



City Council Work Session
City Hall - Work Session Room
1900 N. Civic Square
Goodyear, AZ 85395

Monday, November 4, 2024

Immediately following the Regular Meeting that begins at 5:00 p.m.

Mayor
Joe Pizzillo

Vice Mayor
Laura Kaino

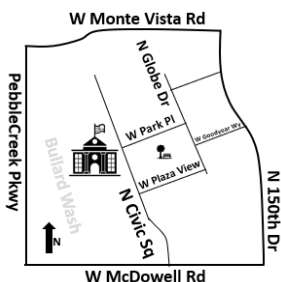
Councilmember
Sheri Lauritano

Councilmember
Wally Campbell

Councilmember
Bill Stipp

Councilmember
Brannon Hampton

Councilmember
Vicki Gillis



PROCEDURES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Goodyear City Council and to the general public that the Council of the city of Goodyear will hold a meeting open to the public. Public body members of the city of Goodyear will attend either in person or by telephone conference call and/or video communication. The Goodyear City Council may vote to go into Executive Session, pursuant to A.R.S. § 38-431.03(A)(3), which will not be open to the public, to discuss certain matters. Meetings are conducted in accordance with the City Council Meetings Council Rules of Procedure adopted by Resolution No. 2018-1879.

THE CITY OF GOODYEAR ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, special assistance can be provided for sight and/or hearing-impaired persons at this meeting. Reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (623) 882-7830 or Arizona Relay (TDD) 7-1-1 to request an accommodation to participate in this public meeting.

Si necesita asistencia o traducción en español, favor de llamar al menos 48 horas antes de la reunión al (623) 882-7830.



City Clerk's Office: 1900 N. Civic Square, Goodyear, AZ 85395 (623) 882-7830
www.goodyearaz.gov/cityclerk

City Council Meeting Live Broadcast: <https://www.facebook.com/goodyearazgov/videos>

Immediately following the Regular Meeting that begins at 5:00 p.m.

CALL TO ORDER

ROLL CALL

AGENDA ITEMS FOR DISCUSSION

ALL ITEMS LISTED ARE FOR DISCUSSION ONLY. NO ACTION CAN NOR WILL BE TAKEN.

1. **PROPOSED URBAN CAMPING ORDINANCE**

Summary

Council to review the proposed amendment to Article 11-1 of Goodyear City Code, which would add a prohibition against unauthorized camping in public places. (Jenna Goad, Assistant to the City Manager)

2. **PAVEMENT CUT POLICY**

Summary

This is a request for Council to review proposed updates to the City's pavement cut policy, and to seek Council guidance on the proposed policy changes. (Sumeet Mohan, P.E., Public Works Director, and Brian Harvel, Streets Superintendent)

3. **RIGHT-OF-WAY MANAGEMENT FEES AND FINES**

Summary

Council to review and discuss the proposed traffic control permit and right-of-way management fee schedule. (Katie Wilken, Development Services Director)

ADJOURNMENT

POSTING VERIFICATION

This agenda was posted on 10/30/2024 at 5:03 p.m. by VM.

ITEM #: 1.
DATE: 11/04/2024
AI #:2204



CITY COUNCIL ACTION REPORT

SUBJECT: PROPOSED URBAN CAMPING ORDINANCE

STAFF PRESENTER(S): Jenna Goad, Assistant to the City Manager

OTHER PRESENTER(S):

Brian Issitt, Chief of Police

Summary

Council to review the proposed amendment to Article 11-1 of Goodyear City Code, which would add a prohibition against unauthorized camping in public places. (Jenna Goad, Assistant to the City Manager)

FISCAL IMPACT

There is no direct budget impact associated with the approval of this text amendment. If in the future it is determined that a diversion program is justified, a budget request will be submitted.

BACKGROUND AND PREVIOUS ACTIONS

The City of Goodyear Police Department has a Homeless Outreach Team (HOT) consisting of two officers and one shared sergeant. The HOT regularly engages with individuals experiencing homelessness to offer resources and other support. Those efforts are supplemented by an agreement with Phoenix Rescue Mission for additional street outreach. The 2018 U.S. Court of Appeals for the Ninth Circuit ruling in the Martin v. Boise case previously limited what restrictions could be enacted regarding sleeping or camping in public places. Under existing laws, individuals can be cited for trespassing on private property and for other illegal behavior, but the Martin v Boise ruling limited the ability to restrict otherwise legal behavior on public property.

Each January, Goodyear's Police Department participates in the annual Point in Time (PIT) Homeless Count. This annual effort counts the number of people experiencing homelessness on the street and in shelters throughout Maricopa County. This one-night snapshot is a valuable datapoint that helps to inform the work of the Maricopa Continuum of Care, member agencies, and local partners in the effort to end homelessness. Goodyear's official 2024 PIT count was 30 unsheltered individuals. This is higher than the 22 unsheltered individuals counted in 2023, however, it matched the count of 30 unsheltered individuals from 2022.

STAFF ANALYSIS

In June 2024, the United States Supreme Court issued a decision in the Johnson v. Grants Pass case which expanded the restrictions that can be imposed related to sleeping or camping on public property. Several other Arizona cities including Gilbert, Glendale, and Phoenix have already enacted such restrictions.

Staff recommends updating City Code to include a prohibition against urban camping in order to protect and improve public health, preserve the parks and other public property for the enjoyment, safety, comfort and convenience of the public, and maintain a healthy and natural environment. This aligns with the Safe & Vibrant Community focus area in the FY25-27 Strategic Plan.

The draft ordinance would prohibit camping on public property or within 500 feet of a school, childcare facility, shelter, or park. Camping is defined as using property for living accommodation purposes on a temporary or permanent basis and includes activities such as: using tents or other structures for sleeping, storing personal belongings, making a fire, carrying on cooking activities, or doing any digging or earth breaking. The ordinance specifies that the Director of the Parks and Recreation Department may issue permits or make reservations to authorize youth organizations, schools, or similar entities to camp or park vehicles overnight in a park or preserve. There are additional exclusions for short-term camping in the parking lots of any stadium owned or operated by a public entity, using umbrellas or similar portable shade structures during daylight hours, landowners or family members camping on their own private property, and any person issued a special event permit or that has secured permission of the city.

If this amendment is adopted, the Chief of Police will issue standard operation procedures and training to all officers regarding the enforcement of this ordinance. A violation of this section would be a Class 1 misdemeanor. The maximum penalty for such a violation is up to \$2,500 in fines, six months in jail, and three years probation. In addition to or in lieu of any sentence imposed for a violation of this section, the court may sentence a person to perform community restitution or order a term of education or treatment consistent with Arizona Revised Statutes §13-717. If justified, the Prosecutor's Office, in conjunction with the Court, will explore creating a diversion program.

