City of Phoenix

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

City of Phoenix

Agenda

Wednesday, October 16, 2024

10:00 AM

City Council Chambers

Transportation, Infrastructure, and Planning Subcommittee

Vice Mayor Debra Stark, Chair
Councilman Carlos Galindo-Elvira
Councilwoman Kesha Hodge Washington
Councilwoman Laura Pastor

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- Register online by visiting the City Council Meetings page on phoenix.gov **at least 2 hours prior to the start of this meeting**. Then, click on this link at the time of the meeting and join the Webex to speak: https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=ed9aacecf1586b89342496d49b1cb5752

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

In-Person Requests to speak at a meeting:

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

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

At the time of the meeting:

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

- Call-in to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2558 436 5911# (for English) or 2551 071 3960# (for Spanish). Press # again when prompted for attendee ID.

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

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

Para nuestros residentes de habla hispana:

- Para registrarse para hablar en español, llame al 602-262-6001 **al menos 2 horas**

antes del inicio de esta reunión e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2551 071 3960#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2551 071 3960#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

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

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

Attachments
City Council Meetings

CALL TO ORDER

MINUTES OF MEETINGS

1 **Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting** Page 10

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on June 20, 2024 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee

THIS ITEM IS FOR POSSIBLE ACTION.

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

Attachments
Attachment A - June 20, 2024 TIP Minutes

CONSENT ACTION (ITEM 2)

2 **Amend City Code - Section 36-158, Schedule I, Local Speed Limits at 20 Locations** Page 22

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information about proposed local speed limit changes at 20 locations and requests the Subcommittee recommend City Council adoption of recommended changes to Phoenix City Code, Section 36-158, Schedule I, Local Speed Limits.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Street Transportation Department.

Attachments
Attachment A - Speed Limit Ordinance October 2024
Attachment B - Summary of Changes October 2024

INFORMATION ONLY (ITEM 3)

3 **Parks and Recreation Master Plan Update** Page 63

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Parks and Recreation Master Plan project.

THIS ITEM IS FOR INFORMATION ONLY

Responsible Department
This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

INFORMATION AND DISCUSSION (ITEMS 4-5)

4 **Asset Management Program Update - Water and Sewer Mains** Page 66

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information on the Water Services Department's Asset Management Program for Water and Sewer Mains.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

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

5 **Shared Micromobility Program Progress Update** Page 71

This report provides information to the Transportation, Infrastructure and Planning Subcommittee on the Shared Micromobility Program performance, a progress update on the previous requests made by the subcommittee and recommended next steps.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Street Transportation Department.

Attachments
Attachment A - Micromobility Program Expansion Study Area

Attachment B - Public Survey Results.pdf

Attachment C - Vendor Letter of Support.pdf

Attachment D - 24.7 Smartphone Visual and Advertising.pdf

Attachment E - Program Wide Parking Corrals.pdf

CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

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

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

Members:

Vice Mayor Debra Stark, Chair
Councilman Carlos Galindo-Elvira
Councilwoman Kesha Hodge Washington
Councilwoman Laura Pastor

Agenda Date: 10/16/2024, **Item No.** 1

Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on June 20, 2024 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee

THIS ITEM IS FOR POSSIBLE ACTION.

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

Responsible Department

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

Phoenix City Council
Transportation, Infrastructure, and Planning Subcommittee
Summary Minutes
Wednesday, Jun. 20, 2023

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

Subcommittee Members Present	Subcommittee Members Absent
Vice Mayor Debra Stark, Chair (Phone)*	
Councilwoman Kesha Hodge Washington	
Councilwoman Ann O'Brien	
Councilwoman Laura Pastor (Virtual)	

CALL TO ORDER

Councilwoman Hodge Washington called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:05 a.m. with Chairwoman Stark, Councilwoman Ann O'Brien, and Councilwoman Laura Pastor present.

CALL TO THE PUBLIC

None.

MINUTES OF MEETINGS

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

Councilwoman O'Brien made a motion to approve the minutes of the May 15, 2024, Transportation, Infrastructure, and Planning meeting. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

CONSENT ACTION (ITEMS 2-4)

Items 2-4 were for consent action. No presentations were planned, but staff was available to answer questions.

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

2. Terminal 4 Lobby New Concept Selection – New Concession Lease

No councilmember requested additional information.

4. Retroactive Approval to Apply for an Arizona State Historic Preservation Office Certified Local Government Pass- Through Grant for Federal Fiscal Year 2024 – Federal Funding

No councilmember requested additional information.

3. Historic Preservation Demonstration Project Grant – First National Bank Building – 1506 (aka 1516 and 1520) E. McDowell Road
No councilmember requested additional information.

Councilwoman Hodge Washington opened the floor to public comment.

Eric Nielsen supported the motion, highlighting the importance of preserving historic buildings like the old laundromat in District 7, and proposed maintaining part of the structure as a façade to integrate with new construction.

Councilwoman O'Brien made a motion to approve item 3. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

INFORMATION AND DISCUSSION (ITEMS 5-6)

5. Public Works Solid Waste Financial Plan Update
Public Works Director Felipe Moreno introduced Deputy Public Works Director Brandie Barrett and presented an update on the Public Works Department Solid Waste utility financial plans for Fiscal Years 2024-2029.

*Chairwoman Debra Stark arrived at Council Chambers at approximately 10:15 a.m.

Chairwoman Stark asked for an example of a regulatory change that might affect costs.

Mr. Moreno provided an example, explaining that the permitting fee paid to Arizona Department of Environmental Quality (ADQ) for commercial customers is set to increase from 25 cents per ton to 58 cents per ton next year, representing a 132 percent increase. This regulatory change is beyond their control but must be complied with.

Chairwoman Stark thanked Mr. Moreno, noting that having an example is always helpful.

Deputy Public Works Director Brandie Barrett continued with the presentation.

Chairwoman Stark thanked Councilwoman Hodge Washington for filling in due to her dentist appointment, expressed appreciation for the presentation, and acknowledged Councilwoman O'Brien's suggestion to discuss the topic publicly. She emphasized the importance of understanding future challenges and noted the value of similar discussions for both Water and Public Works. She then opened the floor for questions.

Councilwoman Ann O'Brien thanked the presenters for the detailed information about future plans and the budget. She clarified that the annual minimum operating reserve balance of $25 million is not cumulative and asked for confirmation on this point.

Mr. Moreno confirmed that the $25 million minimum operating reserve balance is a carryover and does not compound. It is set aside each year to maintain a good bond

rating and ensure structural soundness as a rainy-day fund, but it does not grow annually.

Councilwoman O'Brien asked if vehicle purchases, and capital projects have been deferred for the last two years or longer.

Mr. Moreno confirmed that over the last two years, they have scaled back on vehicle purchases and deferred non-critical capital projects to save money. The focus at the landfills is on developing cells to ensure sufficient airspace for garbage, which has led to the deferral of other projects to prioritize this essential task.

Councilwoman O'Brien thanked Mr. Moreno for the information and expressed her appreciation to the chairwoman for allowing the presentation.

Councilwoman Hodge Washington thanked the Vice Mayor and asked for clarification on the net effect of not being able to meet the obligations of the major unfunded Capital Improvement projects mentioned on slide nine. She requested further explanation to ensure a full understanding of the potential impact.

Mr. Moreno explained that if the unfunded Capital Improvement projects are not addressed, it could result in a lack of space to bury garbage at the landfill, unsafe facilities for employees and the public at transfer stations, and an inability to handle waste on the post-collection side. He emphasized that while the public sees the daily waste collection trucks, there is a significant backend operation that ensures safety, responsibility, and long-term waste management capacity for Phoenix.

Councilwoman Hodge Washington asked for clarification, noting that the projections in the solid waste financial plan, as shown on slides seven and eight, include anticipated growth for Phoenix but still predict a deficit. She sought confirmation on this point.

Mr. Moreno confirmed that the projections do account for potential growth and necessary requirements in the forecast to ensure appropriate space at the landfill, but they still anticipate a deficit.

Councilwoman Hodge Washington noted that the projections include anticipated increases in revenues but still show a deficit or shortfall, seeking confirmation on this.

Mr. Moreno confirmed.

Chairwoman Stark thanked everyone for the presentation and acknowledged the arrival of the interpreter. She then asked Carmen Cota to introduce herself.

Interpreter Carmen Cota arrived late and introduced herself.

6. New City Code Chapter 5D – Network Infrastructure Services – Fiber to the Home

Deputy City Manager Mario Paniagua introduced Deputy City Manager Alan Stephenson, Street Transportation Director Joseph Brown, and Special Projects Administrator Kevin Sonoda.
Chairwoman Stark thanked staff and asked about GigaPower's concerns regarding license fees and payment restoration, referencing trenching issues observed in Mesa. She inquired if discussions had been held with GigaPower about these problems.

Mr. Sonoda stated that the installation in Mesa started in October 2022. Ongoing discussions with Mesa and Chandler have addressed issues and concerns with the microtrenching process.

Chairwoman Stark asked if conversations with other cities showed that the procedure had become more costly and if they were changing their processes.

Mr. Sonoda stated that the cities in the Southeast Valley have approved microtrenching, which was a condition for licensing with Google. He also mentioned that GigaPower favored this position, allowing them to use microtrenching for installation. All cities in the East Valley have adopted microtrenching from these companies.

Councilwoman Hodge Washington asked if the other East Valley cities have similar restoration requirements in their code.

Mr. Sonoda stated that the City's pavement restoration code is the gold standard for the state. He mentioned that other cities have restoration requirements, but they are not up to the levels that Phoenix requires.

Councilwoman Hodge Washington stated microtrenching runs parallel with the street, but every two to three hundred feet, a horizontal cross-street cut is needed. She asked if this means there would be an indentation or mark in the streets every two to three hundred feet.

Mr. Sonoda confirmed that every two to three hundred feet, the fiber optic cable must be trenched across the street to serve customers on the other side of the residential area.

Councilwoman Hodge Washington asked if there is any data or field research about the repair needs or proper methods for repairing microtrenches. She expressed concern about the potential impact on the integrity of the City's streets, given the significant investments made to ensure safe and aesthetically pleasing streets. She inquired if there is data showing that microtrenching will not undermine or reduce the lifespan of streets that are being repaved.

Mr. Sonoda acknowledged that it is a concern around the country and that microtrenching has been allowed in very limited areas due to these concerns. He explained that if multiple competing firms conduct microtrenching, it could result in several transverse cuts across the roadway, potentially every 3 feet. This could lead to

issues with water intrusion, bicycle safety, and pavement damage, which would be greater than those associated with current procedures.

Councilwoman Hodge Washington mentioned that other cities, such as Las Vegas, have GigaPower, and Google Fiber in larger cities like Miami. She asked if there is any information on whether these cities allow microtrenching without assurances of indemnification for damage or how they are asked to restore the streets to ensure their continued durability.

Mr. Brown stated that they requested records from Las Vegas but have not received them yet, though they suspect microtrenching was approved. He mentioned a nationwide push for microtrenching, but it is allowed on a limited basis. Research earlier in the year found limited examples of peer cities with microtrenching programs, with the best information coming from the Valley.

Chairwoman Stark asked if the pictures of the microtrenching are available to show the public for better understanding.

Mr. Stephenson asked if the PowerPoint with the microtrenching slides could be pulled up and requested Joe to explain the slides for the public.

Chairwoman Stark noted that it's easier to understand the issues, especially for people on bicycles, when the public can see the images.

Mr. Sonoda explained that the PowerPoint shows two photographs. The one on the left displays a truck setup with a large vacuum on the trailer and a blue hose connected to a saw. The saw has a 2-inch-wide blade that cuts a trench approximately 10 inches deep into the roadbed while the vacuum removes the rock and dirt. The next slide shows a closer photo of the cut and the crossing to the other side of the street for fiber installation on both sides.

Councilwoman Hodge Washington asked for confirmation that the images on the screen show the microtrenching process but do not depict the restoration or the anticipated method for restoration.

Mr. Sonoda confirmed that the images show the microtrenching process and explained that the restoration method used in Mesa and other East Valley cities involves mastic material, which is like a crack seal. This material is placed in the top inch and a half to two inches of the trench to seal it.

Councilwoman Hodge Washington asked how the mastic seal compares to the slurry seal asphalt treatment required under the City Code at Section 31-49.

Mr. Sonoda explained that the slurry seal is a liquid sealant with some aggregate that provides protection over the entire asphalt roadway. The mastic or crack seal is used to fill gaps or voids in the street before applying the slurry seal. In some instances, the

mastic or crack seal remains in the roadway for 6 to 12 months before micro surfacing or slurry is applied to allow for curing. When the slurry seal is applied, it bonds correctly to the asphalt and the crack seal.

Councilwoman Hodge Washington presumed that the slurry seal asphalt treatment is more durable and less penetrable by water and other types of intrusion compared to the mastic seal currently used in Mesa.

Mr. Sonoda confirmed that the slurry seal is a protective layer of sealant placed on the asphalt to improve its lifespan. It supplements any type of crack seal that is applied on the asphalt beforehand.

Councilwoman Hodge Washington thanked Mr. Sonoda for the clarification and the Chair for the opportunity to speak.

Mr. Stephenson added that since the City does not currently allow microtrenching, the industry would have to use a traditional trench, which is laid deeper in the pavement, or bore across the roadway. He compared the mastic used in Mesa to the City's top seal requirement, noting that one seals over the top while the other involves different methods for installing the cable.

Councilwoman Hodge Washington thanked Mr. Stephenson for the additional information.

Councilwoman O'Brien thanked Chairwoman Stark and stated that she wanted to back up a step to better understand why they must cut every two to three hundred feet across the road.

Mr. Sonoda explained that cutting every two to three hundred feet is necessary to provide service on both sides of the road. They had asked companies proposing microtrenching to go down one side of the street, cross at an intersection, and then come down the other side, but this increased the overall length of fiber, making it not cost-effective. Therefore, the preferred method is to make cross cuts across the local street every two to three hundred feet to provide service to both sides of the road.

Councilwoman O’Brien asked if the companies mentioned how much it increased their costs. She noted that they were more concerned about the total length of fiber that needed to be installed and did not provide calculations or case study information. Both companies expressed concern about the requirement to go down the entire length of the street, cross at an intersection, and then come back down the other side to avoid the cuts across the street.

Councilwoman O’Brien asked if, after allowing microtrenching, a second company coming in two years later would use the same microtrench to lay their fiber in the neighborhood.

Mr. Sonoda explained that the second company would install their own microtrench. In Mesa, the standard is for the second microtrench to be a minimum of 3 feet away from the original one. The companies would likely have to make the same number of cuts across the street to provide service to both sides. Unless the second company followed the preferred method of going down one side, crossing at an intersection, and then coming down the other side, there would be multiple companies cutting across the street to serve customers on both sides.

Councilwoman O'Brien asked if multiple companies are going into the same neighborhoods at different times in the East Valley.

Mr. Sonoda stated that there are a couple of locations in Mesa where two companies are in the same street.

Councilwoman O'Brien asked if the companies did the work at separate times, not together.

Mr. Sonoda confirmed that the work was done at separate times, not as a joint trench where a utility company installs conduit for themselves and other providers.

Councilwoman O'Brien asked if joint trenching was discussed with the providers.

Mr. Sonoda stated that they discussed joint trenching with the providers, but the providers did not have any interest in sharing.

Councilwoman O'Brien asked for more information about the sample trenching that was done in one of their yards.

Mr. Sonoda explained that in April 2021, the City conducted a microtrenching trial with Crown Castle, a telecommunications company. They performed four sections of 125 feet each, using different types of backfill. They cut a trench about 10 inches deep and filled the top 8 to 9 inches with half sack slurry, a mixture of dirt, gravel, and a little cement, which is the standard backfill for construction projects in the streets. They used different strengths of backfill and two methods for restoring the asphalt surface: Micro Trench Inlay (MTI backfill), an epoxy compound placed in the top inch and a half of the trench, and a 24-inch-wide mill and overlay, where they milled a 24-inch-wide area across the asphalt, inlaid it with hot asphalt, and rolled it with a roller.

Councilwoman O'Brien asked if these were microtrenches or normal trenches. Mr. Sonoda confirmed they were microtrenches.

Councilwoman O'Brien asked how those microtrenches are performing today.

Mr. Sonoda stated that the microtrench analysis was done in January 2022. The City's materials lab recommended the 24-inch mill and inlay, also called a T-top, as the preferred method of restoration. This recommendation was discussed with the

companies wanting to do microtrenching, but they were concerned about the additional costs of milling 24 inches and restoring the asphalt.

Councilwoman O'Brien asked if the microtrenching was done near the gutters, as shown in the pictures, or in the center of the street.

Mr. Sonoda stated that the microtrenching was done more in the travel lane. This was done three years ago, before Mesa and other cities allowed microtrenching. They chose locations they believed to be logical. He explained that doing it near the gutter or where asphalt and concrete meet is problematic because stormwater travels there, and there is concern about water penetrating the roadbed, even with mastic or crack seal, which could undermine the roadbed.

Councilwoman O'Brien thanked Mr. Sonoda for the technical information and apologized for moving on to another topic. She wanted to understand the structure for payment better, referring to slide nine. She asked if the fee of 3 percent on direct gross revenues or the $12 per residential unit is an either/or choice, and how they determine which one they are paying.

