ave		no bike lanes	extend bike lanes to intersection						planned
Cave Creek Rd	at Union Hills Dr		no bike lanes	extend bike lanes to intersection						planned
Cave Creek Rd	at Beardesley Rd		no bike lanes	extend bike lanes to intersection						planned; coordination w/ ADOT
Cave Creek Rd	at Rose Garden Ln		no bike lanes	extend bike lanes to intersection						planned
Broadway Rd	51st Ave	19th Ave	none	4-6 foot bike lane				8.06		under construction
Broadway Rd	19th Ave	7th St	none	4-6 foot bike lane				4.04		planned
					4.00	3.23	1.00		27.66	

**City of Phoenix Street Transportation Department
 Five-Year Bicycle Program
 FY 2018 - FY 2023**

FY 2018 Combined totals for all programs				
	<i>Total new bicycle lanes (miles)</i>			
	6.66	3.23	1.00	35.66
	<i>Total new shared lane markings (miles)</i>			
	<i>Total new protected bicycle lanes (miles)</i>			
<i>Total new buffered bicycle lanes (miles)</i>				
<i>Pending new (miles)</i>				

Note:
 Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects.
 Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2019 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	29th Ave	Greenway Rd	Bell Rd	4-6 foot bike lane	intersection treatments needed							planned
	31st Ave	n/o Sweetwater Ave	s/o Thunderbird Rd	4-6 foot bike lane	intersection treatments needed							planned
	35th Ave	Dobbins Rd	Baseline Rd	partial bike lanes	4-6 foot bike lane				1.80			planned
	43rd Ave	Bell Rd	Union Hills Dr	4-6 foot bike lane	intersection treatments needed							planned
	45th Ave	Grovers Ave	Union Hills Dr	no bike lanes	4-6 foot bike lane				1.00			planned
	7th Ave	n/o Broadway Rd	s/o Elwood St	4-6 foot bike lane	intersection treatments needed							planned
	71st Ave	n/o McDowell Rd	s/o Indian School Rd	no bike lanes	4-6 foot bike lane				4.00			planned
	75th Ave	n/o Broadway Rd	s/o Lower Buckeye Rd	4-6 foot bike lane	intersection treatments needed							planned
	Baseline Rd	e/o 7th Ave (N/B)	w/o Central Ave	no bike lane	4-6 foot bike lane				1.00			planned
	Cotton Center Blvd	40th St	48th St	4-6 foot bike lane	intersection treatments needed							planned
	Encanto Blvd	e/o 75th Ave	w/o 67th Ave	no bike lanes	4-6 foot bike lane				2.00			planned
	Grant St	e/o Black Canyon Fwy	w/o 19th Ave	no bike lanes	4-6 foot bike lane				0.90			planned
	Happy Valley Rd	e/o 67th Ave	w/o 61st Ave (S/B)	4-6 foot bike lane (partially exists)	4-6 foot bike lane				0.40			planned
	Mountain Gate Pass	e/o Cave Creek Rd	e/o Cave Creek Dam Rd	no bike lanes	4-6 foot bike lane				1.00			planned
	Oak St	e/o 7th St	w/o 14th St	no bike lanes	4-6 foot bike lane				1.50			planned
	Osborn Rd	e/o 59th Ave	w/o 51st Ave	no bike lanes	4-6 foot bike lane				2.00			planned
	Palm Ln	e/o 91st Ave	w/o 86th Dr	no bike lanes	4-6 foot bike lane				1.00			planned
	Roosevelt St	e/o 7th Ave	w/o 1st Ave	no bike lanes	4-6 foot bike lane				0.90			planned
	Southern Ave	e/o 7th St	e/o 16th St	4-6 foot bike lane	intersection treatments needed							planned
	Sweetwater Ave	e/o 32nd St	w/o 36th St	4-6 foot bike lane	intersection treatments needed							planned
	Utopia Rd/Yorkshire Dr	e/o Cave Creek Rd	e/o 32nd St	no bike lanes	4-6 foot bike lane				2.00			planned
									19.50			

FY 2019 CIP Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	107th Avenue	Indian School Rd	Camelback Rd	none	4-6 foot bike lane				2.00			planned
									2.00			

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2019 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	3rd St	Indian School Rd	Roosevelt St	none	4-6 foot bike lane					4.20		planned
	3rd St	Indian School Rd	Roosevelt St	none	protected bike lane					1.00		planned
	3rd St	Roosevelt St	Filmore St	none	4-6 foot bike lane					0.58		planned
	3rd Ave	Thomas Rd	Van Buren St	bike lane	4-6 foot bike lane					3.00		planned
	3rd Ave	Thomas Rd	Van Buren St	bike lane	protected bike lane					1.00		planned
	5th Ave	Thomas Rd	Van Buren St	bike lane	4-6 foot bike lane					3.96		planned
	Oak St	3rd St	16th St	none	4-6 foot bike lane					2.00		planned
	Oak St	3rd St	16th St	none	protected bike lane					0.50		planned
	Oak St	16th St	24th St	bike route	4-6 foot bike lane					2.02		planned
	Encanto Blvd	7th Ave	Central Ave	none	shared lane markings					1.04		planned
	Encanto Blvd	Central Ave	3rd St	discontinuous	shared lane markings					0.66		planned
	Grand Canal		15th Ave	not paved	shared-use path					3.00		planned
	Grand Canal	15th Ave	16th St	not paved	shared-use path					5.50		planned
	Grand Canal	16th St	36th St	not paved	shared-use path					7.00		planned
	Grand Canal	36th St	40th St	not paved	shared-use path					1.20		planned
	Grand Canal	40th St	PHX/Tempe Border	not paved	shared-use path					4.40		planned
	Grand Canal	at Indian School Rd (2250 W)		none	crosswalk							planned
	Grand Canal	at 15th Ave		none	rapid flashing beacon							planned
	Grand Canal	at 7th Ave		none	bike HAWK							planned
	Grand Canal	at 7th St		none	crosswalk							planned
	Grand Canal	at 12th St		none	rapid flashing beacon							planned
	Grand Canal	at Longview Ave		none	crosswalk							planned
	Grand Canal	at Indian School Rd (1550 E)		none	bike HAWK							planned
	Grand Canal	at 16th St		none	bike HAWK							planned
	Grand Canal	at Osborn Rd		none	rapid flashing beacon							planned
	Grand Canal	at 20th St		none	rapid flashing beacon							planned
	Grand Canal	at Thomas Rd		none	crosswalk							planned
	Grand Canal	at 24th St		none	bike HAWK							planned
	Grand Canal	at Oak St		none	crosswalk							planned
	Grand Canal	at McDowell Rd		none	bike HAWK							planned
	Grand Canal	at 32nd St		none	bike HAWK							planned
	Grand Canal	at Washington St		none	crosswalk							planned
	Grand Canal	at 44th St		refuge island	rapid flashing beacon							planned
	Grand Canal	at 48th St		none	crosswalk							planned
	Grand Canal	at 19th Ave		none	bike HAWK							planned
	Sweetwater Ave	42nd St	Paradise Village Pkwy	none	bicycle lane					2.00		planned
	Sweetwater Ave	42nd St	Paradise Village Pkwy	none	protected bike lane					0.40		planned
	Sweetwater Ave	at Cave Creek Rd		no bike lanes	extend bike lanes to Intersection							planned
	Sweetwater Ave	at 32nd St		no bike lanes	extend bike lanes to Intersection							planned
	Sweetwater Ave	at 40th St		no bike lanes	extend bike lanes to Intersection							planned
	Sweetwater Ave	at 56th St		no bike lanes	extend bike lanes to Intersection							planned
	Sweetwater Ave	at 64th St		no bike lanes	extend bike lanes to Intersection							planned
	Cave Creek Wash	at Peoria Ave		underpass	wayfinding							planned
	Cave Creek Wash	at Cactus Rd		underpass	wayfinding							planned

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

**Appendix C
FY 2019**

Cave Creek Wash	at Thunderbird Rd		underpass	wayfinding						planned
Cave Creek Wash	at 7th Ave		underpass	wayfinding						planned
Cave Creek Wash	at 7th St		underpass	wayfinding						planned
Cave Creek Rd	at Deer Valley Rd		no bike lane (SB)	through bike lanes w/ intersection road diet				0.40		planned
Cave Creek Rd	at Mountain Gate Pass		no bike lanes	extend bike lanes to Intersection						planned
Cave Creek Rd	at Desert Peak Pkwy		no bike lane (SB)	extend bike lanes to Intersection						planned
Cave Creek Rd	at Desert Willow E /W Pkwy		no bike lanes	extend bike lanes to Intersection						planned
Cave Creek Rd	at Lone Mountain Rd		no bike lane (NB)	combined bike lane / turn lane						planned
									43.86	

FY 2019 Combined totals for all programs				
				Total new bicycle lanes (miles)
				Total new shared lane markings (miles)
				Total new protected bicycle lanes (miles)
				Total new buffered bicycle lanes (miles)
				Pending new (miles)
				65.36

Note:
Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects.
Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2020 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility	Total new bicycle lanes (miles)					Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	41st Dr	End of road	Anthem Way	4-6 foot bike lane	intersection treatments needed							planned
	47th Ave/Topeka Rd	n/o Union Hills Dr	n/o Yorkshire Dr	no bike lanes	4-6 foot bike lane					1.40		planned
	Campbell Ave	e/o 20th St	w/o 24th St	4-6 foot bike lane	intersection treatments needed							planned
	Dobbins Rd	e/o 51st Ave	w/o 43rd Ave	no bike lane	4-6 foot bike lane					2.00		planned
	Earll Dr	e/o 7th Ave	e/o 3rd Ave	no bike lanes	4-6 foot bike lane					0.40		planned
	Grovers Ave	e/o Central Ave	w/o 7th St	4-6 foot bike lane	intersection treatments needed							planned
	Lower Buckeye Rd	e/o 107th Ave	w/o 99th Ave	partial bike lanes (.5 mile)	4-6 foot bike lane					1.00		planned
	Paradise Ln	w/o 51st Ave	e/o 43rd Ave	4-6 foot bike lane	intersection treatments needed							planned
	Southern Ave	59th Ave	51st Ave	4-6 foot bike lane	intersection treatments needed							planned
	Thunderbird Rd	w/s 32nd St	e/s 40th St	4-6 foot bike lane	intersection treatments needed							planned
	Cave Creek Rd	S/O Greenway Rd	n/o Bell Rd	none	4-6 foot bike lane					1.96		planned
	06-35	Ahwatukee Ct / Mountain Preserve	Mountain Preserve / Blackfoot Dr	none	4-6 foot bike lane					2.98		planned
	Quarter Section 1-23/1-24	Baseline Rd / Vineyard Rd	27th Ave / 19th Ave	none	4-6 foot bike lane					2.00		planned
	Quarter Section 23-32	Glendale Ave / Orangewood Ave	SR 51 Frwy / 24th St	none	4-6 foot bike lane					1.20		planned
	Quarter Section 48-13	Prickly Pear Trl / Pyramid Peak Pkwy	Pyramid Peak Pkwy / Mountain Preserve	none	4-6 foot bike lane					0.84		planned
	Quarter Section 38-18	Grovers Ave / Union Hills Dr	47th Ave / 43rd Ave	bike lane & route	4-6 foot bike lane					2.12		planned
	Quarter Section 26-28	Las Palmaritas Dr / Dunlap Ave	Central Ave / 7th St	none	4-6 foot bike lane					2.00		planned
	Quarter Section 18-20/17-20	Glenrosa Ave / Camelback Rd	39th Ave / 35th Ave	none	4-6 foot bike lane					1.54		planned
	12th St	n/o Vineyard Rd	s/o Southern Ave	none	4-6 foot bike lane					1.00		planned
	Quarter Section 21-21	Maryland Ave / Bethany Home Rd	35th Ave / 31st Ave	bike lane & route	4-6 foot bike lane					2.00		planned
	7th Ave	n/o Dobbins Rd	s/o Baseline Rd	partial bike lane	complete 4-6 foot bike lane					1.00		planned
	Acoma Dr	e/o 39th Ave	w/o 31st Ave	none	4-6 foot bike lane					2.00		planned
	Lindner Dr	Bell Rd / Grovers Ave	51st Ave / 47th Ave	partial bike lane	complete 4-6 foot bike lane					0.76		planned
	Quarter Section 4-33	Roeser Rd / Broadway Rd	24th St/28th St	partial bike lane	complete 4-6 foot bike lane					1.00		planned
	95th Ave	Minnezona Ave	s/o Camelback Rd	none	4-6 foot bike lane					0.67		planned
										27.87		

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2020 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)	
	3rd St	Washington St	Filmore St	none	4-6 foot bike lane					0.86	planned
	3rd St	Lincoln St	Washington St	none	4-6 foot bike lane					0.84	planned
	3rd St	Buckeye Rd	Lincoln St	none	4-6 foot bike lane					0.74	planned
	20th St	Maryland Ave	Glendale Ave	none	4-6 foot bike lane					2.00	planned
	20th St	Bethany Home Rd	Claremont Ave	none	shared lane markings					1.00	planned
	20th St	Camelback Rd	Missouri Ave	bike lanes	protected bike lanes					1.00	planned
	20th St	Highland Ave	Camelback Rd	bike lanes	protected bike lanes					1.00	planned
	20th St	Highland Ave		no bike lanes (NB)	through bike lanes w/ intersection road diet						planned
	3rd Ave	Indian School Rd		no bike lane	extend bike lanes to intersection						planned
	3rd Ave	Clarendon Ave		no bike lane	extend bike lanes to intersection						planned
	3rd Ave	Osborn Rd		no bike lane	extend bike lanes to intersection						planned
	3rd Ave	Earll Dr		no bike lane	extend bike lanes to intersection						planned
	3rd Ave	Thomas Rd		no bike lane (SB)	extend bike lanes to intersection						planned
	7th Ave	Deer Valley Rd	Melinda Ln	none	extend bike lanes to intersection					0.22	planned
	7th Ave	Greenway Pkwy		no bike lanes	through bike lanes w/ intersection road diet					0.40	planned
	7th Ave	Bell Rd		no bike lanes	extend bike lanes to intersection						planned
	7th Ave	Grovers Ave		no bike lanes	extend bike lanes to intersection						planned
	7th Ave	Union Hills Dr		no bike lanes	extend bike lanes to intersection						planned
	7th Ave	Beardsley Rd (SR 101)		no bike lanes	extend bike lanes to intersection						planned
	Missouri Ave	43rd Ave		none	Shared Lane Markings					2.04	planned
	Missouri Ave	27th Ave		detour	4-6 foot bike lane					5.00	planned
	Missouri Ave	23rd Ave		none	extend bike lanes to intersection					1.00	planned
	Cave Creek Wash	19th Ave		none	bike HAWK						planned
	Roeser Rd	32nd St		bike route	4-6 foot bike lane					1.02	planned
	Roeser Rd	at Central Ave		no bike lanes	extend bike lanes to intersection						planned
	Roeser Rd	at 7th St		no bike lanes	extend bike lanes to intersection						planned
	Roeser Rd	at 16th St		no bike lanes	extend bike lanes to intersection						planned
	Roeser Rd	at 24th St		no bike lanes	extend bike lanes to intersection						planned
	Roeser Rd	at 40th St		no bike lane (EB)	extend bike lanes to intersection						planned
	Encanto Blvd	91st Ave		none	4-6 foot bike lane					0.90	planned
	Encanto Blvd	87th Ave		none	4-6 foot bike lane					0.48	planned
	Encanto Blvd	83rd Ave		none	4-6 foot bike lane					1.98	planned
	Encanto Blvd	75th Ave	67th Ave	none	4-6 foot bike lane					4.96	planned
	Encanto Blvd	67th Ave	55th Ave	none	4-6 foot bike lane					4.96	planned
	Encanto Blvd	51st Ave	49th Ave	none	bike detection						planned
	Encanto Blvd	at 51st Ave		no bike lanes (EB)	bike detection						planned
	Encanto Blvd	at 43rd Ave		no bike lanes	extend bike lanes to intersection						planned
	Encanto Blvd	at 35th Ave		no bike lanes	extend bike lanes to intersection						planned
										30.40	

City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023

FY 2020 Combined totals for all programs					
					58.27

Note:

Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects. Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2021 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	23rd Ave	n/s Pinnacle Peak Rd	s/s Happy Valley Rd	partial bike lanes (w/s)	full 4-6 bike lanes					1.00		planned
	27th Ave	n/s Agua Fria Frwy	n/s Rose Garden Ln	no bike lane	4-6 foot bike lane					0.50		planned
	40th St	s/o Pecos Rd	n/o Chandler Blvd	4-6 foot bike lane	intersection treatments needed							planned
	Osborn Rd	w/o Black Canyon Fwy	e/o 19th Ave	4-6 foot bike lane	intersection treatments needed							planned
	Paradise Ln	w/o 40th St	e/o 44th St	no bike lanes	4-6 foot bike lane					1.00		planned
	Southern Ave	e/o 24th St	w/o 32nd St	4-6 foot bike lane	intersection treatments needed							planned
	Sweetwater Ave	e/o 28th St	w/o 32nd St	4-6 foot bike lane	intersection treatments needed							planned
	Yorkshire Dr	w/o 39th Ave	e/o 31st Ave	4-6 foot bike lane	intersection treatments needed							planned
	16th St	n/o Baseline Rd	s/o Southern Ave	none	4-6 foot bike lane					2.00		planned
	99th Ave	n/o Broadway Rd	n/o Lower Buckeye Rd	partial bike lane	complete 4-6 foot bike lane					1.54		planned
	99th Ave	Mobile Ln (COP boundary)	n/o Broadway Rd	none	4-6 foot bike lane							planned
	99th Ave (E 1/2)	s/o Thomas Rd	n/o Indian School Rd	none	4-6 foot bike lane					2.00		planned
	Quarter Section 09-32/09-33/010-33	Ray Rd / Rockledge Rd	22nd St / Rocky Slope Dr	partial bike lane	complete 4-6 foot bike lane					2.84		planned
	Quarter Section 40-18/40-17	Yorkshire Dr / Beardsley Rd	47th Ave / 43rd Ave	partial bike lane	complete 4-6 foot bike lane					0.98		planned
	23rd Ave	n/o Grandview Rd	s/o Bell Rd	none	4-6 foot bike lane							planned
	45th Ave	n/o Opportunity Wy	s/o Anthem Wy	none	4-6 foot bike lane							planned
										11.86		