Attachments

Draft Amendment to City Code 11-1-40
Presentation

§ 11-1-40 **Camping.**

(A) *Purpose.* The Mayor and Council of the City of Goodyear, Maricopa County, Arizona declare that the purpose of this section is to protect and improve the public health, preserve the parks and other public property for the enjoyment, safety, comfort and convenience of the public, and maintain a healthy and natural environment. The streets and public areas within the city should be readily accessible and available to residents and the public at large. The use of public areas for camping purposes or storage of personal property interferes with the rights of others to use public areas for which they were intended. Such activity can constitute a public health and safety hazard which adversely impacts neighborhoods and commercial areas. Nothing in this section is intended to interfere with otherwise lawful and ordinary uses of public or private property.

(B) *Definitions.* For purposes of this section:

(1) **CAMP or CAMPING** means using real property in the City of Goodyear for living accommodation purposes on a temporary or permanent basis, regardless of the intent of the participants or the nature of any other activities in which they may also be engaging, when under the circumstances it reasonably appears that the participants are using the area for living accommodation purposes. Living accommodation purposes includes but is not limited to activities such as;

(a) Using a tent, shelter, vehicle, trailer, camper, or other structure for sleeping;

(b) Making preparations to sleep which may include the laying down of bedding for the purpose of sleeping;

(c) Storing personal belongings;

(d) Making any fire, other than a fire made in a fire pit or barbecue pit provided by the City for such use;

(e) Carrying on cooking activities, other than in a fire pit or barbecue pit provided by the City for such use,

(f) Doing any digging or earth breaking.

(2) **CHILDCARE FACILITY** has the meaning provided in Arizona Revised Statutes, section 36-881(3).

(3) **PUBLIC PROPERTY** means any property owned or controlled by the City of Goodyear which includes by way of example but is not limited to any: playground, splash pad, restroom, street, sidewalk, right-of-way, highway, alley way, bike path, transit stop or transit facility, preserve, open space, mountain park, wash, or land whether improved or unimproved, attraction, structure, facility, or parking lot.

(4) **SCHOOL** means any public, charter, or private school where children attend classes in kindergarten programs or grades one (1) through twelve (12).

(5) **SHELTER** means a facility or outdoor space, the primary purpose of which is to provide free or low-cost temporary or transitional living accommodations or camping to homeless persons.

(C) *Offenses.*

(1) No person shall camp in or on any public property within the City of Goodyear unless expressly designated as a permitted camp site or otherwise expressly permitted by the City.

(2) No person shall camp in or on any building, facility, parking lot or structure, that is owned, possessed or controlled by the City of Goodyear.

(3) No person shall camp within five hundred feet (500') of any property boundary of a school, childcare facility, shelter, or park.

(D) The Director of the Parks and Recreation Department may, in accordance with the established procedures of the City or the Parks and Recreation Department, issue permits or make reservations to authorize youth organizations, schools, or similar entities to camp or park vehicles overnight in a park or preserve. Nothing in this section shall be interpreted to prohibit camping or overnight parking that is permitted by the City of Goodyear.

(E) The following activities are excluded under this section:

(1) Any camping which occurs for twelve (12) or less consecutive hours in the parking lots of any stadium owned or operated by a public entity or agency on the day of any sporting event taking place at the stadium owned or operated by the public entity or agency.

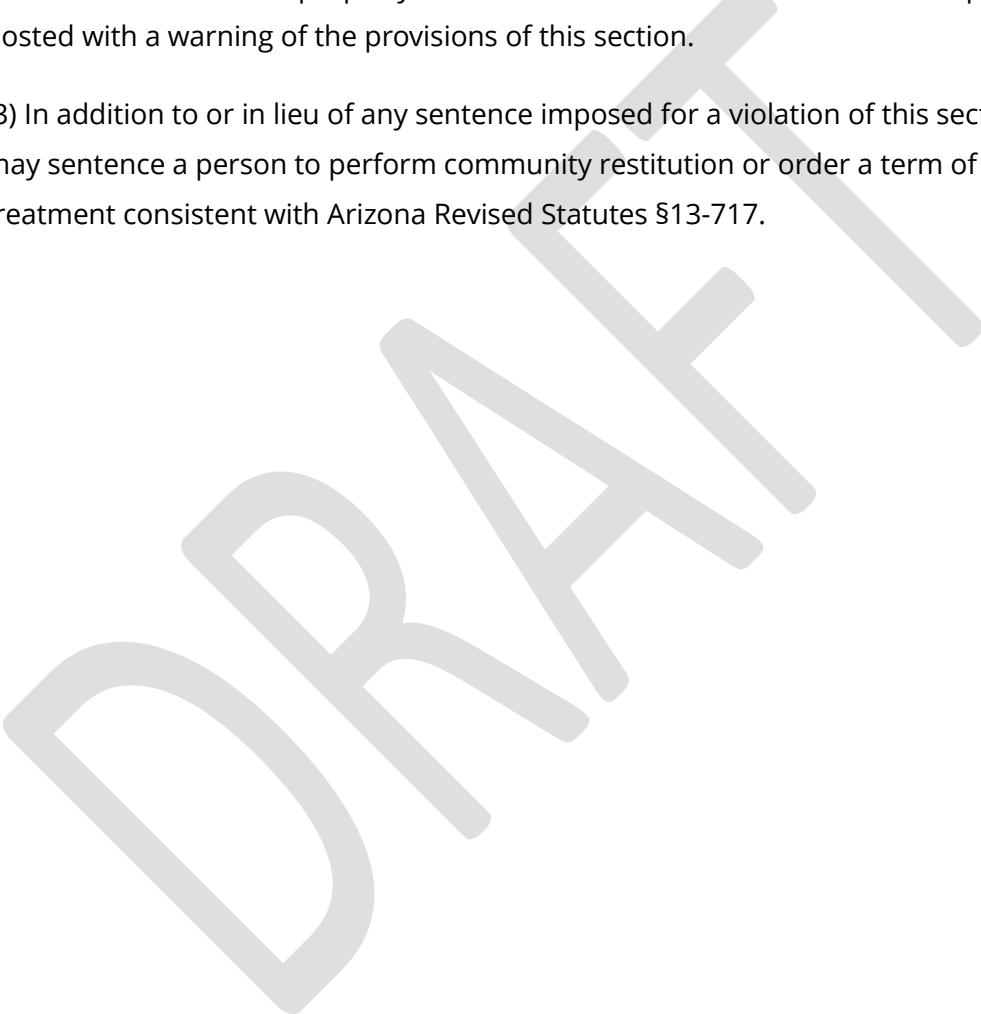
(2) Any person issued a special event permit or that has otherwise secured permission of the City of Goodyear.

(F) *Penalty.*

(1) A violation of this section is a Class 1 misdemeanor.