Mr. Brown clarified that it is one or the other, whichever is higher.

Councilwoman O'Brien acknowledged that companies want to go into neighborhoods with existing houses based on infrastructure needs. She expressed interest in discussing how to incorporate fiber installation into new street developments in District 1 to avoid future street cutting. She emphasized concerns about street durability and drivability, particularly referencing Pinnacle Peak between 35th Avenue and 55th Avenue, which has been under frequent construction. She requested this topic be added to the discussion list.

Mr. Stephenson stated that they will work with the industry over the summer to find ways to involve them more upfront, in line with Councilwoman O'Brien's suggestion, and agreed it is a great idea.

Councilwoman O'Brien expressed her appreciation and emphasized the importance of providing residents with choices, noting her experience in neighborhoods with limited options. She also wanted more discussion on joint trenching, expressing concerns about having a trench every 3 feet in the street, which affects bike riders and road conditions, especially during monsoons. She asked if the proposed fees are comparable to what current vendors are paying in the City.

Mr. Brown confirmed that the proposed fees are very similar to what Cox is currently paying.

Councilwoman O'Brien asked who the other vendor is.

Mr. Brown stated that the other vendor is Lumen.

Councilwoman Hodge Washington thanked the speaker for the information, noting that joint microtrenching is not feasible and would require being three additional feet from the last microtrench. She mentioned that while much discussion has been about microtrenching, it is not the only method providers are considering. She asked for information about the horizontal bore process proposed by other companies.

Mr. Sonoda explained that horizontal boring involves drilling under the roadway and pulling conduit into the drilled hole. This method is currently used for installing utilities such as electrical, gas, and telecom in the right-of-way. The two companies with temporary construction licenses have agreed to use this method and the installation procedures currently allowed in City streets. Additionally, they will examine using aerial fiber in neighborhoods with existing aerial infrastructure, installing cables on poles to serve residents.

Councilwoman Hodge Washington asked if the department agrees that the horizontal boring process preserves the structural integrity of the streets and meets the restoration requirements in the city code.

Mr. Sonoda confirmed that the horizontal boring process preserves the structural integrity of the streets and meets the restoration requirements in the city code.

Councilwoman Hodge Washington summarized that the proper methodology for fiber-to-the-home has been identified, but some vendors are requesting an additional methodology and exemptions from restoration requirements. She expressed concerns about maintaining street integrity and noted that granting exemptions could lead to other partners, like home builders and developers, requesting similar exemptions, leaving the City responsible for restoration costs. She asked if this summarizes the concerns.

Mr. Stephenson confirmed that Councilwoman Hodge Washington's summary is correct as it relates to microtrenching.

Councilwoman Hodge Washington thanked Mr. Stephenson for the clarification.

Chairwoman Stark emphasized the importance of the City's investment in the pavement management program. She mentioned the long discussions with utility companies about tearing up newly paved streets and the solutions that were reached, despite initial resistance. She hopes that, over the summer, all council members will be involved in discussions about the steps and issues. She appreciates the presentation and stressed the need for both affordable internet access and good road maintenance, as road quality is a top complaint from residents. Ensuring compliance with existing standards while making others do the same is crucial.

Councilwoman O’Brien asked for clarification on whether the structure for the other vendors is the same as what is being proposed for these vendors or if the net cost is approximately the same.

Mr. Sonoda asked Councilwoman O'Brien if she was referring to the structure of the construction process.

Councilwoman O'Brien clarified that she was referring to the payment structure from Cox and CenturyLink for having their cables in the streets compared to what is being proposed here.

Mr. Sonoda explained that under their current license, Cox Communications pays 5 percent of cable TV revenues only. Telephone and internet services provided by Cox are not subject to any license fees due to federal regulations. Lumen is exempt from any fees because of their status as a telecommunications provider, which is the same for other companies granted a certificate of convenience and necessity from the corporation commission, exempting them based on state statutes.

Councilwoman O'Brien acknowledged that the comparison is not like comparing apples to apples and thanked Mr. Sonoda for the clarification.

Mr. Stephenson added that staff anticipates when Cox's agreement expires in the next couple of years, the provisions agreed upon now will likely be applied in those discussions. He mentioned that they will ensure to visit with all council members over the summer and early fall before presenting a revised proposal regarding this item.

Chairwoman Stark opened the floor to public comment.

CALL TO THE PUBLIC

Jessica Dodd opposed the unauthorized dumping of unfiltered debris in March 2020, stating that the Office of Environmental Programs (OEP) was misled by the Parks Department, and described the situation as sloppy or criminal. She invited people to visit the site to see the impact.

Tim Sierkowski opposed the unauthorized dumping, expressing concern that a ranger would not have opened the gates without permission from the Parks Department. He raised issues about unscreened dirt and the potential for recurring illegal dumping, mentioning that the EPA might review all dumping activities from the past four years.

Eric Nielson asked about the planning part of the Transportation Infrastructure and Planning (TIP) Subcommittee and how the federal government could impose a consent decree on the City. He mentioned that Police did a good job.

FUTURE AGENDA ITEMS

Chairwoman Stark mentioned a two-month break and wanted to add infrastructure and state land areas as topics for future agenda items.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:25 AM.

Respectfully submitted,

Kat Consador
Management Fellow

Agenda Date: 10/16/2024, **Item No.** 2

Amend City Code - Section 36-158, Schedule I, Local Speed Limits at 20 Locations

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information about proposed local speed limit changes at 20 locations and requests the Subcommittee recommend City Council adoption of recommended changes to Phoenix City Code, Section 36-158, Schedule I, Local Speed Limits.

THIS ITEM IS FOR CONSENT ACTION.

Summary

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

The Street Transportation Department (Streets) conducted a comprehensive review of the speed limit ordinance and is recommending local speed limit changes at 20 locations, as summarized in **Attachment B**. Seventeen changes are related to road and traffic conditions. The three other changes are additions to the speed limit ordinance for newly constructed and annexed roadway segments. As with all recommended speed limit changes, they are based on traffic investigations conducted with the engineering judgment of Street Transportation staff.

The related traffic studies can be viewed at https://www.phoenix.gov/streets/speedlimitchange.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Street Transportation Department.

Attachment A

ARTICLE XII. PENALTY AND SCHEDULES

36-158 Schedule I—Local speed limits.

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

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

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

Acoma Drive	51st Avenue to 43rd Avenue
Acoma Drive	Black Canyon Freeway to 23rd Avenue
Acoma Drive	36th Street to 40th Street
Acoma Drive	Tatum Boulevard to 64th Street
Arroyo Norte Drive	Northbound I-17 Frontage Road to 3900 West
Beardsley Road	32nd Street to 34th Street
Butler Drive	39th Avenue to 27th Avenue
Butler Drive	Black Canyon Freeway to 19th Avenue
Campbell Avenue	71st Avenue to 51st Avenue
Campbell Avenue	113th Avenue to 107th Avenue
Campbell Avenue	35th Avenue to 15th Avenue

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

Campbell Avenue	12th Street to 16th Street
Campbell Avenue	20th Street to 44th Street
Canterbury Drive	Thunderbird Road to Tam-O-Shanter Drive
Cashman Drive	Pinnacle Peak Road to 44th Street
Central Avenue	Liberty Lane to Chandler Boulevard
Central Avenue	Lincoln Street to Madison Street
Central Avenue	Grovers Avenue to Union Hills Drive
Chauncey Lane	68th Street to Scottsdale Road
~~Cholla Street~~	~~24th Street to 56th Street~~
CHOLLA STREET	**24TH STREET TO TATUM BOULEVARD**
Clarendon Avenue	55th Avenue to Maryvale Parkway
Colter Street	16th Street to SR-51
Copperhead Trail	North Valley Parkway to Gambit Trail
Copperhead Trail	West of 14th Lane Traffic Circle to Gambit Trail
Coral Gables Drive	Thunderbird Road to 7th Street
Deem Hills Parkway	51st Avenue to Stetson Valley Parkway
Deer Valley Drive	1,200 feet west of 35th Avenue to 35th Avenue
Desert Willow Parkway	East Dixileta Drive to Dynamite Boulevard
Desert Willow Parkway West	30200 North Cave Creek Road to 31000 North Cave Creek Road
Dove Valley Road	52nd Place to 56th Street
Dunlap Avenue	7th Street to 12th Street

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

Durango Street	67th Avenue to 63rd Avenue
Elwood Street	40th Street to 48th Street
Encanto Boulevard	93rd Avenue to 91st Avenue
Encanto Boulevard	75th Avenue to 73rd Avenue
Encanto Boulevard	71st Avenue to 51st Avenue
Encanto Boulevard	49th Avenue to 31st Avenue
Encanto Boulevard	Grand Avenue to 19th Avenue
Freemont Road	Rough Rider Road to Cashman Drive
Galvin Parkway	100 Feet +/- North of East Papago Park to Traffic Circle at Botanical Garden Entrance
Grand Ave	7th Avenue to 15th Avenue
Greenway Road	20th Street to Cave Creek Road
Grovers Avenue	51st Avenue to 27th Avenue
Grovers Avenue	Central Avenue to Cave Creek Road
Hatcher Road	19th Avenue to 12th Street
Highland Avenue	Campbell Avenue to 107th Avenue
Highland Avenue	16th Street to 24th Street
Illini Street	30th Street to Riverpoint Parkway
Inspiration Mountain Parkway	Stetson Valley Parkway to Stetson Valley Parkway
Jefferson Street	27th Avenue to 23rd Avenue
Jefferson Street	7th Avenue to 4th Avenue

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

Jesse Owens Parkway	Central Avenue to 7th Street
Jones Avenue	103rd Avenue to 99th Avenue
Kelton Lane	29th Avenue to 28th Avenue
Knox Road	Warpaint Drive to 36th Street
LAFAYETTE BOULEVARD	**44TH STREET TO 64TH STREET**
Lakewood Parkway West	3300 East to 3600 East to 17000 South to 15800 South
Lakewood Parkway East	3600 East to 3800 East to 17000 South to 15800 South
Liberty Lane	17th Avenue to Central Avenue
Lindner Drive (West Section)	45th Avenue to Augusta North
Lindner Drive (East Section)	45th Avenue to Grovers Avenue
Lockwood Drive	Freemont Road to Cashman Drive
Marriott Drive	Pathfinder Drive to Deer Valley Drive
Maryland Avenue	43rd Avenue to Black Canyon Freeway
Maryland Avenue	Central Avenue to 16th Street
Maryvale Parkway	51st Avenue to Indian School Road
Missouri Avenue	43rd Avenue to 27th Avenue
Missouri Avenue	Black Canyon Freeway to 19th Avenue
Mohave Street	7th Avenue to 7th Street
Morningside Drive	Black Canyon Freeway to 21st Avenue
Morten Avenue	16th Street to 1900 East
~~Mountain View Road~~	~~23rd Avenue to 15th Avenue~~

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

MOUNTAIN VIEW ROAD	**23RD AVENUE TO 19TH AVENUE**
Mountain View Road	12th Street to 17th Street
Mountain View Road	32nd Street to 36th Street
Northern Avenue	26th Street to 32nd Street
North Valley Parkway	Carefree Highway to 33rd Lane
~~Oak Street~~	~~16th Street to 24th Street~~
~~Oak Street~~	~~32nd Street to 44th Street~~
OAK STREEET	**16TH STREET TO 44TH STREET**
Oak Street	48th Street to 52nd Street
Oak Street (Eastbound)	56th Street to 64th Street
Olympic Drive	Central Avenue to Jesse Owens Parkway
Orangewood Avenue	43rd Avenue to 19th Avenue
Osborn Road	83rd Avenue to 75th Avenue
Osborn Road	73rd Avenue to Grand Avenue
Osborn Road	Black Canyon Freeway to 7th Avenue
Osborn Road	40th Street to 56th Street
Paradise Lane	7th Street to 16th Street
Paradise Lane	Tatum Boulevard to 56th Street
Paradise Lane	47th Avenue to 43rd Avenue
Pathfinder Drive	44th Street to Marriott Drive
Piedmont Road	48th Street to 51st Street

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

Pinnacle Vista Drive	Pyramid Peak Parkway to Inspiration Mountain Parkway
Pinnacle Vista Drive	52nd Street to 56th Street
Pointe Golf Club Drive	Thunderbird Road to Sharon Drive
PRINCESS DRIVE	**68TH STREET TO SCOTTSDALE ROAD**
Quail Track Drive	North Valley Parkway to Copperhead Trail
Ranger Drive	Tatum Boulevard to 55th Street
Riverpoint Parkway	Wood Street to Illini Street
Roeser Road	7th Avenue to Central Avenue
Roeser Road	40th Street to 48th Street
Roosevelt Street	57th Avenue to 43rd Avenue
Roosevelt Street	39th Avenue to 35th Avenue
Roosevelt Street	33rd Avenue to 27th Avenue
Roosevelt Street	19th Avenue to 7th Avenue
Roosevelt Street	Central Avenue to 16th Street
Rose Garden Lane	29th Avenue to 19th Avenue
Rough Rider Road	Black Mountain Boulevard to 40th Street
Sells Drive	79th Drive to 71st Drive
Sky Crossing Way	Deer Valley Road to Black Mountain Boulevard
SR-51 (East Access Road)	500 Feet North of Camelback Road to Colter Street
Stanford Drive	40th Street to 44th Street
Stetson Hills Loop	43rd Avenue to 39th Drive

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

Sweetwater Avenue	51st Avenue to Black Canyon Freeway
~~Sweetwater Avenue~~	~~32nd Street to 42nd Street~~
Sweetwater Avenue	Paradise Valley Parkway East to Scottsdale Road
Thunderbird Road	28th Street to 32nd Street
Trailblazer Drive	44th Street to Tatum Boulevard
University Drive	24th Street to Magnolia Street (2700 East)
Utopia Road	23rd Avenue to 19th Avenue
Van Buren Street	7th Street to 16th Street
Via Del Deserto	33rd Lane to Via Puzzola
Via Puzzola	Carefree Highway to Cloud Road
Via Tramonto	Carefree Highway to Via Vista
Via Vista	27th Avenue to Via Tramonto
Vineyard Road	47th Avenue to 43rd Avenue
Virginia Avenue	35th Avenue to 27th Avenue
Virginia Avenue	Central Avenue to 7th Street
Warpaint Drive	Knox Road to Coconino Street
Washington Street	7th Avenue to 4th Avenue
Wier Avenue	39th Avenue to 35th Avenue
Winchcomb Drive	26th Avenue to Acoma Drive (2300 West)
Wood Street	Riverpoint Parkway to University Drive
1st Avenue	Grant Street to Roosevelt Street

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

3rd Avenue	Thomas Road to Osborn Road
3rd Street	Monroe Street to Indian School Road
4th Street	5th Street crossover to Roosevelt Street
5th Street	Van Buren Street to 5th Street Crossover
5th Street Crossover	5th Street to Fillmore Street
7th Avenue	Jackson Street to Van Buren Street
7th Avenue	Coral Gables Drive to Greenway Parkway
7th Street	Jefferson Street to Van Buren Street
11th Avenue	Greenway Parkway to Bell Road
11th Street	Washington Street to Moreland Street
12th Street	Vineyard Road to Southern Avenue
12th Street	Moreland Street to Thomas Road
12th Street	Osborn Road to Mountain View Road
12th Street	Bell Road to Agua Fria Freeway
15TH AVENUE	**0.25 MILES SOUTH OF MAGNOLIA STREET TO NORTHERN AVENUE**
~~15th Avenue~~	~~Bethany Home Road to Northern Avenue~~
15th Avenue	Hatcher Road to Shangri-La Road
15th Avenue	Bell Road to Grovers Avenue
15th Avenue	Union Hills Drive to Utopia Road
16th Street	Grovers Avenue to Beardsley Road
18th Street	Camelback Road to 500 Feet North of Camelback Road

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

19th Avenue	Olney Avenue to Dobbins Road
20th Street	Dobbins Road to Baseline Road
20th Street	Roeser Road to Broadway Road
20th Street	Jefferson Street to Roosevelt Street
20th Street	McDowell Road to Cambridge Avenue
20th Street	Greenfield Road to Highland Avenue
20th Street	Missouri Avenue to Bethany Home Road
21st Avenue	Bell Road to Union Hills Drive
23rd Avenue	Indian School Road to Glendale Road
23rd Avenue	Orangewood Avenue to Dunlap Avenue
23rd Avenue	Acoma Drive to Greenway Road
23rd Avenue	Union Hills Drive to Utopia Road
24th Street	South Mountain Avenue to Baseline Road
24th Street	Shea Boulevard to Sweetwater Avenue
26th Avenue	Thunderbird Road to Acoma Drive
26th Street	SR-51 to Shea Boulevard
27th Avenue	Rose Garden Lane to Deer Valley Drive
27th Drive	Carefree Highway to Via Vista
28th Street	Cholla Street to Thunderbird Road
28th Street	Oak Street to Camelback Road
28th Avenue	29th Avenue to Kelton Lane