FY 2021 CIP Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	Buckeye Rd	67th Ave	59th Ave/Loop 202	none	4-6 foot bike lane					2.00		planned
	Lower Buckeye Rd	27th Ave	19th Ave	none	4-6 foot bike lane					2.00		planned
										4.00		

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2021 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility	Total new bicycle lanes (miles)					Status
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)	
	24th St	Van Buren St	Sky Harbor Cir	none	4-6 foot bike lane					1.66	planned
	25th St	Sky Harbor Cir	I-10	none	4-6 foot bike lane					2.18	planned
	Van Buren St	7th St	24th St	none	4-6 foot bike lane					4	planned
										7.84	

FY 2021 Combined totals for all programs	Total new bicycle lanes (miles)				
	Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)
					23.70

Note:
Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects.
Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2022 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	RelnventPHX Gateway											
	Van Buren St	24th St	44th St	no bike lane	4-6 foot bike lane					5.00		planned
	3rd Ave	Arizona Canal	Roma Ave	none	bike HAWK							planned
	Union Hills Dr	27th Ave	23rd Ave	none	4-6 foot bike lane					1.00		planned
	Union Hills Dr	51st Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	47th Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	43rd Ave		no bike lanes	combined bike lane / turn lane							planned
	Union Hills Dr	39th Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	35th Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	19th Ave		no bike lane WB	combined bike lane / turn lane							planned
	Union Hills Dr	15th Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	7th Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	Central Ave		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	7th St		no bike lane EB	extend bike lanes to intersection							planned
	Union Hills Dr	12th St		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	16th St		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	17th Wy		no bike lane EB	extend bike lanes to intersection							planned
	Union Hills Dr	at 20th St intersection		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	Cave Creek Rd		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	28th St		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	32nd St		no bike lane EB	Combined Bike Lane / Turn Lane							planned
	Union Hills Dr	34th St		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	40th St		no bike lanes	extend bike lanes to intersection							planned
	Union Hills Dr	Tatum Blvd		no bike lanes	extend bike lanes to intersection							planned
	32nd St	Hartford Ave	Mountain View Rd	none	bicycle lane					9.34		planned
	32nd St	Grovers Ave		no bike lane SB	extend bike lanes to intersection							planned
	33rd St	Michigan Ave		no bike lane SB	extend bike lanes to intersection							planned
	34th St	Union Hills Dr		no bike lane SB	extend bike lanes to intersection							planned
	35th St	Utopia Rd		no bike lanes	extend bike lanes to intersection							planned
	Roeser Rd	19th Ave	15th Ave	bike route	extend bike lanes to intersection							planned
	Atlanta Ave	15th Ave	7th Ave	bike route	extend bike lanes to intersection							planned
	Chandler Blvd	Desert Foothills Pkwy	26th St	bike route with edge line stripe	4-6 foot bike lane					3.16		planned
	Chandler Blvd	26th St	I-10	none	4-6 foot bike lane					6.54		planned
	Chandler Blvd	Desert Foothills Pkwy		no bike lanes	extend bike lanes to intersection							planned
	Cave Creek Rd	7th St / Dunlap Rd	8th St	none	4-6 foot bike lane					0.40		planned
	Cave Creek Rd	Hatcher Rd		no bike lanes	extend bike lanes to intersection							planned
	Cave Creek Rd	Mountain View Rd		no bike lanes	extend bike lanes to intersection							planned
	Cave Creek Rd	Peoria Ave		no bike lanes	extend bike lanes to intersection							planned
	Cave Creek Rd	Cactus Rd /Thunderbird Rd		no bike lanes	through bike lanes w/ intersection road diet					0.40		planned
	Western Canal	Central Ave	24th St	not paved	shared-use path					5.00		planned
	Western Canal	at Central Ave Intersection		none	bike HAWK							planned
	Western Canal	at Jesse Owens Pkwy intersection		none	crosswalk							planned
	Western Canal	at 7th St intersection		none	bike HAWK							planned
	Western Canal	at 10th St intersection		none	crosswalk							planned
	Western Canal	at 16th St intersection		none	bike HAWK							planned
	Western Canal	at 24th St intersection		none	bike HAWK							planned
										30.84		

**City of Phoenix Street Transportation Department
 Five-Year Bicycle Program
 FY 2018 - FY 2023**

FY 2022 Combined totals for all programs	<i>Total new bicycle lanes (miles)</i>	
	<i>Total new shared lane markings (miles)</i>	
	<i>Total new protected bicycle lanes (miles)</i>	
	<i>Total new buffered bicycle lanes (miles)</i>	
	<i>Pending new (miles)</i>	30.84

Note:
 Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects.
 Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

**City of Phoenix Street Transportation Department
Five-Year Bicycle Program
FY 2018 - FY 2023**

FY 2023 Bicycle Master Plan	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	12th St	Dunlap Ave	Mountain View Rd		intersection redesign							planned
	3rd St	Roosevelt St	McDowell Rd							1.00		planned
	35th Ave	n/o Dulap Ave	n/o Peoria Ave							2.00		planned
	Sky Harbor Cir N	Buckeye Rd	24th St							1.50		planned
	15th Ave	End of road	I-17							1.00		planned
	Lower Buckeye Rd	27th Ave	19th Ave							1.10		planned
	20th St	Dobbins Rd	South Mountain Ave							1.10		planned
	68th St	Montreal Pl	Bell Rd									planned
	Butler Dr	39th Ave	27th Ave							1.00		planned
	Pointe Golf Club Dr	Thunderbird Rd	Sharon Dr							3.00		planned
										11.70		

FY 2023 Pavement Maintenance Program	Location	From	To	Existing or pre-construction facility	Planned or constructed facility						Status	
						Total new bicycle lanes (miles)	Total new shared lane markings (miles)	Total new protected bicycle lanes (miles)	Total new buffered bicycle lanes (miles)	Pending new (miles)		
	Bell Rd	w/o 40th St	w/o Tatum Blvd							2.00		planned
	Bell Rd	e/o 32nd St	w/o 40th St							2.00		planned
	Buckeye Rd	w/o 43rd Ave	e/o 35th Ave							2.00		planned
	McDowell Rd	e/o 51st Ave	e/o 43rd Ave							2.00		planned
	Northern Ave	e/o 16th St	SR 51							1.20		planned
	Thomas Rd	w/o 48th St	e/o 56th St							2.00		planned
	19th Ave	n/o Arizona Canal	Dunlap Ave							0.67		planned
	Buckeye Rd	75th Ave	67th Ave							2.00		planned
	Lower Buckeye Rd	83rd Ave	75th Ave							1.00		planned
	Van Buren St	7th St	16th St							2.00		planned
	Van Buren St	24th St	32nd St							2.00		planned
	Van Buren St	16th St	24th St							2.00		planned
	27th Ave	s/o Van Buren St	n/o McDowell Rd							2.00		planned
	Chandler Blvd	Desert Foothills Pkwy	24th St							2.00		planned
	North Valley Pkwy	s/o Casino Ave	s/o Sonoran Desert Dr							3.75		planned
	Shea Blvd	w/o 40th St	e/o Tatum Blvd							2.00		planned
	Tatum Blvd	s/o Deer Valley Rd	n/o Pinnacle Peak Rd							1.00		planned
	Thomas Rd	e/o 40th St	e/o 48th St							2.00		planned
	Thomas Rd	w/o 7th St	e/o 16th St							2.00		planned
	Union Hills Dr	w/o 19th Ave	e/o 7th Ave							2.00		planned
	Union Hills Dr	w/o 7th Ave	e/o 7th St							2.00		planned
	Osborn Rd	7th St	16th St							2.00		planned
	79th Ave	n/o Broadway Rd	79th Ave / Elwood St							0.90		planned
	Hatcher Rd	7th Ave	Central Ave		intersection redesign							planned
										42.52		

**City of Phoenix Street Transportation Department
 Five-Year Bicycle Program
 FY 2018 - FY 2023**

FY 2023 Combined totals for all programs	<i>Total new bicycle lanes (miles)</i>	
	<i>Total new shared lane markings (miles)</i>	
	<i>Total new protected bicycle lanes (miles)</i>	
	<i>Total new buffered bicycle lanes (miles)</i>	
	<i>Pending new (miles)</i>	54.22

Note:
 Reported mileage is bidirectional. Ongoing and continual coordination is undertaken between city staff, programs, and departmental divisions to install/construct bicycle projects.
 Possible future bicycle projects undergo city staff and management review, at which point, bidirectional miles of bicycle infrastructure are estimated.

5-YEAR BICYCLE PROGRAM UPDATE



Citizens Transportation Commission

January 24, 2019

City of Phoenix



Six Distinct Work Efforts

- Neighborhood Traffic Management
- Capital Improvement Program
- Developer & Partner Agency Projects
- Bicycle Master Plan
- T2050 Mobility Program
- **Pavement Maintenance Program**

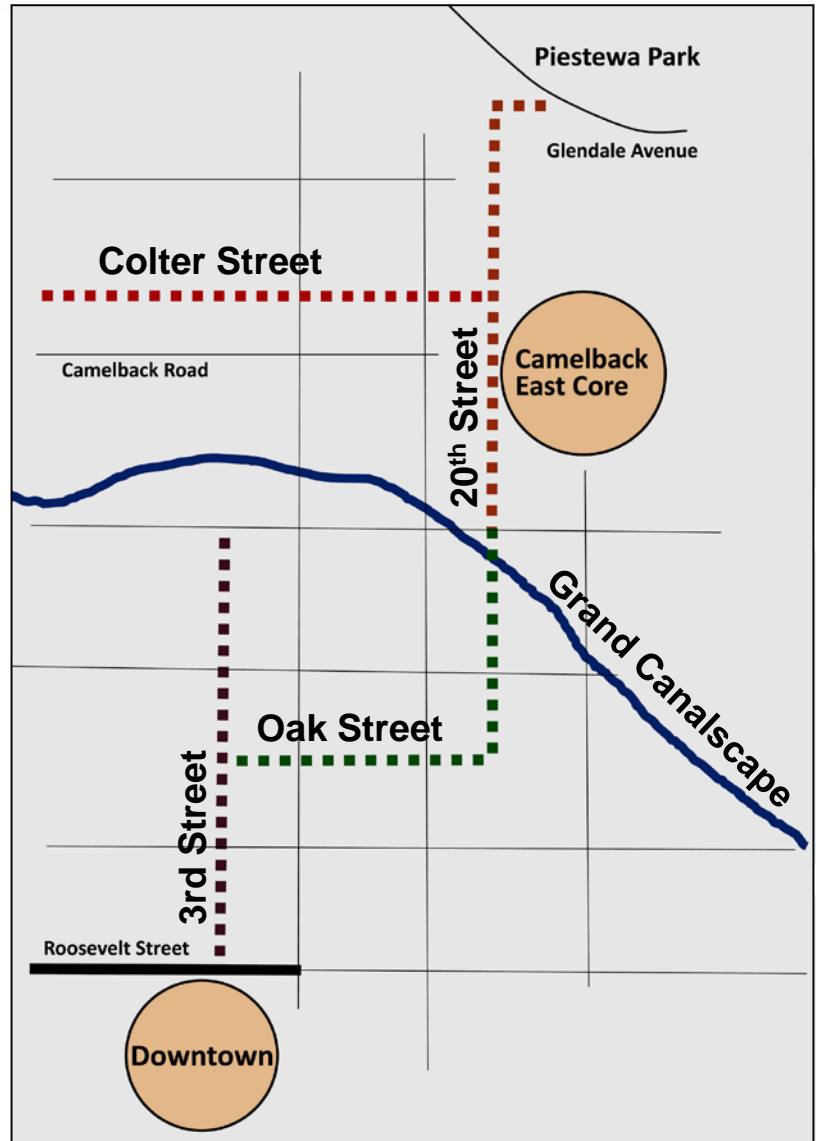




Development of Networks

Emphasis:

- Connectivity and safety
- Low-stress/low-volume network
- Transportation options
- Complete streets elements
- Economic development





Public Feedback Common Themes

- Safety and protection
- Gaps in system
- Removal of traffic lanes



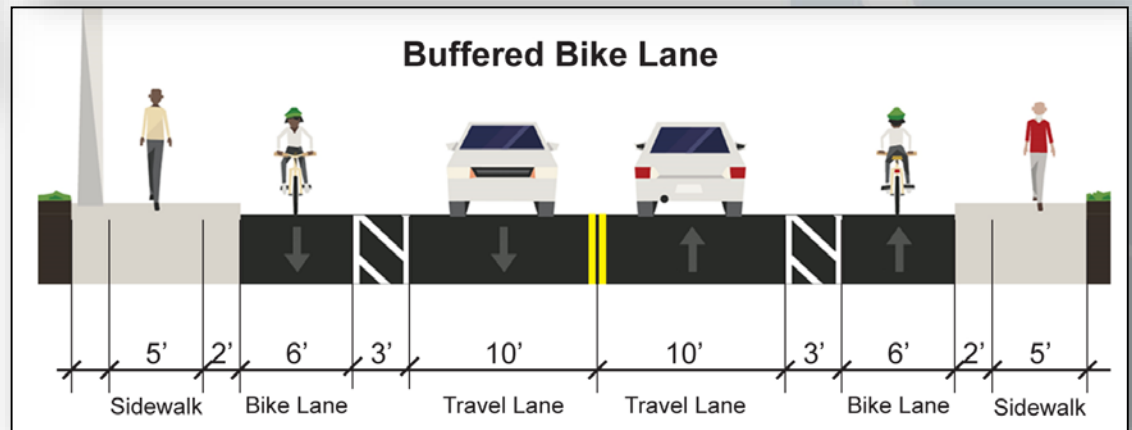


Neighborhood Bike Protection

Existing



Proposed





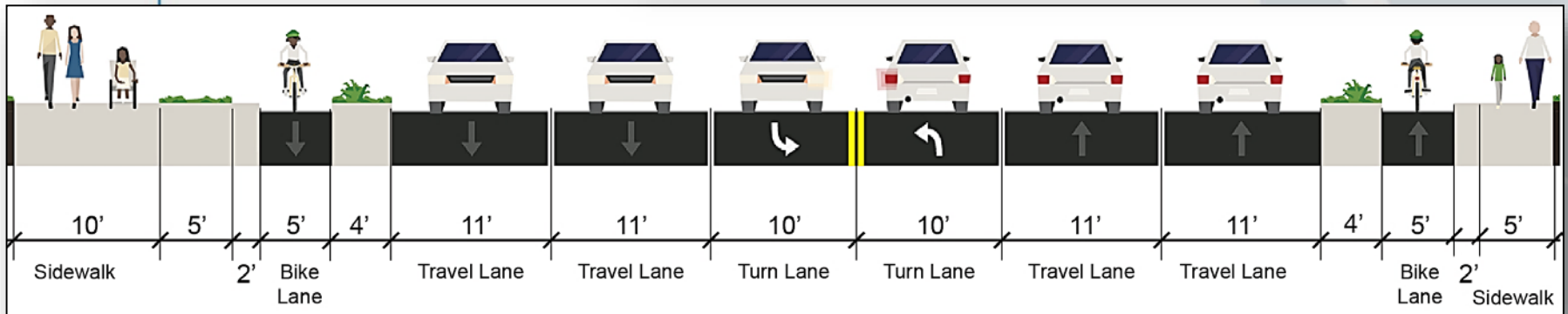
Commercial District Protection

Existing



20th Street Improvements

Proposed





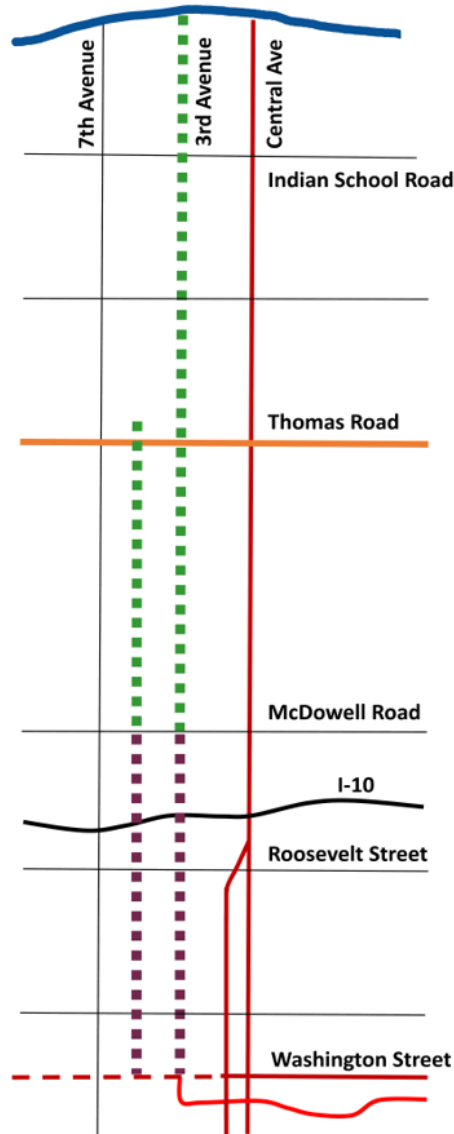
Bicycle/Pedestrian Corridor

**Future Grand Canal
Multi-use Path** 

**Future Bus Rapid
Transit Line**

3rd 5th Ave Ph I 
3rd 5th Ave PH II 

**Existing and Future
LRT Lines** 



- Connections to the public transit system
- Corridors designed for specific function
- Balancing the needs of the traveling public and area residents



Addressing Gaps in the System

- Cost-effective solutions for safe crossings
- Filling gaps in the bicycle/ pedestrian system
- Connecting activity centers with the collector street system





Link to Plans and Initiatives

- Key Corridors Master Plan
- Planning and Design Manual – Update
- Downtown Transportation Update
- Choice Neighborhoods Grant



EASTLAKE / GARFIELD
NEIGHBORHOOD
(CHOICE NEIGHBORHOODS)