(2) No person shall be issued a citation for a violation of this section unless the person has previously received a warning from the City of Goodyear within the previous twelve (12) calendar months or the property on which a violation occurs has been conspicuously posted with a warning of the provisions of this section.

(3) In addition to or in lieu of any sentence imposed for a violation of this section, the court may sentence a person to perform community restitution or order a term of education or treatment consistent with Arizona Revised Statutes §13-717.





Proposed Urban Camping Ordinance





Current Practices

- Homeless Outreach Team (HOT)
- Phoenix Rescue Mission
- Martin v. Boise

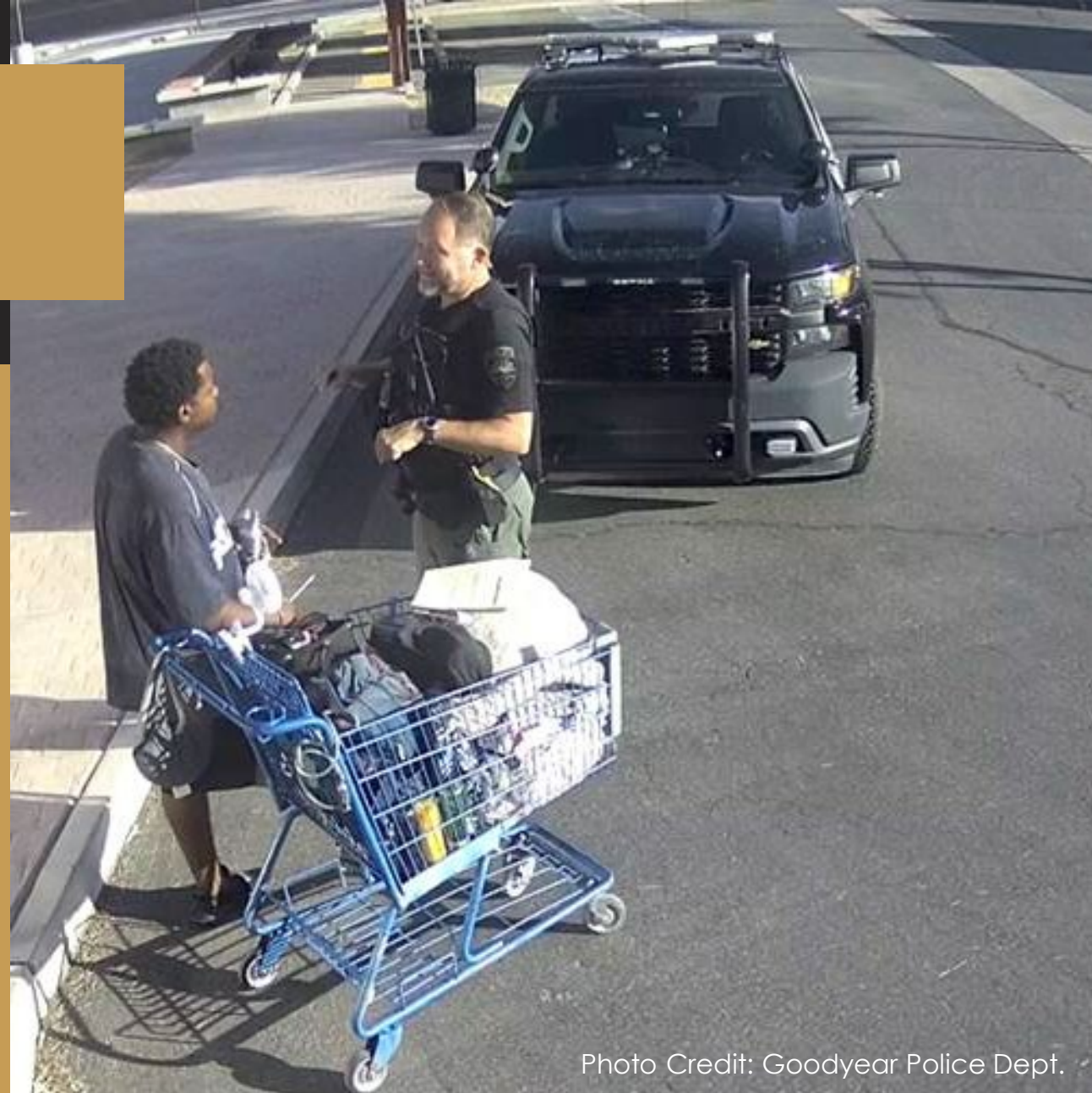


Photo Credit: Goodyear Police Dept.



Recent Supreme Court Cases

- Johnson v. Grants Pass
 - Expands what restrictions can be enacted



Photo Credit: US Supreme Court



Proposed Ordinance Changes

- Camping on public property, including:
 - Using tents or shelters
 - Making preparations to sleep
 - Storing personal belongings
 - Making fires or cooking
 - Digging or earth breaking

Photo Credit: Oregon Public Broadcasting





Proposed Ordinance Changes - Exemptions

- Permits or reservations issued by Parks & Rec
- Events at public stadiums (tailgating)
- Approved special event permits or other permission





Purpose & Implementation

- Supports Strategic Plan
- Safe & Vibrant Community
- Additional tool for HOT
- Targeted enforcement



Photo Credit: Phoenix Rescue Mission



Proposed Urban Camping Ordinance

Tonight

- Request Council feedback

Next Steps

- Potential adoption



ITEM #: 2.
DATE: 11/04/2024
AI #:2305



CITY COUNCIL ACTION REPORT

SUBJECT: PAVEMENT CUT POLICY

STAFF PRESENTER(S): Brian Harvel, Streets Superintendent and Sumeet Mohan, P.E. Director Public Works Department

Summary

This is a request for Council to review proposed updates to the City's pavement cut policy, and to seek Council guidance on the proposed policy changes. (Sumeet Mohan, P.E., Public Works Director, and Brian Harvel, Streets Superintendent)

FISCAL IMPACT

There are no direct fiscal impacts of this item, and the anticipated costs associated with the implementation of this policy are minimal.

BACKGROUND AND PREVIOUS ACTIONS

The Public Works Department is updating the City's pavement cut policy, which has been in effect since 2012. As Goodyear continues to grow, utility companies, developers and city projects routinely cut into our City streets.

Pavement cuts can be problematic for various reasons as they can:

- Weaken the road and lead to the road surface sinking or deforming over time;
- Create uneven surfaces that pose a risk to drivers, cyclists, and pedestrians; and
- Require additional repairs increasing long-term maintenance costs.

The City's current pavement cut policy:

- Focuses on a pavement cut surcharge, which imposes minimal fees for cuts into newer pavements (less than 36 months), with no pavement cut surcharge for older pavement;
- Collects minimal fees, which are not sufficient to fund future pavement restoration projects; and
- Results in a patchwork of pavement cut repairs in City streets.