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

29th Avenue	Union Hills Drive to Kristal Way
29th Avenue	Beardsley Road to Rose Garden Lane
31st Avenue	Van Buren Street to Encanto Boulevard
31st Avenue	Thomas Road to Grand Avenue
31st Avenue	Indian School Road to Camelback Road
31st Avenue	Missouri Avenue to Orangewood Avenue
31st Avenue	Northern Avenue to Dunlap Avenue
31st Avenue	Cheryl Drive to Thunderbird Road
31st Avenue	Bell Road to Kristal Way
31st Avenue	Yorkshire Drive to Beardsley Road
32nd Street	750 Feet South of Beautiful Lane to Baseline Road
32nd Street	Deer Valley Road to Sky Crossing Way
32nd Street	Puget Avenue to Mountain View Road
33rd Lane	North Valley Parkway to Via Del Deserto
36th Street	Ranch Circle North to Suncrest Court
36th Street	Roeser Road to Broadway Road
36th Street	McDowell Road to Camelback Road
36th Street	Mountain View Road to Shea Boulevard
36th Street	Cactus Road to Greenway Road
39th Avenue	Van Buren Street to Osborn Road
39th Avenue	Missouri Avenue to Camino Acequia

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

39th Avenue	Peoria Avenue to Cactus Road
39th Avenue	Bell Road to Yorkshire Drive
40th Street	University Drive to 0.25 Miles North of University Drive
~~40th Street~~	~~Mountain View Road to Shea Boulevard~~
43rd Avenue	Olney Avenue to Dobbins Road
44th Street	Frye Road to Chandler Boulevard
44th Street	Ray Road to Warner-Elliot Loop
44th Street	Paradise Village Parkway North to Bell Road
44th Street	Deer Valley Drive to Cashman Drive
45th Avenue	Bell Road to Union Hills Drive
46th Street	Paradise Village Parkway North to Thunderbird Road
47th Avenue	Baseline Road to Vineyard Road
47th Avenue	Thomas Road to Camelback Road
47th Avenue	Thunderbird Road to Greenway Road
47th Avenue	Acoma Drive to Bell Road
48th Street	Pecos Park Entrance to Frye Road
48th Street	Elwood Street to University Drive
48th Street	Van Buren Street to McDowell Road
48th Street	Cholla Street to Paradise Village Parkway South
50th Street	Frye Road to Chandler Boulevard
51st Street	Elliot Road to Piedmont Road

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

52nd Place	Rancho Paloma Drive to Dove Valley Road
52nd Street	Thomas Road to Osborn Road
~~52nd Street~~	~~Cholla Street to Cactus Road~~
~~52nd Street~~	~~Thunderbird Road to Bell Road~~
52ND STREET	**CHOLLA STREEET TO BELL ROAD**
52nd Street	Jomax Road to Pinnacle Vista Drive
53rd Avenue	Maryvale Parkway to Indian School Road
~~55th Avenue~~	~~McDowell Road to Camelback Road~~
55th Avenue	Pinnacle Peak Road to Alameda Road
56th Street	Mountain View Road to Shea Boulevard
59th Avenue	South Mountain Avenue to Baseline Road
60th Street	Desert Cove Avenue to Cholla Street Alignment
60th Street	Cactus Road to Bell Road
63rd Avenue	Lower Buckeye Road to Pima Street
63rd Avenue	Thomas Road to Osborn Road
63rd Avenue	Indian School Road to Camelback Road
65TH AVENUE	**2500 FEET +/- SOUTH OF TO DOBBINS ROAD**
68TH STREET	**PRINCESS DRIVE TO MAYO BOULEVARD**
70th Street	Princess Drive to Mayo Boulevard
71st Avenue	Van Buren Street to Roosevelt Street
71st Avenue	McDowell Road to Indian School Road

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

71st Avenue	Campbell Avenue to Camelback Road
71st Drive	Indian School Road to Sells Drive
71st Street	Kierland Boulevard to Sandra Terrace
79th Drive	Osborn Road to Sells Drive
80th Lane	Thomas Road to Osborn Road
93rd Avenue	Encanto Boulevard to Thomas Road
95th Avenue	McDowell Road to Encanto Boulevard
103rd Avenue	Broadway Road to Country Place Boulevard
103rd Avenue	Indian School Road to Campbell Avenue
111th Avenue	Campbell Avenue to Camelback Road

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

~~Cactus road~~	~~Wb 350 ft +/- east of 37th Avenue and eb 350 ft +/- west of 37th Avenue~~
~~Ray Road~~	~~400 Feet North of Thunderhill Drive to 100 Feet South of Mountain Sky Avenue~~
19th Avenue	450 Feet North of Orangewood Avenue to 450 Feet South of Orangewood Avenue

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

Adams Street	27th Avenue to Washington Street
Anthem Way	46th Drive to Black Canyon Freeway
Ball Park Boulevard	Camelback Road to Grand Canal
Beardsley Road	20th Street to Cave Creek Road

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

Bethany Home Road	16th Street to 18th Street
Black Mountain Boulevard	Sr101 To Mayo Boulevard
Black Mountain Boulevard	Rancho Paloma Drive to Carefree Highway
Buckeye Road	31st Avenue to 27th Street
Camelback Road	27th Avenue to 28th Street
Central Avenue	Mineral Road to Thunderbird Trail
Central Avenue (Southbound)	Thunderbird Trail to Dobbins Road
Central Avenue	Vineyard Road to Pioneer Street
Central Avenue	Watkins Street to Lincoln Street
Central Avenue	Roosevelt Street to Mountain View Road
Central Avenue	Happy Valley Road to 2,050 Feet +/- North of Happy Valley Road
Chandler Boulevard	Shaughnessey Road To 19th Avenue
Chandler Boulevard (Westbound)	19th Avenue to 15th Avenue
Chandler Boulevard	Pecos Road to Shaughnessey Road
Cheryl Drive	35th Avenue to Metro Parkway West
Circle Mountain Road	New River Road to Barko Lane
Cotton Center Boulevard	40th Street to 48th Street
Desert Foothills Parkway	Chandler Boulevard to 5th Avenue
Desert Willow Parkway East	31000 North Cave Creek Road (East Side) to 5000 East Dixileta Drive
Dobbins Road	Central Avenue to 19th Street

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

Dove Valley Road	North Valley Parkway to 16th Avenue
Dunlap Avenue	7th Avenue to 7th Street
Encanto Boulevard	83rd Avenue to 75th Avenue
ESTRELLA DRIVE	**SR202 TO 51ST AVENUE**
Frye Road	3rd Street to Desert Foothills Parkway
Galvin Parkway	North of Traffic Circle at Botanical Garden Entry to McDowell Road
Grand Avenue	18th Avenue to 15th Avenue
Grant Street	Black Canyon Freeway to Lincoln Street
Grant Street	16th Street to Sky Harbor Circle
Greenway Road	Cave Creek Road to Greenway Parkway
Guadalupe Road	48th Street to Interstate 10
Holmes Boulevard	Bell Road to Grovers Avenue
Indian School Road	27th Avenue to 20th Street
Indian School Road	45th Street to 48th Street
Jefferson Street	23rd Avenue to 7th Avenue
Jefferson Street	7th Street to Washington Street
Jefferson Street	7th Street to 265 Feet +/- East of 26th Street (except frontage road which is 25 mph)
Jomax Road	Cave Creek Road to Tatum Boulevard
Jomax Road	Tatum Boulevard to 52nd Street
Kierland Boulevard	Greenway Parkway to Scottsdale Road
Knox Road	36th Street to 48th Street

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

~~Lafayette Boulevard~~	~~44th Street to 64th Street~~
Liberty Lane	Desert Foothills Parkway to 13th Way
Lincoln Street	Grant Street to 7th Street
Lone Mountain Road	40th Street to Cave Creek Road
Lower Buckeye Road	300 Feet West to 300 Feet East of 99th Avenue
Lower Buckeye Road	22nd Avenue to 19th Avenue
Maryland Avenue	19th Avenue to Central Avenue
Maryvale Parkway	Indian School Road to 51st Avenue
Mayo Boulevard	Black Mountain Boulevard to 40th Street
McDowell Road	27th Avenue to 32nd Street
Metro Parkway	Entire Street Surrounding Metro Center
Missouri Avenue	19th Avenue to 24th Street
Mohave Street	7th Street to Sky Harbor Circle
Mohave Street	22nd Street to 24th Street
Mountain View Road	Central Avenue to 12th Street
Norterra Parkway	Happy Valley Road to Jomax Road
~~Oak Street~~	~~24th Street to 32nd Street~~
Oak Street	52nd Street to 56th Street
Osborn Road	7th Avenue to 36th Street
Paloma Parkway	Bronco Butte Trail to Dove Valley Road
Paradise Village Parkway	Entire Street Surrounding Paradise Village

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

Peoria Avenue	19th Avenue to 7th Avenue
Pinnacle Peak Road	19th Avenue to 7th Street
Pocono Way	800 feet north of Hackamore Drive to 33rd Avenue
~~Princess Drive~~	~~68th Street to Scottsdale Road~~
Pyramid Peak Parkway (Northbound)	1,900 Feet +/- north of Brookhart Way to City Limits
Ranch Circle North	Ray Road (3600 East) to Ray Road (4300 East)
Ranch Circle South	Ray Road to Mountain Parkway
Rancho Paloma Drive	Black Mountain Boulevard to 56th Street
Roeser Road	Central Avenue to 40th Street
Roosevelt Street	16th Street to 32nd Street
Rose Garden Lane	19th Avenue to 7th Avenue
Shea Boulevard	24th Street to 32nd Street
Sky Harbor Circle	22nd Street to Grant Street, Mohave Street to Grant Street, and Mohave Street to 22nd Street
Southern Avenue	7th Avenue to 7th Street
Stetson Valley Parkway	Deem Hills Parkway to Straight Arrow Lane
~~Sweetwater Avenue~~	~~Cave Creek Road to 32nd Street~~
Tatum Boulevard	40th Street to Cave Creek Road
Thistle Landing Drive	48th Street to 50th Street
Thomas Road	27th Avenue to 32nd Street
Thunderbird Road	32nd Street to 38th Place

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

Tombstone Trail	Norterra Parkway to 21st Avenue
University Drive	16th Street to 24th Street
Utopia Road	Black Canyon Freeway to 23rd Avenue
Utopia Road	Cave Creek Road to 32nd Street
Van Buren Street	35th Avenue to 7th Avenue
Van Buren Street	16th Street to 44th Street
Washington Street	Adams Street to 7th Avenue
Washington Street	7th Street to 24th Street (except frontage road which is 25 mph)
Williams Drive	Black Canyon Freeway to 19th Avenue
Yorkshire Drive	43rd Avenue to Black Canyon Freeway
1st Avenue Crossover	Grant Street to Hadley Street
3rd Avenue	Osborn Road to Indian School Road
3rd Street	Frye Road to Chandler Boulevard
5th Avenue	Desert Foothills Parkway to Chandler Boulevard
5th Street Crossover	Fillmore Street to 4th Street
7th Avenue	Dobbins Road to Baseline Road
7th Avenue	Magnolia Street to Jackson Street
7th Avenue	Van Buren Street to Missouri Avenue
7th Avenue	Dunlap Avenue to Hatcher Road
7th Avenue	Greenway Parkway to Bell Road
7th Street	Mineral Road to Baseline Road

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

7th Street	Lincoln Street to Jefferson Street
7th Street	Van Buren Street to Missouri Avenue
7th Street	Butler Drive to Cinnabar Avenue
15th Avenue	Southern Avenue to Broadway Road
~~15th Avenue~~	~~0.25 miles south of Magnolia Street to Bethany Home Road~~
16th Street	Dobbins Road to Baseline Road
16th Street	Maricopa Freeway to Bethany Home Road
16th Street	Bell Road to Grovers Avenue
17th Avenue	Pecos Road to Chandler Boulevard
17th Avenue	Buckeye Road to Grant Street
19th Avenue	Buckeye Road to the Grand Canal
19th Avenue	Glendale Avenue to Northern Avenue (Except where noted in subsection A.1 of this section)
20th Street	Highland Avenue to Missouri Avenue
21st Avenue	Jomax Road to Tombstone Trail
23rd Avenue	Mountain View Road to Cactus Road
23rd Avenue	Utopia Road to Deer Valley Drive
23rd Avenue	Pinnacle Peak Road to Happy Valley Road
24th Street	Buckeye Road to Indian School Road
25th Avenue	Dunlap Avenue to Peoria Avenue
27th Avenue	South Mountain Avenue to Baseline Road
27th Avenue	Lower Buckeye Road to Van Buren Street

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

27th Avenue	Northern Avenue to Dunlap Avenue
27th Avenue	Grovers Avenue to Union Hills Drive
27th Avenue	Yorkshire Drive to Rose Garden Lane
27th Drive	North Valley Parkway to Carefree Highway
28th Drive	Peoria Avenue to Cactus Road
29th Avenue	Dunlap Avenue to Metro Parkway
29th Avenue	Greenway Road to Bell Road
32nd Street	Air Lane to Van Buren Street
32nd Street	Chandler Boulevard to Pecos Road
33rd Avenue	Pocono Way to Pinnacle Vista Drive
35th Avenue	South Mountain Avenue to Baseline Road
35th Avenue	Van Buren Street to Encanto Boulevard
35th Avenue	Happy Valley Road to 800 feet north of Hackamore Drive
36th Street	Shea Boulevard to Cactus Road
39th Drive	Pinnacle Peak Road to Happy Valley Road
40th Street	0.39 miles South of Air Lane to Washington Street
40th Street	McDowell Road to Missouri Avenue
40th Street (Southbound)	Shea Boulevard to Mercer Lane
40th Street	Potter Drive to Deer Valley Drive
40th Street	Tatum Boulevard to Lone Mountain Road
43rd Avenue	Elwood Street Alignment to Lower Buckeye Road

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

43rd Avenue	Anthem Way to 1,930 Feet North of Anthem Way
44th Street	Campbell Avenue to Calle Feliz
44th Place	Cotton Center Boulevard to Broadway Road
48th Street	Frye Road to Chandler Boulevard
48th Street	Washington Street to Van Buren Street
48th Street	Piedmont Road to Guadalupe Road
50th Street	Chandler Boulevard to Ray Road
51st Street	500 Feet South of Elliot Road to Warner-Elliot Loop
52nd Street	McDowell Road to Thomas Road
~~52nd Street~~	~~Cactus Road to Thunderbird Road~~
55th Avenue	Alameda Road to Happy Valley Road
56th Street	South City Limit to Van Buren Street
56th Street	Oak Street to Camelback Road
56th Street	Bell Road to Central Arizona Project Canal
56th Street	Lone Mountain Road to Rancho Paloma Drive
64th Street	Oak Street to McDowell Road (Southbound Only)
64th Street	255 Feet North of Hillcrest Boulevard to Chaparral Road
~~68th Street~~	~~Princess Drive to Mayo Boulevard~~
71st Avenue	Baseline Road to Vineyard Road
79th Avenue	McDowell Road to Thomas Road
107th Avenue	Camelback Road to Missouri Avenue

Table B1. Prima Facie Speed Limit 35 Miles Per Hour from 7:00 a.m. to 4:00 p.m. on School Days.

