



Street Transportation Department Overview Part II

Citizens Committee on the Future of
Phoenix Transportation

September 8, 2014

City of Phoenix



Presentation Agenda

- Street Transportation Needs
- Multi-modal Streets
- Phoenix Street System and Network
- Budget Overview
- Infrastructure Needs
- Funding the Gap



Phoenix Street Network

Categorizing our Needs

1. **Transit-Related Street Infrastructure Improvements**
 - a. Expansion of bus service
 - b. High capacity transit corridor expansion
 - c. Existing high transit use corridors

2. **Non-Transit Related Infrastructure Improvements**
 - a. Existing streets outside of transit corridors
 - b. New streets outside of transit corridors

3. **Storm Drain / Flood Control Infrastructure Improvements**



Movement to Complete Streets

Key Features

- Transportation corridors
- Accessible for all people
- Transportation choices (Multi-modal)
- Corridor or specific area improvements

Implementation

- Currently Unfunded
- Advisory Board





Complete Streets Strategy



Objectives

- Context sensitive
- All users and modes
- Connections

Toolbox

- Streetscape
- Repurposing
- Road diet
- Safe crossings

Street / Public Transit Link

- Comprehensive effort
- Maximize use of resources

Components: Street lighting, sidewalks, curb and gutter, ADA ramps, pavement overlay, pavement markings, drainage, landscaping, bus stops, bus bays, signalization, HAWKs, bike lanes, and on-street parking



Comprehensive Solution



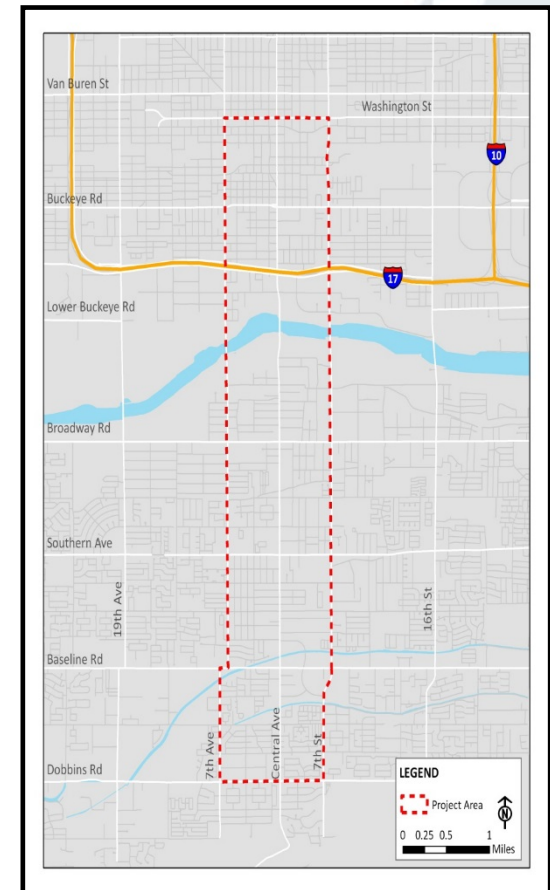
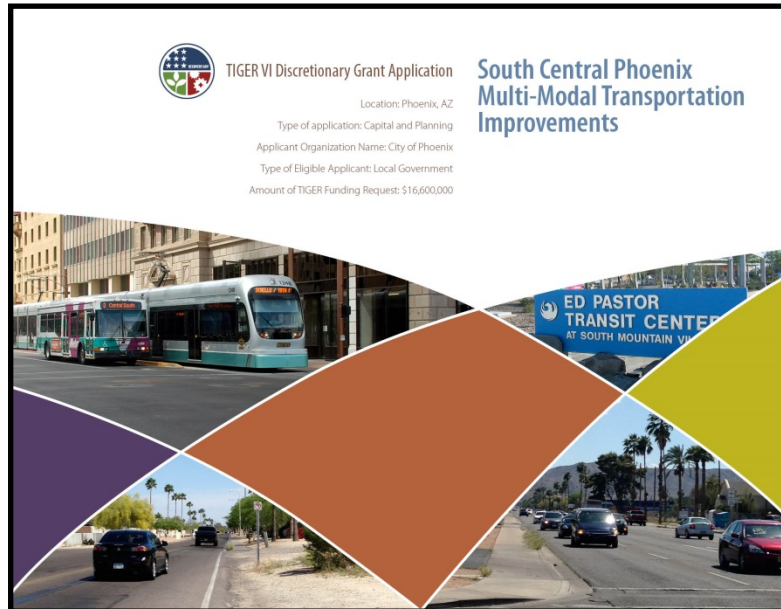
Success hinges on:

- A strong transit system
- Clear land use policies
- Community acceptance
- Coordination of all city and regional initiatives



Working Together

- TIGER VI Grant application
- Focused on Central Avenue corridor
- Comprehensive multi-modal improvements
- Critical upgrades to key transit facilities
- Planning and Capital components