The proposed policy would require pavement cuts to be repaired with new asphalt and crack sealing around the edges of the cut, and to be restored with a secondary asphalt treatment.

- For streets with pavement less than two years old, the secondary treatment would be an asphalt overlay/inlay treatment to the full width of all impacted travel lanes.
- For streets with pavement more than two years old, the secondary treatment would be a micro seal treatment to half the width of an arterial or collector street, or slurry seal treatment for the full width of a local street.

- The secondary treatment would also extend 25 feet in both directions from the pavement cut(s).
- Phoenix and Chandler have had similar requirements in place since 2017.
- Staff informed our impacted stakeholders from the development community and utilities at the Development Forum held by the City on September 10, 2024.
- Stakeholders were provided an opportunity to submit feedback between September 25, 2024 and October 25, 2024. Staff received one comment, which has been addressed in this proposed policy.

STAFF ANALYSIS

The proposed pavement cut policy is focused on restoration and repair of City streets, and not on charging fees or fines. Focusing on restoration is better for long-term maintenance of our City streets, and ensures that our City streets are left in as good or better condition than prior to the pavement cut. Updating our current policy is a critical component of our comprehensive Pavement Management Program. Attachment A provides a draft copy of the proposed street pavement cut policy along with additional information about the proposed policy in a frequently asked question format.

Attachments

Attachment A - Proposed Street Pavement Cut Policy - DRAFT
Staff Presentation



PROPOSED Street Pavement Cut Policy

PURPOSE

This document summarizes the City's requirements for street pavement cuts.

DEFINITION

A person who causes damage to the public street while working in the public right-of-way must repair the street at the person's sole cost and expense in accordance with the City standards and specifications.

Beginning January 8, 2025, all street pavement cuts will require asphalt resurfacing treatments based on the age of the pavement. At a minimum, any pavement cut into an existing pavement older than 24 months will require a slurry seal or micro seal treatment within 120 calendar days of the asphalt cut. See Policy for specifics.

POLICY

PAVEMENT CUT TO NEW STREET. Except for a single pavement cut of two square feet or less made as part of a single permit, if a pavement cut is made to a new street (newly built or resurfaced within the previous 24 months), all of the following requirements apply:

1. The person must apply an asphalt mill and overlay/inlay pavement treatment to the full width of all impacted lanes of an arterial, collector, or local street because of the cut(s). The treatment must extend a minimum of 25 feet in both directions from the pavement cut(s); and
2. All resulting work will follow current City of Goodyear standards and be completed within 120 calendar days of pavement cuts.

PAVEMENT CUT TO STREET OTHER THAN NEW STREET. If a pavement cut of any size is made to a street other than a new street, or the full width of a local street, the person must apply a micro seal treatment to half the width of an arterial or collector street, or Type II slurry seal treatment for the full width of a local street. the treatment must extend a minimum of 25 feet in both directions of the pavement cut(s).

1. For the purposes of this section only, disturbance of the pavement as a result of the installation or alteration of a driveway to a single-family dwelling that extends 2' or less beyond the curb and gutter, will be excluded from this policy. The resident or contractor will be responsible for applying a hot or cold crack seal to all joints.
2. All resulting work will follow current City of Goodyear standards and be completed within 120 calendar days of pavement cuts.

CRACK FILL AND SEAL. For all pavement cut repair areas, person must apply crack fill and seal between existing and new pavement areas, or any other cracks in treatment area, prior to any pavement treatment.

Roadway Striping

Temporary striping will be applied to the surface within 24 hours of the overlay or seal, thermoplastic striping will be applied 30 days thereafter. In the interim between striping, no lane line signs shall be visibly installed.

PAVEMENT TREATMENT FOR EXCEPTIONS. A slurry seal pavement treatment is NOT required for a new street or street other than a new street if the pavement cut is less than two square feet and the permit allows no more than one pavement cut.

POTHOLING. Standard potholing (more than one pothole per project) that requires back fill and compaction will be required to adhere to the above-mentioned asphalt resurfacing treatments provided the diameter of the pavement cores are less than two ft.

PAYMENT IN LIEU OF PERFORMING WORK

In the case that the Public Works Department has a preservation treatment scheduled within 18 months of the cut being made, the permittee may choose to make a payment to the department in lieu of performing the work. The payment will be the City cost of performing the required pavement treatments on behalf of the permittee.

PERMIT REQUIREMENT

A new civil permit will be created for the pavement cut. The associated fee will be based on the age of pavement and permit scope of work. For existing pavements (older than 24 months), a slurry seal or micro seal treatment will be required. Fee will be determined based on cut area with the minimum fee of \$300. A bond to complete this work will also be required. Bond will be calculated per cut area.

For pavement cuts in new pavement (24 months or younger), a mill & overlay/inlay will be required. Fee will be determined based on cut area with a minimum fee of \$300. A bond to complete both the mill & overlay and slurry seal or micro seal treatment will be calculated based on cut area.

FAQs:

Question: If I am a single-family resident, wanting to purchase a single water or sewer tap, will I be required to follow the Pavement Cut Policy for such a small scope of work?

Answer: Yes, the new Pavement Cut Policy applies to everyone from a single-family residential home to a large commercial development or residential subdivision. Pavement restoration requirements will depend on the age of the street.

Question: If my project scope has multiple cuts for various civil improvement permits, including multiple water and sewer taps, main extensions, fire hydrants, fire line etc., do I need to purchase a new permit for each individual permit?

Answer: No, only a single permit will be created to cover the entire cut area affected by the project scope. The fee for the permit will be based on the cut area along with a single bond to cover the impacted pavement restoration either a mill & overlay or a slurry and/or micro seal treatment based on the age of the pavement.

Question: How will the Pavement Cut Policy impact individual civil permits or my Certificate of Occupancy (C of O) release?

Answer: Individual civil permits will be completed independent of the pavement restoration permit. Final C of O release will need clear and transparent coordination with the assigned civil or building inspector. If pavement restoration is deferred due to weather or material constraints, or the payment in lieu option applies, a lag in completing the pavement restoration permit is expected. Under those circumstances, C of O release should not be delayed. Proper communication is essential to close out the pavement restoration permit or successfully release the C of O. Any fee adjustments will need to be made prior to any C of O release.

Question: Does the Pavement Cut Policy apply to private accessways or private drives?

Answer: No, the Pavement Cut Policy does not apply, because private accessways and private drives are maintained by either an established homeowner's association or other private entity.

Question: How will I know how old my existing pavement is?

Answer: Public Works Department will maintain a GIS database or a file that shows how old the existing pavement is. If no data are available, permittee will assume pavement is older than 24 months and will only be required to slurry seal or micro seal a minimum of 25 feet in each direction of the cut, for a single pavement cut.