Dunlap Avenue	For Westbound, 650 Feet +/- West of 29th Avenue to 625 +/- West of 35th Avenue
Dunlap Avenue	For Eastbound, 545 Feet +/- West of 35th Avenue to 30th Avenue
~~Greenway Parkway~~	~~400 Feet West of 7th Avenue to 250 Feet East of 5th Avenue~~

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Air Lane	24th Street to 32nd Street
Baseline Road	43rd Avenue to 35th Avenue
Baseline Road	7th Avenue to 7th Street
Beardsley Road (Eastbound Frontage)	37th Avenue to 27th Avenue
Beardsley Road	Cave Creek Road to 32nd Street
Bell Road	19th Avenue to 12th Street
Bell Road	0.25 miles West of Cave Creek Road to 1,500 Feet East of 40th Street
Bethany Home Road	43rd Avenue to 16th Street
Black Mountain Boulevard	Mayo Boulevard to Pinnacle Peak Road
Broadway Road	51st Avenue to 32nd Street
Buckeye Road	39th Avenue to 31st Avenue
Cactus Road	39th Avenue to 350 ft West of 37th Avenue
Cactus Road	350 ft East of 37th Avenue to 19th Avenue
Cactus Road	Cave Creek Road to 60th Street
Camelback Road	43rd Avenue to 27th Avenue

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Camelback Road	28th Street to 64th Street
Carefree Highway	700 feet West of North Valley Parkway to Via Puzzola
Cave Creek Road	Dunlap Avenue to Peoria Avenue
Cave Creek Road	Marco Polo Road to Rose Garden Lane
Central Avenue (Northbound)	Thunderbird Trail to Dobbins Road
Central Avenue	Dobbins Road to Vineyard Road
Central Avenue	Pioneer Street to Watkins Street
Chandler Boulevard	Marketplace Way to 34th Street
Deer Valley Drive	600 Feet West of 27th Avenue to 0.25 Miles East of 19th Avenue
Deer Valley Drive	600 Feet West of 16th Street to 56th Street
Desert Foothills Parkway	Pecos Road to Chandler Boulevard
Desert Peak Parkway	Lieber Place to Cave Creek Road
Dobbins Road	From West City Limit to 1,320 Feet +/- East
Dobbins Road	23rd Avenue to Central Avenue
Dunlap Avenue	43rd Avenue to 7th Avenue (Except where noted in Table B1 of this section)
Durango Street	35th Avenue to Black Canyon Freeway
Elliot Road	2,085 Feet +/- West of 59th Avenue to 51st Avenue
Elliot Road	46th Street to 51st Street
Elwood Street	7th Street to 16th Street
Galvin Parkway	Van Buren Street to 100 Feet +/- North of East Papago Park (Zoo Entrance)

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Gavilan Peak Parkway	800 Feet +/- West of 33rd Lane to Cloud Road
Glendale Avenue	43rd Avenue to 21st Street
Greenway Parkway	500 Feet West of 7th Avenue to 3rd Avenue ~~(Except where noted in Table B2 of this section)~~
Greenway Parkway	Cave Creek Road to Greenway Road
Greenway Road	51st Avenue to 19th Avenue
Greenway Road	Greenway Parkway to 300 Feet East of 30th Street
Greenway Road	52nd Street to 500 Feet East of 60th Street
Indian School Road	67th Avenue to 27th Avenue
Indian School Road	20th Street to 45th Street
Indian School Road	48th Street to 60th Street
Jomax Road	Black Canyon Freeway to Norterra Parkway
Liberty Lane	13th Way to 24th Street
Lincoln Drive	21st Street to 32nd Street
Lower Buckeye Road	107th Avenue to 300 Feet +/- West of 99th Avenue
Lower Buckeye Road	300 Feet +/- East of 99th Avenue to 95th Avenue
Lower Buckeye Road	79th Avenue to 67th Avenue
Lower Buckeye Road	27th Avenue to 22nd Avenue
Maricopa Freeway Frontage Roads	23rd Avenue to 16th Street
McDowell Road	43rd Avenue to 27th Avenue
McDowell Road	32nd Street to 52nd Street

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Mountain Parkway	Chandler Boulevard to Ray Road
Norterra Parkway	Jomax Road to North Valley Parkway
Northern Avenue	43rd Avenue to SR-51
North Valley Parkway	Jomax Road to 30th Avenue
North Valley Parkway	800 Feet +/- West of 33rd Lane to 33rd Lane
Peoria Avenue	43rd Avenue to 19th Avenue
Priest Drive	Salt River Drive to Van Buren Street
Pyramid Peak Parkway (Southbound)	67th Avenue to City Limits
Pyramid Peak Parkway (Northbound)	67th Avenue to 1,900 Feet +/- North of Brookhart Way
Ray Road	Chandler Boulevard to Interstate 10 (Except where noted in Table A1 of this section)
Rose Garden Lane	Cave Creek Road to 32nd Street
Shea Boulevard	32nd Street to 450 Feet East of 40th Street
Southern Avenue	39th Avenue to 31st Avenue
Southern Avenue	19th Avenue to 7th Avenue
Southern Avenue	7th Street to 24th Street
Stetson Valley Parkway	Range Mule Drive to Deem Hills Parkway
TATUM BOULEVARD	**MAYO BOULEVARD TO DEER VALLEY DRIVE**
Thomas Road	800 Feet West of 59th Avenue to Grand Avenue
Thomas Road	32nd Street to 56th Street
Thunderbird Road	31st Avenue to Coral Gables Drive

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Thunderbird Road	38th Place to Scottsdale Road
Union Hills Drive	27th Avenue to 19th Avenue
Union Hills Drive	7th Street to 20th Street
University Drive	Wood Street to 48th Street
Van Buren Street	67th Avenue to 200 Feet West of 63rd Avenue
Van Buren Street	39th Avenue to 35th Avenue
~~Van Buren Street~~	~~44th Street to 56th Street~~
VAN BUREN STREET	**44TH STREET TO 500 FEET +/- EAST OF PROJECT DRIVE**
Warner-Elliot Loop	4600 East Elliot Road to 578 Feet East of Wakial Loop
Washington Street	24th Street to 34th Street
7th Avenue	Baseline Road to Magnolia Street
7th Avenue	Missouri Avenue to Dunlap Avenue
7th Avenue	Bell Road to Union Hills Drive
7th Avenue	Rose Garden Lane to Deer Valley Drive
7th Street	Baseline Road to Lincoln Street
7th Street	Missouri Avenue to Butler Drive
7th Street	Cinnabar Avenue to Clinton Street
7th Street	Thunderbird Road to 600 Feet North of Bell Road
16th Street	Baseline Road to the Maricopa Freeway
16th Street	Bethany Home Road to Northern Avenue
19th Avenue	Dobbins Road to Buckeye Road

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

19th Avenue	Grand Canal to Glendale Avenue
19th Avenue	Northern Avenue to Evans Drive
24th Street	Pecos Road to Chandler Boulevard
24th Street	Baseline Road to Buckeye Road
24th Street	Indian School Road to Lincoln Drive
27th Avenue	Baseline Road to 500 Feet +/- North
27th Avenue	Van Buren Street to Northern Avenue
32nd Street	Baseline Road to Wood Street
32nd Street	Van Buren Street to Lincoln Drive
32nd Street	Mountain View Road to Bell Road
32nd Street	Beardsley Road to Rose Garden Lane
35th Avenue	Dobbins Road to South Mountain Avenue
35th Avenue	Baseline Road to Broadway Road
35th Avenue	Lower Buckeye Road to Van Buren Street
35th Avenue	Encanto Boulevard to Bell Road
35th Avenue	Union Hills Drive to Beardsley Road
40th Street	Pecos Road to Chandler Boulevard
40th Street	800 Feet South of Roeser Road to University Drive
40th Street	Washington Street to McDowell Road
40th Street (Northbound)	Shea Boulevard to Mercer Lane
40th Street	Mercer Lane to Union Hills Drive

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

40th Street	Mayo Boulevard to Pinnacle Peak Road
43rd Avenue	Buckeye Road to Glendale Avenue
43rd Avenue	Thunderbird Road to Beardsley Road
43rd Avenue	Pinnacle Peak Road to Happy Valley Road
44th Street	Washington Street to Campbell Avenue
44th Street	Calle Feliz to McDonald Drive
48th Street	Chandler Boulevard to Piedmont Road
51st Avenue	Estrella Drive to Olney Avenue
51st Avenue	Dobbins Road to Baseline Road
51st Avenue	0.5 Miles South of Lower Buckeye Road to Lower Buckeye Road
51st Avenue	Roosevelt Street to Camelback Road
51st Avenue	250 Feet South of Cactus Road to Union Hills Drive
51st Avenue	Pinnacle Peak Road to Range Mule Drive
52nd Street	Van Buren Street to McDowell Road
55th Avenue	Happy Valley Road to Deem Hills Parkway
56th Street	Shea Boulevard to Bell Road
56th Street	Central Arizona Project Canal to Pinnacle Peak Road
59th Avenue	Dobbins Road to South Mountain Avenue
59th Avenue	Roosevelt Street to Camelback Road
64th Street	Cactus Road to Bell Road
67th Avenue	400 Feet +/- South of Elwood Street to Camelback Road

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

67th Avenue	Happy Valley Road to Pyramid Peak Parkway
75th Avenue	Baseline Road to Vineyard Road
75th Avenue	0.25 Miles South of Thomas Road to Devonshire Avenue
83rd Avenue	Van Buren Street to Papago Freeway
91st Avenue	McDowell Road to Indian School Road
99th Avenue	0.5 Miles South of Lower Buckeye Road to Durango Street
107th Avenue	Indian School Road to Camelback Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Baseline Road	55th Avenue to 43rd Avenue
Baseline Road	35th Avenue to 7th Avenue
Baseline Road	7th Street to 48th Street
Beardsley Road (Frontage Roads)	27th Avenue to 20th Street
Beardsley Road Frontage Road (Westbound)	27th Avenue to 51st Avenue
Beardsley Road Frontage Road (Eastbound)	51st Avenue to 37th Avenue
Bell Road	51st Avenue to 19th Avenue
Bell Road	12th Street to 0.25 Miles West of Cave Creek Road
Bell Road	1,500 Feet East of 40th Street to Scottsdale Road
Broadway Road	107th Avenue to 91st Avenue
Broadway Road	32nd Street to 48th Street
Buckeye Road	71st Avenue to 39th Avenue

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Cactus Road	51st Avenue to 39th Avenue
Camelback Road	113th Avenue to 99th Avenue
Carefree Highway	Via Puzzola to 0.5 Miles East of Via Tramonto / Paloma Parkway
Cave Creek Road	Peoria Avenue to Marco Polo Road
Cave Creek Road	Rose Garden Lane to Pinnacle Peak Road
Cave Creek Road (Southbound)	Pinnacle Peak To 660 Feet +/- North of Quiet Hollow Lane
Cave Creek Road	Peak View Road to Westland Road
Chandler Boulevard (Eastbound)	19th Avenue to 15th Avenue
Chandler Boulevard	15th Avenue to Marketplace Way
Chandler Boulevard	34th Street to Interstate 10
Deer Valley Drive	35th Avenue to 600 Feet West of 27th Avenue
Deer Valley Drive	0.25 Miles East of 19th Avenue to 600 Feet West of 16th Street
Dixileta Drive	Tatum Boulevard to 52nd Street
Dobbins Road	1,320 Feet +/- East of City Limit to 200 Feet +/- West of 56th Glen
Dobbins Road	43rd Avenue to 0.25 Miles West of 35th Avenue
Dobbins Road	650 Feet West of 35th Avenue to 33rd Avenue
Dobbins Road	30th Lane to 23rd Avenue
Dove Valley Road	16th Avenue to Sonoran Desert Drive
Dynamite Boulevard	Cave Creek Road to 40th Street
Greenway Parkway	17th Drive to 500 Feet West of 7th Avenue
Greenway Parkway	3rd Avenue to Cave Creek Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Greenway Road	19th Avenue to 17th Drive
Greenway Road	300 Feet East of 30th Street to 52nd Street
Greenway Road	500 Feet East of 60th Street to Scottsdale Road
Happy Valley Road	67th Avenue to 29th Avenue
Happy Valley Road	800 Feet West of 23rd Avenue to 7th Street
Indian School Road	99th Avenue to 67th Avenue
Jomax Road	Norterra Parkway to 19th Avenue
Lone Mountain Road	56th Street to 63rd Street
Lower Buckeye Road	95th Avenue to 79th Avenue
Lower Buckeye Road	67th Avenue to 27th Avenue
Mayo Boulevard	Tatum Boulevard to Scottsdale Road
McDowell Road	83rd Avenue to 43rd Avenue
McDowell Road	52nd Street to 64th Street
New River Road	1.0 Mile Southwest of Black Canyon Freeway to Black Canyon Freeway
Pinnacle Peak Road	55th Avenue to 19th Avenue
Pinnacle Peak Road	Cave Creek Road to Tatum Boulevard
Shea Boulevard	450 Feet East of 40th Street to 64th Street
Sonoran Desert Drive	Dove Valley Road to Cave Creek Road
Southern Avenue	59th Avenue to 51st Avenue
Southern Avenue	31st Avenue to 19th Avenue
Southern Avenue	24th Street to 48th Street

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

~~Tatum Boulevard~~	~~Mockingbird Lane to Pinnacle Peak Road~~
TATUM BOULEVARD	**MOCKINGBIRD LANE TO MAYO BOULEVARD**
TATUM BOULEVARD	**DEER VALLEY DRIVE TO PINNACLE PEAK ROAD**
Tatum Boulevard	Prickly Pear Trail to Cave Creek Road
Thomas Road	99th Avenue to 800 Feet West of 59th Avenue
Thunderbird Road	51st Avenue to 31st Avenue
Thunderbird Road	Coral Gables Drive to Cave Creek Road
Union Hills Drive	51st Avenue to 27th Avenue
Union Hills Drive	19th Avenue to 7th Street
Union Hills Drive	20th Street to Tatum Boulevard
Van Buren Street	83rd Avenue to 67th Avenue
Van Buren Street	200 Feet West of 63rd Avenue to 39th Avenue
~~Van Buren Street~~	~~56th Street to 508 Feet East of Project Drive~~
Washington Street	34th Street to 56th Street
7th Avenue	Union Hills Drive to Rose Garden Lane
7th Street	Clinton Street to Thunderbird Road
7th Street	600 Feet North of Bell Road to Happy Valley Road
19th Avenue	Evans Drive to Jomax Road
24th Street	Baseline Road to Roeser Road
27th Avenue	Southern Avenue to Broadway Road
29th Avenue	Pinnacle Peak Road to Happy Valley Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

32nd Street	Bell Road to Beardsley Road
35th Avenue	200 Feet South of Elliot Road to Dobbins Road
35th Avenue	Baseline Road to 500 Feet +/- North
35th Avenue	Broadway Road to Lower Buckeye Road
35th Avenue	Bell Road to Union Hills Drive
35th Avenue	Beardsley Road to Pinnacle Peak Road
40th Street	Baseline Road to 800 Feet South of Roeser Road
43rd Avenue	South Mountain Avenue to Southern Avenue
43rd Avenue	Lower Buckeye Road to Buckeye Road
43rd Avenue	Glendale Avenue to Thunderbird Road
48th Street	Baseline Road to Southern Avenue
51st Avenue	Baseline Road to Roosevelt Street
51st Avenue	Union Hills Drive to Beardsley Road
59th Avenue	Elliot Road to Dobbins Road
59th Avenue	Broadway Road to Durango Street alignment
59th Avenue	Buckeye Road to Roosevelt Street
75th Avenue	Broadway Road to 0.25 miles south of Thomas Road
75th Avenue	Devonshire Avenue to Camelback Road
83rd Avenue	Broadway Road to Buckeye Road
83rd Avenue	Papago Freeway to Camelback Road
91st Avenue	Elwood Street to Buckeye Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

91st Avenue	Indian School Road to Camelback Road
99th Avenue	Mobile Lane to Riverside Avenue
99th Avenue	Durango Street to Buckeye Road
99th Avenue	Thomas Road to Camelback Road

Table E. Prima Facie Speed Limit 50 Miles Per Hour at All Times.

Buckeye Road	75th Avenue to 71st Avenue
Carefree Highway	0.5 Miles East of Via Tramonto / Paloma Parkway to 7th Avenue
Cave Creek Road (Northbound)	Pinnacle Peak Road to 660 Feet +/- North of Quiet Hollow Lane
Cave Creek Road	660 Feet +/- North of Quiet Hollow Lane to Peak View Road
El Mirage Road	0.25 Miles South of Camelback Road to 0.50 Miles North of Camelback Road
New River Road	Cloud Road to 1.0 Mile Southwest of Black Canyon Freeway
Pinnacle Peak Road	Tatum Boulevard to Scottsdale Road
Tatum Boulevard	Pinnacle Peak Road to Prickly Pear Trail
91st Avenue	1.56 Miles South of Broadway Road to 0.5 Miles South of Broadway Road

Table F. Prima Facie Speed Limit 55 Miles Per Hour at All Times.

G. Parks.

1. North Mountain Park.

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

North Mountain Park Drive	Entire Length

2. Papago Park.

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

      All roadways except Galvin Parkway.

3. Pecos Park.

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

      All roadways within park boundary.

4. South Mountain Park.

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

      All roadways within park boundary.

5. Piestewa Peak Park.

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

Piestewa Peak Road	Piestewa Peak Park Boundary to End of Road Within Piestewa Peak Park

H. Sky Harbor Airport.

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

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

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

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

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

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

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

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

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

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

Attachment B

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

Prima Facie Speed Limit **25 mph** at all times
To be removed from ordinance

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Cholla Street	Tatum Boulevard to 56th Street	Recommend reduction from 30 mph to 25 mph by a traffic engineer based on a traffic study and number of front-facing homes.	3
Mountain View Road	19th Avenue to 15th Avenue	Recommend reduction from 30 mph to 25 mph by a traffic engineer based on a traffic study and number of front-facing homes.	3
Sweetwater Avenue	Cave Creek Road to 32nd Street	Recommend reduction from 35 mph to 25 mph by a traffic engineer based on a traffic study and number of front-facing homes.	3
Sweetwater Avenue	32nd Street to 42nd Street	Recommend reduction from 30 mph to 25 mph by a traffic engineer based on a traffic study and number of front-facing homes.	3
40th Street	Mountain View Road to Shea Boulevard	Recommend reduction from 30 mph to 25 mph by a traffic engineer based on a traffic study and number of front-facing homes.	3
55th Avenue	McDowell Road to Camelback Road	Recommend reduction from 30 mph to 25 mph by a traffic engineer based on number of front- and side-facing homes.	4,5, and 7

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

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Lafayette Boulevard	44th Street to 64th Street	Recommend reduction from 35 mph to 30 mph by a traffic engineer based on a traffic study and number of front-facing homes.	6
Oak Street	24th Street to 32nd Street	Recommend reduction from 35 mph to 30 mph by a traffic engineer based on a traffic study and number of front-facing homes. Consistent with adjoining segments.	4 and 8
Princess Drive	68th Street to Scottsdale Road	Recommend reduction from 35 mph to 30 mph in conjunction with upcoming lane modifications	2
15th Avenue	0.25 miles south of Magnolia Street to Bethany Home Road	Recommend reduction from 35 mph to 30 mph by a traffic engineer based on a traffic study and number of front- and side-facing homes. Consistent with segment to the north.	4,7, and 8
52nd Street	Cactus Road to Thunderbird Road	Recommend reduction from 35 mph to 30 mph by a traffic engineer based on a traffic study and number of front- and side-facing homes. Consistent with segments to the south and north	2 and 3
65th Avenue	2500 feet +/-south of to Dobbins Road	New construction. Not in previous ordinance.	7
68th Street	Princess Drive to Mayo Boulevard	Recommend reduction from 35 mph to 30 mph in conjunction with upcoming lane modifications.	2

Prima Facie Speed Limit **30 mph** from 7:00 a.m. to 4:00 p.m. on School Days

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Cactus Road	Wb 350 ft +/- east of 37th Avenue and eb 350 ft +/- west of 37th Avenue	Removal of time-of-day speed limit reduction from ordinance. New speed feedback signs installed.	1
Ray Road	400 Feet North of Thunderhill Drive to 100 Feet South of Mountain Sky Avenue	Removal of time-of-day speed limit reduction from ordinance. New speed feedback signs installed.	6

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

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Estrella Drive	SR202 to 51st Avenue	Newly annexed portion of roadway. Not in previous ordinance.	8

Prima Facie Speed Limit **35 mph** from 7:00 a.m. to 4:00 p.m. on School Days

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Greenway Parkway	400 Feet West of 7th Avenue to 250 Feet East of 5th Avenue	Removal of time-of-day speed limit reduction from ordinance. New speed feedback signs installed.	3

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

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Deer Valley Drive	56th Street to 450 feet east of 60th Street	New construction. Not in previous ordinance.	2
Tatum Boulevard	Mayo Boulevard to Deer Valley Drive	Recommend reduction from 45 mph to 40 mph by a traffic engineer based on a traffic study	2
Van Buren Street	56th Street to 500 Feet East of Project Drive	Recommend reduction from 45 mph to 40 mph. Posted 40 mph to the west, and Tempe is reducing speed limit along corridor.	6

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

Agenda Date: 10/16/2024, **Item No.** 3

Parks and Recreation Master Plan Update

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Parks and Recreation Master Plan project.