A MOBILITY IMPROVEMENT PROJECT



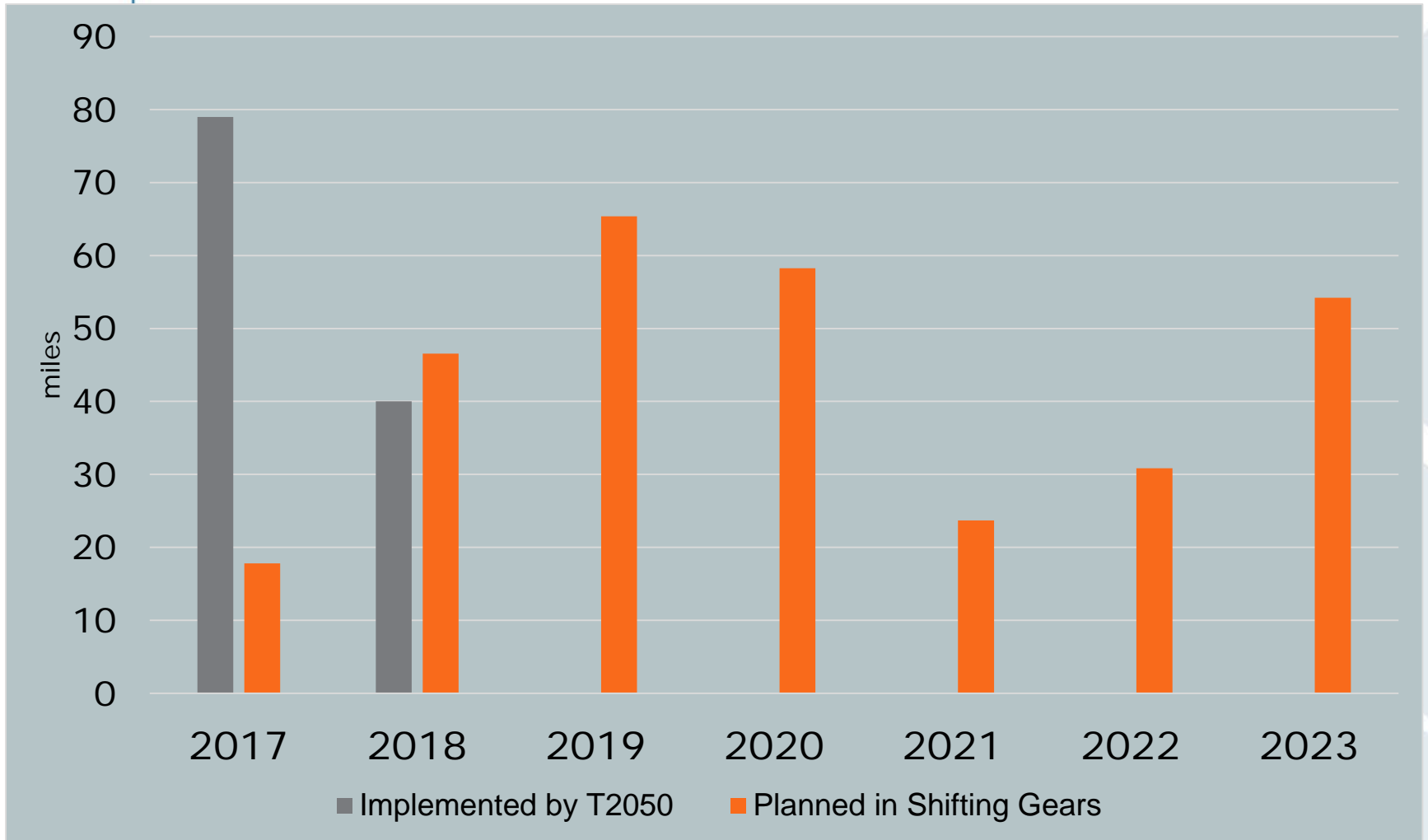
Bicycle/Pedestrian Counts



- Bicycle and pedestrian count data is being collected
- T2050 bicycle performance measures to document usage



Installed and Planned Bike Lanes





Indian School Road Bike Lanes



Existing Bike Lanes

Grand Canal



Next Steps



- Solicit input on updated 5-Year Bicycle Plan
- Refine the Bicycle Master Plan
- Extensive outreach efforts to add bicycle lanes by restriping through the accelerated pavement program





Questions?



CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

SUBJECT: Request for Proposals for North/South Transit Facilities Fixed Route
Services

This report provides information and requests the Citizens Transportation Commission recommend approval by the Aviation and Transportation Subcommittee for the Public Transit Department (PTD) to issue a request for proposals (RFP) for the fixed route (bus) transit services operated from the city-owned North and South transit facilities for a contract period beginning July 1, 2020.

THE ISSUE

Since July 1, 2015, Transdev Services, Inc. has provided the city with fixed route transit services operated from the North and South facilities under a fixed cost contract model. The contract is comprised of approximately 70 percent of Phoenix's bus service and expires June 30, 2020. The five-year contract is currently valued at \$440 million. PTD staff is currently developing a RFP for a future contractor to be determined as the result of the competitive procurement process.

The North Transit Facility is located at 2010 W. Desert Cove Drive and houses transit fleet vehicles, as well as facilities for the contractor to utilize for administration and operations including: vehicle maintenance, facility maintenance, bus fueling, a bus wash and several vehicle maintenance bays. The recently refurbished South Transit Facility is located at 2225 W. Lower Buckeye Road and serves as the contractor's administrative offices, in addition to operations, which also includes safety and training rooms, facilities for vehicle maintenance and bus and road supervisor dispatching.

There are currently 134 transit vehicles assigned to the North Transit Facility, and 211 transit vehicles assigned to the South Transit Facility. The joint fleet provides service on 36 routes throughout the region, averaging 15.2 million revenue (service) miles per year. The routes operated from both facilities consist of 30 local and circulator routes and six RAPID routes. Currently, this contract provides service to an average of two million passenger boardings per month.

Routes operated under the current contract include some of the region's busiest, including: Route 19 (19th Avenue), Route 35 (35th Avenue), Route 50 (Camelback Road) and Route 70 (24th Street/Glendale Avenue). Transdev currently employs approximately 980 local staff to operate, maintain and administer this contract on behalf of the city.

OTHER INFORMATION

The contract will be fixed price (cost per revenue mile) for a five-year term beginning July 1, 2020, with two additional one-year options to extend at the city's discretion. The total seven-year contract term provides known costs as Phoenix continues implementing the T2050 plan, and allows the contractor to spread fixed and capital costs over a longer period, which results in lower cost proposals to the city. The two-year extension options will be exercised only if it is in the city's best interest to do so and the contractor has performed satisfactorily during the five-year base period.

The RFP will include performance standards and monetary assessments based on performance data from the past three calendar years. These contract provisions will be implemented in accordance with the Federal Transit Administration (FTA) guidelines as set forth in the FTA's Best Practices Procurement Manual.

The RFP will contain evaluation criteria and processes, as well as a transparency in lobbying clause. The RFP criteria will focus on the following areas, mirroring the recent process utilized for procuring similar services operated from the city's West Transit Facility:

- Qualifications, expertise and experience (250 points)
- Proposed management and personnel (150 points)
- Understanding of work scope and transition plan (200 points)
- Cost (400 points)

A tentative procurement schedule is shown below:

Date	Details
July 16, 2019	RFP released
Aug. 22, 2019	Proposals due
Sept. 23-25, 2019	Panel evaluations
Oct. 8, 2019	Best and final offers due
Oct. 15, 2019	Award recommendation
July 1, 2020	Contract start date

RECOMMENDATION

Staff requests approval to issue a request for proposals for the provision of fixed route transit services operated from the city's North and South transit facilities. Once the solicitation process is complete, staff will return to the Citizens Transportation Commission to provide the results of the procurement and request approval to enter into a contract with the successful proposer.

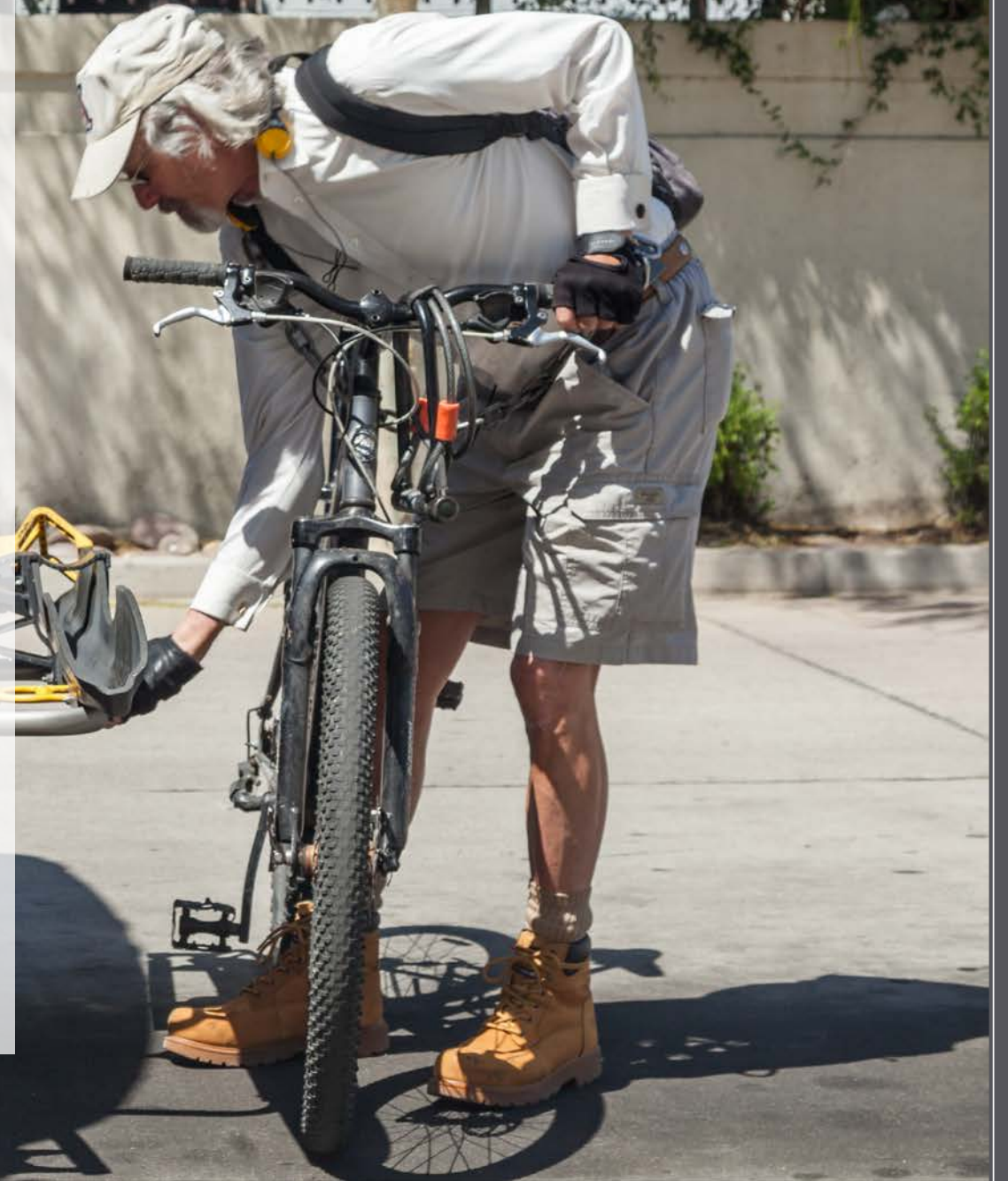


North/South Transit Facilities Fixed Route Services Contract



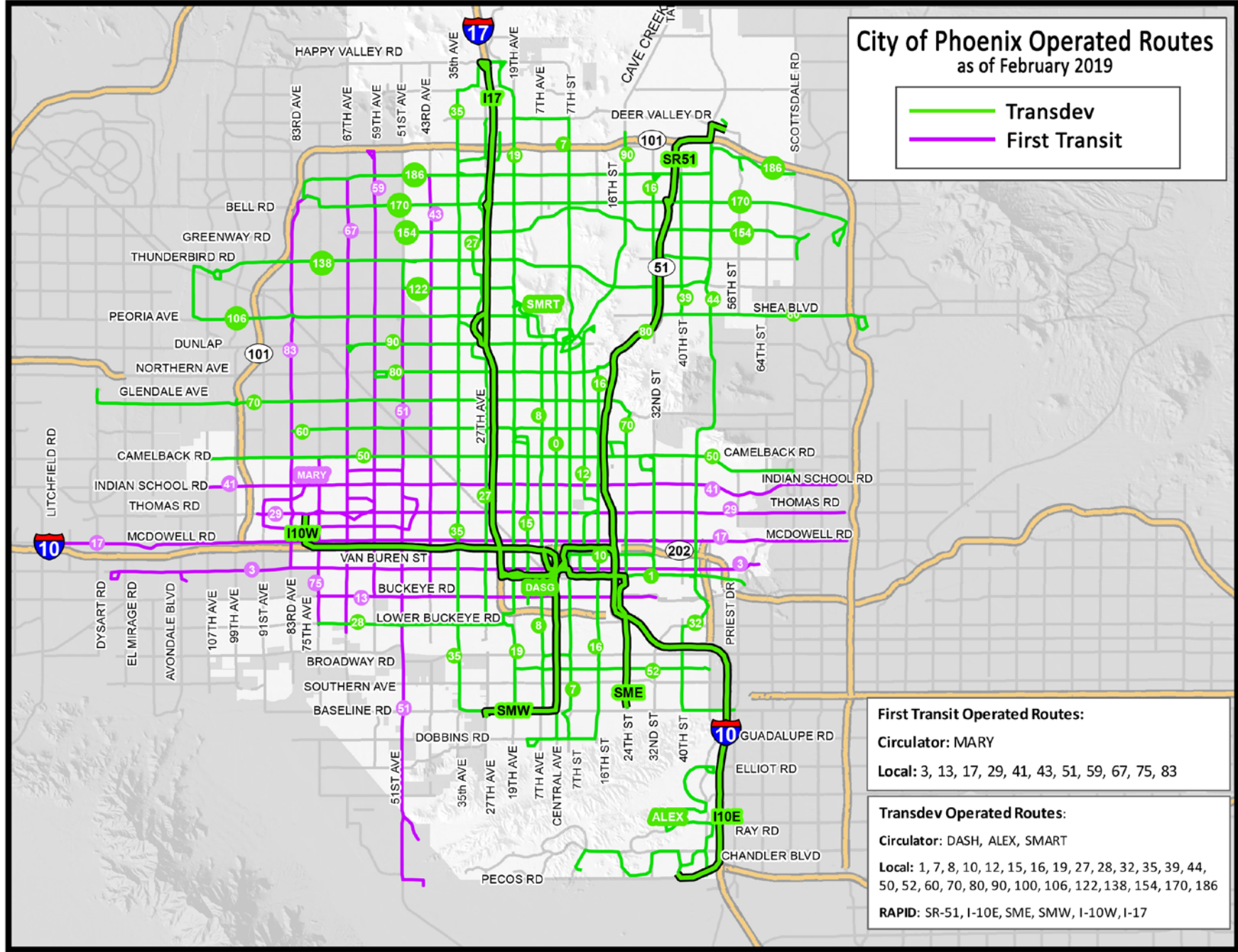
North/South Facilities Fixed Route Services

- 345 total vehicles
(Local, RAPID and Circulator)
- 2 operating garages
- 36 regional routes
- 15.3 million annual revenue miles
- 70% of Phoenix's bus service



City of Phoenix Operated Routes as of February 2019

— Transdev
— First Transit



First Transit Operated Routes:
Circulator: MARY
Local: 3, 13, 17, 29, 41, 43, 51, 59, 67, 75, 83

Transdev Operated Routes:
Circulator: DASH, ALEX, SMRT
Local: 1, 7, 8, 10, 12, 15, 16, 19, 27, 28, 32, 35, 39, 44, 50, 52, 60, 70, 80, 90, 100, 106, 122, 138, 154, 170, 186
RAPID: SR-51, I-10E, SME, SMW, I-10W, I-17



Route 50 – Camelback Road

North/South Facilities

Fixed Route Services

- ~2M monthly passenger boardings
- Operation of some of the region's busiest routes, including:
 - Route 19 (19th Ave.)
 - Route 35 (35th Ave.)
 - Route 50 (Camelback Road)
 - Route 70 (24th St./Glendale Ave.)

Current Contract

- Five-year contract
- Expires June 30, 2020
- Current contract value: \$440 million
- Supports almost 1,000 local jobs





RFP for North/South Facilities Fixed Route Services

Evaluation Criteria

- Total Cost: **40 percent**
- Qualifications, Expertise and Experience: **25 percent**
- Understanding Scope of Work and Transition Plan: **20 percent**
- Proposed Management and Personnel: **15 percent**



RFP for North/South Facilities Fixed Route Services

Tentative Procurement Schedule

Date	Details
July 2019	RFP released
August 2019	Proposals due
September 2019	Panel evaluations
October 2019	Best and Final offers
October 2019	Award recommendation
July 1, 2020	Contract start date

NEXT STEPS

- Staff requests the Citizens Transportation Commission recommend approval by the City Council's Aviation and Transportation subcommittee for an RFP to be issued by the Public Transit Department for a contract for the fixed route transit services operated from the city-owned North and South transit facilities starting July 1, 2020.
- Once the solicitation process is complete, staff will return to the CTC at a later date with a contract award recommendation.



CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

SUBJECT: Request for Proposals for Operations Control Center and Data Collection Services

This report provides information and requests the Citizens Transportation Commission recommend approval by the Aviation and Transportation Subcommittee for the Public Transit Department to issue a Request for Proposals (RFP) for Operations Control Center (OCC) and data collection services for a contract period beginning July 1, 2020.

THE ISSUE

Since July 1, 2015, Transdev Services, Inc. has provided the city with OCC and data collection services under a fixed cost contract model. The primary function of the OCC is to manage Phoenix's fixed route (bus) transit fleet using the regional computer aided dispatch/automatic vehicle locator (CAD/AVL) system. In addition, the OCC provides several regional functions, including: transit data collection, transit system monitoring and reporting, creating public service and bus stop announcements, farebox collection and malfunction reporting, providing CAD/AVL training to other agencies, and developing operational reports specific to regional transit providers' agreements with their respective transit service providers.