Question: What is the benefit of choosing the in-lieu option when available?

Answer: In choosing this option the contractor will not have to perform the work and will be charged based on a possibly lower cost per square yard due to the overall project scale.



STREET PAVEMENT CUT POLICY



AGENDA

- **Current Cut Policy**
- **Proposed Cut Policy**
- **Timeline**



IMPACTS OF CURRENT POLICY

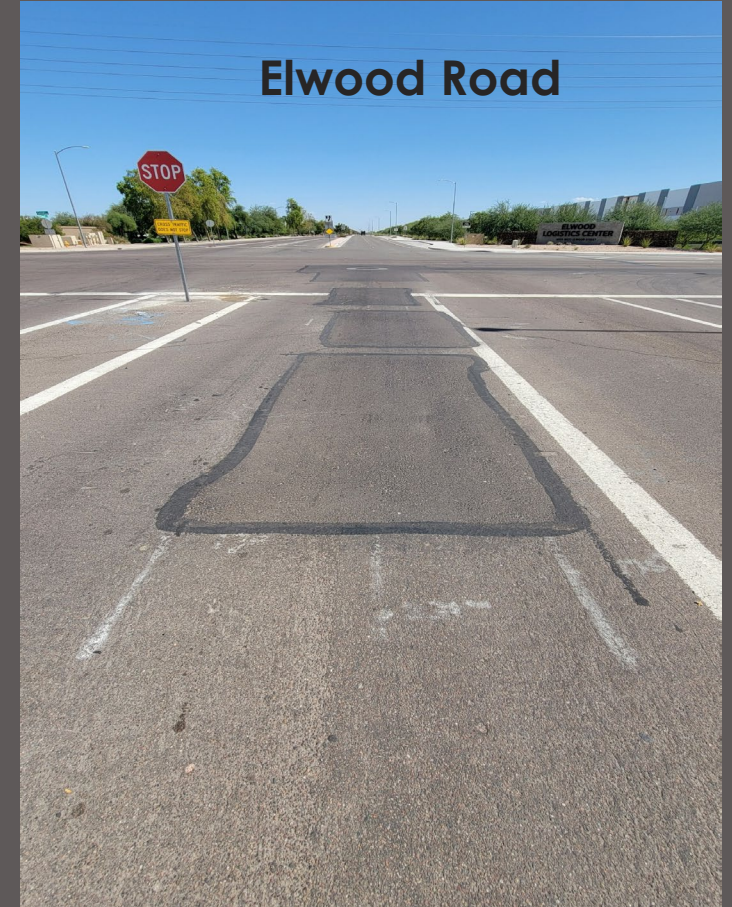
Yuma Road



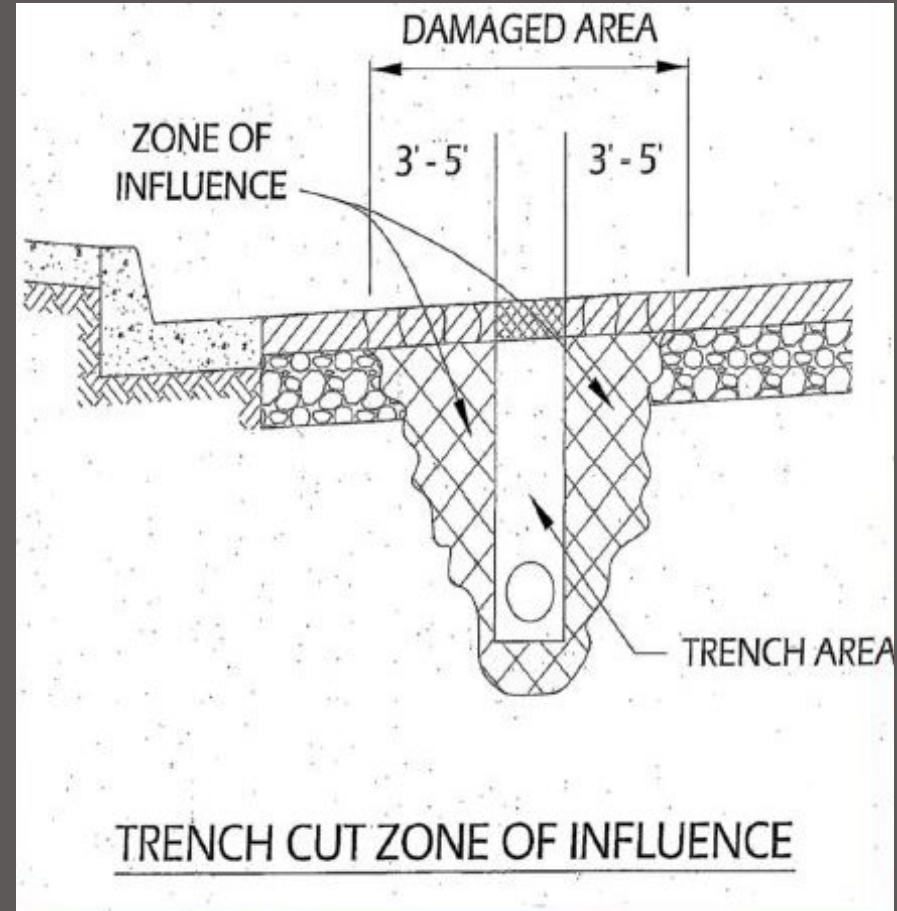
Sarival Ave



Elwood Road

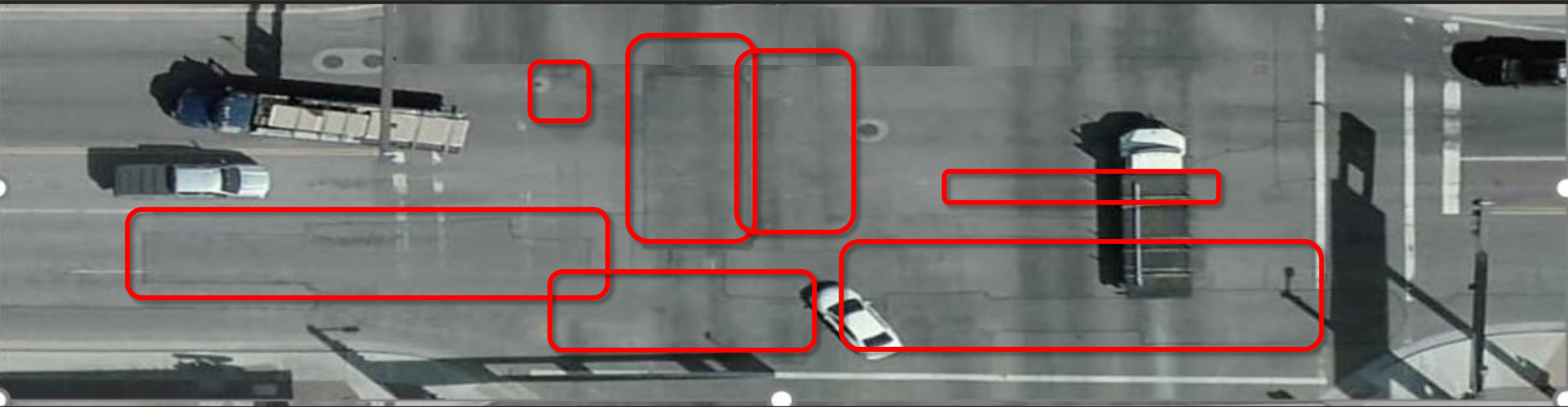


IMPACTS OF CURRENT POLICY





IMPACTS OF CURRENT CUT POLICY



PROPOSED CUT POLICY

- **Focus: Pavement Restoration**
- **Elimination of surcharge fees**
- **Similar to Phoenix & Chandler**



PROPOSED CUT POLICY

- \leq 2-Year: Mill and Overlay/Inlay
- $>$ 2-Year: Micro/Slurry seal
- 25-foot pavement treatment limits
- Information/Eventual GIS map of recent and planned work