THIS ITEM IS FOR INFORMATION ONLY

Summary

The goal of the Parks Master Plan is to create a comprehensive, long-term strategic plan to use as a guiding tool for future development efforts in developed and undeveloped parks, improve recreational facilities, and evaluate amenities and programming opportunities. Community demographics and recreation trends will be assessed to ensure equitable access and delivery of programs and services. The Master Plan will also assess opportunities and constraints for design improvement and best practices related to Crime Prevention Through Environmental Design and water conservation strategies.

The Master Plan process will feature a comprehensive community engagement effort to gather input on the needs and priorities of various stakeholders, including park visitors, community groups, nonprofits, arts and cultural organizations, schools, recreation providers, and other partner agencies. Public engagement will be conducted using a variety of methods including an interactive website, surveys, in-person meetings and events, public workshops, community focus groups and outreach to youth through schools and after-school programs. Additional outreach efforts will involve utilizing social media, City newsletters, email distribution lists, and marketing through partners. Community outreach will be conducted in both English and Spanish.

To begin to generate awareness about the Master Plan, a website parksmasterplanphx.com was developed in the fall of 2023, with information about the Master Plan and an online survey tool. Since then, more than 1,000 people have completed the online survey. Additionally, outreach has been conducted at more than 50 events including neighborhood resource fairs, block watch meetings, park activation events, community and neighborhood meetings and events, community budget hearings, holiday events, Getting Arizona Involved in Neighborhoods (G.A.I.N) celebrations, and Coffee with a Cop gatherings. A Parks Master Plan contest was also

conducted engaging 960 students from 28 Phoenix Afterschool Program sites. Children ages 6-13 created models reflecting their dream parks. These models were displayed in the City Hall atrium, where city employees judged and selected three winners. Park models demonstrated children's creativity and desire to include open green space, water features, playgrounds, athletic courts, shade and more.

The Master Plan formally launched on September 3, 2024. As part of the launch a new interactive Social Pinpoint engagement tool was introduced to obtain meaningful feedback from the community. Social Pinpoint allows residents to pinpoint specific park locations in the city and share ideas or suggestions. Since the launch of Social Pinpoint, the department has received over 1,200 online comments. Along with Social Pinpoint, the community can also take a survey, send an email, or call the 24/7 project hotline to share feedback. Additionally, parks staff has continued to present to block watch groups and neighborhood associations and attend community events such as the Neighborhood Leaders Conference. Staff will also be actively engaging with residents at the 2024 G.A.I.N. events. All data obtained through the community engagement process will be used to identify community priorities and needs, ensure equitable access and inclusion, prioritize funding and identify opportunities for partnerships to secure alternative funding sources.

Preparation for the water efficiency and turf evaluation components of the Master Plan is also underway. The consultant team has been actively monitoring select parks using digital water pressure recorders. These devices track fluctuations in dynamic water pressure during system operations, providing real-time data on irrigation system performance. This information is critical for analyzing water usage patterns and informing decisions about system upgrades, repairs, and irrigation schedule adjustments, all of which support our ongoing conservation strategies. Furthermore, a turf evaluation plan has been approved to assess the recreational and social benefits provided by park turf areas. This evaluation distinguishes between functional turf, used for programmed recreational spaces like sports fields and event areas, and nonfunctional turf, which may not offer significant value. The insights gained from this evaluation will guide decisions on how best to maintain and enhance the sustainability and usability of our parks, ensuring they meet the community's needs while promoting environmental stewardship.

It is estimated that the Parks Master Plan process will take approximately 18-months from start to completion.

The Department will return to the subcommittee with an update on the Master Plan in early 2025.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

Agenda Date: 10/16/2024, **Item No.** 4

Asset Management Program Update - Water and Sewer Mains

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information on the Water Services Department's Asset Management Program for Water and Sewer Mains.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

Asset Management Program

The Water Services Department (WSD) is committed to an asset management program to support its mission of providing high quality, reliable, and cost-effective water services that meet the public needs and maintain public support. Asset management is an intentional, proactive approach to maximize the useful life of assets while minimizing life cycle cost. This means asset renewal is based on age, condition, criticality, and risk value. Within the WSD, each asset is identified and catalogued according to strict naming conventions in the asset database. The condition of the asset is also recorded in the asset database. Proper preventive maintenance procedures are identified and noted for each asset allowing work orders with proper maintenance activities to be assigned to employees. Standardizing work management processes using a modern computer maintenance management system ensures proactive maintenance on the right assets at the right time.

Risk analysis is also part of asset management. Risk is defined as the Probability of Failure times the Consequence of Failure. The Probability of Failure is dependent on the condition and reliability of the asset, the asset age and effective life, and redundancy of the asset. The Consequence of Failure factors the impact on service and duration of failure, higher replacement cost and repair difficulty, potential for staff and public injuries, and the importance of the asset.

Age, condition, criticality, and risk value are used to forecast the asset's end of life. The risk analysis is used in determining the replacement timeline of the asset, allowing for proper planning of the capital improvement program. The overall goal is to align maintenance and replacement programs so assets will have longer useful lives,

resulting in longer replacement cycles. This alignment ensures that capital improvement programs for replacement and rehabilitation budgets are adequately funded and prioritized to replace the department's critical assets at the end of their useful life. The right assets are replaced at the right time and cost.

Water Distribution System

The City's water delivery system is composed of over 7,100 miles of pipelines. Reliable water delivery for our customers depends on a well-maintained transmission and distribution system. The distribution system delivers water directly to individual customers from 12-inch and smaller pipelines which account for 91 percent of the water delivery system. The transmission system, typically 16-inch and larger pipelines, moves water from water treatment plants and storage reservoirs into the distribution system. Continued pipeline rehabilitation and replacement investment is one of the largest infrastructure costs to the water utility second only to water treatment plant investments.

WSD crews continually repair, rehabilitate, and replace various pipelines throughout the distribution system. The Water Main Replacement Program is focused on replacement of substandard and under performing mains to maintain reliable delivery to our customers. This program has traditionally been focused on the distribution system's smallest mains. The Transmission Main Inspection and Assessment Program, began in 2003, is focused on condition assessments of the City's largest mains to reduce the risk of transmission main failures that have potentially catastrophic consequences. The Medium-Diameter Transmission Main Inspection and Assessment program is a relatively new program that focuses on evaluating and prioritizing the remainder of the transmission system for rehabilitation and replacement. WSD staff have projected the cost of replacing or rehabilitating all pipelines based on an anticipated life expectancy, on average, of 75 years. For water pipelines, the estimated cost for replacement is $15.5 billion.

Risk profiles are different for distribution and for transmission mains. Distribution mains are more susceptible to corrosion and fatigue which makes them more likely to fail than transmission mains. Transmission pipelines normally carry a much higher volume of water and tend to be in or near major roadways, infrastructure, or environmentally sensitive areas, making their failure of greater consequence than distribution mains. Because of these different risk profiles, WSD has developed strategies for managing the two systems to avoid failure. Failure is defined differently depending on the type of main. For transmission mains, failure can be defined as any disruption in the pipeline's ability to deliver water because of the large impact on customers, streets, and private property. Avoiding failure for these mains requires detailed information about the

condition of the main and a solid funding plan to install, renew, or relocate mains. Since 2003, the City has performed condition assessments and inspections on more than 128 miles of large-diameter transmission mains. These condition assessments are the basis for the current Transmission Main Rehabilitation and Replacement Program.

For distribution mains, failure is more difficult to define because a single main break has a short-term impact to the City's customers and the water system. Because of this, the end of a distribution main's useful life is the point at which the main becomes too costly to operate or when the potential impact to City customers becomes unacceptable. Determining the end of a pipeline's useful life requires development of service level goals, detailed analysis of pipe performance data, and economic analyses. These factors are used to develop the City’s water main replacement schedule.

Sewer System

The City’s sanitary sewer collection system is composed of more than 5,000 miles of sewer lines. The city collection system begins at the point where the residential line taps into the sewer main. The collection system is made up of small diameter lines which are those 15-inches and smaller and larger diameter lines which are those greater than 15-inches in diameter. Roughly 92 percent of the collection system is made up of small diameter lines. The remaining 8 percent of the collection system are large diameter gravity lines that go up to 90-inches in diameter. The small and large diameter lines collect wastewater and deliver it by gravity or through one of the 29 lift stations to one of the City of Phoenix wastewater treatment plants. Continued collection system rehabilitation and replacement investment is one of the largest infrastructure costs to the wastewater utility second only to wastewater treatment plant investments.

WSD crews continually repair, rehabilitate, and replace various collection system sewer lines, manholes and appurtenances. In addition to sewer lines, crews focus on manholes, lift stations, pumps, valves, force mains and odor control facilities. These items are all necessary to keep the system operational and to convey the sewage to the treatment facilities. There are three main programs that make up the sewer line collection system. They are the Small Diameter and Manhole Program, Large Diameter Program, and the Multi-City Program. The Small Diameter and Manhole Program focuses on the nearly 4,600 miles of sewer pipe 15-inches or less and the associated manholes. Rehabilitation in this program typically consists of using a cured-in-place-pipe lining product. Typically, this can be done during low flow conditions and bypass pumping is not needed. The process involves lining the sewer line with a new

structural resin product and reinstating, or opening, the lateral lines that connect the property owners' line with the newly lined sewer. The time needed to line the sewer is less than one day and does not require excavation or repaving. The associated manholes are assessed using the NASSCO grading standard. Manholes are graded on a scale from one (nearly new) to five (requiring immediate attention). Manholes rated as a grade five are addressed and rehabilitated using either a coating process or an insert. Manholes graded three or four are noted in the asset management system to be reassessed. The Large Diameter Program, and the Multi-City Program assess and rehabilitate sewer mains greater than 15-inches. The large diameter lines and associated manholes are assessed using the same 1-5 NASSCO grading scale. Large diameter lines are more complex to rehabilitate since bypass pumping is needed. All sewer lines and manholes are susceptible to hydrogen sulfide which cause odors and causes corrosion. The goal of the large and small diameter programs is to rehabilitate the infrastructure before failure occurs. WSD staff have projected the cost of replacing or rehabilitating all pipelines based on an anticipated life expectancy, on average, of 75 years. For wastewater pipelines, the estimated cost for rehabilitation is $5.4 billion.

Infrastructure Replacement

The water and sewer systems are aging, and approximately one quarter of the City's pipelines are nearing the end of their useful lives. This inventory of necessary pipeline rehabilitation and replacement requires continual investment to ensure reliable water delivery and collection of wastewater for our customers. The oldest mains in the City systems date from the late 1800s and early 1900s. A disproportionate number of pipes, 41 percent of the City's pipelines, were installed between 1950 and 1980 during the peak years of City population growth. These pipes will contribute to an increasing number of water main breaks as the mains age and begin to fail. To maintain current service levels, over the next 40 years, as the infrastructure dating from those peak years continues to age, investment in pipe replacement must increase correspondingly. Due to the high cost of pipeline rehabilitation and replacement, it is critical that pipeline rehabilitation and replacement be carefully prioritized with well-constructed financing plans to proactively plan these activities.

The standard industry range for water and sewer pipe life expectancy is 50 to 100 years, however pipe life expectancy is influenced by environmental conditions, pipe material, and various other factors. Anticipated life expectancy is not always the best method to manage pipeline assets because this approach tends to lead to renewal of older pipes that are in good condition and ignores younger pipes that are failing. Because of this, WSD has developed an asset management plan that evaluates the likelihood and consequence of failure for all water pipes to determine the pipeline's overall risk. This risk is then used to prioritize water main rehabilitation or replacement

efforts to ensure dollars are spent wisely. For sewer mains, the NASSCO grading standard is used to assess and prioritize the sewer main rehab projects.

The Water and Sewer Mains Asset Management Program for rehabilitation and replacement is budgeted in the department's Capital Improvement Program. Continued pipeline rehabilitation and replacement investment is needed to ensure that these critical infrastructure assets continue to deliver water to and collect wastewater from our customers.

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

Agenda Date: 10/16/2024, **Item No.** 5

Shared Micromobility Program Progress Update

This report provides information to the Transportation, Infrastructure and Planning Subcommittee on the Shared Micromobility Program performance, a progress update on the previous requests made by the subcommittee and recommended next steps.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The City of Phoenix Street Transportation Department (Streets) launched a Shared Micromobility Program (Micromobility Program) that replaced the Downtown Shared Electric Scooter Pilot Program (Pilot Program) on January 20, 2023. The City has contracts with two vendors, Lime and Spin, that provide the Micromobility Program. Vendor compliance includes:

- Deploying 15 percent of the fleet in Equity Zones,
- Providing accessible vehicles, traditional bikes, electric scooters (e-scooters) and electric bikes (e-bikes),
- Require vehicles be locked up at the end of rides outside of downtown Phoenix,
- Deploy bikes (traditional and electric) as a minimum 20 percent of their fleet.

In January 2024, Street Transportation Department staff provided an update on the Shared Micromobility Program. The subcommittee recommended staff address and evaluate Shared Micromobility Program changes, including program expansion and public engagement strategy, 24/7 operations, bicycle access, parking complaints, and Equity Zone utilization. This report provides an update on these program enhancements.

Micromobility Program Performance

Micromobility Program users took a total of 379,324 trips between August 2023 and July 2024, bringing the total to 590,413 trips since the January 2023 program start. October 2023 and April 2024 had the highest levels of ridership with over 38,000 trips in each month. Gradual dips in the program occur during hotter summer months starting in May through August. Connectivity throughout the downtown core is an essential transportation component during significant events such as the Men’s Final

Four in April 2024 and the Women's National Basketball Association (WNBA) All Star event on July 20, 2024. During the Men's Final Four event, ridership increased an average of 107 percent compared to the previous weekend. The WNBA All Star event saw a smaller increase of 19 percent compared to the previous Saturday.

Vehicle Utilization

A key metric for evaluating the performance of a shared micromobility system is the number of trips per vehicle per day, or the utilization rate (UR). In the 2023 Shared Micromobility State of the Industry Report, the North American Bikeshare and Scootershare Association (NABSA) reported an average of 3.7 UR for traditional bikes and e-bikes and an average of 1.4 UR for e-scooters. The average UR for all vehicle types is 2.7 in all market types. From August 2023 through July 2024, the overall UR for the City's Micromobility Program was 0.93. For e-bikes, the average UR was 0.44, while e-scooters had an average UR of 0.94. The relatively low demand for micromobility in general, and shared bikes specifically, in Phoenix may reflect the overall lower rate of biking in Phoenix where 0.5 percent of adults use a bicycle to commute, based on the American Community Survey 2021 Five-Year Estimates.

Expansion and Engagement

In January 2024, the Transportation, Infrastructure, and Planning Subcommittee recommended the Shared Micromobility Program explore an expansion of two miles around light rail (Attachment A). Staff performed in-person and online engagement efforts to collect public feedback on expanding the program to the recommended limits. Staff developed a public survey which launched in April 2024 and was available through July 26, 2024. Staff presented at six community events. Staff collaborated with neighborhood associations to send e-mail blasts to residents and encourage participation in the public survey. Staff provided engagement materials to representatives with the Neighborhood Services and Planning and Development departments to reach more residents in Phoenix. Between April 1 and July 25, 2024, there was a total of 36 social media posts through Instagram, Facebook, and X (formerly Twitter) promoting the public survey. The survey was also promoted on the NextDoor smartphone application.

