



# Agenda

## Transportation and Infrastructure Subcommittee

Tuesday, May 8, 2018

9:00 AM

First Floor Assembly Rooms A, B & C

### CALL TO ORDER

### MINUTES OF MEETINGS

- 1 **For Approval or Correction, the Minutes of the Transportation and Infrastructure Meeting on April 18, 2018** **Page 6**

**Responsible Department**

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

### CONSENT ACTION (ITEMS 2-3)

- 2 **Contract for Residential Curbside Textile Diversion Program** **Page 15**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council authorization to award a contract to Goodwill of Central and Northern Arizona (Goodwill) for the Residential Curbside Textile Diversion program.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

**3 Northwest Light Rail Extension Phase II Project Design and Construction Funding Agreement Page 17**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval of the design and construction funding agreement with Valley Metro for an amount not-to-exceed \$25 million for the Northwest Phase II Light Rail Extension Project.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

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

**4 Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings Page 21**

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**5 Citizens Transportation Commission Meetings Page 23**

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**6 T2050 Mobility Program Update**

**Page 24**

This report provides an update to the Transportation and Infrastructure Subcommittee on progress made related to the 11 Transportation 2050 (T2050) mobility studies and the T2050 Connectivity to Bus Stops program. The report also provides details about Achieving Transportation Accessibility Now (ATAN) funding from the Maricopa Association of Governments (MAG), which focuses on Americans with Disabilities Act (ADA)-related bus stop accessibility improvements.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**7 Plastics #3 - #7 Diversion Request for Proposals**

**Page 32**

This report provides the Transportation and Infrastructure Subcommittee with an update on the Plastics #3 - #7 Request for Proposals (RFP).

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

**DISCUSSION AND POSSIBLE ACTION (ITEMS 8-11)**

**8 South Central Transit Oriented Development Business Assistance  
and Land Use Planning Services Grant**

**Page 34**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval to execute a contract with Promise Arizona/Gould Evans not to exceed \$2.4 million to execute business assistance, Transit Oriented Development (TOD) planning and urban design services for the South Central Light Rail Extension Project.

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

**Responsible Department**

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

**9 Contract for Street Planning and Design Manual Update**

**Page 37**

This report provides information to the Transportation and Infrastructure Subcommittee about the Street Planning and Design Manual Update to reflect recently adopted City policies and transportation plans. Staff also requests the Transportation and Infrastructure Subcommittee recommend City Council approval to enter into an agreement with Kimley-Horn and Associates, Inc. to provide transportation planning services in support of the Street Planning and Design Manual Update project at a cost not to exceed \$350,000.

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

**Responsible Department**

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

**10 Complete Streets Design Guidelines Recommended by the Complete Streets Advisory Board**

**Page 39**

This report provides the Transportation and Infrastructure Subcommittee with the attached Complete Streets Design Guidelines recommended by the Complete Streets Advisory Board (CSAB) for possible action on a recommendation to City Council.

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

**Responsible Department**

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

**11 Proposed Dockless Bikeshare Program**

**Page 54**

This report provides the Transportation and Infrastructure Subcommittee with information about the proposed Dockless Bikeshare Program. Staff requests the Transportation and Infrastructure Subcommittee recommend City Council approval of the proposed ordinance and program.

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

**Responsible Department**

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

**CALL TO THE PUBLIC**

**FUTURE AGENDA ITEMS**

**ADJOURN**

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

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-262-6811.

**Members:**

Vice Mayor Thelda Williams, Chair  
Councilwoman Laura Pastor  
Councilwoman Debra Stark  
Councilman Daniel Valenzuela



**For Approval or Correction, the Minutes of the Transportation and Infrastructure Meeting on April 18, 2018**

**Summary**

This item transmits the minutes of the Transportation and Infrastructure Meeting on April 18, 2018 for review, correction or approval by the Transportation and Infrastructure Subcommittee.

The minutes are attached.

**Responsible Department**

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

**Phoenix City Council  
Transportation and Infrastructure Subcommittee  
Summary Minutes  
Wednesday, Apr. 18, 2018**

City Council Subcommittee Room  
Phoenix City Hall, Assembly Rooms A, B and C  
200 W. Washington St.  
Phoenix, Ariz.

Subcommittee Members Present  
Vice Mayor Thelda Williams, Chair  
Councilwoman Laura Pastor (9:07 a.m.)  
Councilwoman Debra Stark  
Councilman Daniel Valenzuela

Subcommittee Members Absent  
None

**Call to Order**

Chairwoman Williams called the Transportation and Infrastructure Subcommittee meeting to order at 9:03 a.m., with Councilwoman Stark present and Councilman Valenzuela present telephonically.

**Call to the Public**

None.

**1. For Approval or Correction, the Minutes of the Transportation and Infrastructure Subcommittee Meeting on March 13, 2018**

Councilwoman Stark made a motion to approve the minutes of the Transportation and Infrastructure Subcommittee Meeting on March. 13, 2018. Councilman Valenzuela seconded the motion which passed 3:0.

**2. Transportation 2050 Maintenance of Pavement for Arterial and Major Collector Streets for the Five-Year Pavement Maintenance Plan**

Councilwoman Stark made a motion to approve consent agenda items 2 and 3. Councilman Valenzuela seconded the motion which passed 3:0.

**3. Regional Fare Collection System Improvements Project**

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

Information only. No Councilmember requested additional information.

**5. Citizen Transportation Commission Meetings**

Information only. No Councilmember requested additional information.

**6. Water and Wastewater Capital Improvement Program**

Information only. No Councilmember requested additional information.

## **7. Bus Rapid Transit Program Update**

Information only. No Councilmember requested additional information.

## **8. Issuance of Request for Proposals for the Lease and Redevelopment of the City-Owned Parcel at 300 N. Central Ave.**

Information only. No Councilmember requested additional information.

## **9. Dynamic Transportation Message Signs (DTMS) Pilot Project on 7th Avenue and 7th Street**

Street Transportation Director Maria Hyatt introduced the item and gave background on the program. She explained how the program was introduced over seven years ago, as a tool to help manage traffic to and from the downtown area. She discussed the federal grant process, which took several years before the City was issued award of the grant and during which time technology had advanced considerably. She then introduced Assistant Street Transportation Director Dan Cleavenger.

Mr. Cleavenger discussed intelligent transportation systems (ITS) including their use and function. He explained how ITS used integrative advanced data and communication technologies in transportation infrastructure. He stated with the use of ITS the city was able to improve safety, mobility, and efficiency.

Councilwoman Pastor arrived at 9:07 a.m.

Mr. Cleavenger described an example of ITS known as an Autonomous Re-Identification Device (ARID). He explained how the devices collect anonymous travel time information from passing vehicles used to help traffic engineers identify travel times. Ms. Hyatt added the information gathered through ARID was shared by ADOT and other companies like Audi to help with travel time detail in car GPS systems.

Mr. Cleavenger discussed the dynamic transportation message signs pilot project. He stated the intention of the project was to provide current travel times on 7<sup>th</sup> Avenue and Street, also known as the "7s," to allow drivers to make route choices at key locations. He explained the components of the program: the dynamic message signs (DMS), ARID, and the software to combine ADOT and city data. He showed a rendering of the sign with dimensions and how it would look along Cave Creek Rd. north of Bell Rd.

Ms. Hyatt discussed some of the project considerations including how the project was conceived seven years ago, and how technological advancements such as Google Maps already provided travel time information. She mentioned some community concerns including aesthetic and traffic considerations. She then presented the staff recommendation to terminate the DTMS project on the "7s" and continue with the ARID devices in place, sell or re-purpose unused equipment, and coordinate with Federal Highway Administration on termination and possible reimbursement.



Councilwoman Stark spoke about the resident concerns at the community meetings and stated she would support the staff recommendation. She made a motion to approve the staff recommendation. Councilman Valenzuela seconded the motion which passed 4:0.

### **10. Public Notification and Permitting of Planned Right-of-Way Work During Night Time Hours**

Street Transportation Director Maria Hyatt introduced the item. She discussed the amount of work done in the right-of-way and why it was necessary to do work after hours to lessen the impact on traffic. She described the type of work and noise levels done after hours. She stated the types of work included routine maintenance, replacement of existing equipment/infrastructure, new installation or construction, and emergency work. The noise levels were identified as minimal, moderate, and loud levels. She stated work was done to analyze the types of complaints Council offices received, which was incorporated into the development of the proposed policy. She informed the proposed policy was modeled after the public notification process used in the Planning and Development department. She then introduced Deputy Street Transportation Director Chris Ewell.

Mr. Ewell discussed the proposed policy explaining how public notification was required during night hours and when generating moderate to loud noise levels. He stated the policy would apply to City work as well as private development. He explained the policy would require centralized review and approval, thorough vetting and coordination, Council office approval, permits, public notification, and the ability to revoke based on community complaints. Ms. Hyatt stated staff would provide a template of the process based on community feedback.

Mr. Ewell outlined the stakeholder outreach and feedback collected from utility partners, other City departments, and the Association of General Contractors. He stated the next steps would include continuing stakeholder outreach and returning in June for recommended approval of the final policy.

Councilwoman Stark thanked staff and commented on the good process of the Planning and Development department.

Vice Mayor Williams asked what night time hours consisted of. Mr. Ewell stated typically after 6 p.m., but varied on the time of year.

### **11. Bicycle Program Update**

Street Transportation Director Maria Hyatt introduced the item highlighting Bike to Work day. She then introduced Deputy Street Transportation Director Mark Melnychenko.

Mr. Melnychenko outlined six distinct efforts for developing bike lanes throughout the City which included neighborhood traffic management, the pavement maintenance program, the capital improvement program, developer and partner agency projects, the bicycle master plan, and the T2050 mobility program. He discussed the public input process including an open house and an on-line comment tool.

Councilman Valenzuela arrived in person at 9:31 a.m.