The OCC's data collection function serves to collect operational data for route planning and National Transit Database (NTD) Program reporting. Ridership data gathered as a result of the OCC's data collection function is provided to the Federal Transit Administration's (FTA) NTD program for use in appropriating FTA funds to the city of Phoenix. Other functions performed by the OCC include providing notification of real-time incidents to transit stakeholders (city staff, service provider staffs, in-field road supervisors), serving as the primary contact for requests from public safety departments, as well as investigating incidents for city staff, local police departments, Valley Metro (VM) customer service and transit operations contractor personnel, and coordinating bus bridging for the light rail system during service outages.

The five-year current contract is valued at approximately \$8 million and expires June 30, 2020. PTD staff is currently developing a RFP for a future contractor to be determined as the result of the competitive procurement process.

The OCC operates from the Public Transit Building, 302 N. First Avenue, on the fifth floor. The site consists of a workspace containing eight computer-aided dispatch/automatic vehicle locator and radio workstations, and two adjacent offices for administrative and data collection personnel. The OCC also has an additional space

available at the West Transit Facility with four CAD/AVL workstations for use during emergencies or special event operations.

The OCC oversees all Phoenix fixed route bus operations including 48 routes and over 22 million revenue service miles per year. On a monthly basis, the OCC responds to over 3,000 phone calls from bus operations and maintenance staffs, the Phoenix Police Department, and VM customer service personnel; and over 65,000 radio calls and text messages directly from bus operators. There are currently 21 OCC employees: one manager, one data collection coordinator, two data collectors, and 17 controllers.

OTHER INFORMATION

The contract will have a fixed price for a five-year term beginning July 1, 2020, with two additional one-year options to extend at the city's discretion. The total seven-year contract term provides known costs as Phoenix continues implementing the T2050 plan, and allows the contractor to spread fixed and capital costs over a longer period, resulting in lower cost proposals to the city. The two-year extension options will be exercised only if it is in the city's best interest to do so and the contractor has performed satisfactorily during the five-year base period.

The RFP will include performance standards and monetary assessments based on performance data from the past three calendar years. These contract provisions will be implemented in accordance with guidelines set forth in the FTA's Best Practices Procurement Manual.

The RFP will contain evaluation criteria and processes, as well as a transparency in lobbying clause. The RFP criteria will focus on:

- Qualifications, expertise and experience (250 points)
- Proposed management and personnel (150 points)
- Understanding of work scope and transition plan (200 points)
- Cost (400 points)

A tentative procurement schedule is shown below:

Date	Details
July 16, 2019	RFP released
Aug. 22, 2019	Proposals due
Sept. 23-25, 2019	Panel evaluations
Oct. 8, 2019	Best and final offers due
Oct. 15, 2019	Award recommendation
July 1, 2020	Contract start date

RECOMMENDATION

Staff requests approval to issue a request for proposals for the provision of operations control center and data collection services. Once the solicitation process is complete, staff will return to the Citizens Transportation Commission to provide the results of the procurement and request approval to enter into a contract with the successful proposer.



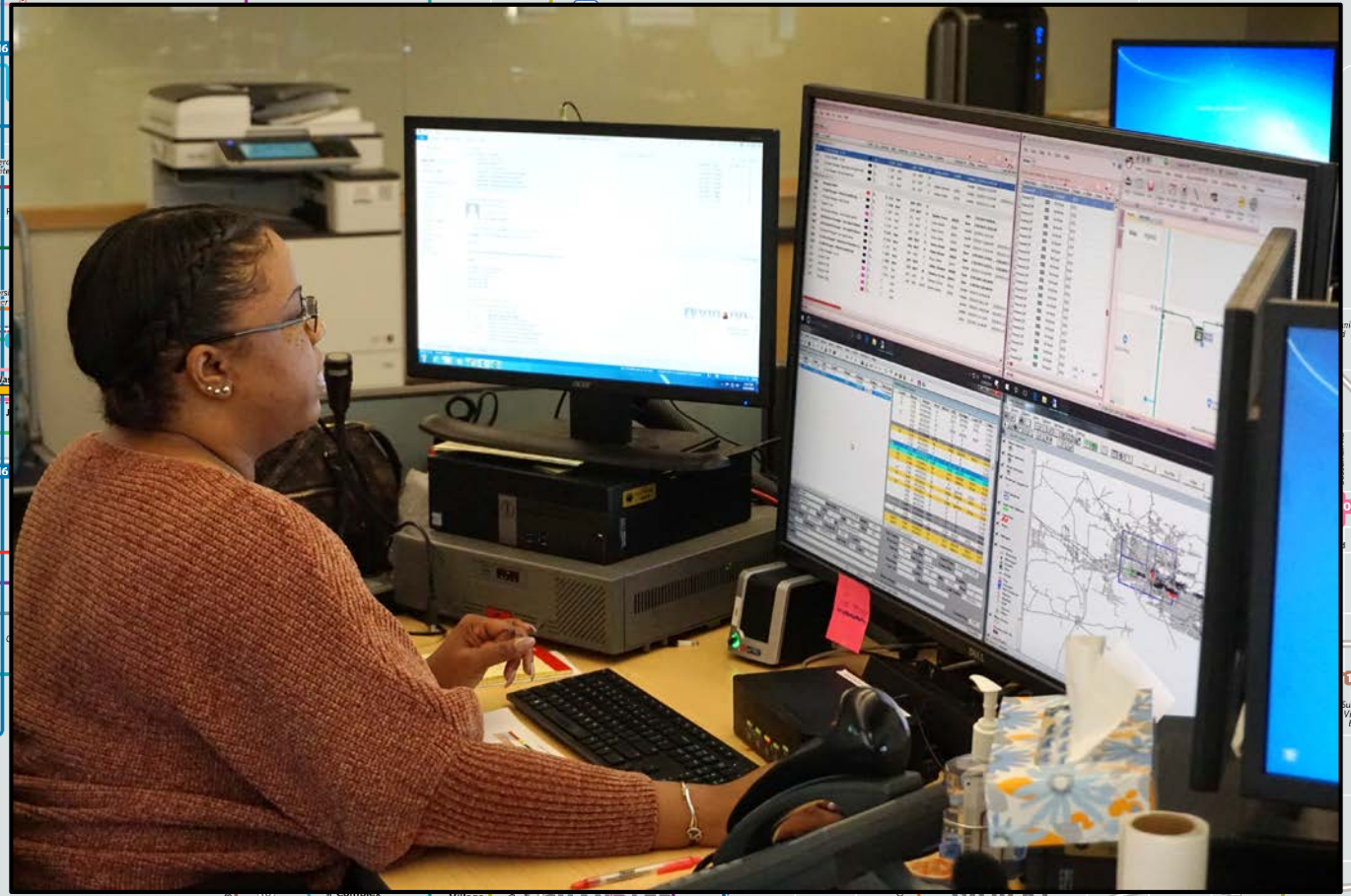
Bus Operations Control Center (OCC) and Data Collection Services Contract

SME South Mountain East RAPID
SMW South Mountain West RAPID

- 520 Tempe Express
- 521 Tempe Express
- 522 Tempe Express
- 531 Mesa/Gilbert Express
- 533 Mesa Express
- 535 Northeast Mesa Express
- 541 Chandler/Mesa Express
- 542 Chandler Express
- 562 Goodyear Express
- 563 Avondale/Buckeye Express
- 571 Surprise Express
- 573 Northwest Valley Express
- 575 Northwest Valley Express

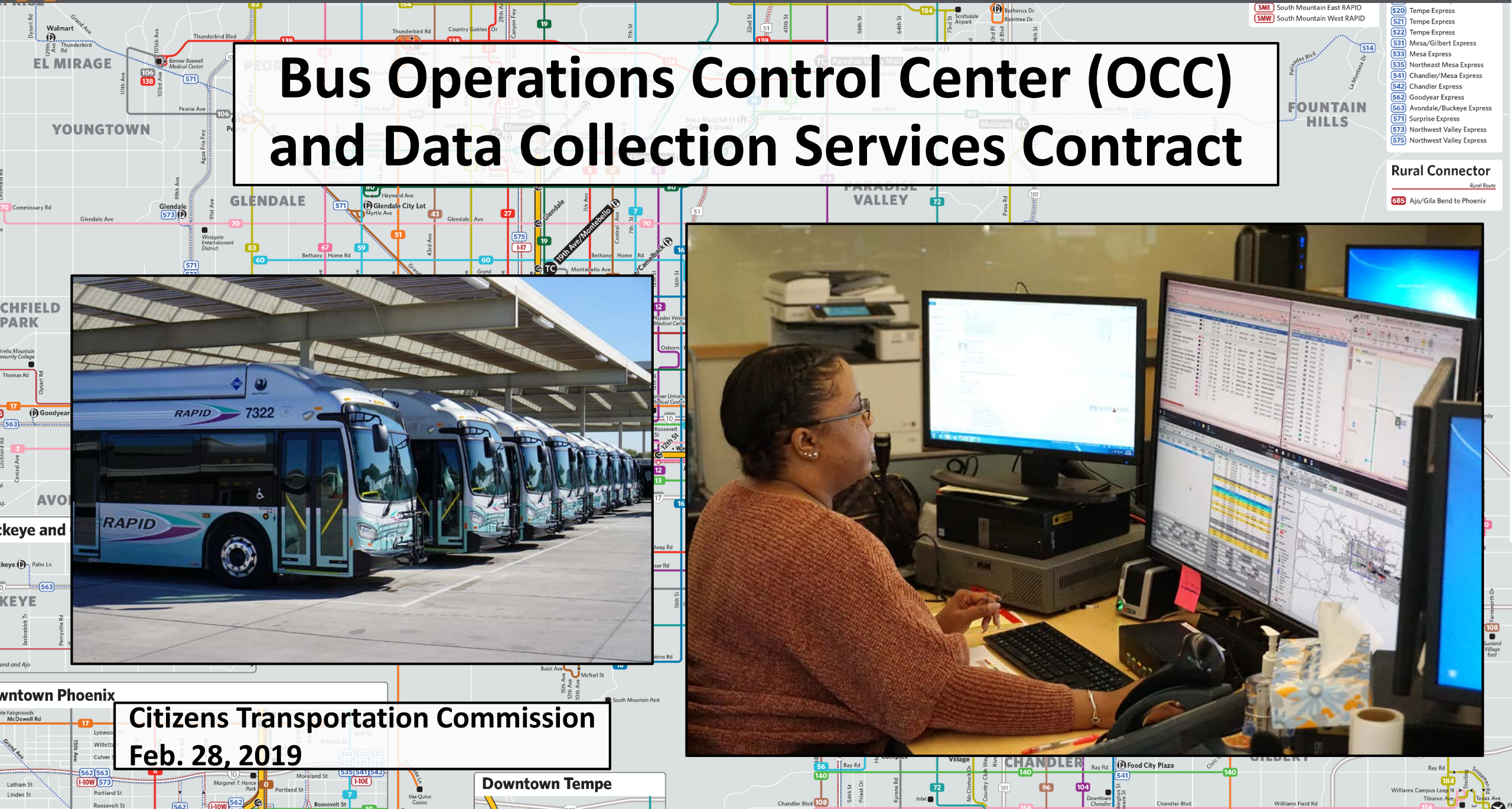
Rural Connector

- Rural Route
- 685 Ajo/Gila Bend to Phoenix



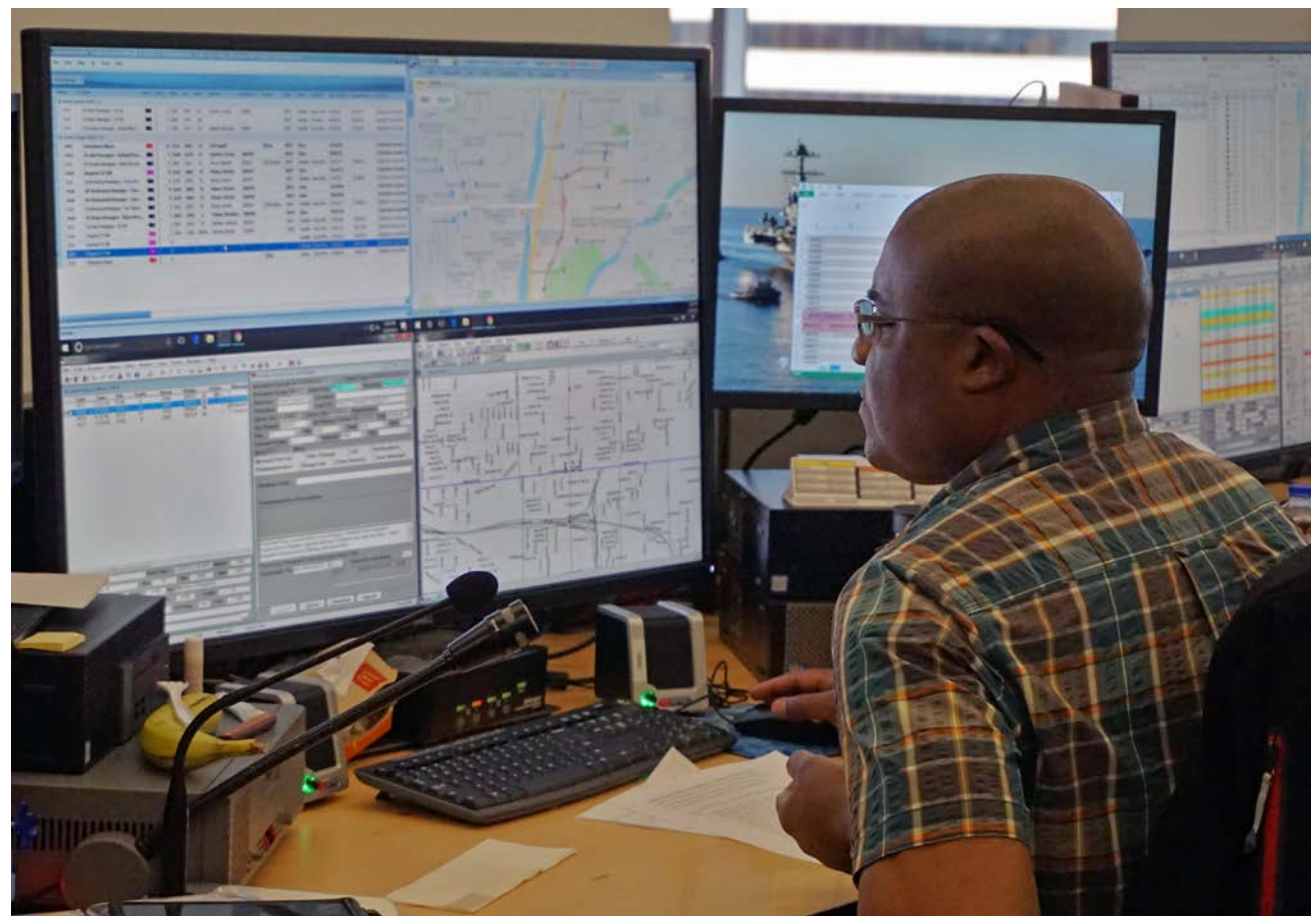
Citizens Transportation Commission Feb. 28, 2019

Downtown Tempe



OCC and Data Collection Functions

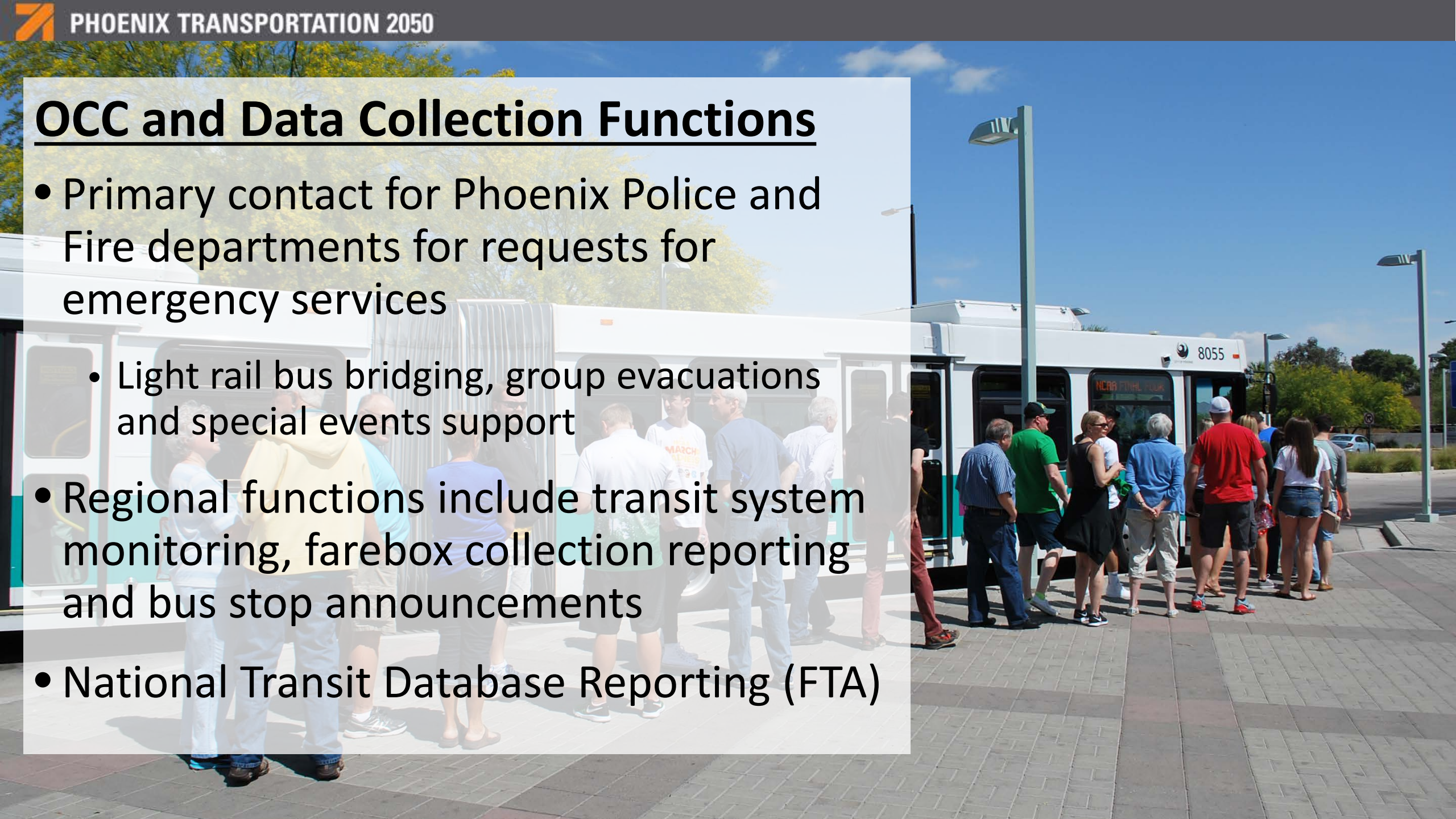
- Manages Phoenix's buses (500+) operating out of the North, South and West Transit Facilities
- 24-hour staffing provides continuous transit system monitoring, reporting and data collection
 - 3,000 monthly phone calls; 65,000 radio/text messages
- Provides notification of real-time incidents
 - Detours, mechanical failures, bus exchanges and customer service