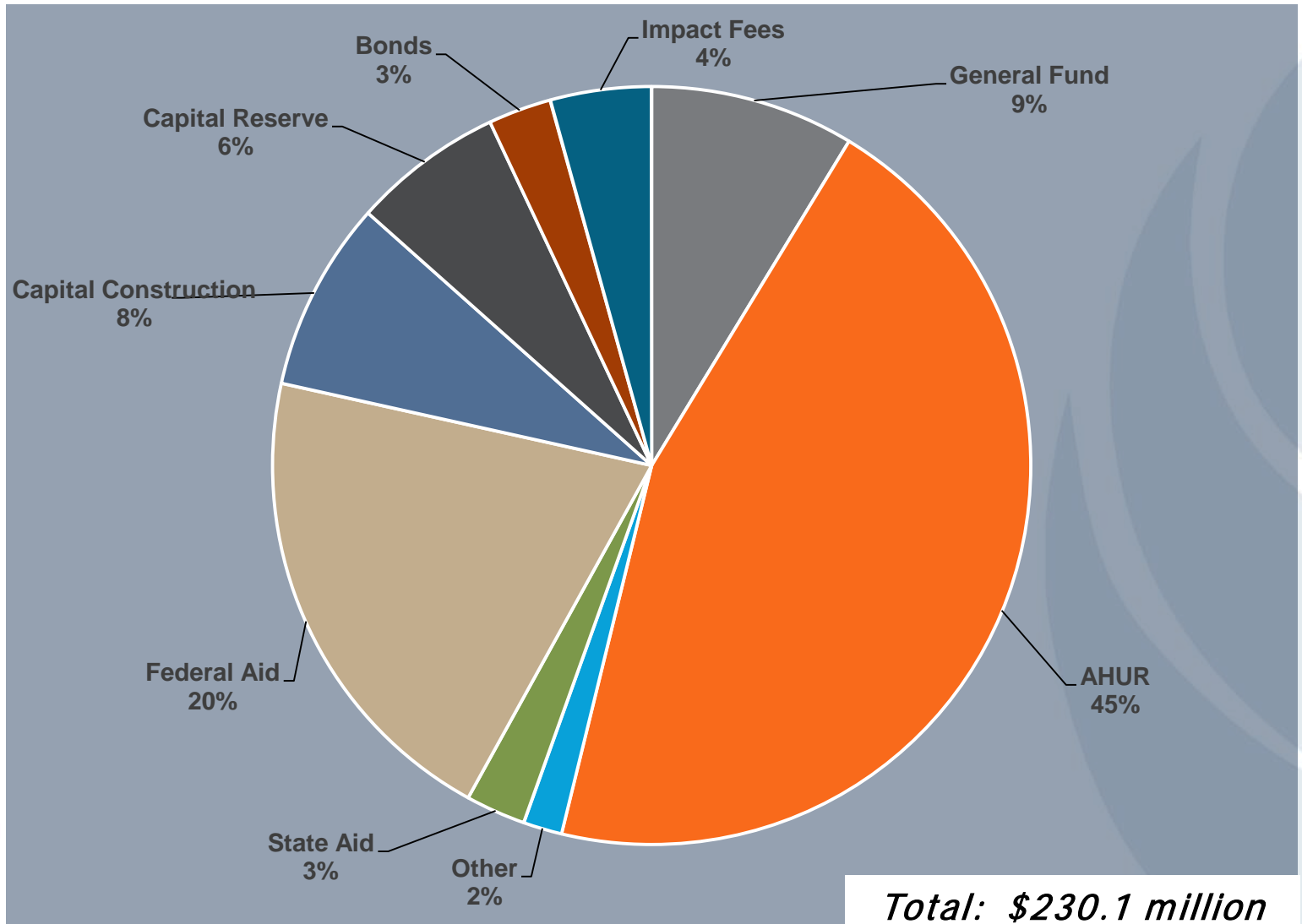


Funding Source Types

- General Fund
- Arizona Highway User Revenue (AHUR)
- Federal Aid
- State Aid
- Impact Fees
- Bonds
- Capital Construction
- Capital Reserve
- Other

