

# *Making Phoenix Streets Complete (Growth without Gridlock)*



NACTO Designing Cities  
Conference

October 31st, 2017

**City of Phoenix**



# Discussion

- Make Up of Phoenix
- Greater Emphasis on multimodal transportation
  - Transit 2000
  - Citywide Initiatives
  - Transportation 2050
- Key Philosophies
- Road Blocks
- Next Steps





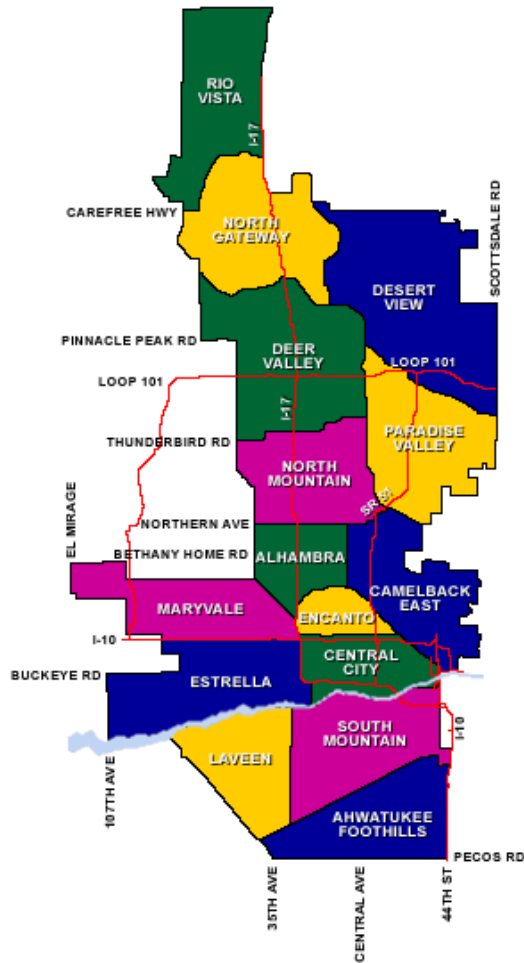
# Overview of Phoenix

- 300+ Days of Sunshine
- Population (2016) = 1,615,017
- National Population Rank = 5<sup>th</sup>
- Metro Area Population (2016) = 4,574,531
- Phx Land Area = 518 Square Miles
- Population Density = 3,119 Per Square Mile
- Traditionally Auto-Centric