OCC and Data Collection Functions

- Primary contact for Phoenix Police and Fire departments for requests for emergency services
 - Light rail bus bridging, group evacuations and special events support
- Regional functions include transit system monitoring, farebox collection reporting and bus stop announcements
- National Transit Database Reporting (FTA)



Current Contract

- Total contract amount: \$8.1 million
- Current contract is three years, with two one-year options to extend
- Expires June 30, 2020
- Accounts for 21 local private sector jobs





RFP for OCC and Data Collection Services

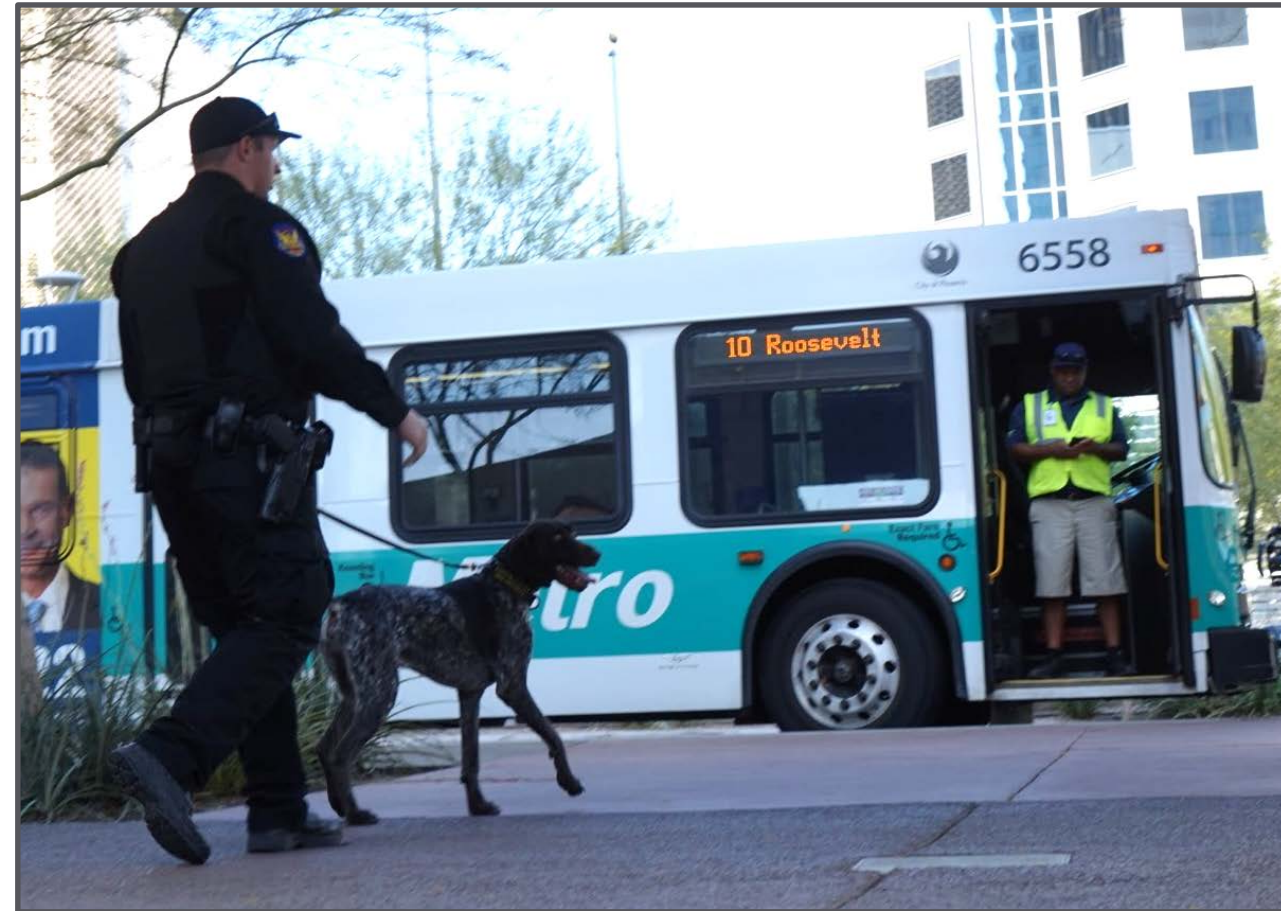
Tentative Procurement Schedule

Date	Details
July 2019	RFP released
August 2019	Proposals due
September 2019	Panel evaluations
October 2019	Best and Final offers
October 2019	Award recommendation
July 1, 2020	Contract start date

RFP for OCC and Data Collection Services

Evaluation of submitted RFPs

- Total Price: **40 percent**
- Qualifications, expertise and experience: **25 percent**
- Understanding scope of work and transition plan: **20 percent**
- Proposed organizational structure: **15 percent**





RFP for OCC and Data Collection Services

Staff requests the Citizens Transportation Commission recommend approval by the City Council's Aviation and Transportation subcommittee for an RFP to be issued by the Public Transit Department for the contract to operate the OCC and data collection services for starting July 1, 2020.

Once the solicitation process is complete, staff will return to the CTC at a later date with a contract award recommendation.



PROPOSED 20TH STREET IMPROVEMENTS

TO: Mario Paniagua
Deputy City Manager

FROM: Kini L. E. Knudson
Street Transportation Director

SUBJECT: PROPOSED 20TH STREET IMPROVEMENTS

This report provides the Citizens Transportation Commission (CTC) with an update on the proposed phased 20th Street improvements from the Grand Canal to Glendale Avenue. Staff requests the CTC recommend approval to move Phase I forward to the final design stage and to be placed into the Capital Improvement Program.

THE ISSUE

As part of the City of Phoenix Bicycle Master Plan adopted in 2014, a bicycle and pedestrian network is being developed that connects the Camelback East Core to Downtown Phoenix. The 20th Street corridor, illustrated in **Attachment A**, is an important segment of this network. Using a Design Assistance Grant provided by the Maricopa Association of Governments (MAG), a study was conducted to develop a design concept for implementation of pedestrian and bicycle safety improvements on 20th Street.

The study assessed existing multi-modal conditions within the corridor, evaluated roadway cross section alternatives, and engaged the public to determine preferred improvements. This project will implement improvements from the Grand Canal to Glendale Avenue (3.75 miles), creating a low-stress pedestrian and bicycle corridor that will encourage walking and biking to benefit the health and quality of life of area residents. These improvements will be implemented within the current roadway, maintaining existing travel lanes and access to neighborhoods and businesses.

Preferred improvements will include adding buffered and protected bike lanes, narrowing travel lanes to reduce vehicle speeds, adding sidewalk and enhanced pedestrian crossings, upgrading ramps and driveways to meet ADA requirements, and installing street lighting in high activity areas. Protected bicycle lanes using a raised median between bicycles and travel lanes is recommended in the commercial area between Highland Avenue and Camelback Road where traffic volumes and speeds are the highest. For the portion of 20th Street from the Grand Canal to Highland Avenue, small raised pavement markers could be placed in the two to three-foot buffer to provide enhanced visual cues for drivers and additional protection for cyclists. Improvements for pedestrians within the corridor will include adding sidewalk between Missouri Avenue and Glendale Avenue; an enhanced pedestrian crossing with raised median in the commercial area between Highland Avenue and Camelback Road; and upgraded pedestrian ramps and driveway aprons to meet ADA requirements.

Corridor improvements will be implemented in two phases. Phase 1 extends from the Grand Canal to Missouri Avenue. Due to the nature and complexity of improvements in Phase 2, from Missouri Avenue to Glendale Avenue, these will be programmed in future years after further analysis, planning and community input. At the 15% pre-design

phase the cost estimate for Phase I is approximately \$2.9 million and Phase II is \$800,000. This project would be funded using a combination of HURF and T2050 funds.

OTHER INFORMATION

The plans for these improvements incorporated community input from two well attended public meetings. Proposed improvement alternatives were presented at an initial public meeting held on Feb. 15, 2018 at Camelview Elementary School. The meeting was attended by 65 residents and users of the 20th Street corridor. Based on the feedback provided at the meeting and through the project webpage, the proposed improvements were revised to address these community concerns:

- Improving bicycle facilities should not be achieved by removing travel lanes within the corridor.
- Narrowed travel lanes should be of adequate width to accommodate larger vehicles.
- Improved pedestrian crossings within the Highland Avenue/Camelback Road commercial area.
- On the north end of the project in Phase II, residents were concerned about removing parking on 20th Street at Granada Park and oppose any proposal that would eliminate the current restriction of vehicle access across Bethany.

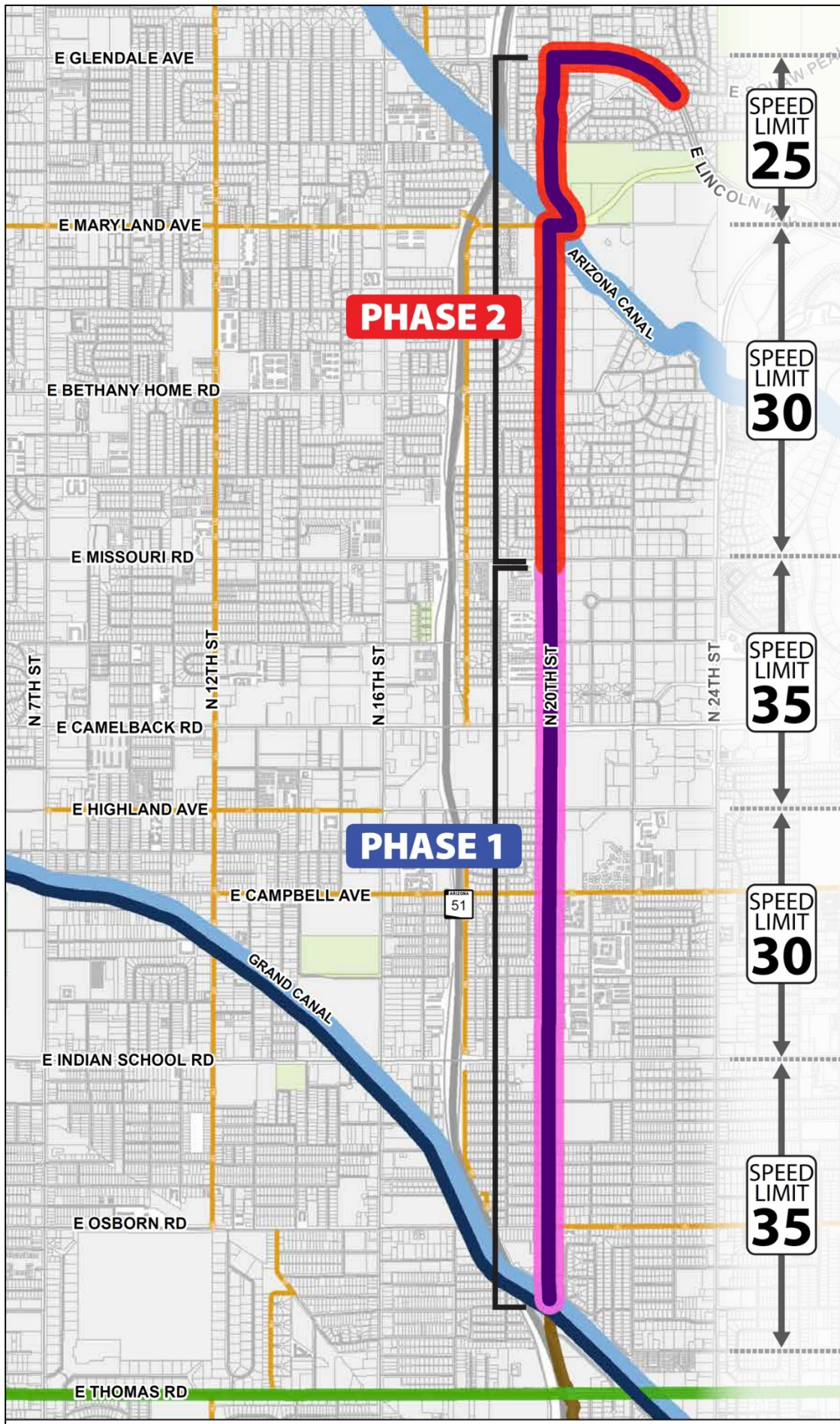
The revised proposed improvements were presented at a second public meeting held on Sept. 13, 2018, which was attended by 52 residents. Overall, community feedback supports improving pedestrian and bicycle facilities along 20th Street, enhancing area safety and the proposed improvements outlined by the project team.

City of Phoenix staff also met with the property owners of the Town and Country Shopping Center and the Camelback Colonnade Center regarding modifications to 20th Street. Both property owners support improving bicycle and pedestrian safety, however would not support any changes that would negatively impact access and traffic operations on 20th Street and at the Highland Avenue and Camelback Road intersections. Community engagement will continue through all phases of project development.

RECOMMENDATION

Staff requests the Citizens Transportation Commission recommend moving Phase I forward to the final design stage and be placed into the Capital Improvement Program.

Attachment A



CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Kini L.E. Knudson
Street Transportation Director

SUBJECT: PROPOSED 56TH STREET IMPROVEMENTS

This report provides the Citizens Transportation Commission (CTC) with an update on the proposed improvements to 56th Street from Thomas Road to Camelback Road.

THE ISSUE

Using a Design Assistance Grant provided by the Maricopa Association of Governments (MAG), a study was conducted to develop a design concept for implementation of bicycle and pedestrian safety improvements on 56th Street from Thomas Road to Camelback Road in Phoenix (1.5 miles) as illustrated in **Attachment A**. This community-driven project was initiated to develop a consistent corridor that puts the safety of pedestrians and bicyclists first, meets ADA standards, completes bicycle and pedestrian gaps along the corridor, addresses utilities and storm drainage issues, and provides opportunities for green infrastructure and enhanced landscape features that provide shade. The development of a complete streets environment that includes a sense of place is the overlying goal.

After further evaluation of two initial alternatives, totaling approximately \$10 million each, a final refined alternative for this corridor is proposed. The cost for the refined alternative is estimated to be \$8 million. This project would be funded using Highway User Revenue Funds (HURF). Proposed improvements include:

- Two 11-foot travel lanes for vehicles (with no reduction to the current number of travel lanes)
- Six-foot bike lanes in both directions
- A 10-foot multi-use path for younger cyclists, school children, families and pedestrians on the east side of 56th Street
- Fully completed sidewalks on the west side of 56th Street for safety and connectivity.
- A 24" storm drain down 56th Street from Thomas Road to Camelback Road.

This refined alternative provides greater savings, utilizing a larger portion of existing infrastructure. Bike lanes remain on 56th Street for long distance riding and a multi-use trail for families only on the eastside of 56th Street from Orange Blossom Lane to Exeter Boulevard. This concept also provides low-water use trees for shade adjacent to the sidewalk and multi-use path, possible improvements to the existing roundabout at Exeter Boulevard, a proposed mid-block crossing near Veritas Preparatory Academy, site furnishings for seating, lighting improvements and the development of a sense of place for this continuous collector street.