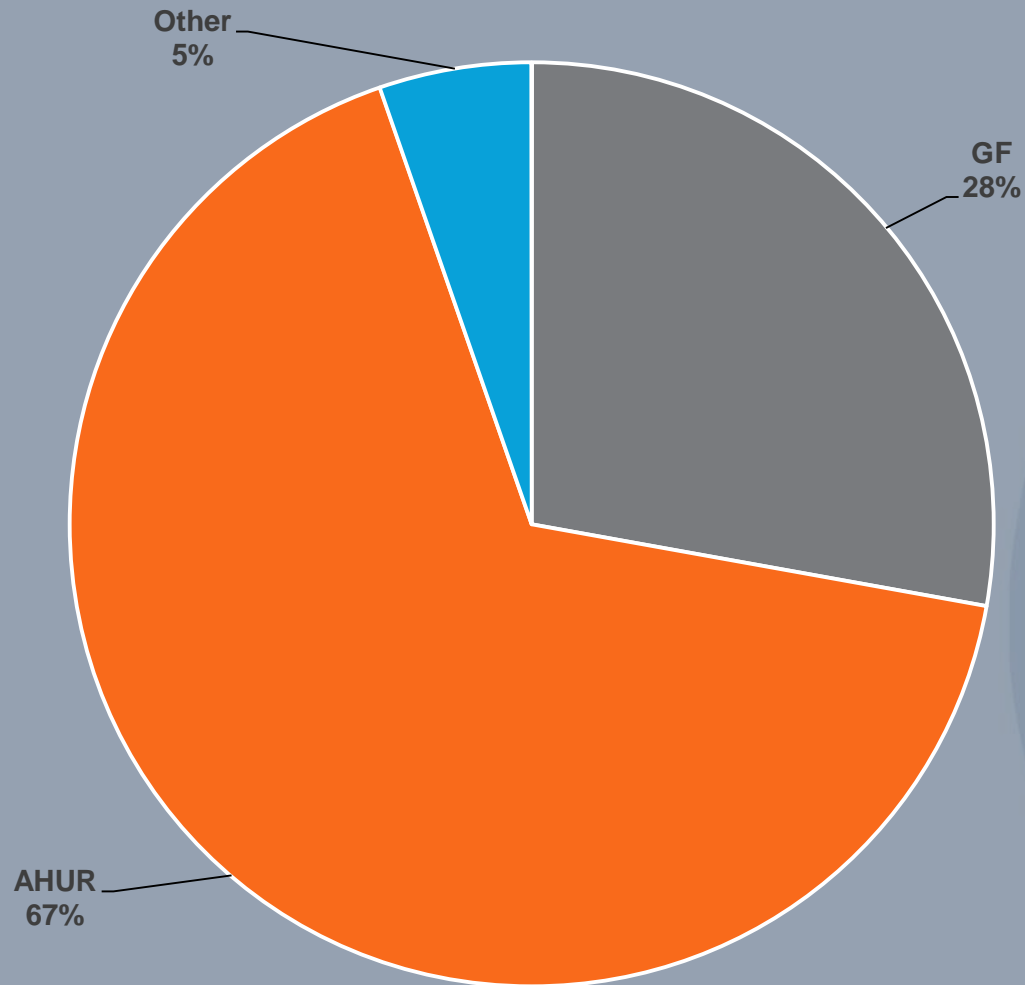


Street Transportation Budget FY2014-15 (Operating and Capital)





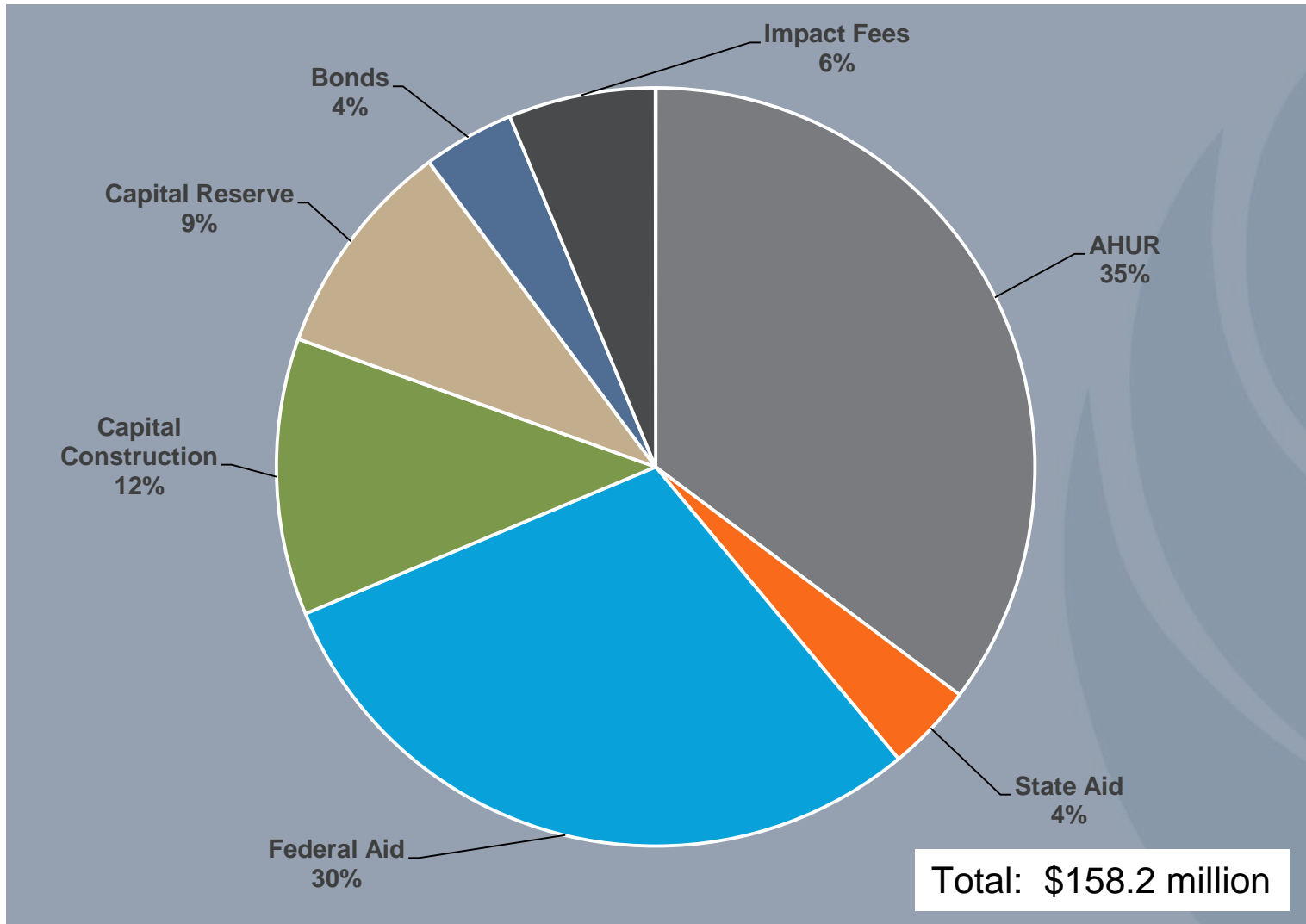
Street Transportation Budget FY2014-15 (Operating)