PROPOSED CUT POLICY



CURRENT POLICY



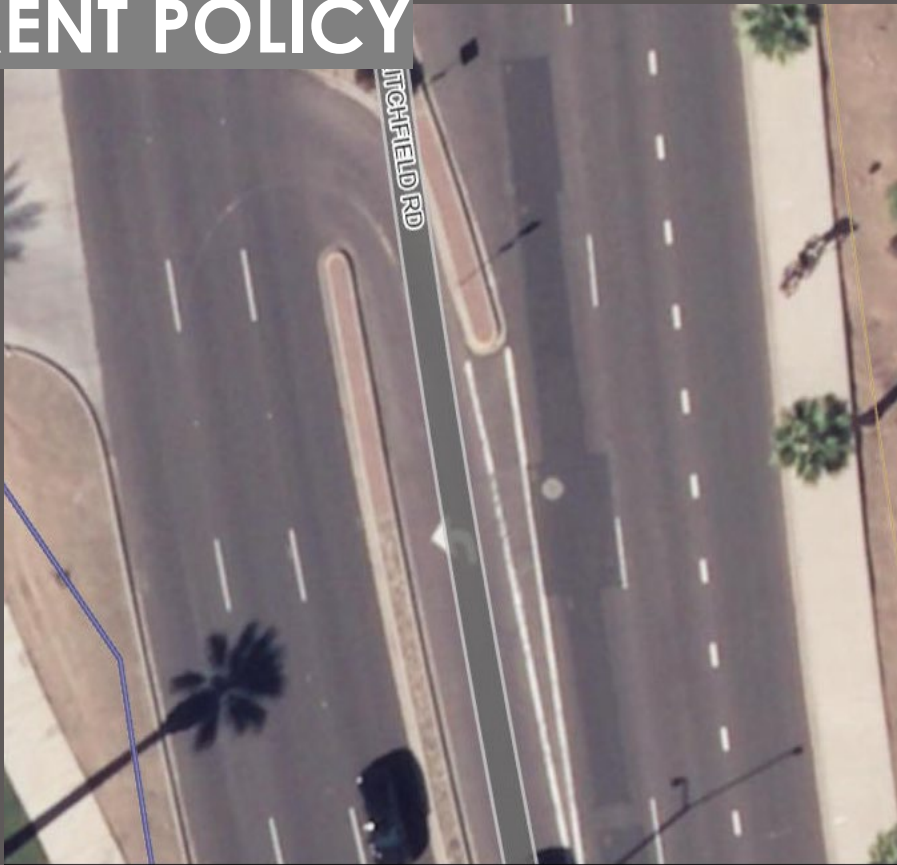
PROPOSED POLICY



PROPOSED CUT POLICY



CURRENT POLICY



PROPOSED POLICY



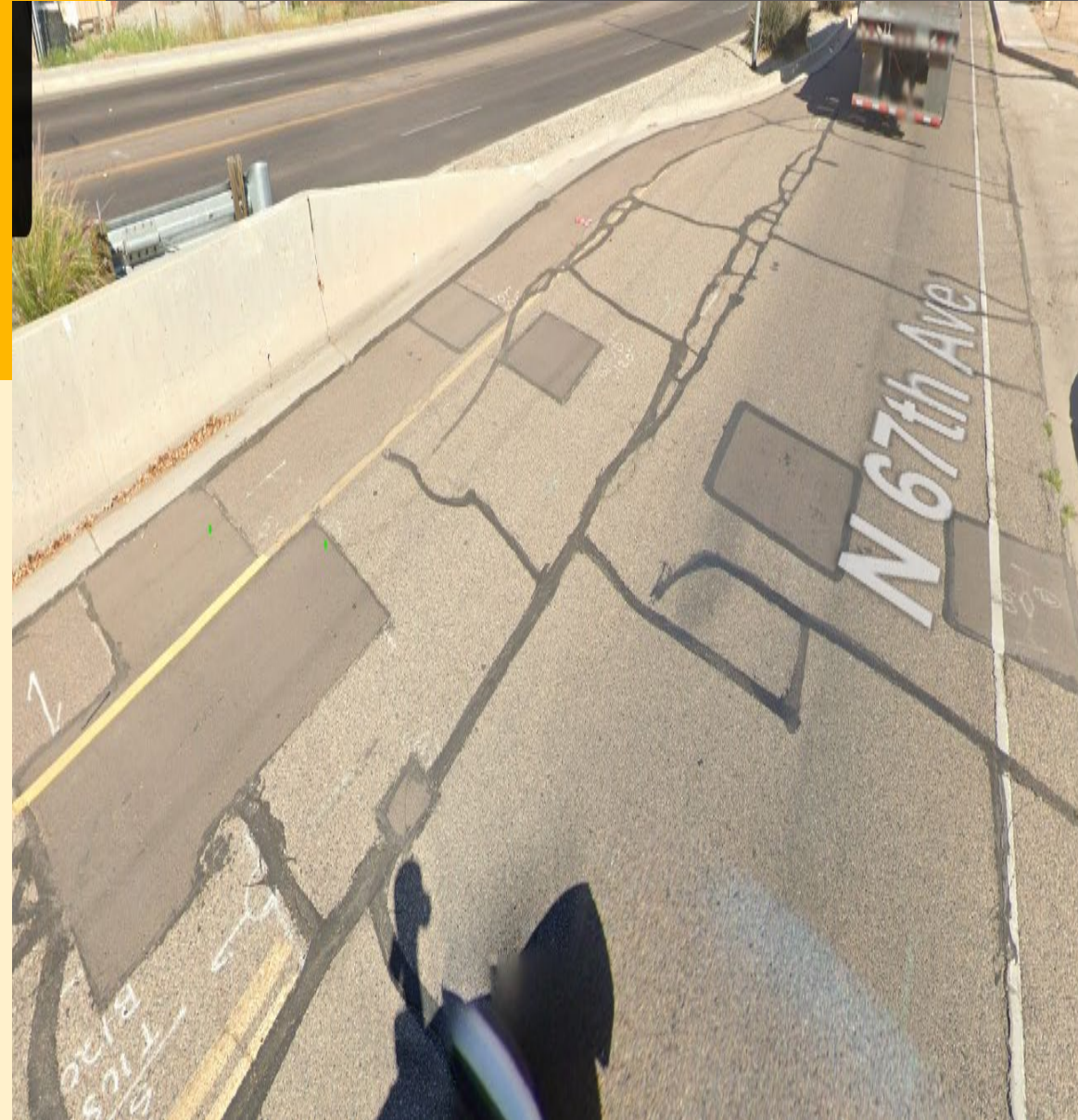
PROPOSED CUT POLICY TIMELINE

Development Forum – September 10

Council Work Session – November 4

Council Approval – November 18

Effective Date – January 1, 2025





STREET PAVEMENT CUT POLICY

Questions and Discussion

ITEM #: 3.
DATE: 11/04/2024
AI #:2300



CITY COUNCIL ACTION REPORT

SUBJECT: RIGHT-OF-WAY MANAGEMENT FEES AND FINES

STAFF PRESENTER(S): Katie Wilken, Development Services Director

Summary

Council to review and discuss the proposed traffic control permit and right-of-way management fee schedule. (Katie Wilken, Development Services Director)

FISCAL IMPACT

The proposed fee schedule (Attachment A) represents an increase in fees and potential fines and is anticipated to recover costs associated with management of the traffic control program. Notice of the proposed increase in fees was provided in accordance with state law. The proposed fee schedule is attached to this staff report.

No changes are proposed to application and plan review fees. There is currently no permit fee charged for traffic control permits which is meant to recover costs associated with inspections related to traffic restrictions and closures. The new fee is proposed at \$264 per application, which at 950 Traffic Control Permits (TCPs) per year would be a net impact of \$250,000 for the fiscal year.

BACKGROUND AND PREVIOUS ACTIONS

Traffic control permits are required for all construction work that takes place in City right-of-way or impacts traffic in the City's right-of-way. This includes work completed by private development, public and private utilities, and City capital improvement projects. The type of work being completed may include street and underground utility construction or maintenance, but can also include construction on adjacent private property that encroaches into city right-of-way. Road closures for community events may also require a traffic control permit.

Traffic Control Permit submittals have increased by 180% since 2020. There are significantly more construction projects occurring in Goodyear, which means there are more associated traffic restrictions. Some of these projects have had significant disruptions to our roadways, which impacts our residents and business community.

The City's traffic control policy was last updated in 2016. The current policy includes a base fee for most types of restrictions and closures of \$75 per day, with the only exception being full arterial road closures. Whether a project restricts lanes on an arterial roadway or a local roadway, or if it is one lane or multiple lanes, it is the same fee. This means there is no

financial incentive for developers or contractors to minimize the restrictions in our right-of-way or complete work in an expedient manner. Furthermore, our fee structure does not include sanctions for working outside of standards or approved timeframes, which makes enforcement of approved traffic control permits challenging.

In addition, to help mitigate the impact of increased development activity, City staff updated our internal Traffic Control Policies, and a traffic restriction and closure moratorium was issued in 2024 to coordinate construction work impacting City streets during Spring Training, NASCAR events, and the holiday shopping season. The moratorium was noticed to the development community and utility providers that Traffic Control Permits may be restricted or prohibited in certain areas of the City during the moratorium period. Moratoriums are common practice in many communities and have generally had a positive response.