Public Survey Results

A total of 224 people took the survey and over 169 comments were received across all survey questions and in-person engagement (Attachment B). Of the 224 survey participants, 46 percent of respondents had used shared micromobility.

The top two responses in the survey expressing what has stopped residents from riding shared micromobility were "I do not have shared micromobility vehicles in my neighborhood" and "I do not feel safe riding micromobility vehicles". Sixty-nine percent

of survey respondents supported full expansion into the program study area, while 25 percent did not support any expansion. Six percent of respondents supported expansion but only to certain portions of the study area. Forty-three public comments were of general support to the expansion, with some comments expressing concern with micromobility vehicles being parked in front of residential homes and driveways. Sixty-three percent of survey respondents supported 24/7 operations of the Shared Micromobility Program while 26 percent of respondents did not.

Vendor Capability for Expansion
Vendors expressed support for an expansion of two miles around light rail due to anticipated demand and overall success of micromobility near high-capacity transit (Attachment C). Based on existing operations in Phoenix, the vendors suggested the Micromobility Program expand based on demand in the northern study area. Instead of expanding throughout the proposed expansion area all at once, parking corrals would be installed in certain hot spot areas along light rail and near high-demand restaurants, businesses, and services. Vendors would test the demand of the area before installing more parking corrals throughout the expanded area.

Number of Operating Vendors
Currently, the Micromobility Program has two vendors. Industry best practices recommend a maximum of two vendors is the right amount for 1,000 to 2,000 scooters and is appropriate for providing healthy market competition, customer choice, and overall administrative duties for a city like Phoenix. Currently, the Micromobility Program has an average of 1,122 vehicles deployed in the right-of-way.

To align with best practices and industry standards, Phoenix should add a third vendor as the Micromobility Program grows and utilization increases. A procurement process to expand the number of vendors should be initiated once the program boundary has expanded to include 500,000 residents, the average number of vehicles deployed per day is over 2,000, and the program has maintained an average UR equivalent to a three-year average reported by the NABSA or higher across a 12-month period.

<u>24/7 Operations</u>
On March 1, 2024, the Micromobility Program launched a six-month pilot of 24/7 operations. Vendors have expressed support for 24/7 operations, indicating that ridership could increase. Previously, the operating hours for the Micromobility Program were between 5 a.m. and 11:59 p.m. daily. These operating hours were selected to prevent people from operating the vehicles while intoxicated.

To mitigate these concerns, Spin agreed to use advanced technology on their designated smart phone apps that can assist in identifying intoxication using a sobriety

test before unlocking a vehicle (Attachment D). The sobriety tests require potential users to complete puzzles within the app that test their coordination and reflex time.

Lime was no longer issuing the sobriety test on their smartphone application due to internal legal constraints. Instead, their smartphone application has an acknowledgement that riders click to confirm that they are safe to ride a micromobility vehicle (Attachment D). In addition, Lime launched an advertising campaign at bus stops to discourage riding under the influence.

Staff also committed to reviewing Vehicular Homicide Unit (VHU) data relating to electric scooters or electric bicycles during the pilot period.

Findings
During the pilot period, there was a total of 168,031 trips between March and July 2024. An average of 6.2 percent of all trips were taken between 12 a.m. and 5 a.m. Since the pilot began, the percentage of riders during curfew hours has gradually increased. Eighty-one percent of trips were taken by Lime riders during curfew hours. It is important to note that Lime has higher levels of ridership in Phoenix over Spin regardless of time of day.

The Spin sobriety test begins at 11:30 p.m. and is activated until 5 a.m. There were 2,997 sobriety tests issued between April and July 2024, with 95 percent of riders who passed the test. Spin experienced zero incidents during curfew hours throughout the pilot period.

Lime had two incidents that occurred during curfew hours during the pilot period, which accounted for less than 0.1 percent of all trips.

There has been a total of three e-scooter or e-bike incidents from March through July 2024 according to VHU reports. None of the incidents occurred during curfew hours or are related to the Micromobility Program vehicles.

Bicycle Access
The Micromobility Program requires 20 percent of the vehicle fleet to be bicycles, either e-bikes or pedal bikes, to ensure a wide variety of vehicles were available. Vendors were asked to provide e-scooters, e-bikes, traditional bikes, and accessible vehicles. Both selected vendors committed to providing e-bikes along with e-scooters in the right-of way. In addition, both vendors committed to providing traditional bikes through a library system.

Spin launched their library rental system in fall 2023, which allows users to reserve a

traditional bike online at least 24 hours in advance. Vehicles are delivered to the user within the boundary area, and the vehicles are dropped off and picked up between 7 a.m. and 4 p.m. Users must register with the Spin app, but there will be no cost to the user.

Lime is still experiencing delays in launching their library rental system due to extended delivery times and device shortages. The Lime library system will allow users to reserve a traditional bike or accessibility vehicle online at least 24 hours in advance. Vehicles will be delivered to the user within the boundary area, and the vehicles will be picked up from the users after 24 hours. Users must register with the Lime app, but there will be no cost to the user.

While the library system does not allow users to rent traditional bikes in the right-of way, it allows users to reserve traditional bikes for a longer period of time at no cost. This approach mitigates against theft, while also increasing access to traditional bikes by making them free to check out and use.

An official bike share vendor in Phoenix would increase access to traditional bicycles. Streets will issue a Request for Proposals (RFP) for bike share in Phoenix. Staff has developed a scope of work and is working to release the RFP by winter 2024. In the event the bikeshare procurement is successful, Streets will provide information regarding the usage of the new bikeshare program after six months in operation.

Parking

Currently there are two different parking requirements within the Micromobility Program. Inside of the downtown core, riders must park their vehicles at a designated parking area (corrals), defined by white tape with parking decals. Outside of the downtown core, riders must park by locking the vehicle (using the built-in smart lock) to a bicycle rack or other vertical element in the right-of-way.

While free-floating parking allows more flexibility for riders on where they end their trip, it also increases challenges with people leaving vehicles in the middle of a sidewalk or a pedestrian ramp. When comparing locking requirements versus parking corrals, there is a lack of evidence that lock-to requirements lead to a higher rate of parking compliance. Monitoring and enforcing parking compliance is a major challenge with free-floating parking. It is not possible to remotely monitor whether a vehicle has been locked to something in the right-of-way. Moreover, the geo-location on the vehicles is not precise enough to confirm whether a vehicle is in the middle of a sidewalk or a pedestrian ramp.

Program-Wide Parking Corrals

A corral-based parking system will assist in mitigating operational challenges with a lock-to parking system and micromobility complaints. While parking areas in Downtown Phoenix are in designated corrals defined by white tape with floor decals, new virtual corral locations have been installed in places outside of downtown where the sidewalk space is not wide enough for micromobility parking (Attachment E). When riders end their ride, the app will show users where parking zones are located. The smartphone app will have a message that informs the rider of the parking requirement and prompts them to move the vehicle into the correct place. Virtual parking corral floor decals have been designed as physical markings that direct users to end their ride by placing the vehicle off the sidewalk and onto the gravel right-of-way. The cost of establishing and maintaining the corrals will be the responsibility of the vendors. A consistent parking policy within the program boundaries will help riders understand and comply with the Micromobility Program parking requirements.

Parking Corral Audit

Staff has been collaborating with shared micromobility operations to install program-wide parking corrals throughout current program boundaries. Locations for parking corrals were selected with the vendors and staff based on micromobility demand and vendor operation capabilities. A map of all corral locations is included as Attachment E. Data on each individual parking corral has been collected by the vendors detailing information on location and the markings indicating a parking area. Staff has internally mapped all the parking corrals with the existing data into an internal GIS web application for easier maintenance of the micromobility system. Following the data collection phase, staff will audit the expanded system by visiting 10 percent of the over 600 parking areas to ensure vendor compliance. Program-wide parking corrals will launch following an approval of the audit by staff.

Reporting and Parking Education

Staff has updated the webform through the myPHX311 website for more streamlined reporting of improperly parked micromobility vehicles. When residents fill out the webform, the report is sent to Phoenix staff and directly to the designated vendor’s local operations staff. Residents who report an improperly parked vehicle will receive a notification in their inbox that their message has been received. Each report will have a unique identification number that staff can use to track incidents.

Staff will create literature with updated information on how to report improperly parked micromobility vehicles. Magnets and business cards will be distributed to local businesses and public spaces with vendor contact information. Staff will continue to distribute these materials at public engagement events and in local neighborhood public spaces.

Equity Zones

The City has designated areas within the program boundary known as Equity Zones, where historical disinvestment has resulted in a lack of transportation options and economic opportunity. The vendors are required to deploy 15 percent of their fleet within Equity Zones. Discounted rates are automatically applied for trips beginning in Equity Zones. In addition, Lime and Spin have designated access programs which offer reduced rates for low-income individuals or people receiving government assistance. While the overall Micromobility Program utilization rate is 0.93, the utilization in Equity Zones between August 2023 and July 2024 is 0.70 trips per vehicle per day.

Staff performed seven stakeholder interviews to investigate why utilization rates in Equity Zones are low. Stakeholders included the Phoenix Housing Department, the Neighborhood Services Department, the Central City and South Mountain Phoenix Connected Active Neighborhood Connectors, South Mountain and Central City Village Planners, local bicycle advocates, and the micromobility vendors. Staff asked questions regarding perceived utilization of the program in Equity Zones and solutions to increase usage of the program.

Findings

Suggestions by stakeholders to increase the awareness and use of the program include:

- Increase awareness by educating the public about micromobility and promoting Equity Zone benefits.
- Providing literature to local businesses and multi-family housing communities, collaborating with culturally sensitive programs, and hosting activities in Equity Zones related to micromobility.
- Increased micromobility safety education and opportunities for residents to try riding the vehicles in a safe environment.
- Continue to improve active transportation routes and consider allowing micromobility vehicles to be used on sidewalks where bike lanes are not present.

Additional comments made by the interviewed stakeholders include a lack of devices available, hot temperatures in the summer, a need for payment methods that do not require a smartphone or credit card, and increased use for personal micromobility vehicles. Comments were also made regarding youth being unable to ride shared micromobility vehicles due to vendor policies.

Recommendations

Following community engagement, data monitoring, and research, staff has formed recommendations for the future of Shared Micromobility in Phoenix.

Program Expansion
Staff recommends expansion two miles around light rail following a transition to a fully corral based system. Incremental expansion opportunities will be evaluated as the program evolves. Vendors will continue to respond to resident complaints regarding improperly parked vehicles.

24/7 Operations
Staff recommends maintaining 24/7 operations due to public support, the increased utilization rate of the program, and unchanged incident rates. Staff will continue to request data from vendors regarding incident rates and will continue to monitor data on a monthly basis.

Bike Share
Staff will continue the process of procuring a traditional bikeshare vendor with an RFP by winter 2024. Title sponsorships for traditional bikeshare may be explored in the event Streets is unable to procure a successful applicant.

Parking Corral
Staff recommends program-wide parking corrals and anticipates the completion by fall 2024. Staff will audit the parking corral system on a yearly basis to ensure the parking system continues to be compliant. Staff will distribute literature to public spaces, local businesses, and residents on how to report an improperly parked micromobility vehicle.

Equity Zones and Public Engagement
Staff recommends transitioning major public outreach efforts from program expansion to Equity Zone community engagement. Staff will explore opportunities to collaborate with Equity Zone neighborhoods and relevant Phoenix departments to promote equity programs to Phoenix residents. In addition, staff will explore methods to engage with residents regarding micromobility rider safety. These opportunities may include micromobility demonstrations and community bike rides. The inclusion of corral locations throughout the entire micromobility program area will assist with sharing where vehicles can be found within Equity Zones.

Sidewalk Riding
Staff will continue to gather information on sidewalk riding and present a recommendation to the Transportation, Infrastructure, and Planning Subcommittee at a future date.

Concurrence/Previous Council Action

The Transportation, Infrastructure, and Planning Subcommittee:

- Information provided on the proposed Comprehensive Micromobility Program on October 20, 2021;
- Recommended approval to issue a solicitation for the program on April 20, 2022, by a vote of 4-0; and
- Recommended approval to amend Phoenix City Code to establish the Shared Micromobility Program on May 17, 2023, by a unanimous vote.
- Information provided on the first six months of the Micromobility Program on September 20, 2023; and
- Information provided on potential Micromobility Program expansion and potential updates on January 31, 2024

The Economic Development and Equity Subcommittee:

- An update was provided on the Shared Micromobility Shared Revenue Contract Solicitation on December 13, 2022; and
- An update was provided on utilization of electric scooters and electric bikes in the Shared Micromobility Program on June 28, 2023.

The City Council approved:

- The Pilot Program (Ordinance G-6602) on June 26, 2019;
- A Pilot Program extension (Ordinance G-6676) on February 19, 2020;
- A sunset provision extension (Ordinance G-6772) on December 2, 2020;
- A Pilot Program extension and a sunset provision extension (Ordinance G-6823) on March 17, 2021;
- A Pilot Program extension, a sunset provision extension, and the allowance of electric bicycles on public streets Citywide (Ordinance G-6967) on March 2, 2022;
- The issuance of an RFP to operate a Comprehensive Micromobility Program in Phoenix on May 11, 2022; and
- The award of the Revenue Contract Solicitation to two micromobility vendors to operate shared micromobility services in Phoenix on January 14, 2022.

Location

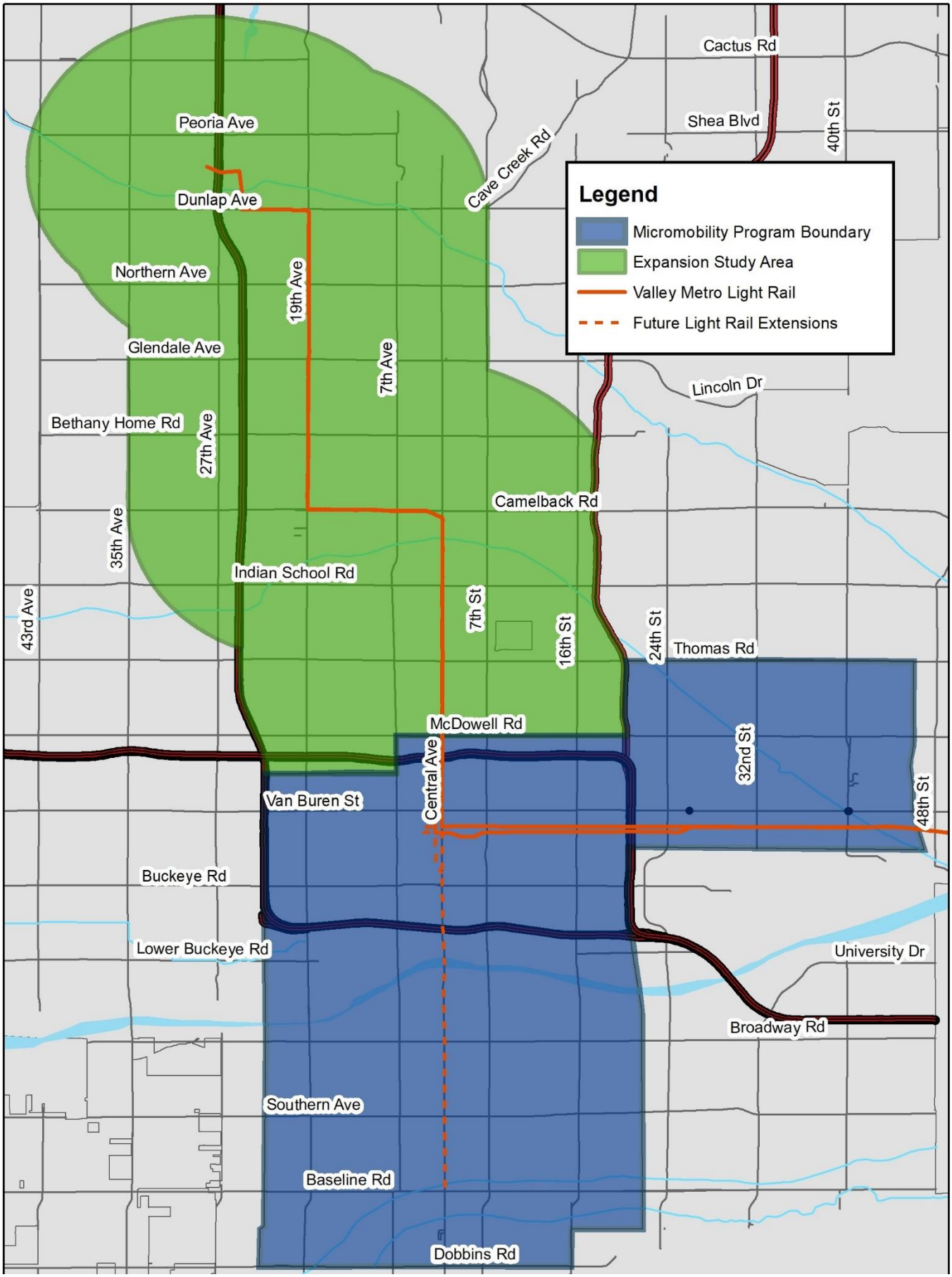
The Micromobility Program currently operates in Council Districts 7 and 8. Pilot expansion may impact Council Districts 1, 3, 4, 5, and 6.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Street Transportation Department.