Total: \$71.9 million



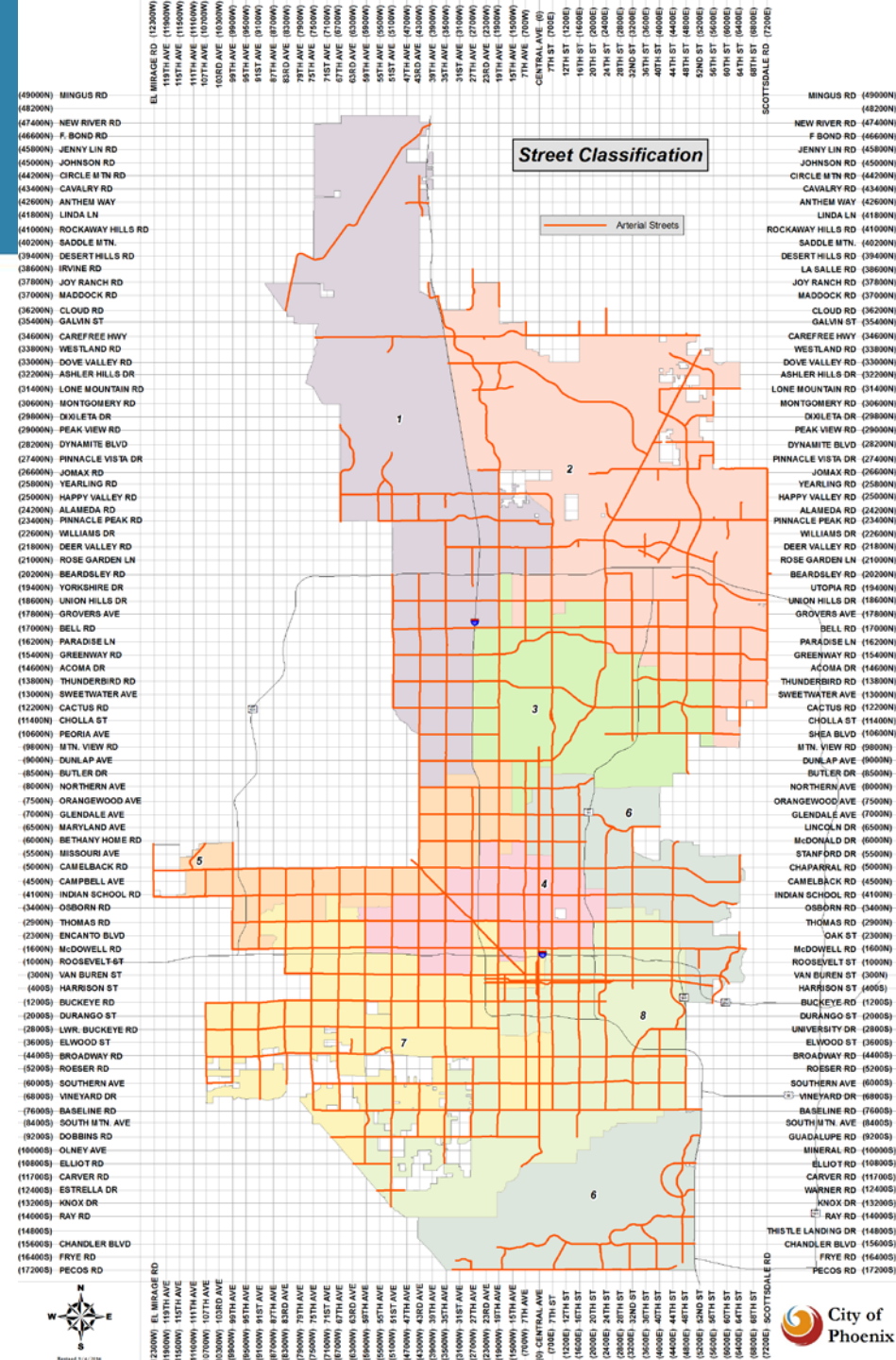
Street Transportation Budget FY2014-15 (Capital)





Arterial Streets

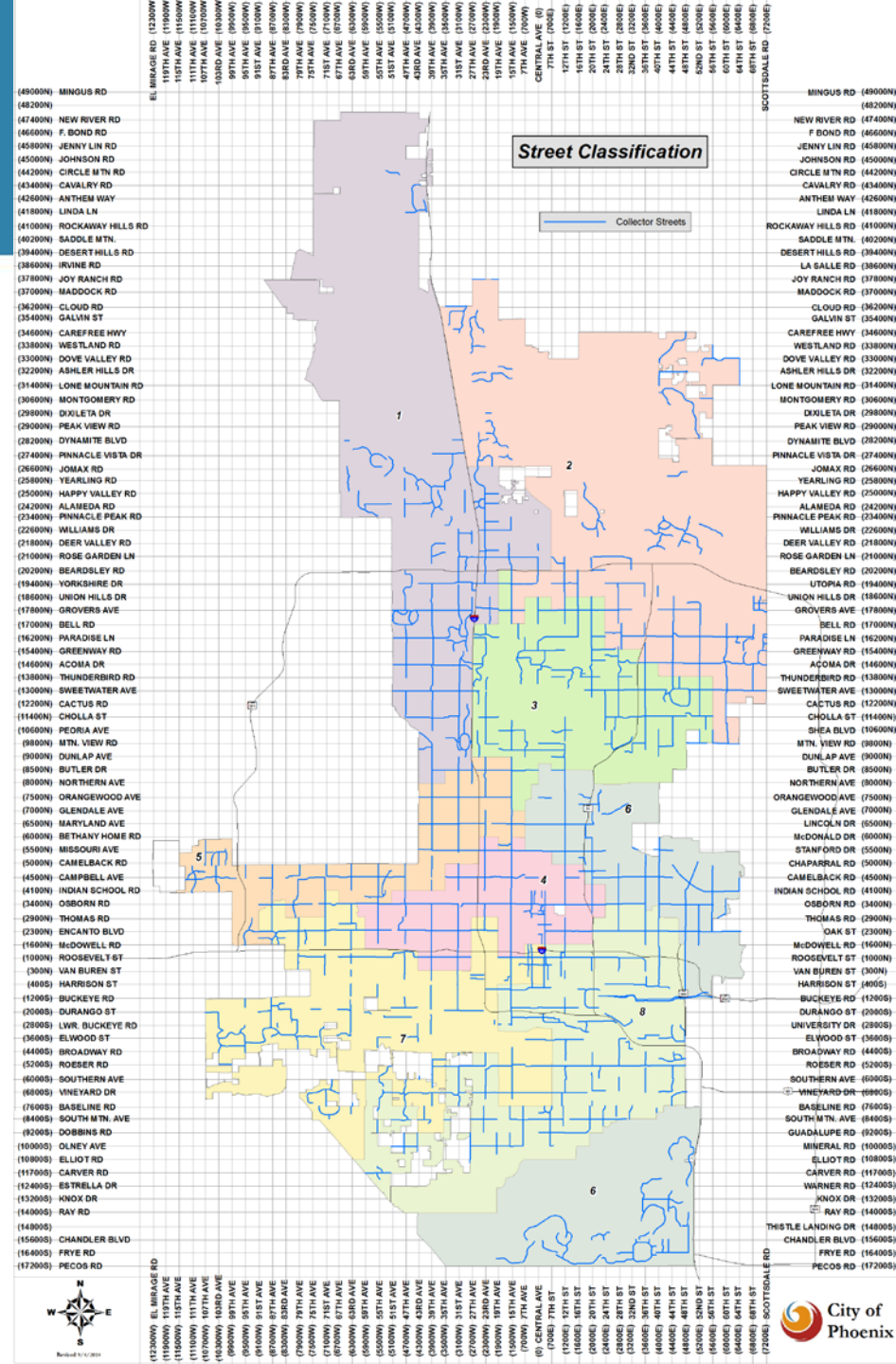
- Long-distance traffic movement
- Traffic Volumes
 - 15,000 – 60,000 Average Daily Trips
- Miles: 736