Mr. Melnychenko discussed the common themes gathered from the public which ranged from safety and protection to a series of community projects. He pointed out comments made by auto users focused on roadway conditions and concerns with removing vehicle lanes. He went over individual projects underway in various stages of completion, each of which included a component of protection for cyclists. He discussed the connected network which included a comprehensive approach, a focus on low-volume low-stress streets, an emphasis on safety, and a potential for economic development. He discussed utilization of existing technology and infrastructure including canals, pedestrian bridges, and HAWK signals. He informed how on April 28 there would be a bicycle forum taking place pointing out various components of the forum. Ms. Hyatt added how the intent for the forum was to have a balanced conversation. Mr. Melnychenko stated the five E's which would be a focal point of the bicycle forum were engineering, education, encouragement, enforcement, and evaluation. He discussed some of the challenges faced including east-west corridors, direct links to arterial streets, repurposing of streets to implement bike lanes, lengthy project implementation, and transit capacity for more bicycles. He discussed the next steps and messaging planned which focused on safety, developing the network, balancing the needs of all users, linking economic development potential, and returning to the subcommittee in the fall with an update.

Vice Mayor Williams discussed wanting to see a comprehensive approach of the various transportation-related plans under way expressing concerns with traffic and safety. She encouraged the departments to work collaboratively and compile the various plans together to understand how best to move forward.

Councilwoman Pastor asked who was invited to the bicycle forum and how. Mr. Melnychenko pointed out press releases, Nextdoor and other electronic communication. He stated there was a limit on space for the event but would continue to monitor to ensure proper outreach was done. Councilwoman Pastor asked about how they would ensure there was a balance in attendees. Ms. Hyatt stated they would likely not know but would be reaching out to a broad audience to encourage a balanced attendance.

Councilwoman Pastor discussed the existing pedestrian bridge on 20th Street speaking to her experience with the bridge being difficult for bicyclists. She spoke about safety concerns and the consideration of high fatality rates in the area. She discussed silo-busting and needing to examine all the different plans underway.

Councilwoman Stark discussed safety in the trails in the washes in the northern part of the city. She spoke about transients and the need to work with the Police department.

## **12. Recycling Market Update**

Public Works Director Ginger Spencer introduced the item and gave some background. She then introduced Assistant Public Works Director Joe Giudice and Deputy Director Rick Peters.

Mr. Giudice spoke about the history of Phoenix recycling highlighting significant dates including the openings and renovations of the 27th Avenue and Gateway Recycling Centers. He went over some of the infrastructure challenges at the City's material recovery facilities including obsolete infrastructure, changes in composition streams over time, and changes in quality specifications. He discussed the recent changes in China's recycling policy and the significant impact of China's "National Sword" campaign which began in July 2017. He explained the campaign limited the number of permits issued allowing recyclables into China, banned certain materials such as mixed plastics, and implemented a high contamination rate standard of 0.5%, which if not met would cause materials to be rejected. He discussed the impact of the new policies on revenue pointing out how although recycling tonnage had increased in recent years, revenue had declined. He spoke about the impact of market fluctuations as well as the Arizona minimum wage law on revenue. He discussed actions required including education and enforcement, infrastructure and capital improvements, and strategic partnerships. He described the education tag program modeled after the city of Atlanta which helped monitor and engage high contamination neighborhoods by inspecting containers and giving direct feedback to residents. He gave examples of inspections and some of the common contamination observed including food, styrofoam, and pizza boxes. He informed that pizza boxes when clean could be recycled, but if contaminated by grease should be thrown away.

Councilwoman Pastor spoke about the confusion to the public and the need to work on better messaging. Ms. Spencer spoke about efforts to simplify messaging, she stated cardboard was recyclable but the cheese and grease was considered contamination and residents could tear the box in half to dispose of or compost the greasy side. Councilwoman Pastor asked if cardboard could be placed in the green organics tan bin. Ms. Spencer confirmed that it could.

Mr. Giudice spoke about the positive results of the preliminary tag program in a small segment of the City. He stated after five weeks they had seen significant change which helped improve the quality of materials entering the recycling processing centers.

Vice Mayor Williams stated residents would likely be asking how the City knew it was their can and why they received the negative tag. Mr. Giudice explained the intent of the program was not to be personal but to simply give recommendations of how to improve recycling. Ms. Spencer added the focus was to reduce contamination.

Mr. Giudice discussed infrastructure and capital investments stating the focus next would be on the North Gateway facility as it would likely take less investment to upgrade. He explained the outcomes of adding more sorting technology of increasing diversion and creating different types of end products. He spoke about the importance

of moving from a linear model to a circular economy model looking toward the Resource Innovation Campus to develop new end markets and recover the value of materials.

Ms. Spencer summarized the biggest impact the department was dealing with was the strict contamination rate put in place by the China's "National Sword." She stated it was a major disruptor for the recycling market and it was unknown how long the impact would last.

Vice Mayor asked about Glendale's recycling program. Ms. Spencer explained the previous reciprocal agreement between Phoenix and Glendale and the revenue exchange Phoenix gave in return for recyclable materials. She explained in the current state of the market, the City could still accept materials from city partners, however they could not share revenue as there was none to share. She stated they would not be accepting recyclables from new cities until infrastructure improvements could be made. Mr. Giudice added Glendale would still have a recycling program for residents but would be closing their materials recovery center and looking elsewhere to send materials.

**Call to the Public**

None.

**Future Agenda Items**

None.

**Adjournment**

Chairwoman Williams adjourned the meeting at 10:14 a.m.

Respectfully submitted,  
Sarah Moratto  
Management Intern

PHOENIX CITY COUNCIL  
 TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE  
 Wednesday, April 18, 2018  
 Assembly Rooms A, B, C  
**PLEASE SIGN-IN**

	Name	Title	Department / Organization
1.	Joe Bowles	Deputy Director	Public Transit
2.	Kacie Howard	NAIF	Geo
3.	Leila Gamiel	PIS	Public Transit
4.	Roberto Valentin	Proj Manager	Public Transit
5.	Rick Peters	Deputy Director	Public Transit
6.	Elizabeth Boynton	CS II - Lead	Public Transit
7.	Linda Whitfield	CS II	Public Transit
8.	Tara Gonzalez	SROG PM	WSD
9.	Mike James	BRT Admin	PTD
10.	Albert Crespo	Deputy PTD Director	PTD
11.	Daniela Ajamie	Marketing Director	Recyclebank
12.	DAN ABRAM	Assoc. VP	Wilson & Company
13.	Wendy Miller	Deputy PTD Director	PTD
14.	Markens Coleman	MA II	CMU / PTD
15.	KIMI KRUDSON	ASST DIR / CITY ENR	COP / STA
16.	Mark Gluck	DEPT STREET DIR	STREETS
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18.			
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PHOENIX CITY COUNCIL  
 TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE  
 Wednesday, April 18, 2018  
 Assembly Rooms A, B, C  
**PLEASE SIGN-IN**

	Name	Title	Department / Organization
1.	Brenda Vanez	PTO	Public Works
2.	Maria Hyatt		
3.	Chris Ewell	Deputy Director	STREETS
4.	Joe Giudice	Assistant Public Works Director	AND
5.	Aimee Conroy	Deputy Water Services Director	WSD
6.	Carmen Ragan	AAP	WSP
7.	Blaine Akinz	CIVIL ENG - TRANSPORT	WSP
8.	Ken Kessen	Acting Public Transit Director	PTD
9.	Alissa Ruggiero	ACCOUNT MGR	RECYCLEBANK
10.	Kevin Tene	Principal Planner	Public Transit
11.	Denis Howe	Olsson Assoc - Engineer	Olsson Assoc
12.	CLAUDE MATTOX	MAFP VP	MA FIRM
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## Contract for Residential Curbside Textile Diversion Program

This report requests the Transportation and Infrastructure Subcommittee recommend City Council authorization to award a contract to Goodwill of Central and Northern Arizona (Goodwill) for the Residential Curbside Textile Diversion program.

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

#### **Summary**

In 2013, the City adopted the goal of diverting 40 percent of trash from the landfill by the year 2020. In April 2016, this goal was expanded to achieve Zero Waste by 2050. As part of the Reimagine Phoenix Initiative to achieve these goals, the Public Works and the Community and Economic Development departments have been collaborating to create public-private partnerships to build the City's circular economy by redirecting materials back into the economy instead of sending them to the landfill.

The City's 2015 waste characterization study identified textiles as the fourth most prevalent (by weight) material in the City's garbage stream, estimated at 16,200 tons annually, and the second largest contaminant in the City's recycling stream, estimated at 2,600 tons annually. In response, the Public Works Department issued the Curbside Textile Diversion Program Request for Proposals (RFP) to find one or more entities to provide curbside textile diversion services to the City's Solid Waste customers to redirect textiles currently in the municipal waste and recycling streams, and divert them for reuse, remanufacture, and/or research and development. The RFP, issued in September 2017, allowed proposers to bid on one or more of the Department's ten service areas and also required the successful proposer to use the *Curb My Clutter* licensed software. No bids were received.

In January 2018, the Public Works Department issued a new Curbside Textile Diversion Program RFP removing the requirement to use the licensed software and expanding the service area citywide. The City received two proposals. A panel including City staff as well as subject matter experts evaluated the proposals on the following criteria:

- Proposed price per pound of textiles collected to be paid to the City (400 points)

- Approach to the business opportunity (200 points)
- Qualifications and experience (200 points)

The panel unanimously recommended entering into a contract with Goodwill.

Goodwill and City staff will phase in implementation of the Citywide residential curbside textile diversion program for the City's Solid Waste customers over the course of one year. The initial contract term will be for one year, with four one-year renewal options, beginning on or about September 2018. This contract is expected to generate revenue for the City. The City will not incur any expenditures related to this contract outside of marketing the program as agreed upon in the contract.

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.