OTHER INFORMATION

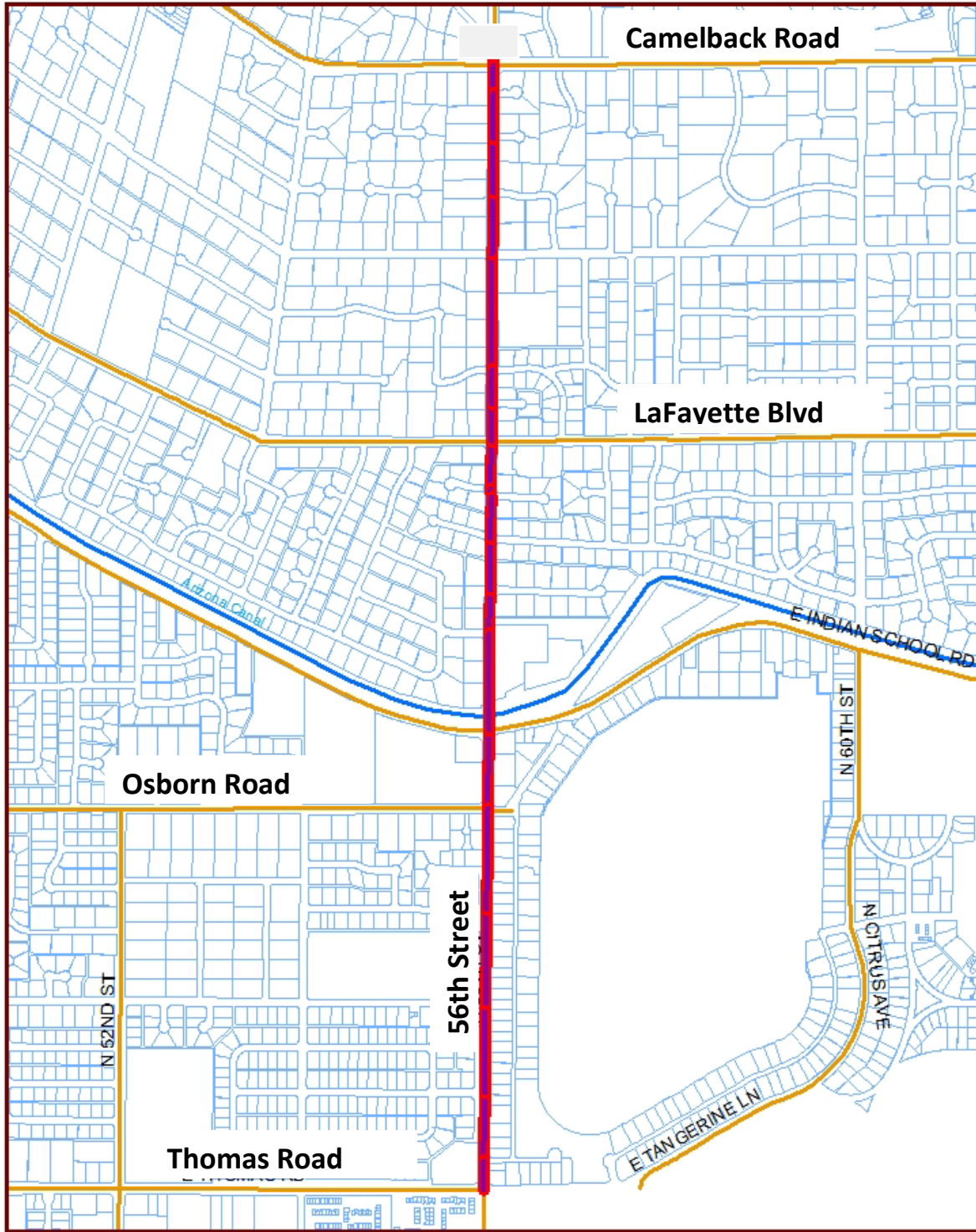
This project has included extensive community input. The City held three well attended open houses for the 56th Street Corridor Study to gather input from the community. Approximately 330 residents attended the meetings and gave feedback on issues, design elements and alternative roadway cross-sections. Based on public input received, the community identified the desire for a grade-separated bike lane along the entirety of the corridor using a preferred list of design elements, drainage improvements, and safe crossings for the schools adjacent to 56th Street.

The focus of this phase of the project was to gain general community consensus for a preferred alternative with the types of elements that should be included along the corridor and to select a palette of materials that could be used during the engineering phase of the project.

RECOMMENDATION

This item is for information and discussion.

Attachment A
56th Street: Thomas Road to Camelback Road



PROPOSED 3RD STREET IMPROVEMENTS

TO: Mario Paniagua
Deputy City Manager

FROM: Kini Knudson
Street Transportation Director

SUBJECT: PROPOSED 3RD STREET IMPROVEMENTS

This report provides the Citizens Transportation Commission (CTC) with an update on the proposed improvements to 3rd Street from Lincoln Street to Washington Street in Downtown Phoenix.

THE ISSUE

In 2014, the City of Phoenix completed a Comprehensive Downtown Transportation Study to provide a new vision for downtown access and a multi-year mobility plan for improving the downtown transportation system. The results of the study were adopted by Council in 2014, and the study has since been referred to as the Downtown Transportation Plan (DTP). Included in the DTP recommendations were improvements to three portions of 3rd Street from Lincoln Street to Indian School Road. Staff initiated a pre-design and feasibility study on the southernmost portion to evaluate proposed modifications to 3rd Street from Lincoln Street to Washington Street (**Attachment A**).

Presently, 3rd Street between Lincoln Street and Washington Street is a one-way southbound collector roadway with three vehicular lanes and on-street parking. The DTP recommendations include converting 3rd Street from a one-way to a two-way street and enhancing infrastructure for bicyclists and pedestrians. Similar recommendations were also included in the City's Bicycle Master Plan, which was also adopted by Council in 2014. This portion of 3rd Street is adjacent to two light rail stations, the Phoenix Convention Center, Talking Stick Resort Arena, Chase Field, and the Warehouse District, and serves businesses and major event centers in Downtown Phoenix. In addition, staff has been in coordination on 3rd Street modifications related to proposed economic development plans for 3rd Street through unsolicited proposals. An update to the DTP is also currently underway.

OTHER INFORMATION

Through this study effort, the major stakeholders along the corridor provided input regarding streetscape elements and traffic operations. Downtown sports and event stakeholder input centered around special event traffic operations, such as maintaining two lanes of southbound capacity, maintaining an ADA-accessible drop-off area south of Jefferson Street, and being able to execute an egress pattern from the Jefferson Street Garage with minimal conflicts with pedestrians and bicyclists. Additional stakeholders representing the Warehouse District and Downtown Phoenix, Inc. provided comments focused on providing a high-comfort bicycle facility between the Warehouse District and Downtown. In order to meet both mobility and special event-related concerns, a two-phased solution was identified that balanced the desires and concerns of the stakeholders. Phase I will occur south of the Union Pacific Railroad (UPRR) crossing, while Phase II will focus on the area north of the UPRR crossing. The 3rd Street Union Pacific Railroad (UPRR) crossing south of Jackson Street will need to be reconstructed as part of this project to accommodate both southbound and northbound

traffic and to implement a permanent “quiet zone” to address noise related to railroad operations in this increasingly residential area of downtown.

The study identified several concepts that are generally accepted by the major corridor stakeholders for this portion of 3rd Street, and include:

- A two-way protected bicycle facility (cycle-track).
- Pedestrian improvements.
- Existing on-street parking and pick-up/drop-off areas.
- Railroad crossing/quiet zone implementation.
- Conversion of one-way to two-way traffic on 3rd Street.

In addition, the concepts for these 3rd Street changes provide flexibility to accommodate the Downtown Events Management Plan or “Sunburst Plan” developed to manage the distribution of inbound and outbound event traffic using the downtown street network and parking facilities.

At approximately 15% design, the current cost estimate for this two-phased project is \$1.2 million and would be funded through Highway User Revenue Funds.

RECOMMENDATION

This item is for information and discussion.

Attachment A



Bicycle and Pedestrian Improvements

**20th Street
56th Street
3rd Street**



February 28, 2019

Citizens Transportation Commission

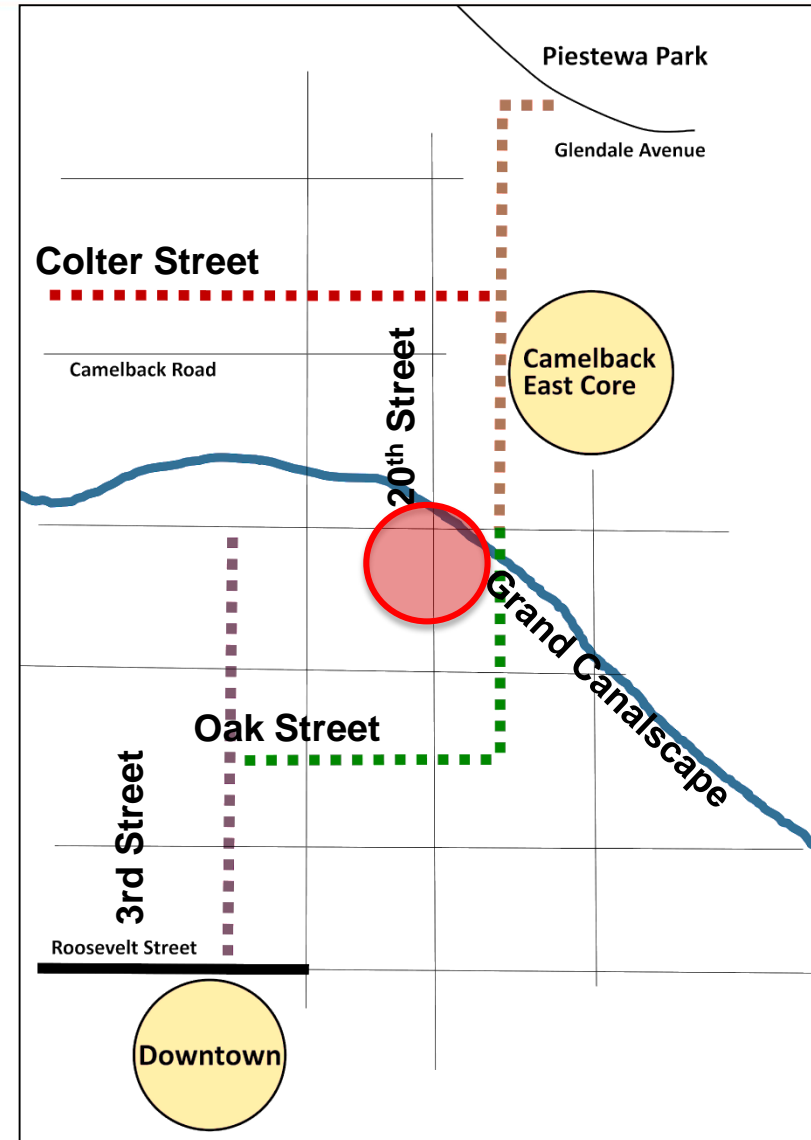
City of Phoenix



20th Street: Grand Canal to Glendale Avenue

Project Goals:

- Safe, low-stress / low-volume bike/ped corridor
- Integrate Complete Streets elements
- More efficient use of pavement
- Keep existing travel lanes
- Seamless connections





20th Street Improvements

Community Input

- No lane reductions
- Lane widths for larger vehicles
- Vehicle access changes (Bethany Home Road)
- Pedestrian crossings
- On-street parking





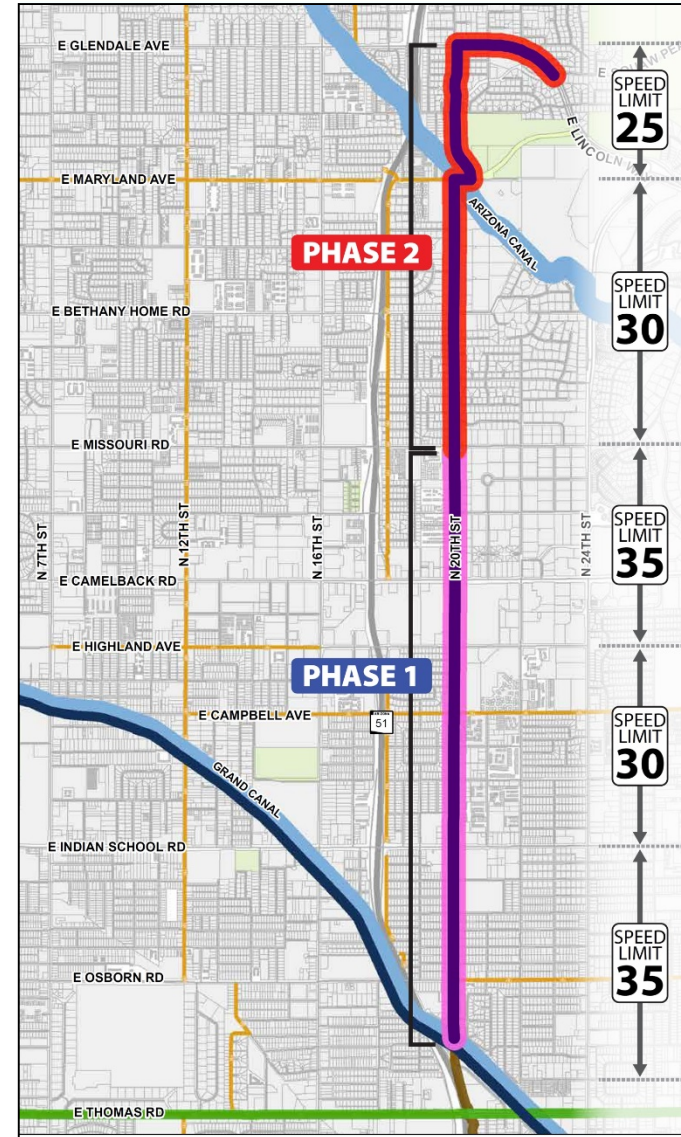
20th Street Improvements

Proposed Improvements

- Reduce speeds
- Buffered bike lanes
- Narrow traffic lanes
- Rebuild ramps and driveway aprons to meet ADA standards
- Intersection improvements

Proposed Phasing

- **Phase 1** – Grand Canal Path and Missouri Avenue (near-term)
- **Phase 2** – Missouri Avenue to Glendale Avenue (long-term)





20th Street Improvements

Existing



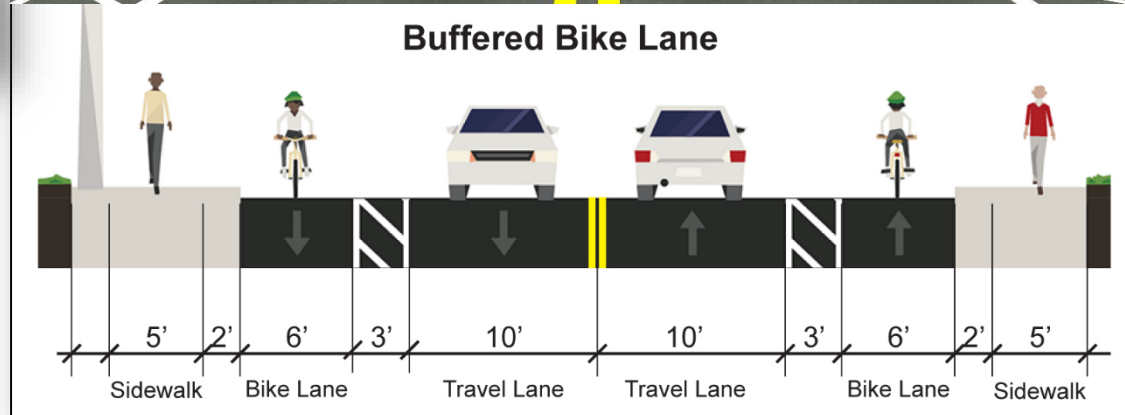


20th Street Improvements

Existing



Proposed





20th Street Improvements

Existing



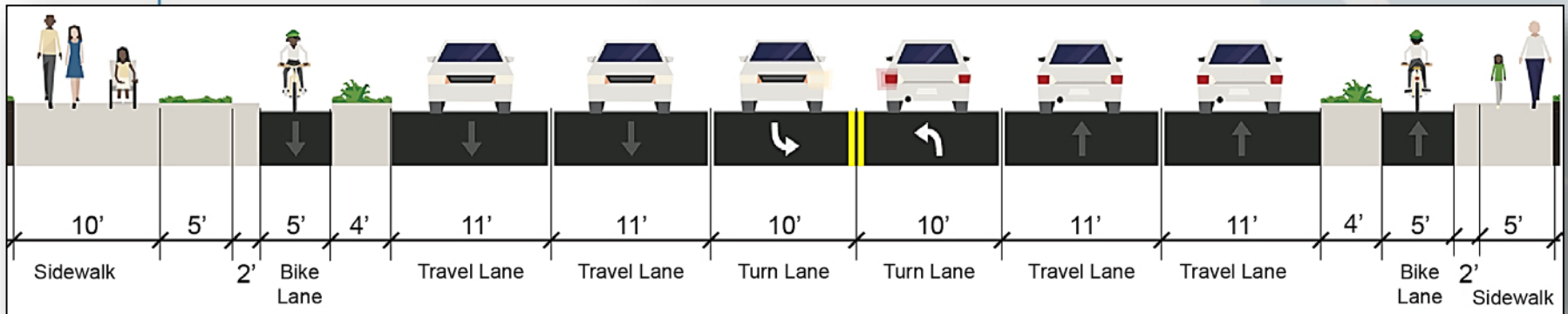


20th Street Improvements

Existing



Proposed





Recommendation

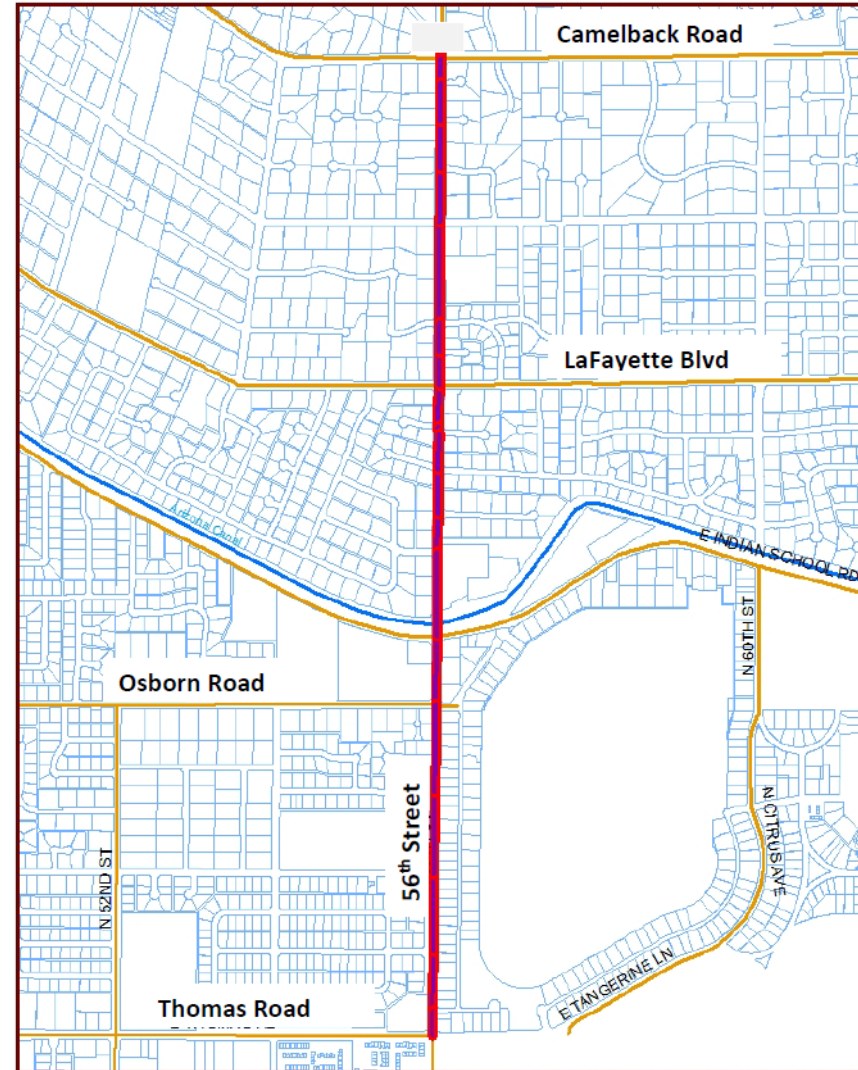
Staff requests the Citizens Transportation Commission recommend moving Phase I (Grand Canal to Missouri Ave) of the 20th Street Improvements project to the final design stage and placing it in the Capital Improvement Program.