Collector Streets

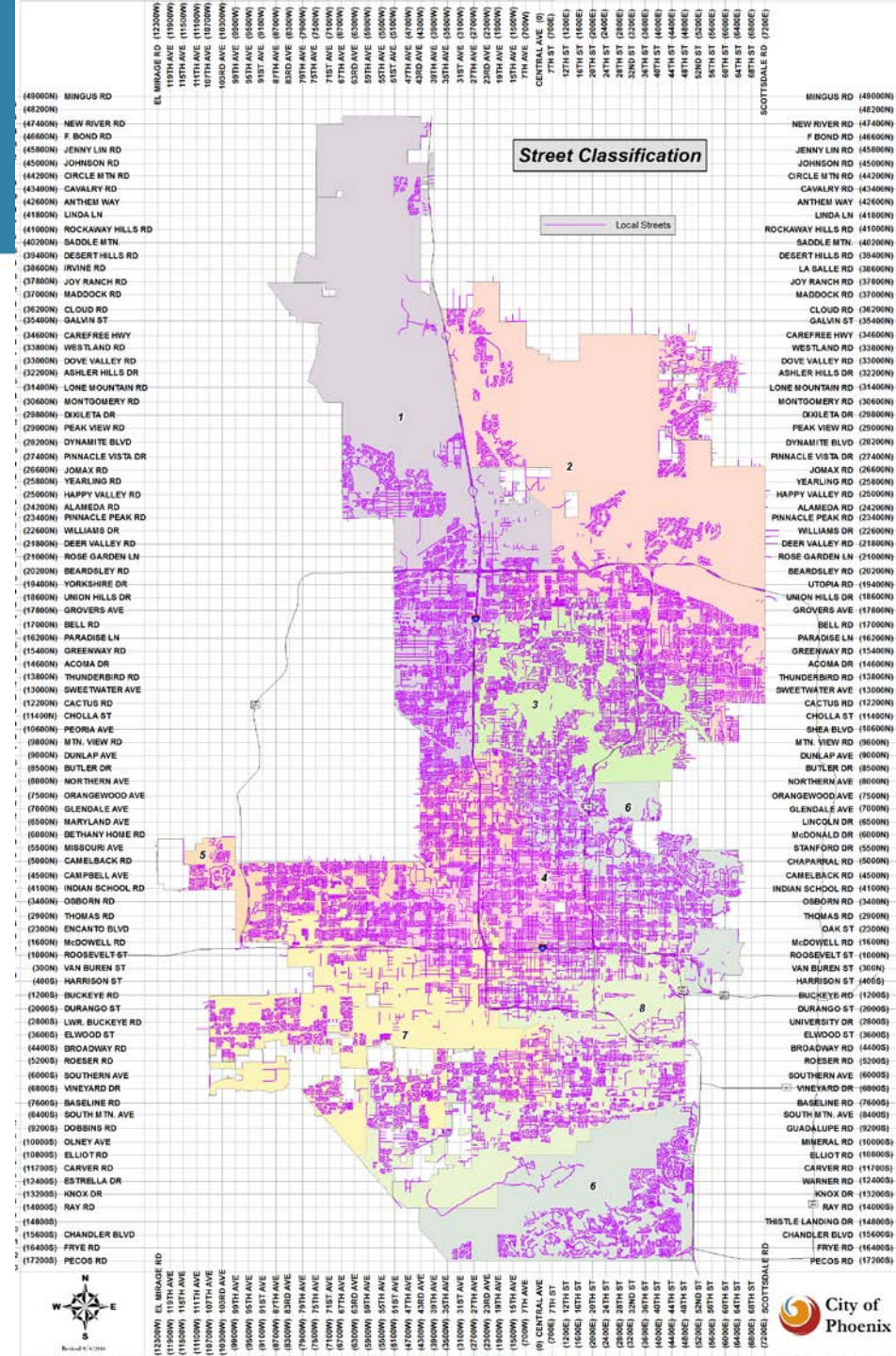
- Short-distance traffic movement
- Traffic Volumes
 - 1,000 – 30,000 Average Daily Trips
- Miles: 612