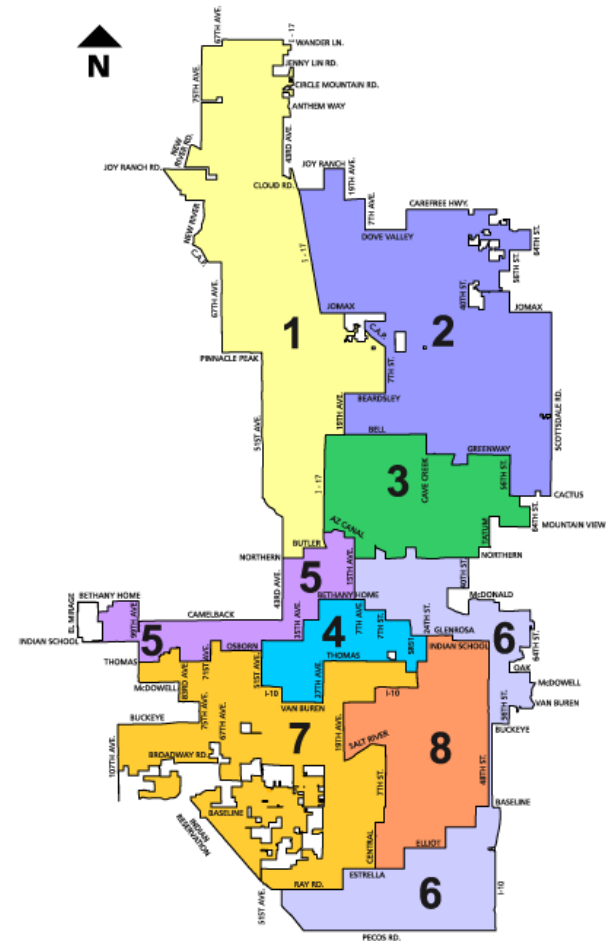




# Administrative Composition



15 Urban Villages



8 Council Districts



# City Streets Statistics

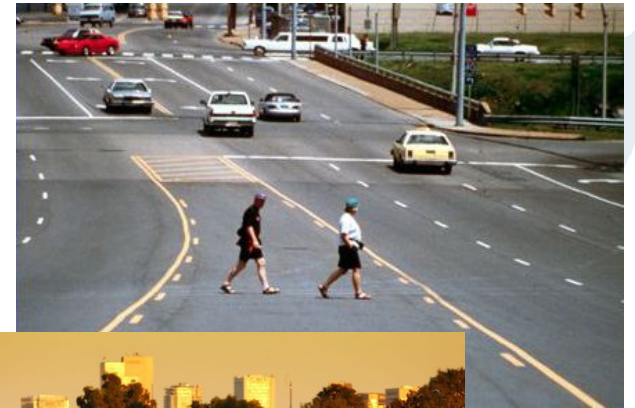


- 4,862 Miles of Streets
- 3,521 Miles of Residential
- 738 Miles of Arterial Streets
- 614 Miles of Collector Streets
- 712 Bikeway Miles
- 1,106 Signalized Intersections
- 89 Traffic Circles
- 2,793 Speed Humps / Cushions



# Modus Operandi Pre-2000

- Wide streets focused on moving vehicles fast over long distances
- Maximum number of vehicle travel lanes and widths
- Low – density land uses and development on the fringes





# Modus Operandi 2017

- Wider roads and faster speeds not always best (safety focus)
- Increased options for all roadway users
- Increased on-street bicycle infrastructure and innovative protection
- Increased connectivity to major transit nodes and activity centers





# Transit 2000



- 4/10 of a Cent Sales Tax, 20 year life
- \$2.5 billion – Local Bus Service
- \$336 million – Dial-a-Ride Service
- \$160 million – Bus Rapid Transit
- \$1.654 billion – Light Rail
- \$54 million – Neighborhood Mini-Bus Service
- 500 Additional Bus Pullouts
- 100 Additional Miles of Bike Lanes





# T2050 Street Program Goals



- Street Maintenance
  - 680 miles of new asphalt pavement on major arterial streets
- Sidewalks
  - 135 miles of new sidewalks
- Traffic Signal Upgrades
  - Left-turn arrows
- 1,080 Miles of Bicycle Lanes
- 2,000 Streetlights
- \$240 Million for Major Street Improvement Projects