56th Street: Thomas Road to Camelback Road

Project Goals

- Bicycle & pedestrian safety
- ADA improvements
- Fill corridor gaps
- Integrate Complete Streets elements





56th Street: Thomas Road to Camelback Road

Community Input

- Identity/sense of place
- Grade-separated bike lanes
- Traffic calming
- Shade trees
- Upgraded and new sidewalks
- Drainage improvements
- HAWK signals
- High visibility crosswalks
- Address flooding (bioswales)

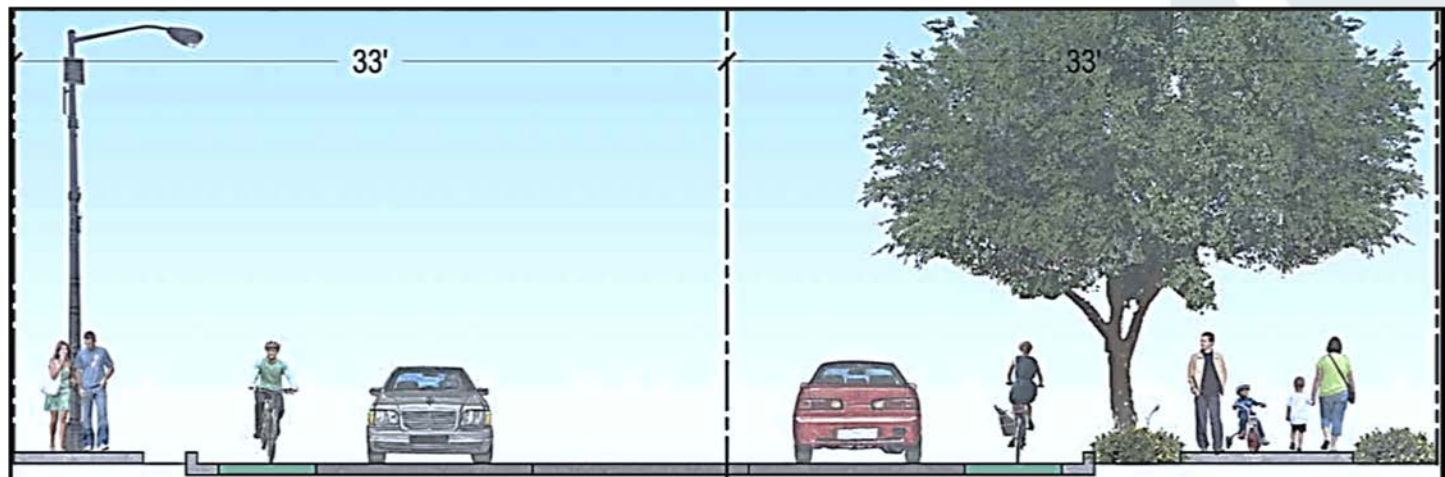




56th Street Improvements

Recommendation

- Two 11' travel lanes
- 6' bike lanes
- 10' multi-use path
- Fully completed sidewalks
- A 24" storm drain
- Shade trees
- Improved existing roundabout
- Mid-block crossing near schools



Bicycle and Pedestrian Improvements

56th Street Improvements

Questions?



3rd Street: Lincoln Street to Washington Street



Background

- Comprehensive Downtown Transportation Study
- Downtown Transportation Plan recommendations
- Current conditions



3rd Street: Lincoln Street to Washington Street

Stakeholder Input

- Maintain 2 lanes of southbound capacity
- ADA drop-off
- Egress pattern
- Bike facilities

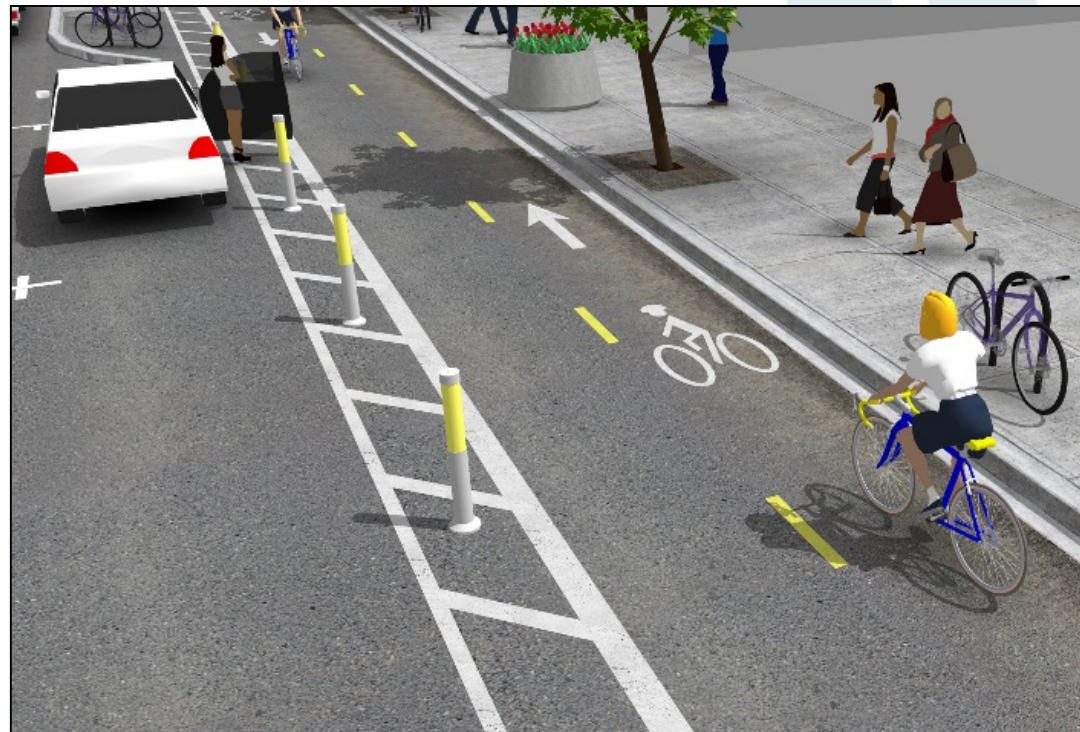




3rd Street: Lincoln Street to Washington Street

Proposed Improvements

- Pedestrian improvements
- Convert to two-way traffic
- Protected bicycle facility
- Railroad quiet zone
- On-street parking
- Pick-up / drop-off

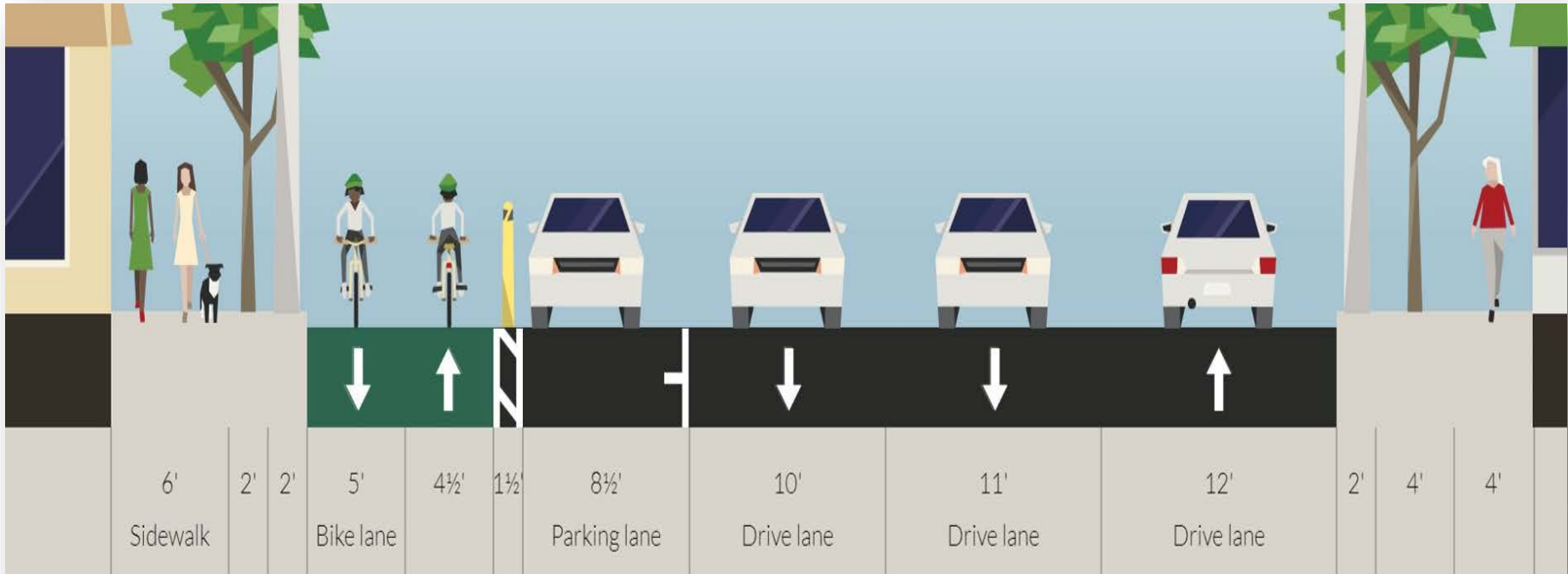




3rd Street Project Phasing

Phase I – Lincoln Street to Railroad Crossing

Phase II – Railroad Crossing to Washington Street



Bicycle and Pedestrian Improvements

3rd Street Improvements

Questions?

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Kini L.E. Knudson
Street Transportation Director

SUBJECT: KEY CORRIDORS MASTER PLAN UPDATE

This report provides an update to the Citizen's Transportation Commission (CTC) on the City's Key Corridors Master Plan (KCMP).

THE ISSUE

Phoenix is changing rapidly -- more people and businesses are moving here every day, new neighborhoods and activity areas are being created, additional transportation mode options are desired and people's travel patterns are changing. To better understand and respond to changing travel patterns, the Street Transportation Department received approval from the Transportation and Infrastructure Subcommittee on March 13, 2018 to initiate the Key Corridors Master Plan (KCMP).

The intent of this 18-month effort is to analyze the City's arterial and collector streets to help identify and define their primary and secondary corridor functions. The KCMP will enable the City to create a transportation network that will more efficiently connect people and places, increase safe multimodal access, and support the local and regional economy. City staff will use the KCMP for developing and programming transportation improvement projects and as a guiding document to define opportunities for further study.

STUDY DETAILS

The KCMP will develop defined priorities for certain transportation modes on key corridors that serve primary activity centers throughout the City. It will recommend key corridor status -- and define the type of corridor -- to those that 1) provide vital local and regional connectivity, 2) facilitate the movement of cars, trucks, transit, or people, and 3) contribute to the livability and vitality of neighborhoods and business districts. The KCMP will not recommend prohibiting any transportation modes from any city streets. For example, there will be no recommended 'vehicle-only streets,' 'transit-only streets,' 'pedestrian-only streets,' or 'bicycle-only' streets. Rather, the KCMP will identify a series of networks to help expand active transportation opportunities in and near the City's village cores and help determine existing system gaps and how they might be addressed.

The KCMP will consider previously completed local and regional transportation and land use studies and plans, building upon the public outreach conducted for each as well as coordinating with their respective recommendations and findings. The KCMP will also utilize additional interviews and discussions with key stakeholders. The KCMP effort will also consider T2050 related efforts related to maintenance projects, major new and

expanded streets, mobility improvements, and technology enhancements, especially as they relate to major employment center corridors.

STUDY GOALS

The KCMP will accomplish the following:

- Evaluate our existing transportation system.
- Define the transportation system and the appropriate series of networks that promote safe and efficient movement on our major roadways.
- Determine how we create this efficient system.
- Recommend revisions to the City's existing Street Classification Map.
- Establish a vital functional link between the KCMP and other important studies and documents that can be utilized for current and future transportation projects and programs.

PROGRESS TO DATE

The KCMP consultant team has completed its first major task, developing the System Wide Assessment – a snapshot of existing roadway, user, and land use conditions. Included in this assessment was a focused look at high-activity areas of all travel modes, employment centers, freight (truck) corridors, and locations of crashes between vehicles, pedestrians, and bicyclists.

In addition, the Street Transportation Department and the KCMP consultant team conducted interviews with City departments, including Street Transportation, Neighborhood Services, Planning and Development, and Community and Economic Development, as well as the Maricopa Association of Governments. Additional interviews are being scheduled with the Greater Phoenix Economic Council and the Greater Phoenix Chamber of Commerce. These efforts will help identify transportation user needs and the key corridors that ultimately will be included in the final KCMP report. Additionally, the final KCMP report will provide key guidance to the ongoing update of the Street Planning and Design Manual.

The next major KCMP task, the Corridors Assessment, will identify the primary function of each corridor, corridor features (number of travel lanes, bike lanes, sidewalks, etc.), and corridor gaps and needs. For each of the key corridors, the consultant will recommend establishing the priority transportation mode in each of these corridors and assess corridor performance.

The consultant has also conducted a separate 'Contradiction Analysis' to compare and identify potentially contradicting transportation-related goals or recommendations among more than 50 existing citywide, regional, and area-specific studies and plans.

The consultant team is expected to complete its work on the KCMP by November 2019.

This item is for information and discussion only.

KEY CORRIDORS MASTER PLAN (KCMP)



CITIZENS TRANSPORTATION COMMISSION
FEBRUARY 28, 2019

KEY CORRIDORS MASTER PLAN (KCMP)

DEFINING A BALANCED TRANSPORTATION NETWORK

KCMP is an initiative to change the way we look at our transportation system



Establish a balanced transportation network for the City



Provide a safe and efficient system to accommodate all users



Integrate various City and regional plans

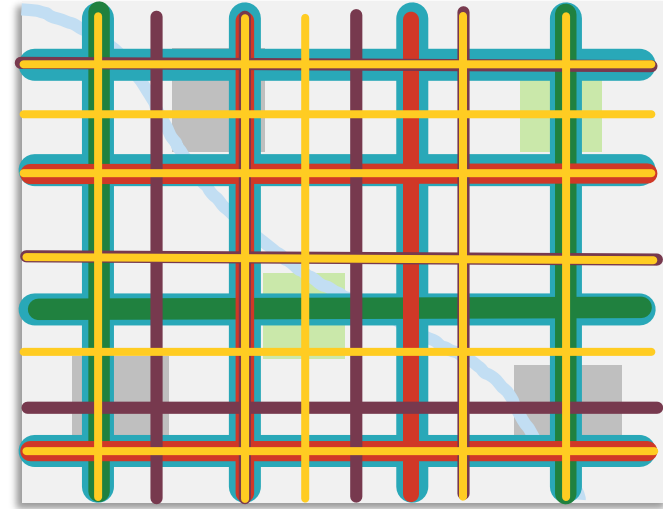
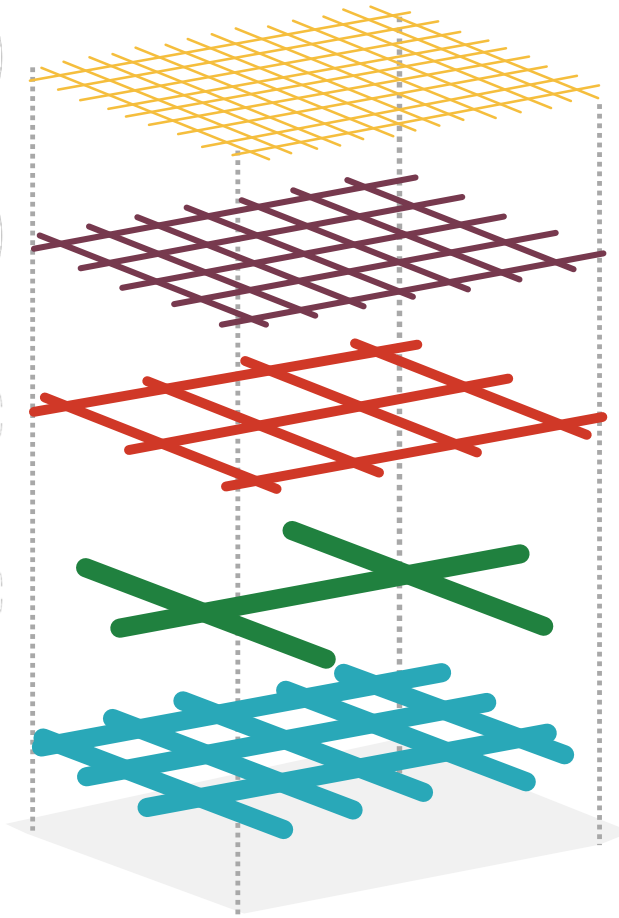


Support PlanPHX and its core goals

PlanPHX is the City's General Plan

Why KCMP?

What is a Balanced Network?