Local Streets

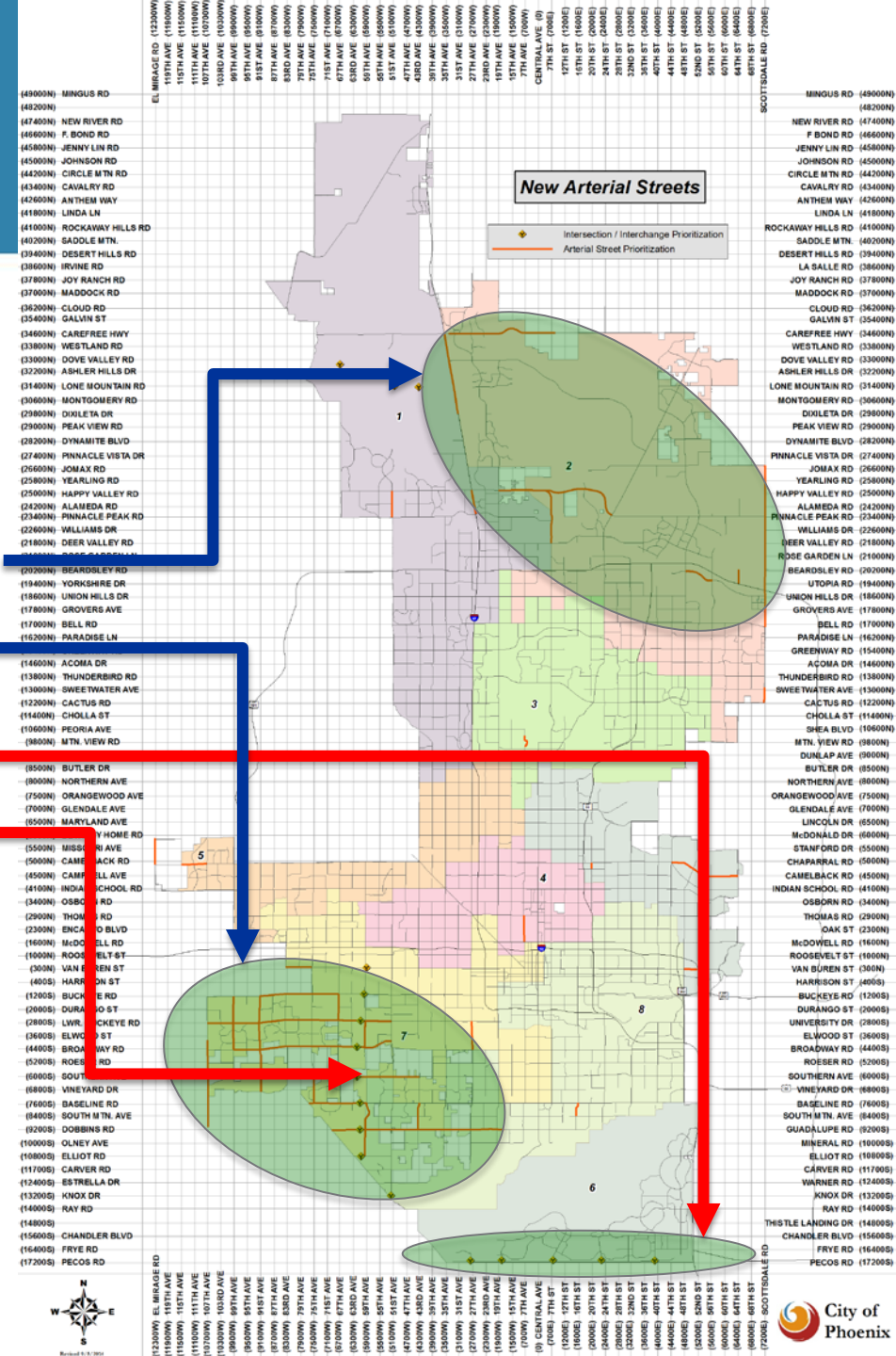
- Short-distance traffic movement
 - Less than ½ mile
- Traffic Volumes
 - < 1,000 ADT in single family neighborhoods
 - ~ 2,000 ADT in dense development
- Miles: 3,508





