

Notice of Changes to Traffic Control Fees

Type: Fee

Description:

In accordance with Arizona state law, public notice is hereby given that the Goodyear City Council will consider approving a change to the following increases in right-of-way management fees no sooner than 15 days after the posting date of this notice. The fees will be considered at the Goodyear City Council meeting scheduled on 1/27/25 at 5:00 PM. The meeting will take place at Goodyear City Hall - 1900 N Civic Sq, Goodyear, AZ 85395.

The report/data supporting the proposed fees is attached hereto and is on file in the office of the Goodyear City Clerk. The following updates are proposed:

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
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

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

For more information, please email ROWmgt@goodyearaz.gov

Traffic Control Permit Fee Increase - Report

Overview

The City of Goodyear proposes an increase to its traffic control permit (TCP) fees to:

- address the increasing TCP demand for work in the City's public rights-of-way;
- appropriately charge for the private and non-traffic use of the City's public rights-of-way;
- better manage and mitigate the impacts TCPs have on the public who rely on the City's public rights-of-way to travel in, around, and through the City; and
- address the increasing staffing and resource demands and associated administrative costs related to City staff reviewing, managing, and inspecting these traffic control permits.

This fee adjustment is necessary to ensure the continued efficient and effective management of the City's TCP program. The adjustments help to more accurately reflect the public costs and related value of the City's public rights-of-way especially associated with impacts of temporary restrictions and closures have on the travelling public and the non-delegable duty of the City to manage the public rights-of-way for the good of the public.

Rationale for Fee Increase

Over the past five years, the City of Goodyear has experienced a 180% increase in the number of TCPs issued. This surge in demand has placed additional strain on the Program's administrative resources and the City's ability to appropriately manage the Program and the work in the City's public rights-of-way.

Number of Traffic Control Permits (TCP) issued by the City of Goodyear per Fiscal Year		
Fiscal Year	Number of Traffic Control Permits Issued	% Change
FY20	339	N/A
FY21	584	+72.3%
FY22	600	+2.7%
FY23	871	+45.17%
FY24	950	+9.07%

Each permit issued results in some sort of restriction or closure of the City's public right-of-way to the inconvenience of the traveling public. The amount of the fees currently charged for these closures are not sufficient to incentivize the timely completion of the work and the City has experienced long closures of City public rights-of-way with no work being undertaken.

To maintain the high level of service expected by our community and to ensure critical and necessary work can proceed in the City's public rights-of-way, the City must dedicate and allocate additional staff and resources to effectively manage this increased workload. Data associated with the increase in TCPs issued by the City is reflected in the chart above.

The changes proposed to the City's current TCP program fees capture costs for services for which fees are not currently imposed and differentiate between the costs to the City and impacts to the traveling public of restrictions and closures of the City's public rights-of-way based on the length of the closure, the number of lanes being closed, the duration (hours and days), the types of roads (collector vs. arterial), the portion of the City's public rights-of-way to be impacted (sidewalk, bike lane, travel through lane, turn lanes, etc.).

The proposed changes also reflect that there is value to use of the City's property. In addition, the proposed changes will serve as an incentive for the timely completion of the work that necessitates the closure of public right of way.

In formulating this new schedule, the City researched the traffic control fee schedules of six neighboring communities -- Glendale, Mesa, Peoria, Phoenix, Surprise and Tempe. Goodyear's proposed schedule is comparable to the ones used by these cities.

The proposed traffic control permit fee schedule is included below.