# T2050 Transit Improvements

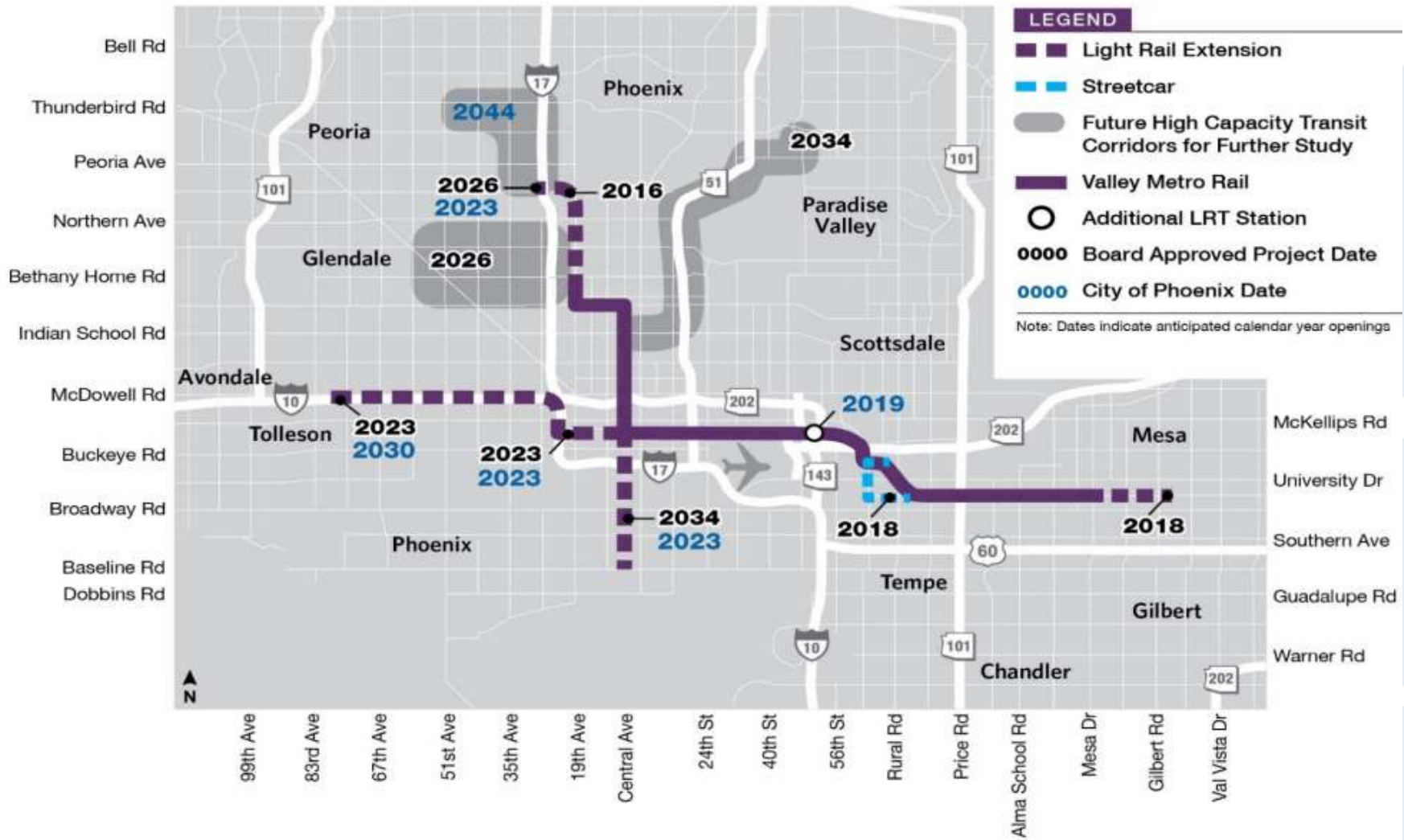


- Triple miles of light-rail
- Bus Rapid Transit expansion
- Increased bus and Dial-a-Ride hours
- All routes 30 minute frequency or less
- Dial-a-Ride Enhancements
- Bus shelter improvements