New Arterial Roadways

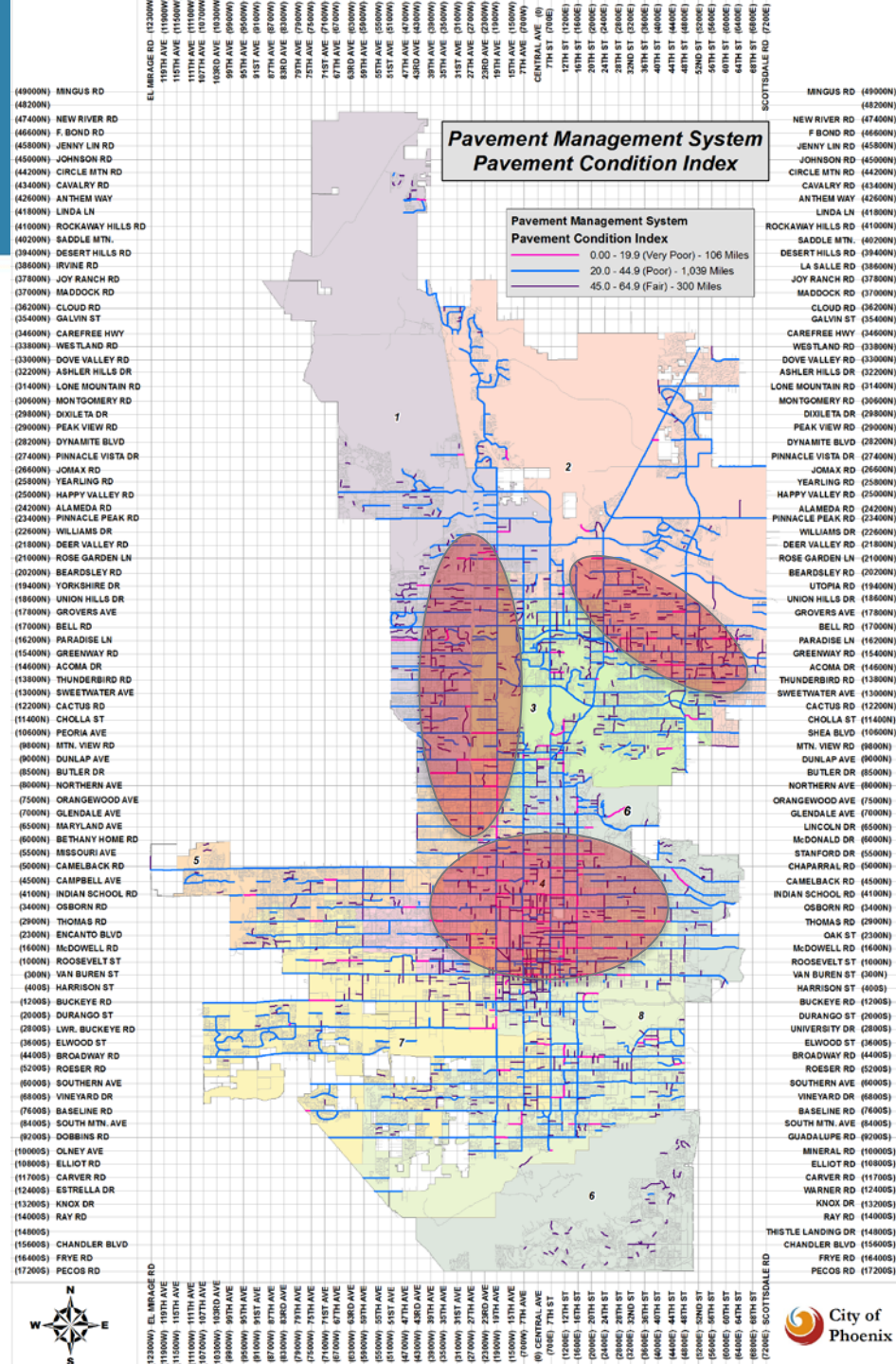
- Approximately 90.5 new miles needed
- Primary focus areas
 - Growth areas in north and southwest parts of the City
 - New freeway interchanges
- Estimated cost ~\$1.4B