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## Northwest Light Rail Extension Phase II Project Design and Construction Funding Agreement

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval of the design and construction funding agreement with Valley Metro for an amount not-to-exceed \$25 million for the Northwest Phase II Light Rail Extension Project.

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

#### **Summary**

Northwest Light Rail Extension Phase II is a 1.6-mile light rail project extending west on 19th Avenue to 25th Avenue, then northward to Mountain View Road, then to a terminus west of Interstate 17 adjacent to the Metrocenter Mall. The project will include three new stations, two park-and-ride lots (one end-of-line, one co-located with Rose Mofford Park), and a relocated and expanded Metrocenter transit center. The project will include an elevated structure over Interstate 17 and will terminate just west of the freeway.

The Northwest Light Rail Extension Phase II is scheduled to open in 2023. In June 2017, the Federal Transit Administration (FTA) approved Valley Metro's request to enter Project Development phase under the New Start Capital Investment Grant (CIG) program. An Environmental Assessment and preliminary engineering are currently underway and are expected to be completed by summer 2018.

Valley Metro awarded a contract for pre-construction services to Kiewit-McCarthy Joint Venture in September 2017. A systems design contact to support this project was awarded to PGH Wong Engineering in September 2017. Valley Metro also awarded public art services contracts in November 2017. A contract for final design services is anticipated to be awarded by summer 2018.

Valley Metro intends to begin final design this summer. Prior to initiating this next phase of the project, it is necessary for Valley Metro and Phoenix to formalize a funding, design and construction agreement. This agreement defines the relationship between Phoenix and Valley Metro regarding the management, administration,

funding, design and construction of the project.

Funding from the City of Phoenix is needed for Valley Metro to complete professional design and pre-construction services for the project. This would include: final design services; agency project management; preparing legal descriptions of right-of-way, permits, insurance, and other legal documentation as required; community relations support throughout design; and other surveys, testing, and inspections as necessary.

Future Council action will be needed to amend the agreement to include additional funding once real estate and construction costs are better defined. The agreement will terminate upon completion of the project.

Upon receiving City Council approval, the City of Phoenix will provide \$25 million to fund the final design and pre-construction activities required as part of the New Starts Engineering phase as defined by FTA.

**Financial Impact**

The estimated total cost to complete the professional design and pre-construction services and all other FTA New Starts Engineering Phase activities is \$25 million. These activities will be funded with City of Phoenix T2050 revenues, which are eligible for federal reimbursement under the pre-award authority granted by the FTA.

<u>FY2019</u>	<u>FY 2020*</u>	<u>Total</u>
\$19,794,046	\$5,205,954	\$25,000,000

\*Estimated funding needed for FY2020 represents a partial year and does not include construction or other activities that would be initiated with a New Starts Full Funding Grant Agreement.

**Concurrence/Previous Council Action**

On April 26, 2018 the Citizen Transportation Commission voted to recommend the Transportation and Infrastructure Subcommittee and the City Council approval of a funding, design and construction agreement with Valley Metro for an amount not to exceed \$25 million for the Northwest Phase II Light Rail Extension Project by a vote of 10-3.

**Location**

Extends west on 19th Avenue to 25th Avenue, then northward to Mountain View Road, then to a terminus west of Interstate 17 adjacent to the Metrocenter Mall (**Attachment A**).

Council District: 1, 3, and 5

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**Responsible Department**

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

# Attachment A





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

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

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

#### **Summary**

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

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

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

The Maricopa Association of Governments (MAG): MAG is a Council of Governments that serves as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and

policy development on a regional scale. Issues such as transportation, air quality, and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in the Maricopa County region. Mayor Stanton serves as Phoenix's representative.

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

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

**Responsible Department**

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



## **Citizens Transportation Commission Meetings**

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

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

#### **Summary**

The Citizens Transportation Commission will advance transparency, public input, and government accountability by reviewing appropriations provided by Transportation 2050, as approved by the voters on Aug. 25, 2015.

The Commission will review T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of Transportation 2050 funds as well as funding from other sources; conduct public meetings; and formulate and present recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by Transportation 2050.

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

#### **Responsible Department**

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



## T2050 Mobility Program Update

This report provides an update to the Transportation and Infrastructure Subcommittee on progress made related to the 11 Transportation 2050 (T2050) mobility studies and the T2050 Connectivity to Bus Stops program. The report also provides details about Achieving Transportation Accessibility Now (ATAN) funding from the Maricopa Association of Governments (MAG), which focuses on Americans with Disabilities Act (ADA)-related bus stop accessibility improvements.

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

#### **Summary**

At the April 11, 2017 T&I meeting, staff presented the results of a data analysis process that resulted in two T2050 Mobility Program focus areas: (1) Five-Year Mobility Sidewalk Program of improvements on major streets to make transit bus stops ADA accessible; and (2) Mobility areas for further study. At this meeting, the Subcommittee approved moving forward with 11 mobility studies in areas identified Citywide through a robust data analysis exercise. At the Oct. 10, 2017 T&I meeting, the Subcommittee approved implementation of the Five-Year T2050 Mobility Sidewalks Program to provide major street bus stop connections.

#### Bus Stop ADA Accessible Sidewalks - Five-Year Program of Projects

The Five-Year T2050 Mobility Sidewalks Program Improvement Locations (**Attachment A**) map shows the locations of 25 bus stop ADA accessible sidewalk improvements that will be completed between fiscal year (FY) 2017-18 and FY 2021-22. The Five-Year T2050 Mobility Sidewalks Program cost information, including design, right-of-way, and construction work phases for each project are provided in **Attachment B**. The T2050 Sidewalk Program will utilize 50 percent of the T2050 Mobility Program's five-year projected revenues.

After receiving approval from the Citizens Transportation Commission (CTC), Streets staff refined scopes and cost estimates for construction of 12 projects funded in FY 2018 and FY 2019. With the exception of three projects on Cave Creek and Contention Mine Roads, the program is moving forward as approved. After further analysis, it was determined that the three projects on Cave Creek and Contention Mine



Roads will require additional analysis to refine project scopes and budgets. Due to the time needed to complete the scoping process for these projects, funding for these projects was moved out one year to FY 2020.

Staff will continue refining scopes and cost estimates for the remaining 14 projects programmed in FY 2020 - FY 2022. The project located at the intersection of Tatum Boulevard and Mayo Boulevard will be completed with FY 2022 or later T2050 Mobility Program funds due to projected insufficient funding to complete the project in the current Five-Year Program timeframe.

#### Achieving Transit Accessibility Now (ATAN) Program

In response to public input, the Maricopa Association of Governments (MAG) Regional Council approved \$840,536 of transit funds to improve accessibility at transit stops in the MAG region. Applications from local jurisdictions are evaluated on a “rolling-application” cycle every six months. With Council approval, Streets submitted a grant application before the April 5, 2018 due date for 11 shovel-ready projects that meet the ATAN Program application requirements.

The ATAN program will contribute 80 percent of the project cost, with a maximum of \$40,000 per location. Local jurisdictions are required to contribute a minimum 20 percent match. This equates to \$10,000 local match per project site, or a total of \$110,000 for the 11 shovel-ready projects. The total cost of these projects is estimated to be \$1.8 million, which have already been programmed using T2050 funds. If awarded, the ATAN Program funds will make up to \$440,000 available to be used for other T2050 mobility projects.

#### T2050 Mobility Studies

As approved by the CTC, the remaining 50 percent of T2050 Mobility Program projected revenues will be used to identify and fund projects identified in 11 mobility studies throughout the City. The studies will utilize transportation data analysis, stakeholder feedback, and public outreach to identify and prioritize mobility improvements within each study area. Upon completion of the studies, staff will work with the CTC to evaluate and prioritize projects from the 11 studies to develop a five-year program of improvements.

Since receiving approval to complete the 11 T2050 Mobility studies, study efforts have been initiated and staff has phased them into three groups. Staff is in the process of scheduling and developing a format for public meetings in the first group, which includes four study areas. The public meetings are anticipated for May 2018. The meetings will garner public input and feedback related to the importance of destinations, mobility project types, and general mobility infrastructure concerns that

will assist with prioritizing projects. A map of the study areas with estimated completion dates is included as **Attachment C**.

A “Current Conditions” analysis has been completed for the second group, which also includes four study areas. The purpose of this analysis is to collect transportation system data and to identify gaps in mobility infrastructure. This is an important step towards identifying viable projects and investments. Upon review of the “Current Conditions” report, project teams will begin identifying mobility project improvements for public input.

The final group, which include the remaining three study areas, is in the process of being initiated. Staff is starting to collect and analyze pertinent transportation system data for inclusion in preliminary “Current Conditions” reports.

It is anticipated all 11 studies will be completed in March 2019. Due to the likelihood of studies identifying more projects than the anticipated revenue will support, a future discussion with the CTC will be held on the T2050 Mobility Program project evaluation criteria. This will likely coincide with the completion of the first group studies in September 2018. That criteria will be key in the development of a Five-Year program mobility improvement projects.

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

On April 11, 2017 the Transportation and Infrastructure Subcommittee approved staff's recommendation to move forward with 11 mobility studies on a 3-0 vote.