STAFF ANALYSIS

City staff researched fee schedules of other Valley cities and there are a variety of approaches. However, Phoenix, Glendale, and Chandler have fee schedules that discourage full closures and major restrictions and encourage completing right-of-way work per an approved schedule. They also have sanctions that address non-compliance concerns, including life safety issues, working without a permit, working beyond the approved timeframe, and use of unacceptable traffic control devices.

Staff is proposing a fee structure (Attachment A) that is aligned with the Phoenix, Glendale, and Chandler models. The proposed fees were presented to the development community at our Development Advisory Forum meeting on September 10th, distributed via e-mail to the development community, and posted in accordance with state statute. To date, there have been no objections received.

The proposed fee structure includes:

- Fees based on number of lanes restricted and the length (distance) of the restriction.
- Fees that distinguish between arterials, major collectors, and all other roadway classifications.
- New fees for restrictions impacting bike lanes, turn lanes, medians, and sidewalks.
- Different fees for peak hours, non-peak hours and 24-hour closures to encourage minimal interruptions.
- Proposed sanctions would address life safety issues, working without a permit or beyond the approved timeframe, and unacceptable traffic control devices.

Should City Council direct staff to move forward with the proposed changes, this item will be brought to City Council for action at the November 18, 2024, regular meeting. If approved at that meeting, the new fee schedule would go into effect on January 1, 2025. Staff will provide notice of the fee changes to stakeholders ahead of time through the website and development contacts.

Attachments

Proposed Traffic Control Fee Schedule
Presentation

Proposed Traffic Control Fee Schedule

Type	Description of Service	Current Fee	Proposed Fee
Application Processing Fee	Processing fee per new application and date extension request; submittal and permit issuance.	\$102 per permit	\$102 per permit
Plan Review Fee (1st and 2nd Review)	Per sheet. Includes 1st and 2nd review of new and revised traffic control plans	\$50 per sheet per review	\$50 per sheet per review
Plan Review (3rd and subsequent reviews)	3rd review and subsequent reviews. Charged per review.	\$22 per review	\$22 per review
Expedited Traffic Control Application Review Fee	For Applications submitted less than 5 business days prior to proposed start date for a restriction or 30 days prior to a start date for a road closure. Applications received prior to 12:00pm will be considered received same-day. Applications submitted after 12:00pm will be considered received the next business day.	Double Plan Review Fee	Double Plan Review and Application Processing Fees
Base Traffic Control Permit Fee	Includes preconstruction meeting, initial traffic control set-up coordination, permit maintenance, and removal. Fee charged for issuance of a new traffic control permit. Does not apply to permit extensions or revisions.	N/A	\$264 per new permit application
Special Event- Road Closure or Lane Restriction	Per day per separate set-up and per or street closure for Special Events	\$75 per set-up per day	\$75 per set-up per day per 1/2 mile