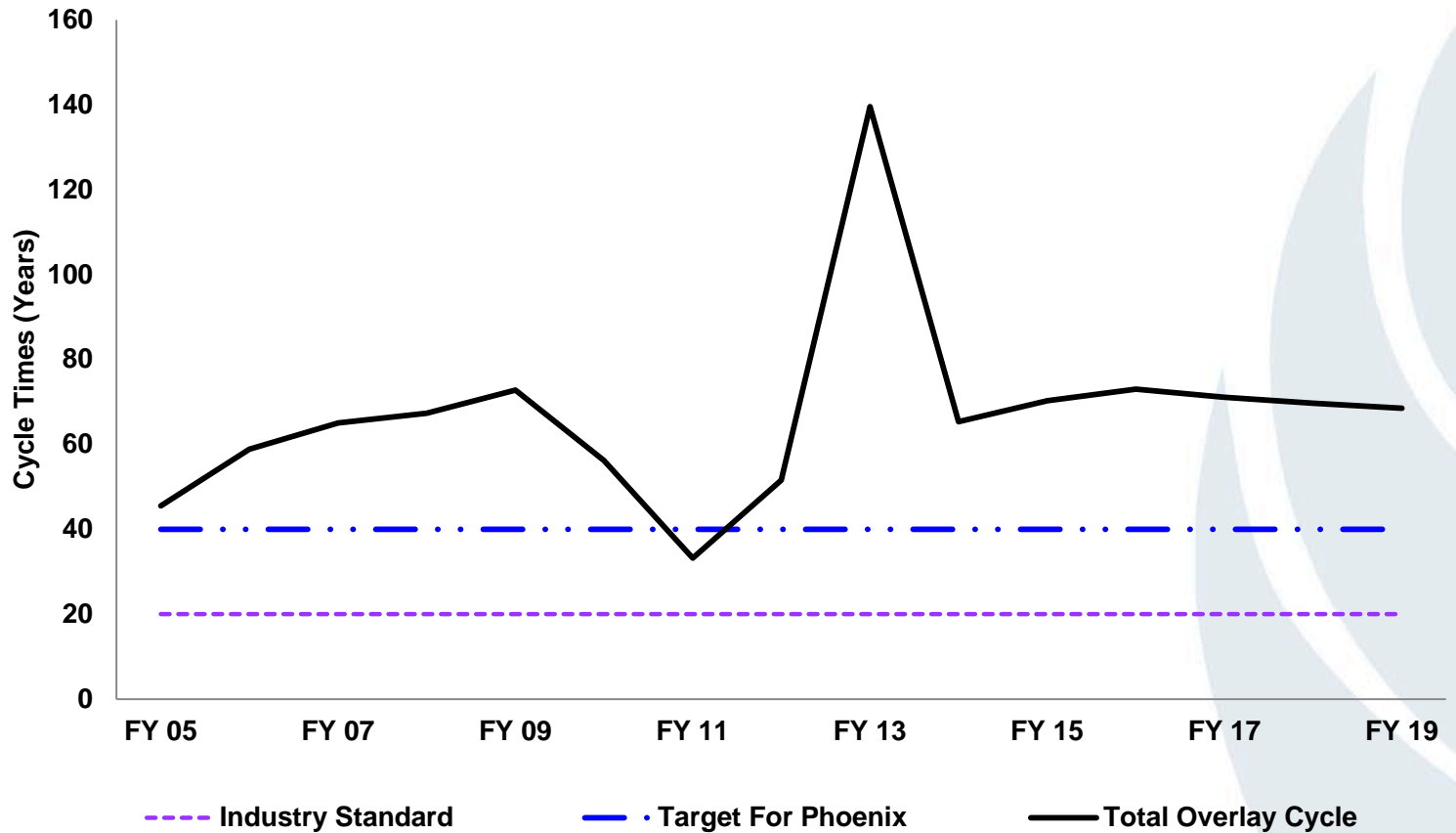
Pavement Condition Index

- Roadways evaluated every 2 years
- PCI scale 0 - 100
 - 100 = new pavement
- Fair – PCI = 45.0 – 64.9
 - 300 miles
- Poor – PCI = 20.0 – 44.9
 - 1,039 miles
- Very Poor – PCI = 0 – 19.9
 - 106 miles
- Primary focus areas





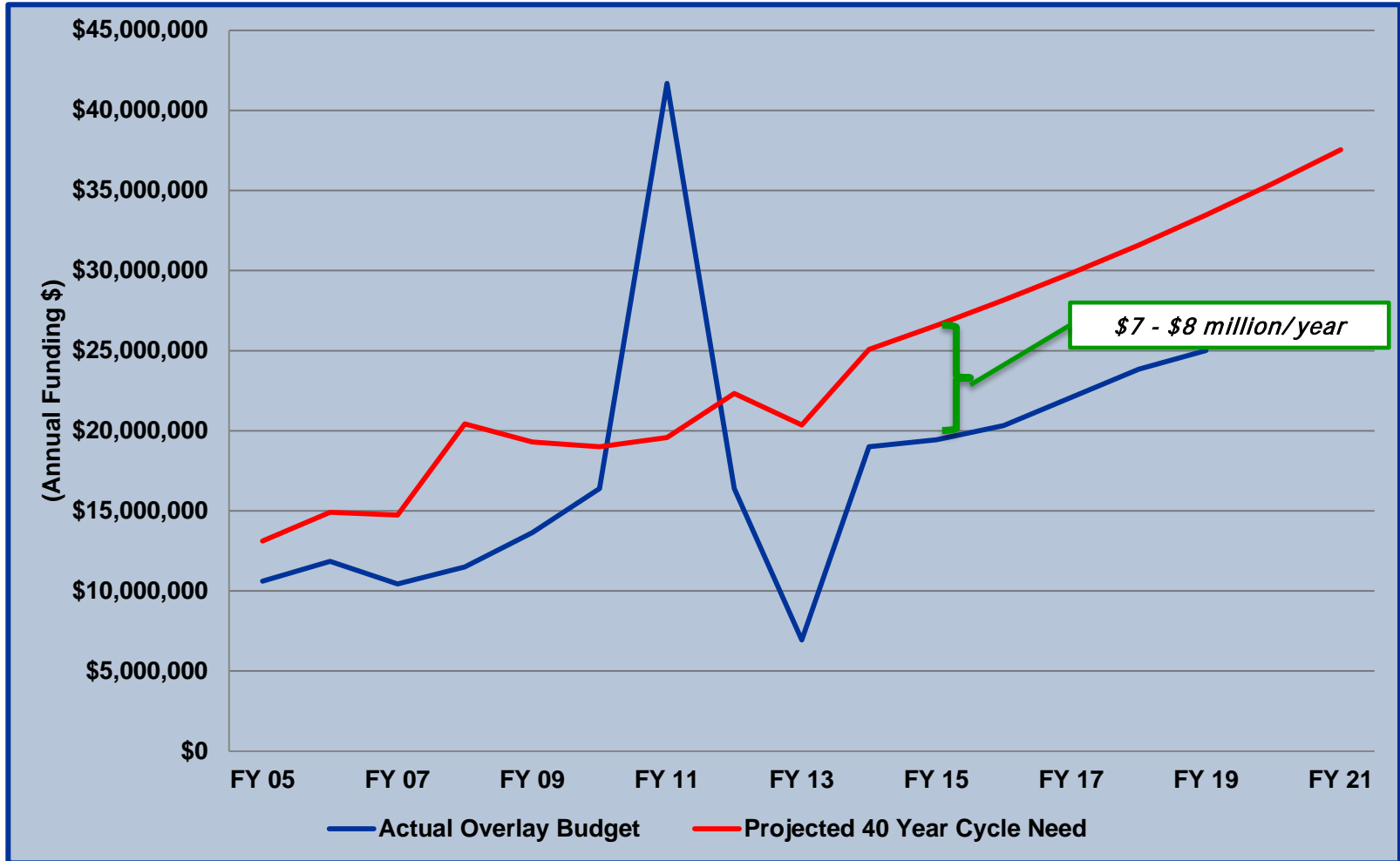
Cycle Times Per Funding Level





Maintenance Funding Needs

(Annual Overlay Funding vs 40 Year Cycle)





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