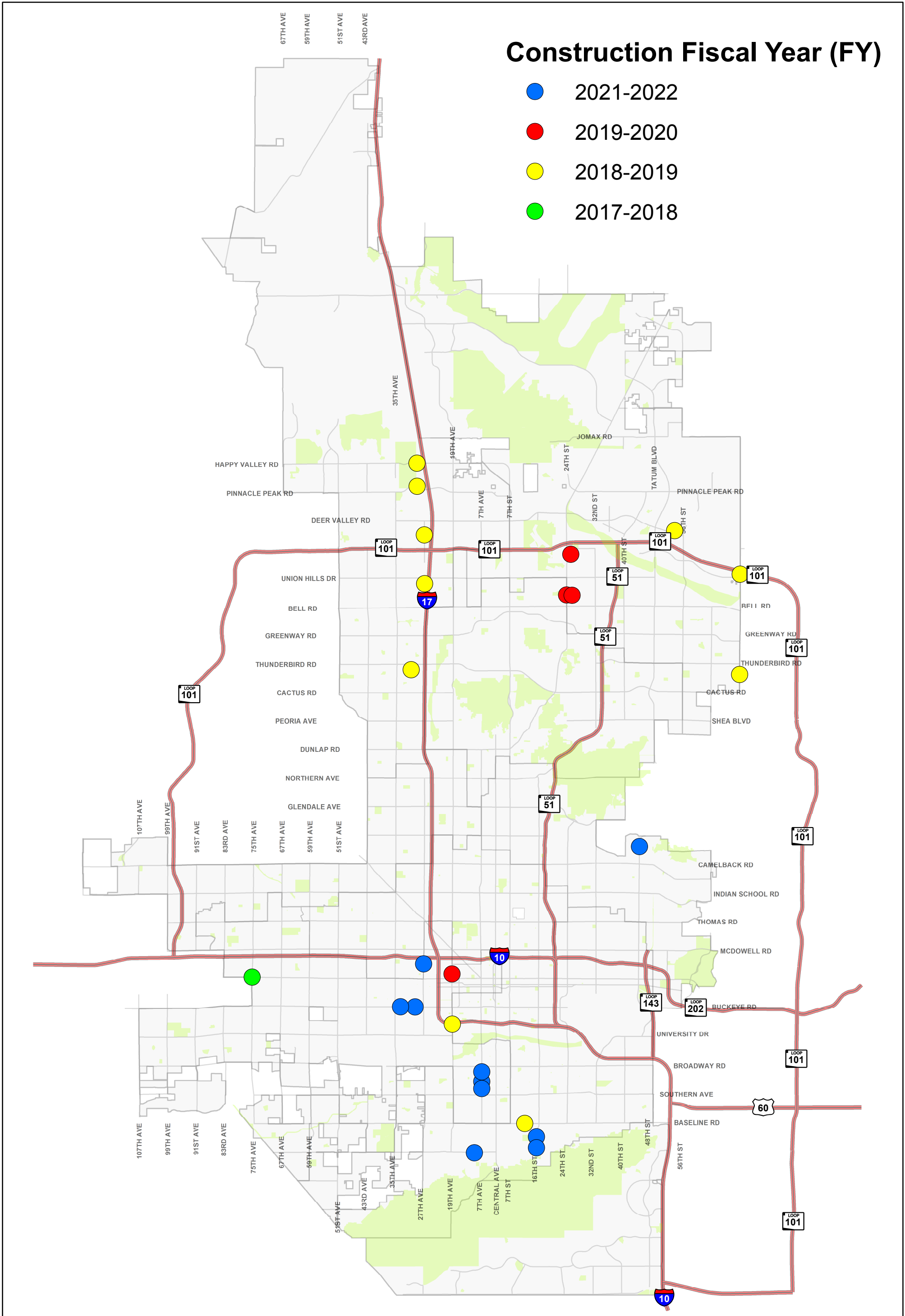
On Oct. 10, 2017 the Transportation and Infrastructure Subcommittee approved implementation of the Five-Year T2050 Mobility Sidewalks Program to provide major street bus stop connections on a 4-0 vote.

#### **Responsible Department**

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

### Construction Fiscal Year (FY)

- 2021-2022
- 2019-2020
- 2018-2019
- 2017-2018



**Attachment B: Five-Year T2050 Mobility Sidewalks Program**

T2050 Sidewalk to Bus Stop Projects		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	Total
<b>Total Mobility Program Funding:</b>		\$ 8,570,000	\$ 4,650,000	\$ 4,890,000	\$ 5,130,000	\$ 5,205,000	\$ 28,445,000
<b>ADA Sidewalk Program Funding (50% of Mobility Revenues)</b>		\$ 4,285,000	\$ 2,325,000	\$ 2,445,000	\$ 2,565,000	\$ 2,602,500	\$ 14,222,500
<b>Design Phase</b>							
Project	CD	Project Number					
75th Ave & Van Buren	7	1	\$ 69,800				
Deer Valley Rd: 125 W/O Marriott Dr	2	2	\$ 43,000				
31st Ave: Willow St - Voltaire Ave	1	3	\$ 73,600				
Baseline Rd: 12th St - 13th Pl	8	4	\$ 54,700				
Scottsdale Rd: Mayo Blvd - SR101	2	5	\$ 80,000				
29th Ave: Pinnacle Pk - 150' north	1	6	\$ 56,300				
27th Ave & Rose Garden Ln	1	7	\$ 26,500				
27th Ave & Villa Maria Dr	1	8	\$ 25,000				
Hilton Ave & 19th Ave	7	9	\$ 27,300				
Scottsdale Rd: Sweetwater Ave - Joan De Arc Ave	2	10	\$ 66,600				
29th Ave: 700' & 1,900' s/o Happy Valley Rd	1	11	\$ 28,500				
19th Ave: Van Buren St - Fillmore St	7	12	\$ 154,000				
Cave Creek Rd: 300' n&s/o Contention Mine Rd	2	13	\$ 76,000				
Cave Creek Rd: Utopia Dr - Marco Polo Rd	2	14	\$ 641,200				
Contention Mine Rd: Cave Creek Rd - 26th St	2	15	\$ 241,200				
7th Ave: 800' s/o Roeser Rd	7	16		\$ 205,200			
7th Ave: 900' s/o Sunland Ave	7	17		\$ 178,900			
7th Ave & Tamarisk St	7	18		\$ 27,600			
Buckeye Rd: 170' w/o 29th Ave	7	19		\$ 46,800			
Buckeye Rd: 135' w/o 33rd Ave	7	20		\$ 24,000			
16th St: Euclid Ave - South Mtn Ave	8	21			\$ 194,600		
16th St: Dobbins Rd - Euclid Ave	6	22			\$ 122,500		
44th St: Vermont St - Joseph St	6	23			\$ 315,000		
27th St & Roosevelt St	8	24			\$ 100,000		
10th Ave: 150' s/o Dobbins Rd	8	25			\$ 18,200		
Tatum Blvd & Mayo Blvd Intersection	1	26			\$ 800,000		
			\$ 1,663,700	\$ -	\$ 482,500	\$ 800,000	\$ 3,696,500
<b>ROW Phase</b>							
Project	CD	Project Number					
Deer Valley Rd: 125 W/O Marriott Dr	2	2	\$ 3,000				
19th Ave: Van Buren St - Fillmore St	7	12	\$ 25,000				
Cave Creek Rd: Utopia Dr - Marco Polo Rd	2	14	\$ 90,000				
7th Ave: 800' s/o Roeser Rd	7	16		\$ 13,700			
Buckeye Rd: 170' w/o 29th Ave	7	19		\$ 10,600			

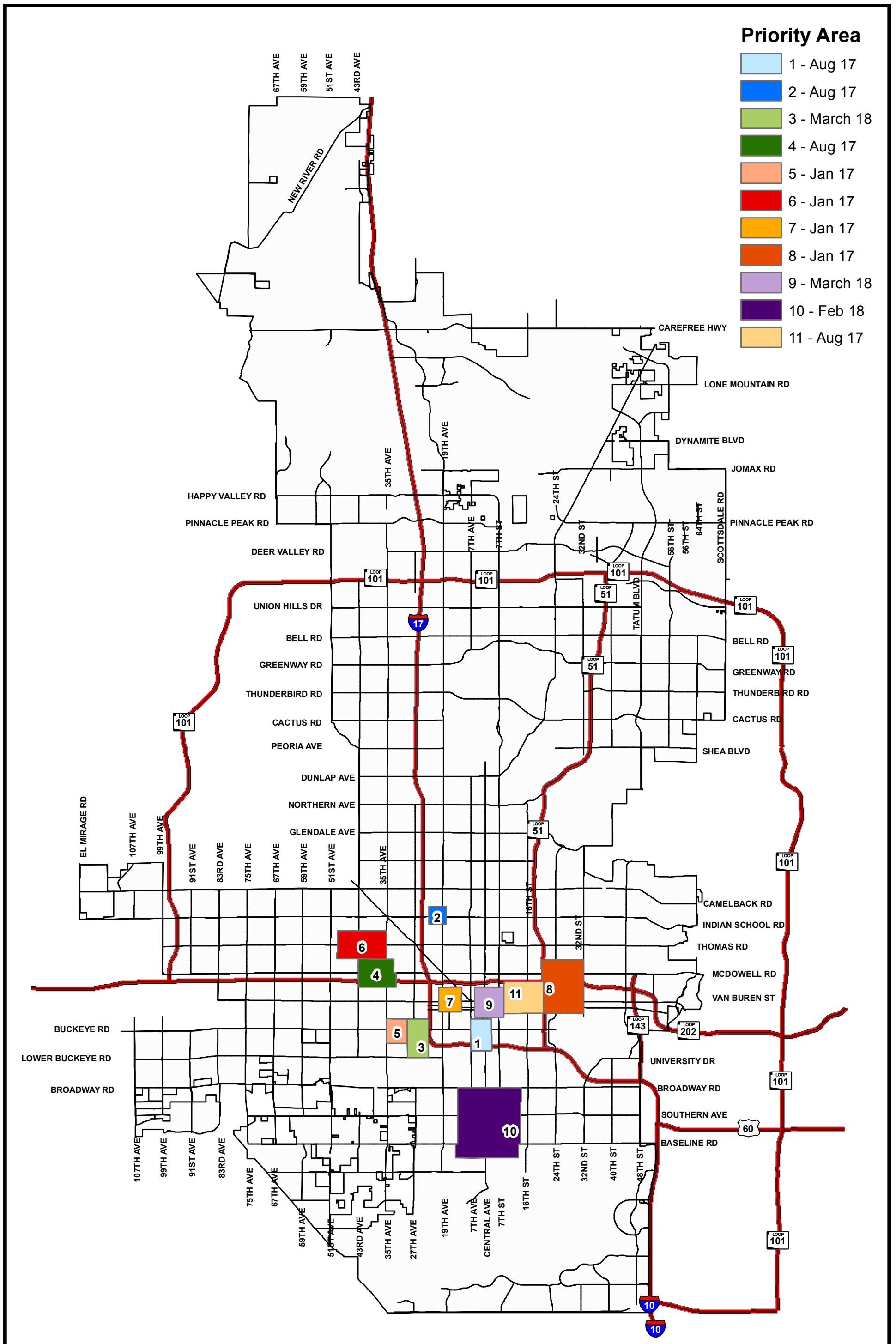
### Attachment B: Five-Year T2050 Mobility Sidewalks Program