Type	Description of Service	Current Fee	Proposed Fee
No Restrictions Planned	The placement of barricade devices in the rights-of-ways or PUE's where there are no restrictions to existing vehicular travel lanes, pedestrian sidewalks, bike lanes, or roadway shoulders. An example is where new construction is barricaded from existing improvements which does not cause any restrictions to existing improvements.	\$50 per 180 days	\$50 per 30 day per 1/2 mile
Sidewalk Closure-Arterial per Major Collector	Closing any pedestrian sidewalk located on an Arterial or Major Collector Street	\$20 per day	\$100 per day per 1/2 mile
Sidewalk Closure-Minor Collector per local Street	Closing any pedestrian sidewalk located on a Minor Collector per Local Street	\$20 per day	\$20 per day per 1/2 mile
Bus Stop Closed or Relocated	Closing or Relocating an active Bus Stop	No Fee	\$50 Per Bus Stop per day
Bike Lane Closure	Closing a bike lane on any street classification	\$20 per day	\$40 per day per 1/2 mile
Traffic Lane Restriction: Arterial and Major Collector through lanes, left turn lanes and dual left median turn lanes.	Restricting a travel lane located within an Arterial or Major Collector Street	\$75 per day	Daytime: \$140 per lane per day per 1/2 mile
			Nighttime : \$120 per lane per day per 1/2 mile
			Day (24 hours) : \$460 per lane per day per 1/2 mile
Traffic Lane Restriction: Minor Collector through lanes, left turn lanes, dual left median turn lanes, Local Roadways,... (cont).	Restricting a travel lane located within a Minor Collector Street, Local Street, Shoulder or Closure of an Alley	\$75 per day	Daytime: \$75 per lane per day per 1/2 mile
			Nighttime: \$50 per lane per day per 1/2 mile

Type	Description of Service	Current Fee	Proposed Fee
Shoulder Restrictions and Alley Closures.			Day (24 hours): \$225 per lane per day per 1/2 mile
Left and Right Turn Lane Prohibition - Signalized Intersection	Not maintaining vehicular left or right turn movement at signalized intersections	\$50 per day per direction	Daytime: \$100 per turn lane per day
			Nighttime: \$50 per turn lane per day
			Day (24 hours): \$300 per turn lane per day
Median Left turn lane and designated right turn lane prohibition - Non-signalized Intersections Arterial and Major Collector Roadways	Not maintaining median left turn and right turn movement where turn movement exists and not located at signalized intersections on Arterial and Major Collector Roadways	N/A	\$75 per turn movement prohibition per day
Road Closure: Arterial and Major Collector Roadways	Closing a direction of travel within an Arterial or Major Collector Street	\$2500 per day	Daytime: \$750 per direction per day per 1/2 mile
			Nighttime: \$250 per direction per day per 1/2 mile
			Day (24 hours): \$1500 per direction per day per 1/2 mile
Road Closure: Minor Collector	Closing a Minor Collector Street	N/A	Daytime (6:00am to 4:00pm): \$750 per street per day per 1/2 mile
			Nighttime (4:00pm to 6:00am): \$250 per street per day per 1/2 mile

Proposed Traffic Control Permit Penalties

Proposed Penalty	Current Fee	Fee
Restricting a vehicular or pedestrian travel lane without a required Temporary Traffic Control Permit; or failure to extend an existing permit where traffic control cannot be removed due to site conditions.	N/A	\$1000 per 1/2 mile restricted per day
Restricting a travel lane during peak traffic hours without authorization	N/A	\$1000 per 1/2 mile per lane per peak period per incident
Failing to correct a violation within the time period stated on the Notice of Violation	N/A	\$1000 per incident per day
Restricting a vehicular travel lane within 300 ft of signalized intersection without a police officer present	N/A	\$1000 per signalized intersection per incident per day
Failure to follow the restrictions, limits, times and locations of the approved Traffic Control Plan or Traffic Control Permit.	N/A	\$500 per 1/2 mile per incident per day
Missing devices, unacceptable quality of devices, or improper use of barricade devices and/or delineation devices as shown in City of Phoenix Barricade Manual.	N/A	\$250 per 1/2 mile per incident per day
Failure to maintain a temporary pavement which creates a hazard to vehicular traffic.	N/A	\$1000 per 1/2 mile per day per incident
Leaving properly stowed barricade devices in the right-of-way 72 hours after a Traffic Control Permit has expired	N/A	\$250 per 1/2 mile per day
Rendering an active bus stop inaccessible without relocating it or making other approved accommodations	N/A	\$250 per location per Day
Closing, restricting, or rendering a sidewalk or pedestrian pathway unusable without authorization	N/A	\$500 per Day per 1/2 mile



Traffic Control Policies and Fees



Types of Traffic Control Permits

- Private Development
- Utilities
- CIP Projects
- Special Events



Traffic Control Permits

**180% increase
since 2020**

- 339 (2020)
- 584 (2021)
- 600 (2022)
- 871 (2023)
- 950 (2024)



Policy & Process Improvements

Moratoriums

- Spring Training
- NASCAR
- Freeway Closures
- Holiday Shopping



Policy & Process Improvements

Development Phasing

- Offsites vs. Onsites
- Coordination



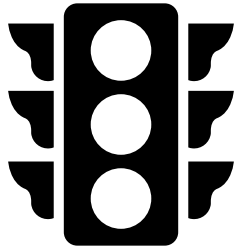
Policy & Process Improvements

Rapid Improvement Event

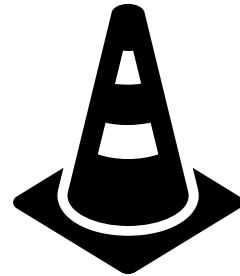
- Prescreens
- Insurance



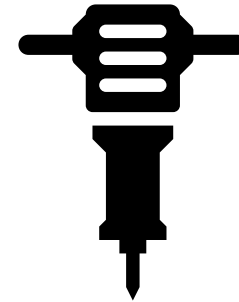
Current Fee Structure



Basic fee structure



No incentives



No fines or sanctions

Proposed Fee Schedule

Key Structure

- Type of street
- Number of lanes
- Length of closure
- Peak hours vs. Non-Peak



Proposed Fee Schedule

Sanctions

- Life safety issues
- Unapproved schedule
- Continued violations



Proposed Fee Schedule

Sanctions

Restriction without permit: \$1000/day

Outside schedule: \$500/day

Unauthorized barricade: \$500/day

Failure to correct: \$1000/day



Implementation

- Additional revenue
- Communication
- Road Restrictions Map



Summary

- Fee schedule
- Peer cities
- Outreach
- Incentive based approach
- Sanctions when necessary





Next Steps

- Council Action: November 18
- Communication & Outreach
- Effective: January 1