Attachment A

Shared Micromobility Program Expansion Study Area

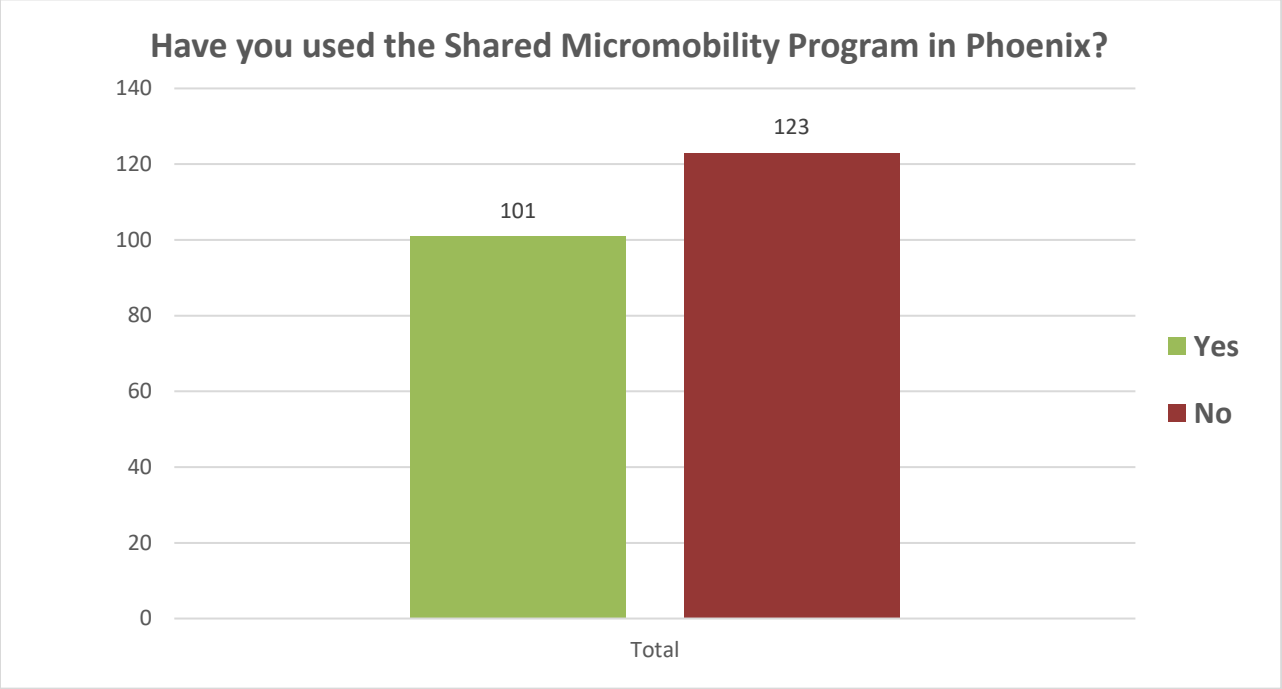


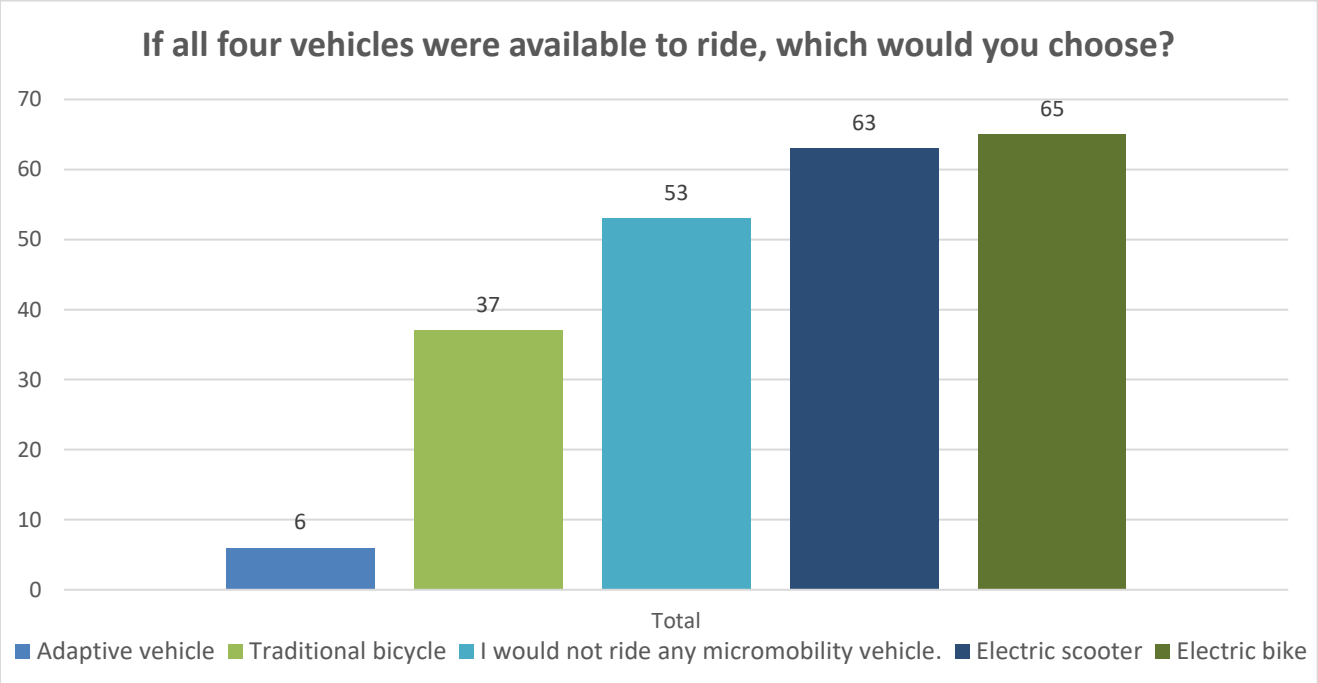
Attachment B

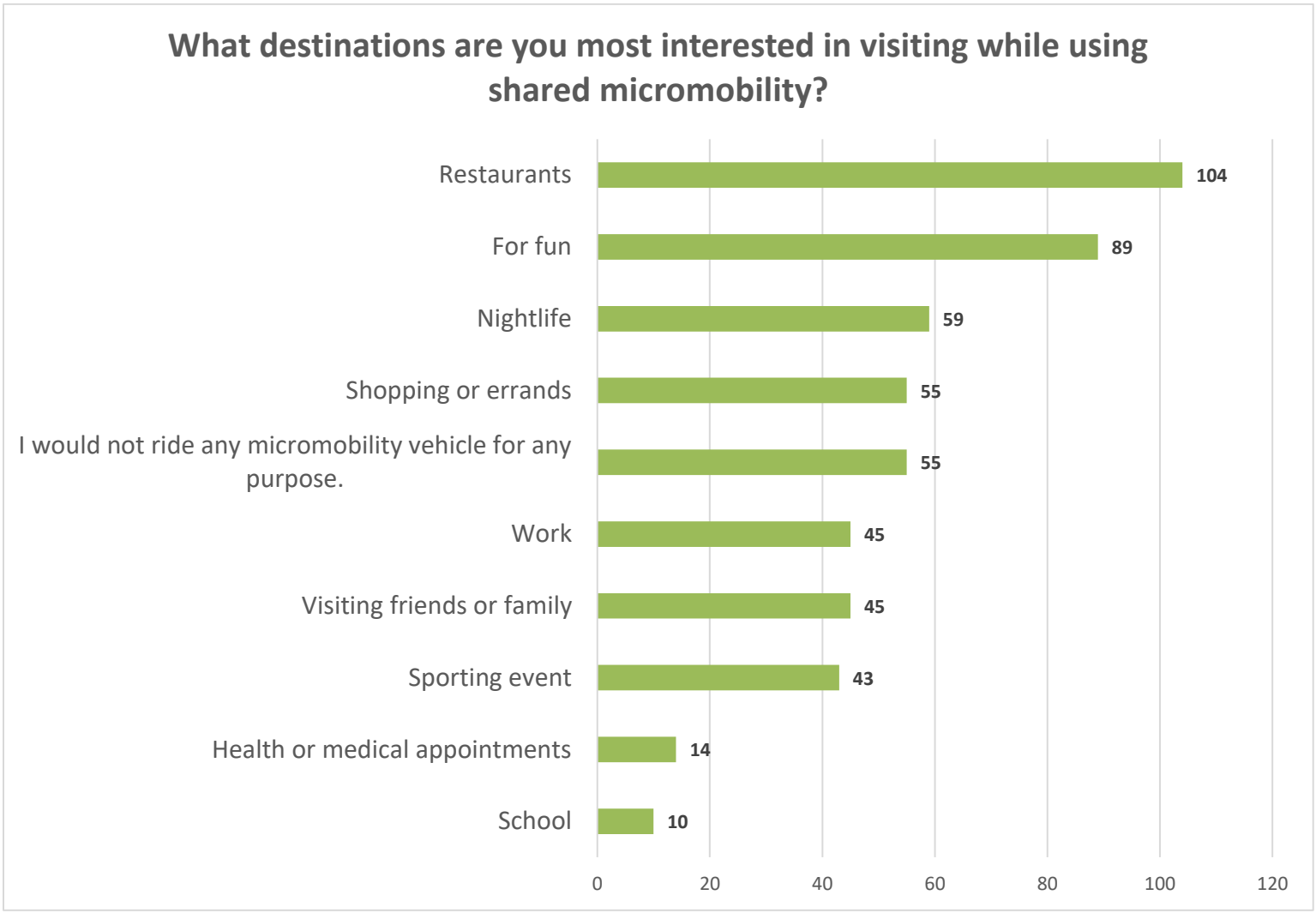
Public Survey Results

Survey Responses: 224

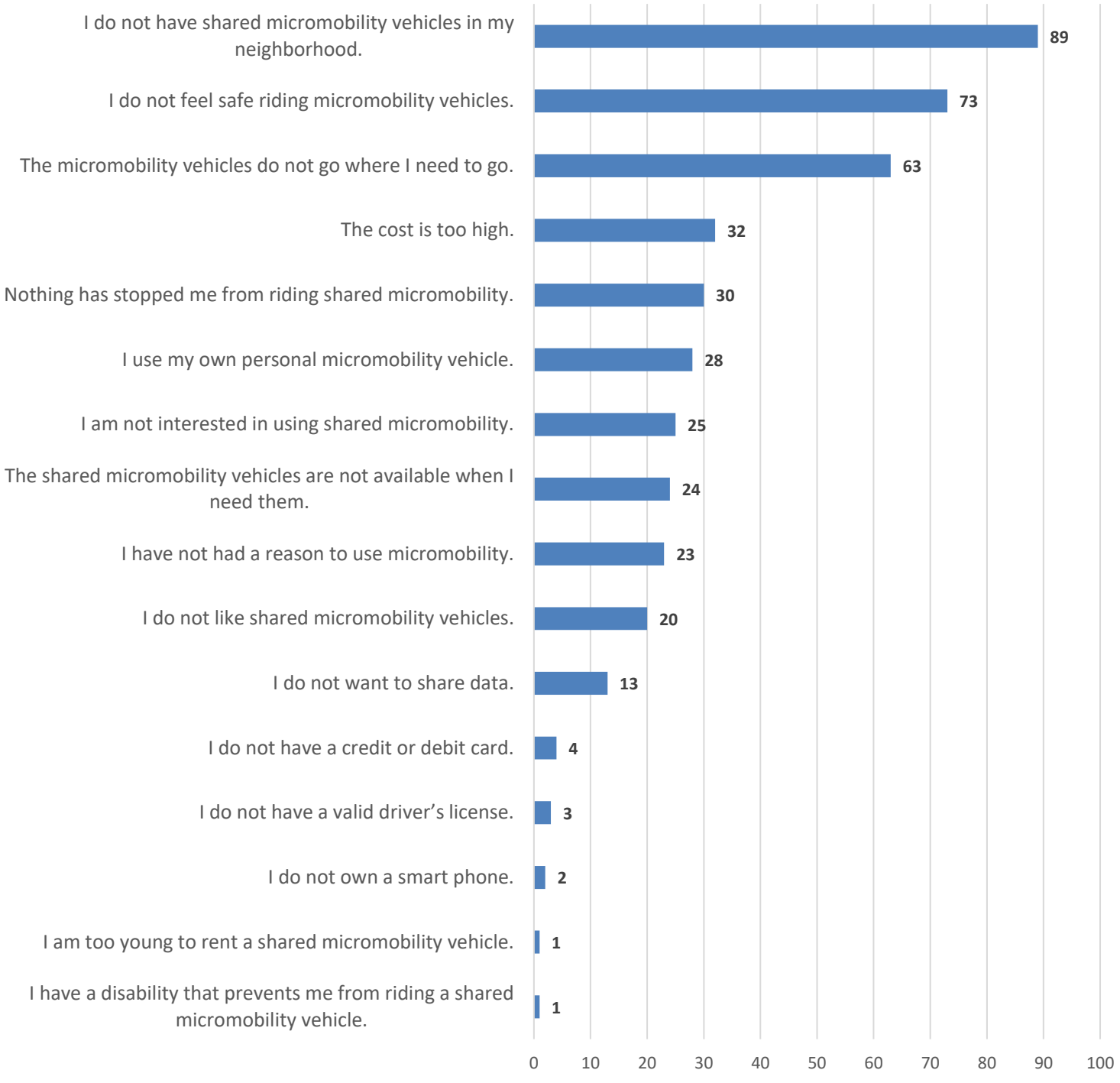
Dates Available: Between April 1, 2024 and July 25, 2024