Buckeye Rd: 135' w/o 33rd Ave	7	20					\$ 21,000	
16th St: Euclid Ave - South Mtn Ave	8	21					\$ 3,000	
27th St & Roosevelt St	8	24					\$ 21,000	
			\$ 3,000	\$ 115,000	\$ -	\$ 69,300	\$ -	\$ 187,300

Attachment B: Five-Year T2050 Mobility Sidewalks Program

Project	CD	Project Number	Construction Phase					FY21/22	Total
			FY17/18	FY18/19	FY19/20	FY20/21	FY21/22		
75th Ave & Van Buren	7	1	\$ 164,800						
Deer Valley Rd: 125 W/O Marriott Dr	2	2		\$ 54,700					
31st Ave: Willow St - Voltaire Ave	1	3		\$ 195,500					
Baseline Rd: 12th St - 13th Pl	8	4		\$ 154,700					
Scottsdale Rd: Mayo Blvd - SR101	2	5		\$ 64,000					
29th Ave: Pinnacle Pk - 150' north	1	6		\$ 38,900					
27th Ave & Rose Garden Ln	1	7		\$ 64,500					
27th Ave & Villa Maria Dr	1	8		\$ 47,000					
Hilton Ave & 19th Ave	7	9		\$ 101,500					
Scottsdale Rd: Sweetwater Ave - Joan De Arc Ave	2	10		\$ 220,000					
29th Ave: 700' & 1,900' s/o Happy Valley Rd	1	11		\$ 87,000					
19th Ave: Van Buren St - Fillmore St	7	12			\$ 122,000				
Cave Creek Rd: 300' n&s/o Contention Mine Rd	2	13			\$ 208,000				
Cave Creek Rd: Utopia Dr - Marco Polo Rd	2	14			\$ 3,303,100				
Contention Mine Rd: Cave Creek Rd - 26th St	2	15			\$ 1,153,000				
7th Ave: 800' s/o Roeser Rd	7	16				\$ 351,700			
7th Ave: 900' s/o Sunland Ave	7	17				\$ 276,400			
7th Ave & Tamarisk St	7	18				\$ 76,500			
Buckeye Rd: 170' w/o 29th Ave	7	19				\$ 44,500			
Buckeye Rd: 135' w/o 33rd Ave	7	20				\$ 36,200			
16th St: Euclid Ave - South Mtn Ave	8	21				\$ 849,500			
16th St: Dobbins Rd - Euclid Ave	6	22				\$ 459,500			
44th St: Vermont St - Joseph St	6	23				\$ 1,321,000			
27th St & Roosevelt St	8	24				\$ 150,000			
10th Ave: 150' s/o Dobbins Rd	8	25				\$ 27,700			
<b>Total Construction:</b>			<b>\$ 164,800</b>	<b>\$ 1,027,800</b>	<b>\$ 4,786,100</b>	<b>\$ -</b>	<b>\$ 3,593,000</b>	<b>\$ 9,571,700</b>	
<b>Total Expenses (Design + ROW + Construction)</b>			<b>\$ 1,831,500</b>	<b>\$ 1,142,800</b>	<b>\$ 5,268,600</b>	<b>\$ 819,600</b>	<b>\$ 4,393,000</b>	<b>\$ 13,455,500</b>	
<b>Half of T2050 Mobility Funding (Revenue Budget for Sidewalk Program)</b>			<b>\$ 4,285,000</b>	<b>\$ 2,325,000</b>	<b>\$ 2,445,000</b>	<b>\$ 2,565,000</b>	<b>\$ 2,602,500</b>	<b>\$ 14,222,500</b>	
<b>Remaining Budget:</b>			<b>\$ 2,453,500</b>	<b>\$ 1,182,200</b>	<b>\$ (2,823,600)</b>	<b>\$ 1,745,400</b>	<b>\$ (1,790,500)</b>	<b>\$ 767,000</b>	
Projects in yellow are currently underway									

# Attachment C: T2050 Mobility Studies Release Schedule



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3/15/2018





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## Plastics #3 - #7 Diversion Request for Proposals

This report provides the Transportation and Infrastructure Subcommittee with an update on the Plastics #3 - #7 Request for Proposals (RFP).

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

#### **Summary**

In 2013, the City adopted the goal of diverting 40 percent of trash from the landfill by the year 2020. In April 2016, this goal was expanded to achieve Zero Waste by 2050. As part of the Reimagine Phoenix Initiative to achieve these goals, the Public Works and the Community and Economic Development departments have been collaborating to create public-private partnerships to build the City's circular economy by redirecting materials back into the economy instead of sending them to the landfill.

Plastics #3 - #7 include polyvinyl chloride (PVC), low-density polyethylene (LDPE), polypropylene (PP), polystyrene (PS), and other plastics, which are found in things such as shrink wrap, plastic toys, frozen food bags, yogurt cups, and Styrofoam containers. Recent changes in commodities recycling markets have impacted how the City handles plastics #3 - #7. Previously, plastics #3 - #7 were bundled and sold on the open market, whereas today most of these materials are being sent to the landfill. Currently, the operator of the City's materials recovery facilities (MRFs) separates plastics #5 from the mix and sells the material as a commodity. The City's 2015 waste characterization study estimated 13,038 tons of plastic are in the Citywide garbage and recycling streams annually.

On March 9, 2015, the City issued a Call for Innovators (CFI) to request information from private sector innovators with technologies and manufacturing processes that transform trash into energy and new products. Through this CFI, the City sought to better understand the industry and identify specific business opportunities for future competitive processes. As reported on Nov. 10, 2015, to this Subcommittee, respondents to the CFI for Recycled Plastics #3 - #7 indicated an interest in remanufacturing these plastics into liquid fuel.

The Plastics #3 - #7 Diversion RFP will seek one or more entities to provide plastics #3



- #7 diversion services to redirect one or more of those materials currently in the municipal waste and recycling streams, and divert them for waste-to-product or waste-to-liquid fuel technologies. At this time, the City will not consider incineration or combustion technologies.

Proposers may bid on one or more solutions for plastics #3 - #7 reuse, repurpose, remanufacture, and/or research and development. The successful proposer for the Plastics #3 - #7 Diversion RFP will be required to have demonstrated experience reusing, repurposing or remanufacturing plastics #3 - #7 and the RFP evaluation criteria will include qualifications and experience, proposed technology, the proposer's business plan, and the financial return and benefits the proposal provides to the City. The RFP will give preference to respondents who propose to locate a facility at the Resource Innovation Campus, but will also allow proposers to transport plastics #3 - #7 to another facility.

Contracts resulting from this RFP are anticipated to have a term of 10 years with two 10-year renewal options, to be exercised at the sole discretion of the City, dependent on the nature of the proposals received.

**Responsible Department**

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.



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## **South Central Transit Oriented Development Business Assistance and Land Use Planning Services Grant**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval to execute a contract with Promise Arizona/Gould Evans not to exceed \$2.4 million to execute business assistance, Transit Oriented Development (TOD) planning and urban design services for the South Central Light Rail Extension Project.

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

#### **Summary**

In October 2016, the Federal Transit Administration (FTA) awarded the City of Phoenix a Transit Oriented Development (TOD) planning grant to implement an early action business assistance program and to plan for future development along the South Central Light Rail Extension. The City of Phoenix received from the FTA the maximum available funding of \$2 million, which is further supported by a \$400,000 local match.

The grant will fund comprehensive, proactive business assistance that will include business owner workshops, detailed inventories and needs assessments of the businesses in the corridor, and development and implementation of individual business assistance plans. In addition, the grant provides the resources to engage and work with the community to gather extensive input and understand perspectives on the current and desired conditions of the station areas to generate a long-term vision for the corridor. The visioning work will be captured through interactive design workshops that will yield conceptual urban design plans for the areas surrounding each station. The community engagement, visioning, urban design work, and an action plan will be documented in a TOD policy plan specific to the South Central corridor, which will serve to attract, guide, and prioritize strategic investments in infrastructure, housing, economic development, and other areas to achieve the shared vision for the future.

#### **Procurement Information**

In 2017, City Council approved staff's request to issue a request for proposal (RFP) for TOD planning, business assistance, and urban design services for the South Central Light Rail Extension. This RFP was issued Dec. 19, 2017 with a proposal submission

deadline of Jan. 22, 2018. A pre-proposal conference was held on Jan. 16, 2018 to answer questions regarding process, RFP requirements, and scope of work. Once all feedback had been documented, staff issued an addendum to the RFP to clarify and revise wording and to extend the deadline to Feb. 7, 2018.

Two proposals were received in response to the RFP. An evaluation panel comprised of City of Phoenix staff, Valley Metro staff, and members of the community received and scored the proposals. Each proposal was evaluated based on offeror and subconsultants' qualifications and experience, personnel qualifications and experience, and technical components. After compiling the evaluation panel's final scores, Promise Arizona/Gould Evans received the highest overall score. As part of their proposal, Promise Arizona/Gould Evans plans on utilizing the following subconsultants as part of their team: Local First, Hustle Phoenix, Friendly House, Center for Neighborhood Technology, J2 Engineering & Environmental Design, and Wilson Company. The Callison RTKL Inc. proposal included of the following firms: Jacobs Engineering Group, Elliot D. Pollack & Co., PLAN\*et Communities LLC, CoNecs NA, and PSM, Squared, Inc.