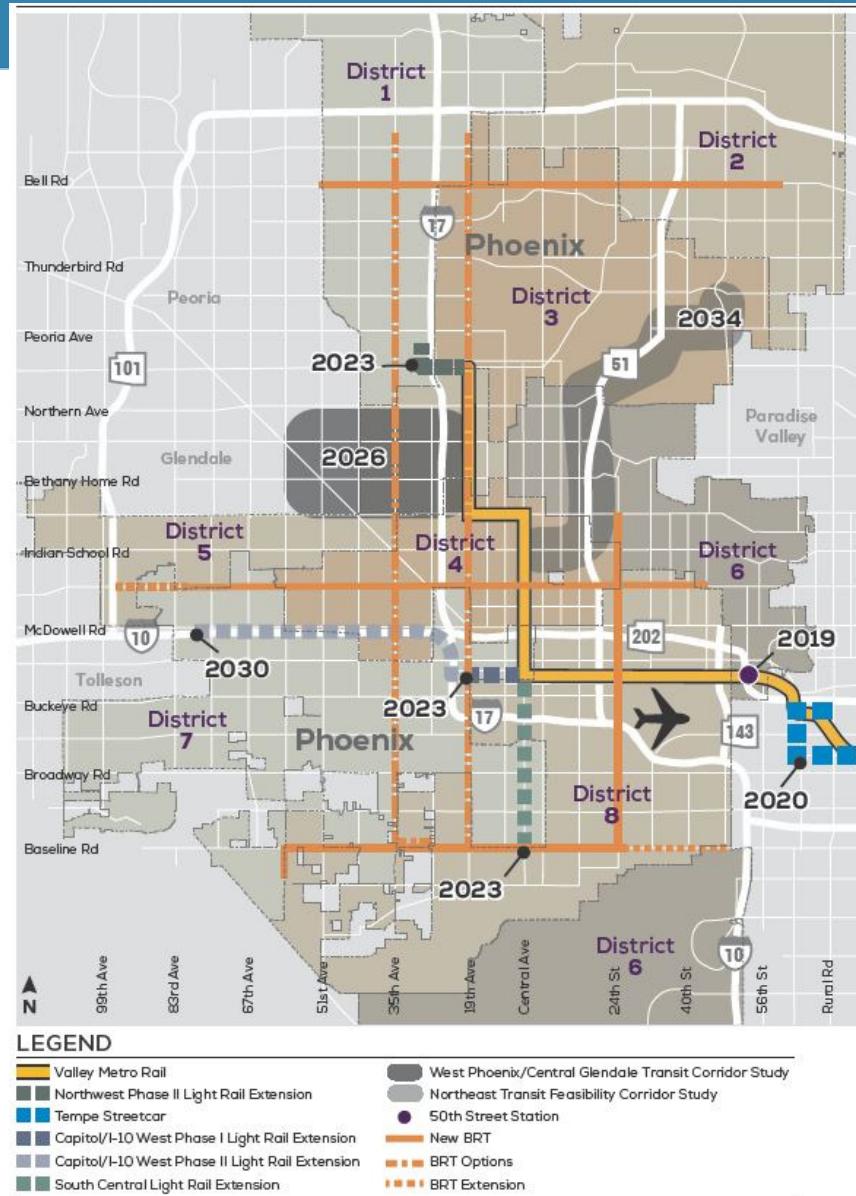


# T2050 Light – Rail Expansion





# Future Bus Rapid Transit Routes





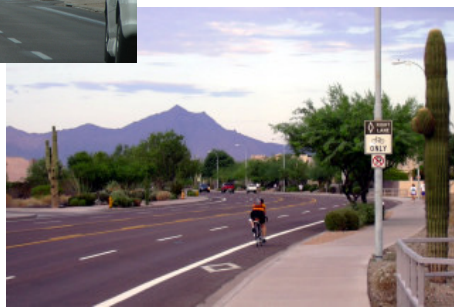
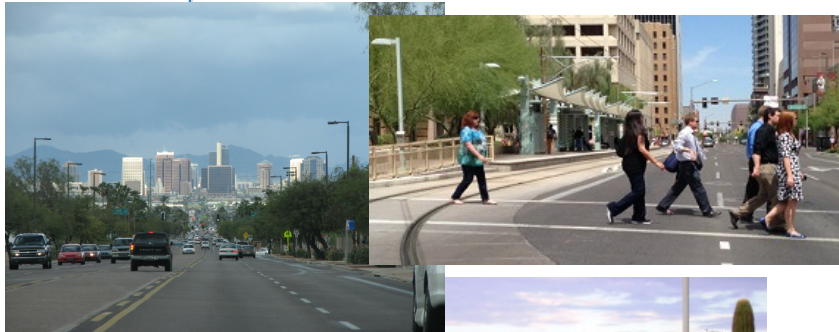
# Complete Streets Policy and Ordinances

- Complete Streets Advisory Board – 2014
  - ✓ Performance measures
  - ✓ Project prioritization
  - ✓ Recommendations to boards, commissions, and Council
- Complete Streets Policy – 2017





# Key Corridors Master Plan



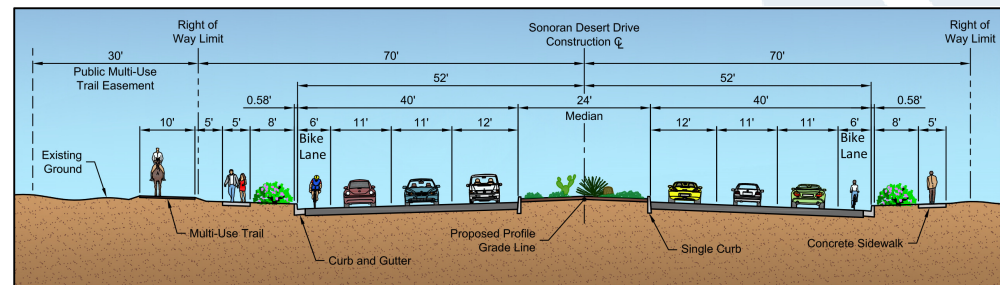
- Assesses all corridors functionally classified as collector and above
- Utilizes findings from key initiatives
- Utilizes public outreach
- Takes into account land use and functionality of adjacent streets
- Cross-section changes reflected in Design Guidelines to foster multimodal street design