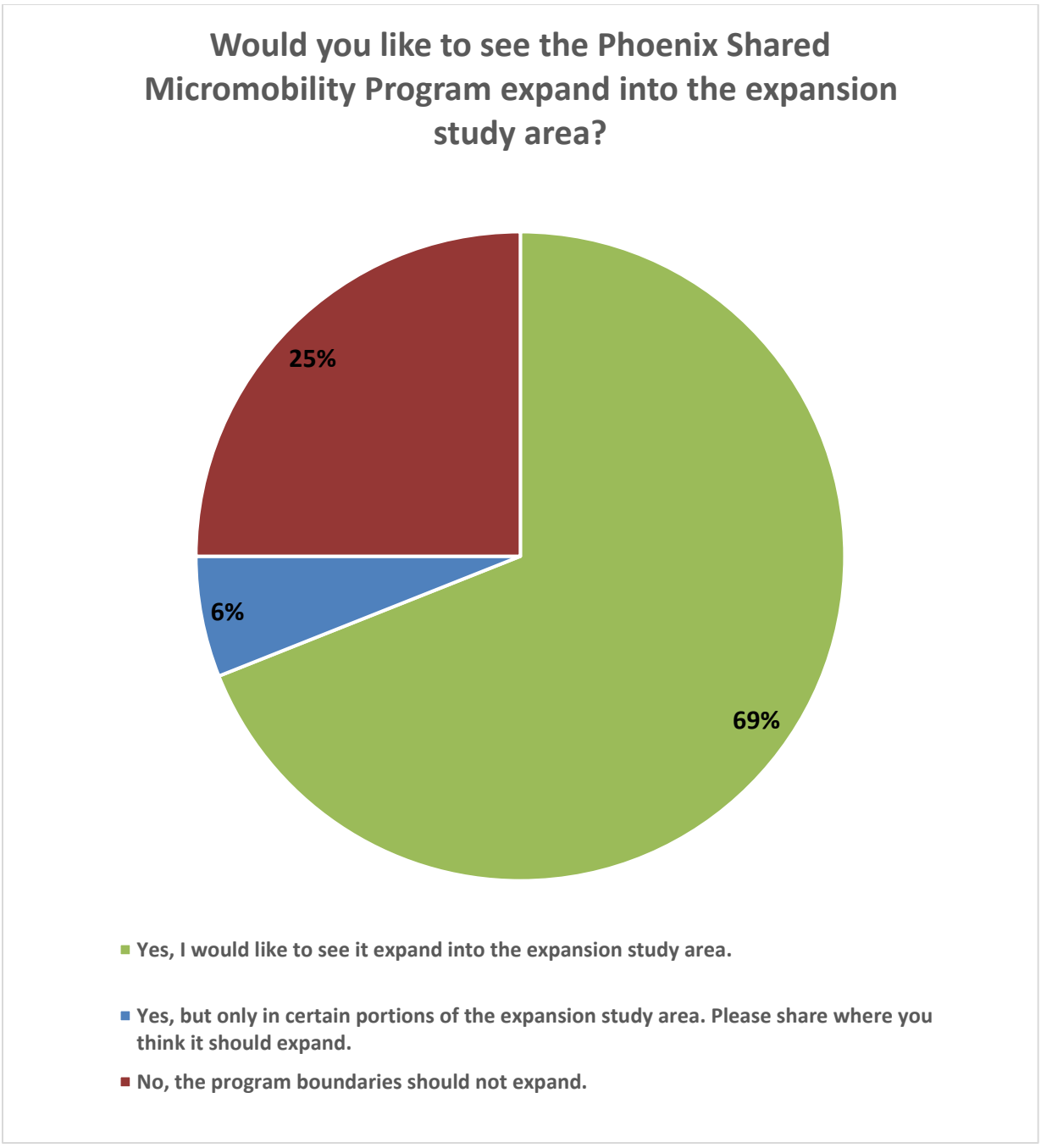




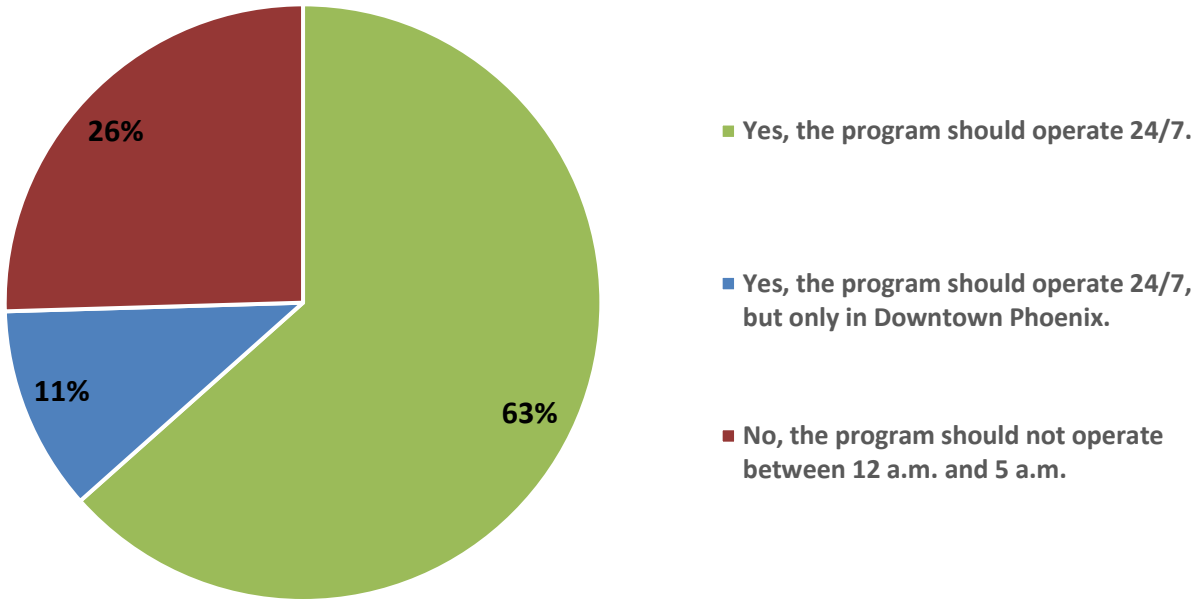

What destinations are you most interested in visiting while using shared micromobility?
Restaurants
104
For fun
89
Nightlife
59
Shopping or errands
55
I would not ride any micromobility vehicle for any purpose.
55
Work
45
Visiting friends or family
45
Sporting event
43
Health or medical appointments
14
School
10
0
20
40
60
80
100
120

What has stopped you from riding shared micromobility vehicles?

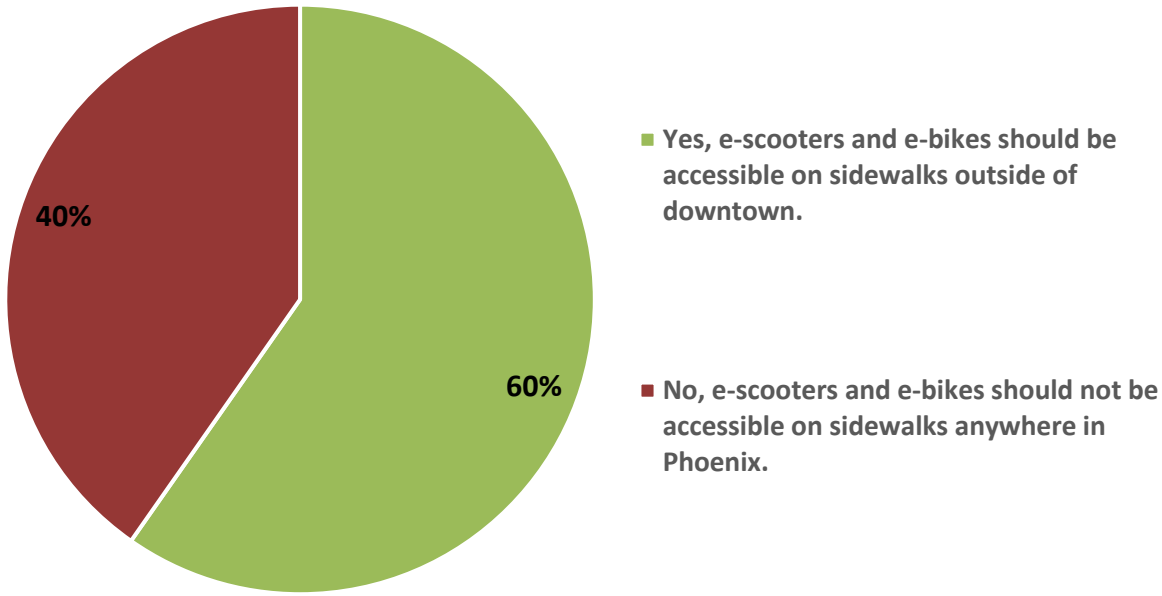



Would you like to see the Phoenix Shared Micromobility Program expand into the expansion study area?
25%
6%
69%
Yes, I would like to see it expand into the expansion study area.
Yes, but only in certain portions of the expansion study area. Please share where you think it should expand.
No, the program boundaries should not expand.

Would you like the program to permanently operate on a 24/7 schedule?



Would you like to see e-scooters and e-bikes accessible on sidewalks outside of downtown?



Vendor Letter of Support

August 6, 2024

City of Phoenix Street Transportation Department
200 W. Washington Street
Phoenix, AZ 85003

Delivered via Email

Re: Support for Phoenix Shared Micromobility Expansion

Dear City of Phoenix,

On behalf of Spin and Lime, we appreciate your time and attention in reviewing this letter. We are proud of our shared history of successfully operating in the City of Phoenix since the program's inception and for being re-selected in early 2023 as the two highest-performing mobility operators. Since the program's launch, we're thrilled to report that within Phoenix, riders have completed thousands of trips collectively across both of our platforms.

We're proud of our partnership with the City of Phoenix and how we have been able to work hand-in-hand with the city to improve various aspects of the program including lifting the curfew to ensure we can provide service 24/7 to Phoenicians.

That's why both Lime and Spin are excited to support the recommendation from the Street Transportation Department to expand the program boundaries to the north alongside the Valley Metro Light Rail. We trust the diligence of the City in its extensive community outreach and are pleased that many Phoenicians are excited about gaining access to better transportation connectivity.

We believe this initiative can foster a more vibrant and connected community, providing an affordable and sustainable transit option for Phoenix residents and visitors alike. Lime and Spin understand that each neighborhood in the proposed expansion has unique and varied needs. We're committed to supporting the work of the Street Transportation Department and will work closely with the City on a scaled, thoughtful approach to ensure this expansion is a success.

Thank you,

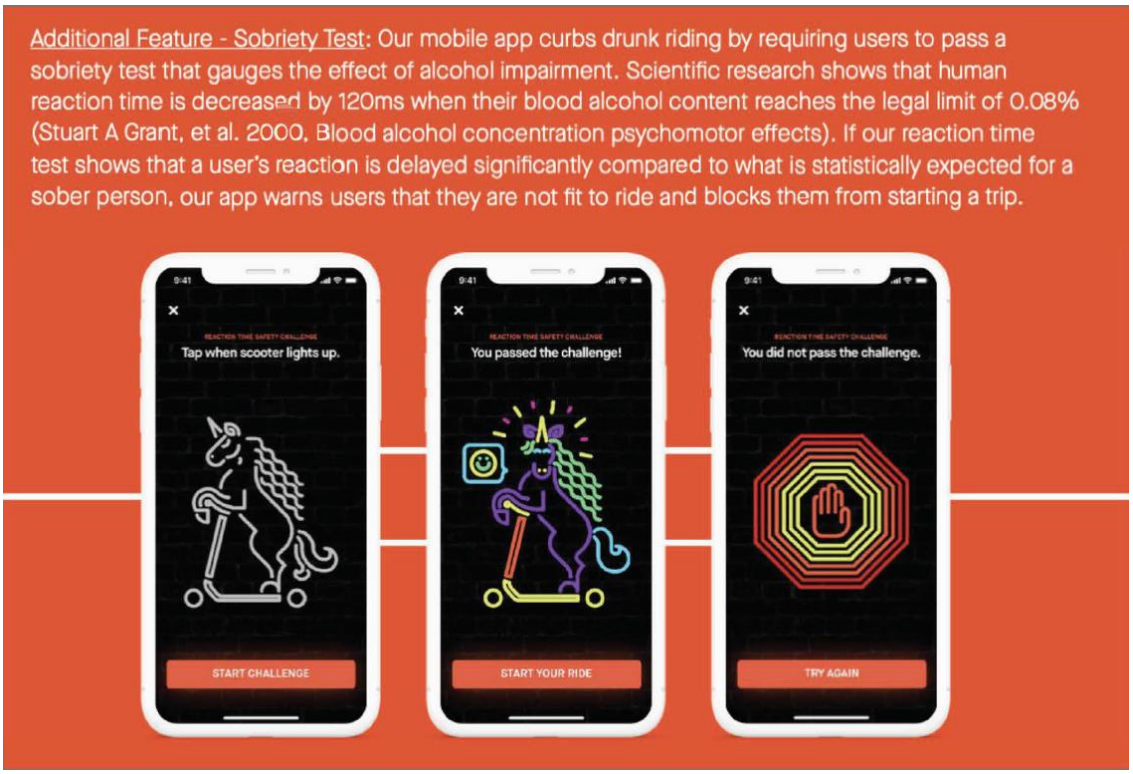
Charlie Mastoloni
Senior Manager of Government Relations
Lime

Kylee Floodman
Government Partnerships-West and Central
Spin

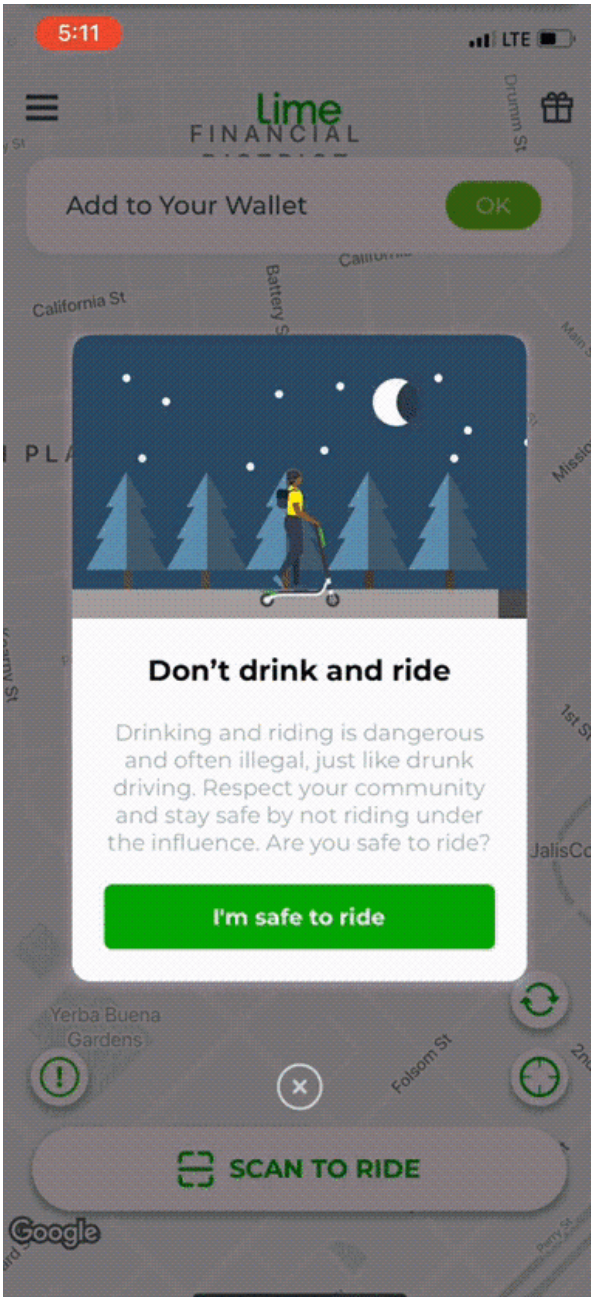
Attachment D

24.7 Smartphone Visual and Advertising

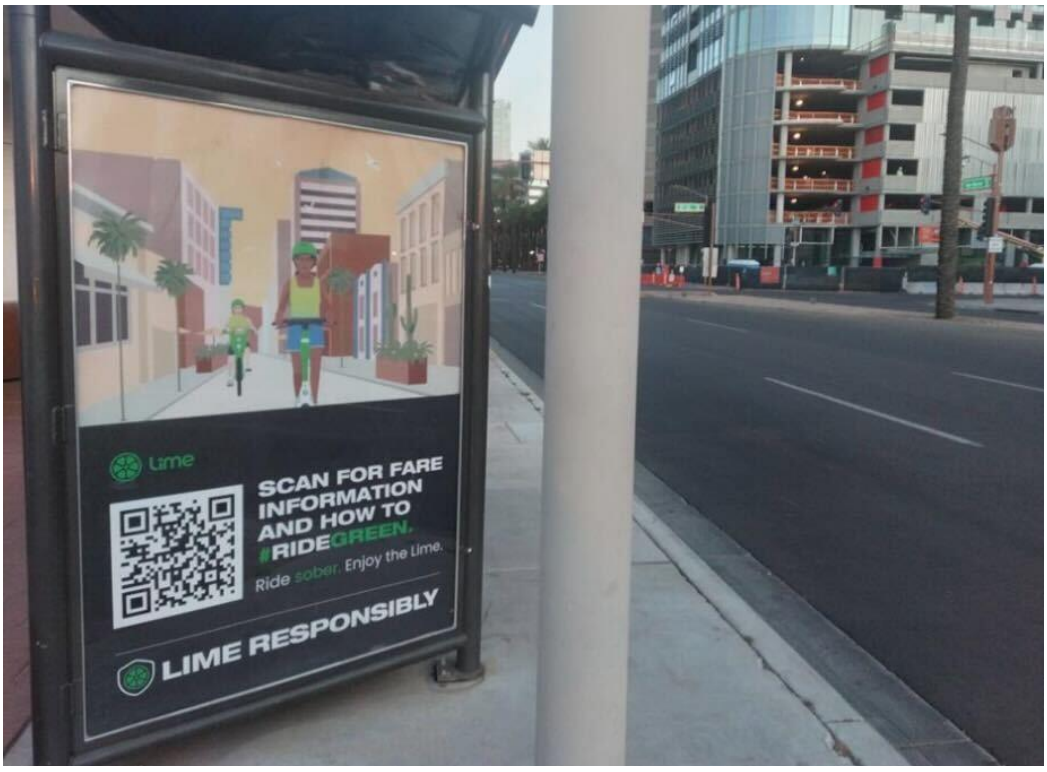
Spin Sobriety Test:



Lime App Acknowledgement:



Lime Bus Stop Advertising:

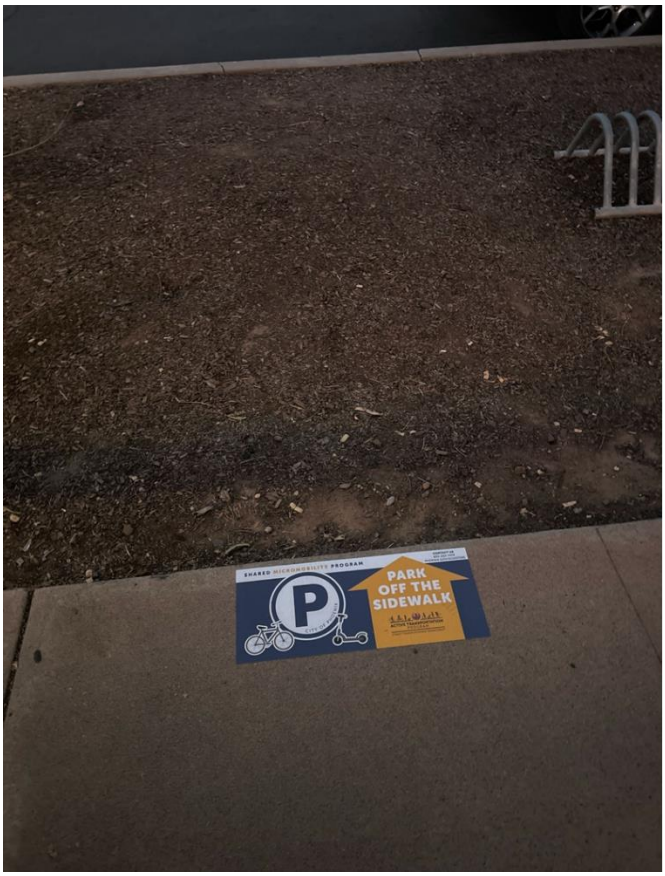


Attachment E

Program Wide Parking Corrals

New Virtual Parking Corral Decal Design

Virtual Parking Corral Examples



Shared Micromobility Program – Program Wide Parking Corral Map