Below is a listing of the highest overall scores based on the evaluation criteria with a maximum of 1,000 points for the two proposers:

- Promise Arizona/Gould Evans: 897 points.
- Callison RTKL Inc.: 680 points.

### **Contract Term**

The contract will commence in May 2018 and end around April 30, 2020. The City may, at its sole option, extend the period of the contract up to one year in monthly increments to coincide with project completion.

### **Financial Impact**

Contract amount not-to-exceed \$2.4 million to complete business assistance, TOD planning, and urban design services for the South Central Light Rail Extension Project.

Below is a breakdown of the TOD Grant Funding sources:

- FTA: \$2 million
- Local Match (T2050): \$400,000

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

On April 26, 2018, the Citizen Transportation Commission (CTC) voted to recommend the Transportation and Infrastructure Subcommittee and the City Council approval to execute a contract with Promise Arizona/Gould Evans by a vote of 8-2 (1 abstain, 2

conflicts).

**Location**

The South Central Light Rail Extension is a five-mile light rail investment on Central Avenue between Jefferson and Baseline Road.

Council Districts: 7, 8

**Responsible Department**

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



## **Contract for Street Planning and Design Manual Update**

This report provides information to the Transportation and Infrastructure Subcommittee about the Street Planning and Design Manual Update to reflect recently adopted City policies and transportation plans. Staff also requests the Transportation and Infrastructure Subcommittee recommend City Council approval to enter into an agreement with Kimley-Horn and Associates, Inc. to provide transportation planning services in support of the Street Planning and Design Manual Update project at a cost not to exceed \$350,000.

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

#### **Summary**

The Street Transportation Department desires to update and revise the City of Phoenix Street Planning and Design Manual that was developed in 2009. The resultant project will update the Manual to:

- Integrate recently adopted codes and guidelines.
- Develop a clear, concise and user-friendly manual.
- Provide guidance in daily design and development decisions.

The Street Planning and Design Manual assists City staff, consultants, and developers with the planning and design of streets that reflect current City policies and guidelines, such as the incorporation of multi-modal transportation planning best practices.

The application of the Street Planning and Design Manual design and planning principles will improve safety for all street users, including drivers, bicyclists, pedestrians and transit users. The Manual principles will also be consistent with and reflect nationally adopted standards and will be developed in close coordination with key stakeholders to update and create guidelines that meet the goals and vision of the City.

The Phoenix Street Planning and Design Manual will be updated to:

- Include modified street classification map cross-sections that reflect complete street principles and policies and implement recommendations developed by the Key Corridors Master Plan.

- Reflect and integrate recently adopted City codes, plans and policies.
- Reference, as appropriate, current national standards and other applicable agencies, policies, procedures, guidelines that pertain to street planning, design, and construction.
- Incorporate improved bicycle and pedestrian safety.

One of the key goals of the Street Planning and Design Manual Update project is to create a manual that is easily understood by a diverse audience and designed to create a visual, functional, and memorable presentation of material. The Manual will integrate graphic design, flowcharts, photos, cross-section examples, roadway condition diagrams, and checklists to document both guiding concepts and technical details. The Manual will be developed in close coordination with key internal and external stakeholders through a Technical Advisory Committee to update and create guidelines that meet the goals and vision of Phoenix's future.

#### **Procurement Information**

Kimley-Horn & Associates, Inc. was chosen for this project using a qualifications-based selection process.

#### **Financial Impact**

The cost of the Phoenix Street Planning and Design Manual Update project will not exceed \$350,000. Funding is available in the Street Transportation Department's Capital Improvement Program budget.

#### **Responsible Department**

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



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## **Complete Streets Design Guidelines Recommended by the Complete Streets Advisory Board**

This report provides the Transportation and Infrastructure Subcommittee with the attached Complete Streets Design Guidelines recommended by the Complete Streets Advisory Board (CSAB) for possible action on a recommendation to City Council.

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

#### **Summary**

The Complete Streets Design Guidelines are intended to support the City's vision for a more sustainable transportation system that is safe and accessible for everyone. Complete Streets principles, policies, and design guidelines provide direction on infrastructure that encourages active transportation like walking and bicycling, as well as providing transportation choices and increased connectivity. On July 2, 2014, the City Council adopted two Complete Street ordinances, one establishing Complete Streets Guiding Principles (S-41094) and another establishing the Complete Street Advisory Board (G-5937).

On June 28, 2017, the City Council adopted the Complete Streets Policy that had been developed and recommended by the CSAB. The policy establishes a vision and goals for Complete Streets within Phoenix. The Complete Streets Design Guidelines are the next step in creating a framework to implement the policy and were prepared at the direction of City Council as outlined by Ordinance G-5937, which states the duties of the CSAB including preparing and recommending to Council Complete Streets Design Guidelines to guide the construction, design, maintenance, and operations of streets within the City.

The CSAB initially recommended to recommend the Complete Streets Design Guidelines for City Council approval with a 6-1 vote at its Jan. 2, 2018 meeting. Subsequently at its March 8, 2018 meeting, the CSAB unanimously adopted a revised version of the Complete Streets Design Guidelines (**Attachment A**) and a recommendation for submittal of the Guidelines to appropriate Boards and Commissions with the goal of requesting City Council action in May or June of 2018.

The Complete Streets Design Guidelines provide guidance and suggested design insight, not requirements or standards, to inform the development and/or updates of local codes and ordinances. In all conditions or instances related to these guidelines, the adopted legal requirements of the City of Phoenix will prevail.

Based on the CSAB-recommended Complete Streets Design Guidelines (**Attachment A**), City staff recommends the following modifications:

- Under the section *Design for Safety*, staff recommends adding a bullet that reads: "The document is established as guidelines for Complete Streets and does not prohibit the City in exercising the appropriate engineering and design judgement to ensure that the street transportation network is designed and constructed in the interest of the public good."
- Under the section *Design for Safety*, staff recommends removal of Bullet 3: "Streets should be designed for the posted speed limit." In many cases, this may result in unintended negative consequences, and the intent of the bullet is already addressed and implicit within Bullet 2 under this section, which reads: Design streets for slower speeds to reduce the number of serious crashes.
- Under the section *Design for Safety*, staff recommends modification of Bullet 6 to read: "Where practicable, consolidate driveways to minimize modal conflicts and increase opportunities for infrastructure that supports Complete Streets principles."
- Under the section *Design for Safety*, staff recommends modification of Bullet 7 to read: "For public sector projects: research, test and evaluate innovative safety treatments, particularly those successfully adopted in other cities."
- Under the section *Design for Context*, staff recommends modification of Bullet 2 to read: "Bicycle Lanes are not required on streets that primarily provide direct access to single-family residential and/or industrial land uses. All other streets will be evaluated for bicycle lanes where practicable and feasible in concert with the adopted Comprehensive Bicycle Master Plan and Five-Year Bicycle Program."
- Under the section *Design for Context*, staff recommends adding a bullet that reads: "The Complete Streets Design Guidelines will substantially inform more specific street and corridor classifications to be developed and adopted by the Key Corridors Master Plan, Light Rail (LRT) and Bus Rapid Transit (BRT) Programs, Transportation 2050 (T2050) Mobility Program and other specific modal plans and updates of right-of-way standards."



- Under the section *Design for Sustainability*, staff recommends modification of Bullet 3 to read: "The City should collaborate across agencies in testing, evaluating, and standardizing new materials so that streets are constructed in an environmentally sound way."
- Under the section *Design for Connectivity*, staff recommends modification of the introduction paragraph to read: "Network activity has implications for Complete Streets and is crucial for creating walkable and bikeable places. These concepts apply to both new development and retrofit conditions."
- Under the section *Design for Connectivity*, staff recommends removal of Bullet 2 and removal of the *Indices for Network Connectivity and Accessibility*. Further review and coordination with the CSAB is needed in order to determine appropriate implementation and evaluation.

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

The CSAB-recommended Guidelines were presented to the Development Advisory Board (DAB) on March 15, 2018, and they referred the item to the DAB Technical Subcommittee for further review. On April 12, 2018, the DAB Technical Subcommittee recommended approval of the Guidelines to the full DAB. Action by the full DAB is scheduled for May 17, 2018.

The Citizens Transportation Commission considered the Guidelines at its April 26, 2018 meeting and approved a motion to continue the item for four months along with a recommendation that the Transportation and Infrastructure Subcommittee and Council also continue the item for four months.

The Planning Commission is scheduled to consider this item at its May 3, 2018 meeting.

#### **Responsible Department**

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

# City of Phoenix

## Complete Streets Design Guidelines

### Adopted March 8, 2018

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## 1. Introduction

Through implementation of complete streets, Phoenix will be a healthier place to live. Complete streets help people to be more active, reduce chronic diseases, be less isolated, and may help provide equity in access.

The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers, should be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that children, elderly, and persons with disabilities can travel safely and conveniently within the public right-of-way. Achieving this requires community engagement, design consideration, streetscapes, and neighborhood connectivity.

Complete streets are one component of good urban design. Urban design issues vary in complexity. Decisions that use these guidelines should be tailored to individual situations and contexts. Moving forward, these guidelines should inform updates to other relevant city documents, policies, and plans and should be updated as appropriate when new national best practices are identified.

Exceptions are specified in the Complete Streets Policy (Resolution 21554) attached as Exhibit A to this document.