# Design Guidelines Update



- Last update in 2009
- Takes into account land use and human-scale
- Integrates Complete Streets policy
- Visually appealing for City staff, developer, and consultant use





# Bicycle Master Plan

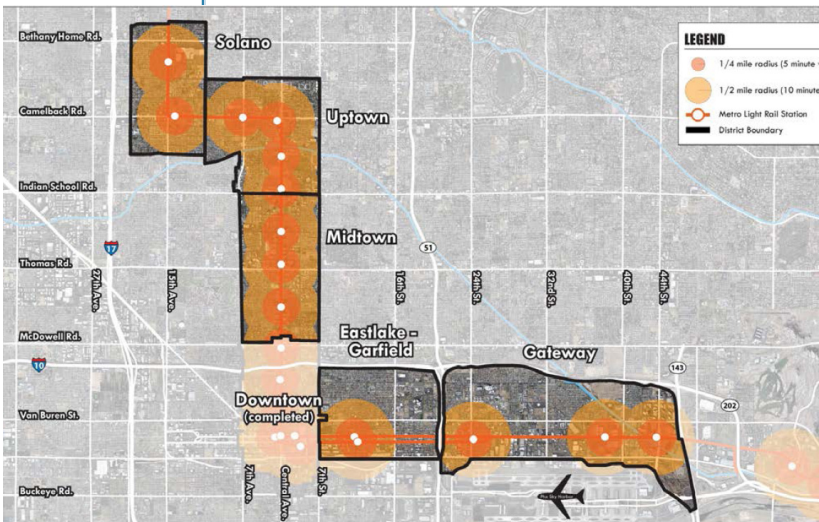


- Adopted by City Council in 2014
- Provides a framework for a well connected low-stress bike network on and off-street
- Cost estimates and prioritization for 39 corridors
- Extensive public outreach
- \$2 million annual supplemental set-aside for implementation





# Re-Invent Phoenix



- Cross-departmental effort
- Focused on transit oriented development along light-rail
- Create policy basis for rezoning property along light-rail
- Identify business, infrastructure and other investment opportunities

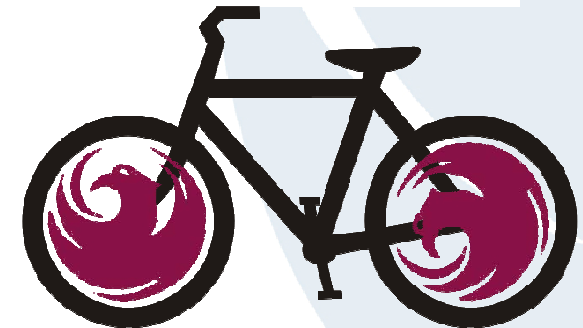


# GRID Bikeshare

- 96 stations valley-wide
- 52 stations in Phoenix
- 44 additional stations planned in Phoenix



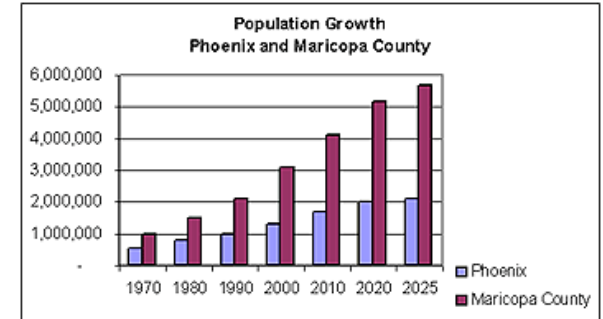
**GR:D**  
BIKE SHARE





# What Challenges do we Face?

- Fast growing city
- Outward vs. upward growth
- Balance between commuters and residents
- Utility and shade constraints
- Public Involvement
- Hesitance to change





# Next Steps

- Deliver on T2050 commitments
- Deliver projects from Bicycle Master Plan
- Complete and refine policies that lead to more livable and functional streets
- Look for opportunities to enhance connectivity of all modes
- Internal and external departmental coordination
- Stakeholder and public outreach