Steps to
Create a
Balanced
Network

1. Determine Place Types



**Residential
Areas**



**Parks &
Recreation Areas**



**Employment
Centers**



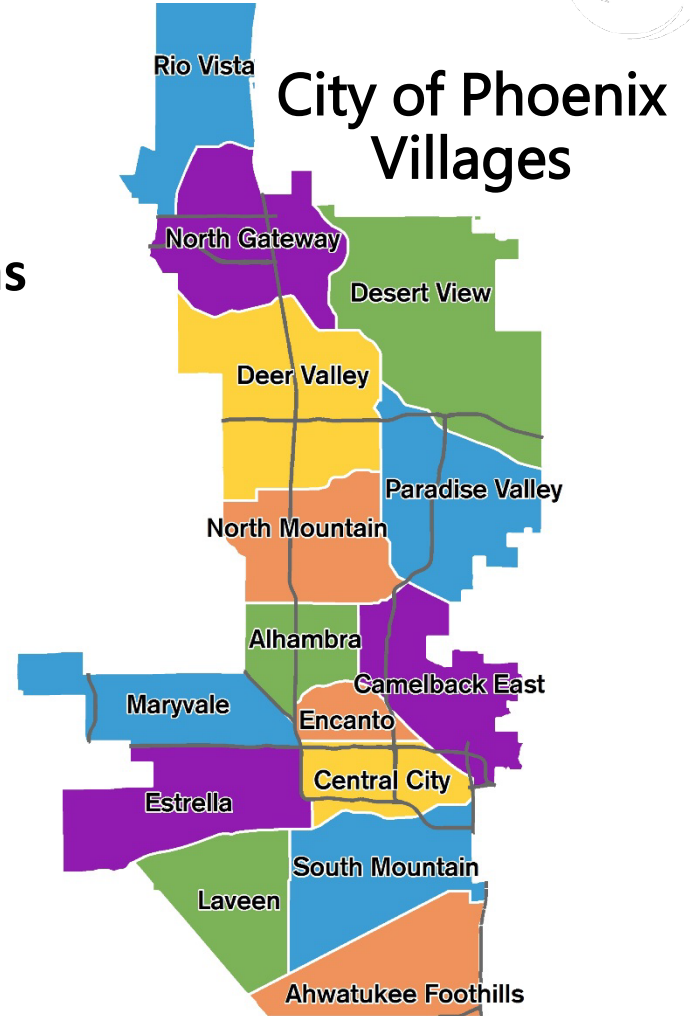
**Regional
Centers**



**Retail
Centers**



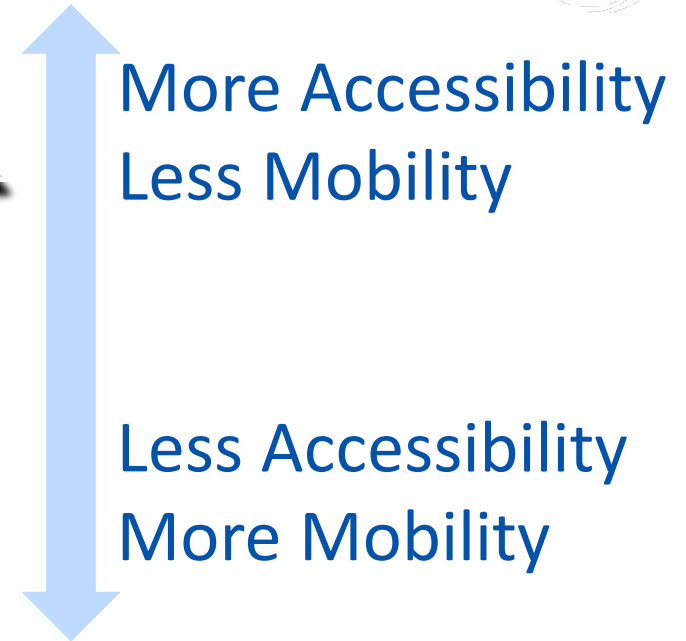
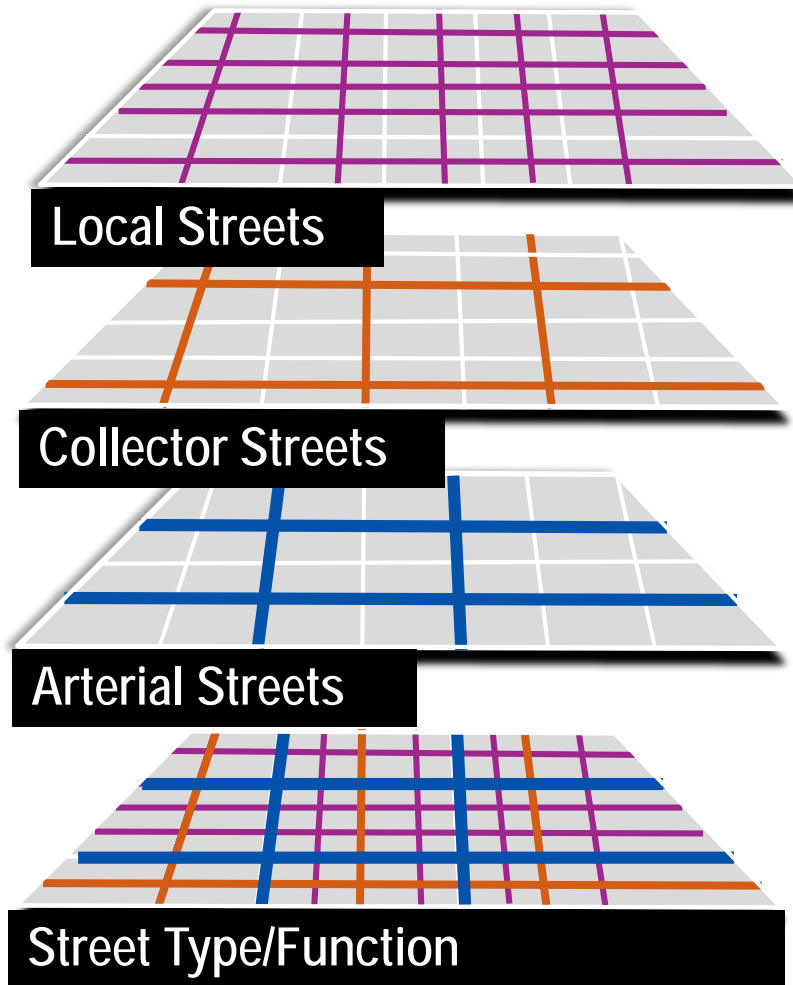
**Heavy
Production
Centers**



2. Identify Street Type/Function



Steps to
Create a
Balanced
Network



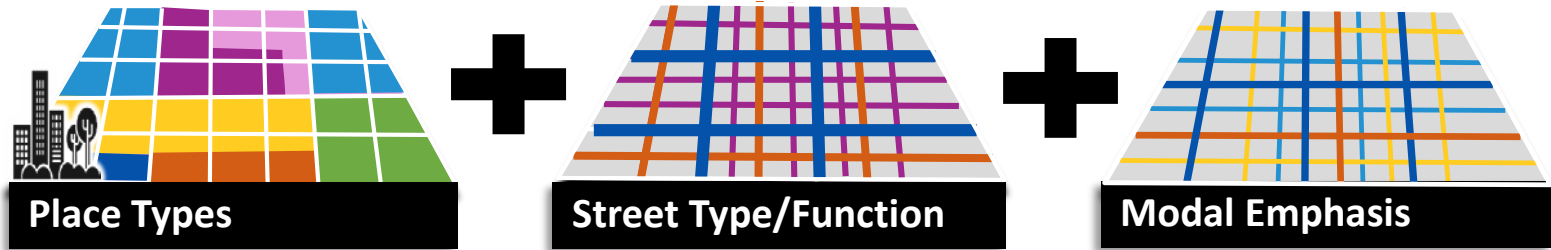
Steps to Create a Balanced Network

3. Define Modal Emphasis



**Determine Primary & Secondary emphasis
for each corridor**

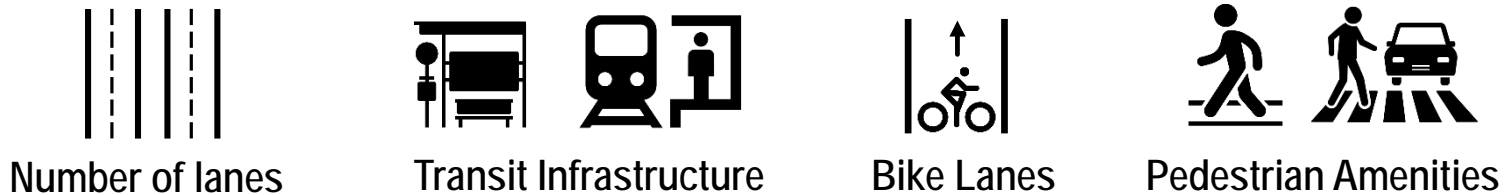
**NO transportation modes will be excluded or restricted by assigning primary/secondary emphasis*



Steps to Create a Balanced Network

Key Corridors Master Plan

Defines street elements



Street Planning and Design Manual

Delineates how streets are laid out between the curbs





7th Avenue



**Potential Primary
Emphasis: Vehicle**

Central Avenue



**Potential Primary
Emphasis: Transit**

How Does KCMP Benefit Me?

I'm a Resident/Commuter

Convenient and
comfortable

I'm a Developer

Consistency and guidance

I'm a Business Owner

Informed business
decisions

I'm Phoenix Staff

Targeted information
and
predictable conditions

Our
Partners
Stakeholders &
the Public

CITY OF PHOENIX DEPARTMENTS

- Community & Economic Development, Neighborhood Services, Street Transportation, Public Transit, and the *Streets Planning and Design Guidelines Manual* Project Team

MARICOPA ASSOCIATION OF GOVERNMENTS

- Transportation Planning – Freight, Active Transportation, Transit

OTHER STAKEHOLDERS

- Greater Phoenix Chamber of Commerce
- Greater Phoenix Economic Council
- Urban Land Institute
- Valley Partnership

**See Stakeholder Meeting Summary on Project Website for more information*

**What we
Heard?**
(Outreach from
Previous Plans)

SAFER STREETS



**PEDESTRIAN /
BICYCLE**

SENSE OF PLACE



EXPAND TRANSIT



CONNECTIVITY

Project Milestones



April 2018: Project Kick-Off

December 2018: System Assessment

WE ARE HERE

March 2019: Round I Stakeholder and Public Outreach

June 2019: Corridor Assessment

July 2019: Round II Stakeholder and Public Outreach

November 2019: Project Completion



Project Website

PhoenixKeyCorridors.com

(March 2019)

**How do I get
Involved?**

Available on our website:



Project Summary Sheet



Online Survey (March 2019)

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Chair Mellor and members of the Commission

FROM: Jesus Sapien
Public Transit Director

Kini Knudson
Street Transportation Director

SUBJECT: TRANSPORTATION 2050 FINANCIAL UPDATE

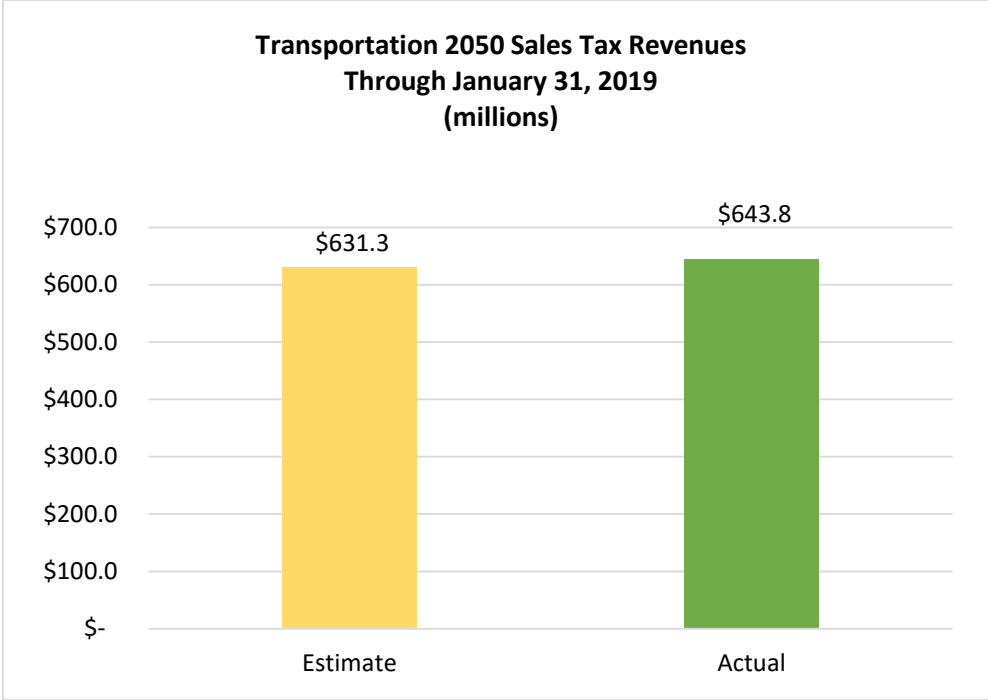
This report provides a financial update on Transportation 2050 (T2050), passed by voters on August 25, 2015. Included in this report is a summary of the sales tax revenue collections and the use of those revenues for projects within the plan.

THE ISSUE

T2050 is a 35-year multi-modal transportation plan that includes street improvements, bus and paratransit service enhancements, and light rail expansion. These broad categories are broken down into specific plan elements, and within these elements are specific projects planned to be implemented over the course of the 35-year plan.

OTHER INFORMATION

The sales tax revenues are being used in both the Public Transit and Street Transportation Departments' budgets to implement projects in the T2050 plan. The T2050 sales tax became effective January 1, 2016, and with the one-month lag in sales tax reporting and collections, there have been thirty-six months of revenue collected by the City through January 2019. The following graph provides estimated and actual sales tax through January 31, 2019. Estimates are based on a consistent annual growth rate. Some months and years will see a higher or lower return, however, the differences are anticipated to balance over time.



The attached table (Attachment A) shows T2050 sales tax revenue collections and T2050 expenditures through January 31, 2019.

RECOMMENDATION

This report is for information and discussion only.

Attachment A

T2050 SALES TAX REVENUES:

Through FY 2017-18	\$ 517,241,404
July 2018 - January 2019	126,591,632
TOTAL	643,833,036

EXPENDITURES:

Project	FY 2018-19 Total Expenditures	FY 2018-19 T2050 Expenditures	FY 2018-19 Other (1) Expenditures	FY 2018-19 Total Commit	FY 2018-19 T2050 Commit	FY 2018-19 Other (1) Commit	FY 2018-19 Total Actual + Commit	FY 2018-19 T2050 Actual + Commit	FY 2018-19 Current Year Other (1) Actual + Commit
Transit Ops and Administration	123,616,852	117,000,257	6,616,595	104,470,462	97,693,667	6,776,796	228,087,314	214,693,924	13,393,390
Bus Purchases	1,701,450	202,161	1,499,289	23,562,545	3,534,382	20,028,163	25,263,995	3,736,543	21,527,452
DAR Vehicle Purchases	1,706,200	0	1,706,200	0	0	0	1,706,200	0	1,706,200
50 th St./Washington LRT Station	4,658,378	4,647,269	11,109	0	0	0	4,658,378	4,647,269	11,109
16th St. Station Study	1,529	1,529	0	0	0	0	1,529	1,529	0
Bus Stop Improvements	1,789,768	1,789,768	0	0	0	0	1,789,768	1,789,768	0
South Facility Upgrades	639,395	639,395	0	0	0	0	639,395	639,395	0
Bus Pullouts	152,182	152,182	0	15	15	0	152,198	152,198	0
Transit Technology	3,732,370	324,477	3,407,894	137,950	0	137,950	3,870,321	324,477	3,545,844
South Central LRT	13,712,814	13,313,105	399,709	22,859,756	20,985,630	1,874,126	36,572,569	34,298,735	2,273,835
Northeast LRT	21,430	21,430	0	0	0	0	21,430	21,430	0
Capital/I-10 West LRT	10,791	10,791	0	0	0	0	10,791	10,791	0
West Phoenix/Central Glendale LRT	7,854	7,854	0	0	0	0	7,854	7,854	0
Norhwest Extention LRT Phase II	104,148	104,148	0	0	0	0	104,148	104,148	0
McDowell & Central LRT Crosswalk	43,863	43,863	0	12,968	12,968	0	56,831	56,831	0
Bus Rapid Transit	4,264	4,264	0	0	0	0	4,264	4,264	0
Other Transit Capital	598,634	367,054	231,580	35,014	0	35,014	633,648	367,054	266,594
Project/Construction Mgmt	571,165	571,165	0	873,300	873,300	0	1,444,465	1,444,465	0
T2050 Cement Repair	1,206,420	1,206,420	0	33,439	33,439	0	1,239,859	1,239,859	0
T2050 Crack Seal	1,762,393	1,762,393	0	916,095	916,095	0	2,678,488	2,678,488	0
T2050 Major Street Overlay	911,818	911,818	0	5,556,050	5,556,050	0	6,467,867	6,467,867	0
T2050 Arterial TRMSS	728,022	728,022	0	93,577	93,577	0	821,599	821,599	0
T2050 Arterial Micro Surfacing	1,676,828	1,676,828	0	0	0	0	1,676,828	1,676,828	0
T2050 Arterial Microseal	151,067	151,067	0	0	0	0	151,067	151,067	0
Major Streets Project Assessments	0	0	0	0	0	0	0	0	0
Major Street Transportation Projects	340,955	340,955	0	1,170,167	1,170,167	0	1,511,122	1,511,122	0
Traffic Signal Pole Painting	287,325	287,325	0	0	0	0	287,325	287,325	0
Left Turn Arrows	123,198	123,198	0	0	0	0	123,198	123,198	0
Illuminated Street Name Signs	1,401,553	1,401,553	0	0	0	0	1,401,553	1,401,553	0
Pedestrian and Bicycle	946,396	946,396	0	150	150	0	946,546	946,546	0
TOTAL	162,609,064	148,736,689	13,872,375	159,721,489	130,869,440	28,852,049	322,330,553	279,606,128	42,724,424

(1) Other (non-T2050) sources include transit fares, federal, regional, AZ Lottery, and 302 building revenues.

CITIZENS TRANSPORTATION COMMISSION REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Jesús Sapien
Public Transit Director

Kini Knudson
Street Transportation Director

SUBJECT: UPCOMING T2050 RELATED PUBLIC MEETINGS/EVENTS

This report provides the Citizens Transportation Commission (CTC) with a list of upcoming T2050 related public meetings by Public Transit Department, Streets Transportation and Valley Metro.

This item is for information only.

Upcoming T2050 Related Public Meetings/Events

What: South Central Planning Workshops

Why: To create a community plan around transit oriented development along the South Central Corridor.

Where: Carver Museum and Cultural Center, 415 E. Grant Street

Workshop 1: Voice Your Vision. Monday, March 4 from 5:30 - 8:30 p.m.

Workshop 2: Shape the Future. Saturday, March 9 from 9 a.m. - noon