## 2. Design Principles for Successful Complete Streets

### Design for Safety

*Phoenix's transportation network has been designed almost exclusively for the vehicle. This principle strives to return balance to the transportation network for users of all modes of transportation resulting in a safer city.*

- Design streets safe for all users, particularly children, the elderly, those with disabilities, transit users and more vulnerable modes (walking, bicycling, transit).
- Design streets for slower speeds to reduce the number of serious crashes.
- Streets should be designed for the posted speed limit.
- Ensure that streets have sufficient lighting for all users.
- Bike facilities should be evaluated to continue to and through intersections when practicable, feasible, and supportable.
- Consolidate driveways to minimize modal conflicts and increase opportunities for infrastructure that supports Complete Streets principles.
- Research, test, and evaluate innovative safety treatments, particularly those successfully adopted in other cities.

### Design for Comfort and Convenience

*Our street infrastructure has been developed in a way that exacerbates the high temperatures and impedes the easy movement of active transportation users. Complete Streets are meant to mitigate those effects and create comfort for all modes.*

- Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists.
- All streets should have pedestrian infrastructure with pedestrian through zones free of impediments.
- Expand the availability of public seating and bicycle racks.
- Minimize the number of bus bays to maintain pedestrian zone and improve reliability of transit schedules.
- The roadway (portion of the street designed, enhanced, or ordinarily used for vehicular travel) should be designed to the minimum possible width, with the minimum number of lanes that safely allows for the desired operations.
- All roadway corners should be designed for the smallest possible radius that still accommodates the design vehicle and emergency vehicles.

### Design for Context

*Streets help define the character of neighborhoods. A street's design should interact with the surrounding context, including its history, land uses, and nearby landmarks.*

- The unique character of neighborhoods should be considered during the design of street projects.
- Bicycle lanes are not required on streets that primarily provide direct access to single-family residential and/or industrial land uses. All other streets should have bicycle lanes. On streets with posted speed limits of 30 miles per hour or higher, the bike lanes will preferably be separated and/or protected. For the purposes of this document, sharrows are not bicycle lanes.
- Design streets to enhance access to and contribute to the open space network within the city.

## Design for Sustainability

*Streets present an extraordinary opportunity to improve the environmental health of the city. Complete Streets will help achieve sustainability goals and mitigate the urban heat island effect.*

- Minimize impermeable surfaces and maximize vegetation on streets outside of vehicular travel lanes. Street designs should capture and beneficially use stormwater wherever practicable.
- Reduce streets' rate of heat absorption by maximizing tree canopy cover, reducing asphalt, and using high reflectivity materials or lighter colors.
- Collaborate across agencies in testing, evaluating, and standardizing new materials so that streets are constructed in an environmentally sound way.

## Design for Cost-Effectiveness

*Reconstruction of city streets can require substantial financial resources. Streets should be designed for long-term cost effectiveness with public and economic benefit.*

- Consider not only up-front capital costs, but also full lifecycle costs and benefits; certain options may cost more up front, but may have lower ongoing maintenance and operations costs and/or provide long-term benefits.
- Street overlays and private development activity should be designed as complete streets for affected elements.
- When practical, identify opportunities to partner and share resources (e.g., driveways, parking, etc.).

## Design for Connectivity

*Network activity has implications for Complete Streets and is crucial for creating walkable and bikeable places. These concepts apply to both new development and retrofit conditions. More detail can be found in Chapter 3 of the Institute of Transportation Engineers' publication *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010).*

- Design and connect neighborhoods via streets, sidewalks, and trails, and discourage the abandonment of streets, sidewalks, and alleys that compromise connectivity.
- Rather than the winding hierarchical network, the city should return to a traditional connected grid network, wherever possible. The collector in a typical hierarchical network channels traffic from local streets to the arterial street system. However, a system of parallel connectors provides multiple and direct routes between origins and destinations. Streets should be designed to the standards laid out in the *Indices for Network Connectivity and Accessibility* shown below:

### Indices for Network Connectivity and Accessibility

- **Links and nodes (index):** Roadway (or modal) links divided by the number of nodes (intersections). Ranges from 1.0 (poorest level; all cul-de-sacs) to 2.5 (full grid). Minimum index defining a walkable community is 1.5.
- **Intersection ratio:** The ratio of intersections divided by intersections and dead ends, expressed on a scale from zero to 1.0 (US EPA, 2002). An index of more than 0.75 is desirable.
- **Average intersection spacing:** For walkability, maximum distance of 600 ft; desirable spacing is under 400 ft.
- **Intersection density:** The number of surface street intersections within a given area, such as a square mile. The more intersections, the greater the degree of connectivity.
- **Blocks per square mile:** For walkability this index should be at least 100.
- **Directness (index):** Actual travel distance divided by direct travel distance. Ideal index is 1.0. For walkability, index should be 1.5 or less.

Sources: Texas Transportation Institute, Adapted from: Donohue, Nick, "Secondary Street Acceptance Requirements," Office of the Secretary of Transportation, Commonwealth of Virginia. Spring 2008. "Smart Growth Index Model," U.S. EPA 2002.

### 3. NACTO Urban Street Design Guide

Refer to the entirety of NACTO's *Urban Street Design Guide* (2013), excepting the Stormwater Management section. For guidelines related to stormwater management, please see section 4 of this document (*Stormwater Management and Green Infrastructure*).

## 4. Stormwater Management & Green Infrastructure

Content reproduced and adapted for use here is provided courtesy of Watershed Management Group. Source material, including more guidance on green infrastructure practices is at [www.watershedmg.org](http://www.watershedmg.org).

### **Purpose**

Green infrastructure (GI) is an important element of a sustainable complete street, using living, natural systems to provide environmental services, such as capturing, cleaning, and infiltrating stormwater; creating wildlife habitat; shading and cooling streets and buildings; and calming traffic. This section provides principles and guidelines for creating and retrofitting existing neighborhood streets, rights-of-way, and parking lots with GI practices. These guidelines are intended for City of Phoenix-sponsored projects but are easily translated to private projects. Developers are encouraged to consider the benefits that incorporating GI practices could provide in their developments.

### **Green Infrastructure Overview**

In the southwest United States, climate can present a challenge to alternative modes of transportation such as bicyclists and pedestrians. When it rains, these streets generate stormwater runoff that carries non-point source pollution to waterways, resulting in flooded streets (creating traffic hazards), erosion of soil downstream of paved areas, and increased maintenance costs.

GI practices can help resolve these concerns. Practices such as traffic chicanes, curb bump-outs, or bioswales reduce the street width and create pervious planting areas which help calm traffic, reduce flooding, sedimentation and erosion, capture, clean and infiltrate stormwater, and help irrigate vegetation that shades streets and sidewalks, creating more desirable places for biking and walking. Four critical principles to consider when implementing GI are discussed below.

### **Protect and restore natural areas (e.g., washes, desert scape, relatively undisturbed riparian areas)**

Natural areas provide the functions that GI emulates, including air and water filtration, and wildlife habitat. When a natural area is removed, it is costly and difficult to rebuild the complex web of ecological interactions, and thus the services, it provides. Therefore, it is an essential GI practice to preserve natural areas wherever possible or restore the ecological functions and services of degraded natural areas.

### **Serve multiple functions with GI**

Instead of creating infrastructure that only serves one purpose, the best GI practices will serve multiple functions, like, improving pedestrian/bicycle pathways; cooling and beautifying streets; and reducing and cleaning stormwater runoff. Such integrated design creates GI practices that are more cost-effective and beneficial for communities.

### **Include the community**

GI approaches are best when implemented using a multi-disciplinary and inclusive planning and design process. Including local residents, neighborhoods, businesses, and institutions like schools and churches is essential to creating projects and locations that are successful and supported over the long term.

### **Use Vegetation**

Vegetation is an essential element of GI practices. The benefits of vegetation (particularly trees) are wide-ranging from human health to wildlife to aesthetic. Selecting drought-tolerant or desert-adapted species, preferably native to the region, is important. With appropriate site selection and planting density, combining vegetation with GI can reduce the irrigation requirements by maximizing utilization of rainfall runoff with the potential to eliminate supplemental irrigation after plant establishment.

## Green Infrastructure Common Practices

This section briefly describes common GI practices that may be appropriate, singly or in combination, for use on City of Phoenix projects; more information on these practices can be found at [www.watershedmg.org](http://www.watershedmg.org). This is not intended to be an exhaustive list; nothing in this document should be construed to restrict implementation of GI on City of Phoenix or private developments to only the practices listed. Future innovation and technological advances are also expected and encouraged to contribute to an increased body of potential GI practices appropriate for our region.

**Streetside Practices** — GI within the right-of-way adjacent to streets should consider these design features:

- **Non-vehicular curb cuts** are openings created in the curb to allow stormwater from an impervious surface (e.g., street or parking lot) to flow into a depressed infiltration and planting area. This is an effective and simple GI practice for new or retrofit projects.
- **Bioretention basin with rock-lined edges** collect and infiltrates stormwater from curb cuts; bioretention basins must be excavated in the right-of-way to a depth below street level. Rocks are used to prevent erosion along the sides of the basin. This can be an effective choice in relatively narrow right-of-way.
- **Bioretention basin with shallow slope** collects and infiltrates stormwater from curb cuts in a wider, shallow sloped area with no rock-lined edges. These basins are similar in structure and function to basins with rock-lined edges. This only works in relatively wider right-of-way that allows space for gently sloped sides.
- **Sediment traps** capture and collect sediment at the entrance to bioretention areas, facilitating periodic sediment removal, extending functional life of the basin.
- **Swale with non-vehicular curb cuts** is a bioretention feature with gently sloping sides that is long and linear. It may capture and infiltrate stormwater in place or transport water downhill to a drain or other detention feature.
- **Basin or swale without non-vehicular curb cuts** can be used to capture stormwater from adjacent sidewalk and businesses where right-of-way is too small to create a basin with curb cuts or where stormwater doesn't flow along the gutter.
- **Pervious pavement** treats, detains and infiltrates stormwater runoff in combination with landscape-based strategies or where landscape-based strategies are restricted or less desired. Streetside applications could include sidewalks, street furniture zones, parking lanes and gutter strips.

**In-street Practices** — GI within a street profile:

- **Chicanes, (midblock bump outs)** - collect and infiltrate stormwater that flows along curbs and should be designed with a flush curb and depressed bioretention area streetside.
- **Medians** can collect and infiltrate stormwater that flows along a curb; should be designed with a flush curb and depressed bioretention area. This is particularly useful on streets with an inverted crown.

**Parking Area** — Parking area GI are not generally within right-of-way but can be used as tools to retain water on-site:

- **Bioretention basins or swales**- retain and infiltrate stormwater runoff in landscape buffer areas; opportunities to replace unneeded asphalt with bioretention should be considered. Speed bump placement can assist in directing stormwater to basins.



# Exhibit A

## RESOLUTION 21554

### A RESOLUTION ADOPTING THE CITY OF PHOENIX COMPLETE STREETS POLICY.

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WHEREAS the City Council adopted Ordinance S-41094 on July 2, 2014 establishing the Complete Streets Guiding Principles and Ordinance G-5937 establishing a Complete Streets Advisory Board (CSAB);

WHEREAS the CSAB adopted the proposed Complete Streets Policy (Policy) on February 23, 2017;

WHEREAS the Planning Commission approved the Policy on May 4, 2017; and

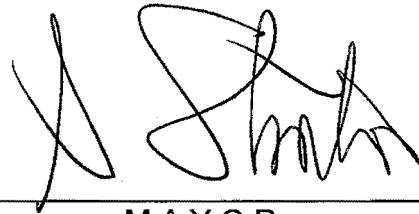
WHEREAS the Transportation and Infrastructure Subcommittee recommended City Council approval of the Policy on June 13, 2017;

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

SECTION 1. That the City adopt the Complete Streets Policy, to be implemented by the Street Transportation and the Planning and Development Departments for the purpose of achieving a more sustainable, safe and accessible

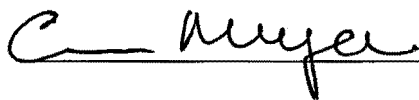
transportation system that promotes active transportation choices and increased connectivity within the City of Phoenix.

PASSED by the Council of the City of Phoenix this 28th day of June, 2017.



MAYOR

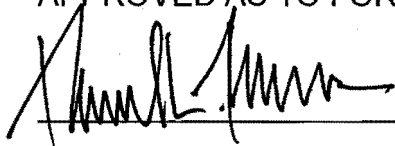
ATTEST:



City Clerk

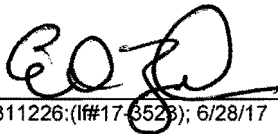


APPROVED AS TO FORM:



Acting City Attorney

REVIEWED BY:



City Manager

LWL/ab:1311226:(If#17 6523); 6/28/17

# CITY OF PHOENIX COMPLETE STREETS POLICY

## **VISION**

The intent of the Complete Streets Policy ("Policy") is to help the City of Phoenix ("City");

- Become more walkable, bikeable and public transit friendly
- Foster social engagement
- Instill community pride
- Grow the local economy and property values
- Identify projects that will improve equitable transportation access for vulnerable and transit-dependent populations
- Improve the livability and long-term sustainability of the region.

With the implementation of the Complete Streets Policy, Phoenix will be a better place to live, work, and realize long-term savings from improved public health, safety, environmental stewardship, economic development, social mobility, and transportation equity.

It is the intent of this document to provide context sensitive Complete Streets design guidance for all projects within the public right-of-way and all streets accepted by the City.

This Policy aligns with the City's overall vision for transportation and the General Plan.

## **GOALS**

When designing, constructing and improving rights-of-way City staff will incorporate this Policy to ensure the City's rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of serving a variety of transportation modes
- Will contribute to active transportation and public health
- Accommodate transportation users of all ages and abilities
- Are economically and environmentally sustainable
- Are designed to be compatible with the surrounding contexts and connecting transportation networks
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the Complete Streets Planning and Design Principles which will be integrated into the Street Transportation Design Guidelines
- Provide new or improved connectivity between all transportation modes and adjacent land uses.

## **ROLES AND RESPONSIBILITIES**

(A) While the Street Transportation Department will lead implementation of Complete Streets for projects, transformation of the Phoenix street environment to be more inclusive of pedestrians, cyclists, and transit-users will require coordination with and support of many City departments and adjacent landowners. These departments may include, but are not limited to: Public Transit, Planning and Development, Neighborhood Services, Water Services, Police, Fire, and Community and Economic Development.

(B) The Planning and Development Department will provide guidance for privately funded projects to implement the Policy, and will encourage coordination and support of private landowners, developers, builders, city departments, and other stakeholders.

(C) The City will continue efforts to coordinate with adjacent municipalities and agencies to encourage interjurisdictional connectivity.

(D) The City will work with builders, developers, utilities, and industry trade associations to encourage the use of the Policy for privately funded projects and all relevant partners for publicly funded projects.

(E) The City staff will propose the inclusion of Complete Streets principles into the General Plan and other relevant plans, manuals, rules, regulations, ordinances and programs as determined by staff and the Complete Streets Advisory Board.

(F) The City will incorporate Complete Streets improvements into its Capital Improvement Program and pursue other funding sources to accelerate the implementation of this Policy.

(G) The City will provide training to appropriate City staff on Complete Streets principles and best practices for implementation and will encourage staff professional development and training on non-motorized transportation issues.

(H) The City will prepare annual reports detailing implementation impacts including exceptions, obstacles and successes of this Policy. The report will be posted online and shared with the relevant City departments, committees, Council subcommittees, and the Complete Streets Advisory Board.

## **EXCEPTIONS**

Any exception to this Policy must be reviewed and documented with supporting data by the appointed designee of the Street Transportation Department. Exceptions may be considered for approval if:

- (A) The activities are maintenance activities (not including street overlays) that do not change the roadway geometry or operations and are designed to keep assets in serviceable condition; or
- (B) The application of Complete Streets principles would be contrary to public safety; or
- (C) The application of Complete Streets principles would have significant adverse historic, cultural, contextual, or environmental impacts; or
- (D) Accommodation is not necessary where non-motorized uses are prohibited by law; or
- (E) Cost of accommodations is excessively disproportionate to the cost of the project.



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## Proposed Dockless Bikeshare Program

This report provides the Transportation and Infrastructure Subcommittee with information about the proposed Dockless Bikeshare Program. Staff requests the Transportation and Infrastructure Subcommittee recommend City Council approval of the proposed ordinance and program.

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

#### **Summary**

Recently in the Phoenix region and throughout the United States, bikesharing programs have seen extensive growth in the emergence of dockless systems. Dockless bikeshare is a service in which bikes are made available in public right-of-way for shared use on a short-term basis. Users of the dockless bikeshare service typically use a smartphone app to locate and pay to rent a bike. A dockless bike may be located in designated areas, or at an appropriate spot left by the previous user. This is different from a docked bikeshare system in that there are no stations for docking the bikes. The bikes are secured with an electronic wheel locking mechanism that is unlocked via the bikeshare operator's app.

Staff proposes a Dockless Bikeshare Program to help ensure safety and mobility for all users of the right-of-way, while maintaining aesthetics and preventing potential visual blight in the Phoenix community. The proposed program requires a permit to operate a dockless bikeshare system in the public right-of-way, identifies associated rates and fees, and establishes regulations for parking bikeshare bikes in the right-of-way. The permit will include requirements that address safety, parking, operations, and data sharing. It will also include standard terms and conditions such as indemnification, insurance, and performance bonds. The proposed program requires bikeshare vendors to meet national safety standards, conduct regular maintenance and safety inspections, rebalance bikes on a daily basis, implement a user education plan to ensure riders are aware of all City requirements, and provide visible contact information with 24-hour accessibility.

To monitor operator operations, assess user demand, and evaluate the impacts to the City of Phoenix, staff proposes a Dockless Bikeshare Program. The

program will assist the City in determining the future steps for the program. Shown below are the proposed fees which are intended to recover costs of administering the program. The fees will be evaluated further as part of the program.

- Dockless Bikeshare Permit Application Fee: \$500.
- Bike Permit Fee: \$20 per bike annually.
- Relocation/Re-Parking Fee: \$80 per bike relocated/re-parked.

To better control the public right-of-way and reduce the number of complaints, the following bike parking regulations are proposed:

- Parked upright and on a hard surface.
- Maintain a pedestrian travel space to a width of at least four feet.
- Maintain unimpeded access to public and private property entrances.
- Maintain unimpeded access to GRID bikeshare stations.
- Maintain vehicular travel area for any vehicle.

The proposed program will prohibit parking a bike at the corners of sidewalks, parklets, transit zones, loading zones, disabled parking zones, street furniture zones, landscaped areas and curb ramps. Bikes parked in violation of these regulations must be relocated within two hours of notification to the permittee. If the permittee does not relocate the bike as required, the City may remove the bike and assess the permittee a relocation fee.

Additional options the Subcommittee may consider include the following:

- Require that the dockless bikes only be parked in areas clearly designated by the City Council.
- Define a specific area within which the dockless bikeshare program is allowed to operate.
- Require bikeshare vendors to utilize "lock-to" technology instead of wheel-locking technology and require users to lock the bikes to a fixed object when not in use in accordance with the City's bicycle parking requirements, which is similar to City of Chicago's pilot program.

The program will allow dockless bikeshare operators to apply for permits and to initially deploy 500 bikes. The City may increase the maximum number of bikes allowed during the first 12 months of the program, if it is in the best interest of the City to do so. During this 12-month period, staff will evaluate the operations and gather data from the operators that will mold the future of the program. After the first 12

months, staff will provide an update with recommendations regarding any needed revisions to the program.

**Responsible Department**

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