Goodyear Transportation Master Plan

12.1.2023

RESOLUTION NO. 2023-2371

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, ADOPTING THE 2023 GOODYEAR TRANSPORTATION MASTER PLAN.

WHEREAS, the purpose of the City of Goodyear's Transportation Master Plan is to proactively create transportation network goals that include a multimodal transportation system, a well-functioning transportation system, and interagency transportation planning collaboration; and

WHEREAS, on July 27, 2022, the City of Goodyear contracted with HDR Engineering, Inc. to assess and update the 2014 Transportation Master Plan; and

WHEREAS, significant public outreach was conducted with a TMP Study Team, General Plan Study Team, Project Working Group, interviews, public surveys, project webpage, social media posts, and in-person meetings; and

WHEREAS, on November 13, 2023, by Resolution 2023-2362, the Mayor and City Council adopted the Goodyear General Plan 2035, which includes transportation system goals; and

WHEREAS, the 2023 Goodyear Transportation Master Plan aligns with the adopted Goodyear General Plan 2035; and

WHEREAS, the 2023 Goodyear Transportation Master Plan identifies immediate and future Capital Improvement Program projects related to accomplishing the transportation system goals in the Goodyear General Plan 2035; and

WHEREAS, the Mayor and City Council find adopting the 2023 Goodyear Transportation Master Plan is in the best interest of the City of Goodyear.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. The "2023 Goodyear Transportation Master Plan", a copy of which is attached hereto as Exhibit A and incorporated herein by reference, is hereby adopted by the City Council.

SECTION 2. Resolution 2023-2371 shall be effective upon the date of its adoption.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a 7-0 vote, this 18th day of December, 2023.

Joe Pizzillo, Mayor

Date: 12-18-2023

ATTEST:

Darcie McCracken, City Clerk

APPROVED AS TO FORM:

Roric Massey, City Attorney

CITY OF GOODYEAR, ARIZONA INCORPORATED 1946

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Introduction

The Goodyear Transportation Master Plan (the Plan) is the City of Goodyear's plan for maintaining and enhancing its transportation system.

The Plan addresses all transportation modes in Goodyear—vehicular, nonmotorized, micromobility, transit, and aviation—and provides the City with direction on specific improvements to enhance the ability of residents and visitors to navigate the community.

The Plan provides the City with policy direction and guidance for a range of transportation improvements. Planning-level cost estimates are discussed, and improvement projects are prioritized to assist with project programming and implementation. The planned improvements identified in the Plan will be implemented by the City through capital project construction, by private development (through development agreements with the City), and through regional improvements funded through the Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG), a Council of Governments that serves as the regional planning agency for the 27 cities and towns and 3 Native nations which comprise the metropolitan Phoenix area.

Goodyear in Context

Place in the Valley

The City of Goodyear is located in the southwestern Phoenix Metropolitan Area in Maricopa County. Set against the western foothills of the Sierra Estrella mountains, Goodyear extends across Rainbow Valley and the edge of the Sonoran Desert National Monument to the southwest. The City is bordered to the east by Avondale and west by Buckeye. Glendale and the Luke Air Force Base are located to the north, and the Town of Litchfield Park borders the community to the northeast. The City is bisected by the Gila River, and served by the regional freeway system with interchanges with the Interstate 10 (I-10) and the State Route 303 Loop (Loop 303).

Goodyear's location within the Phoenix metropolitan area has significant bearing on its transportation system.

Goodyear is located in the southwestern portion of the Phoenix metropolitan area, and the northern portion of the City is well served by the regional freeway system. Source: Goodyear Economic Development.

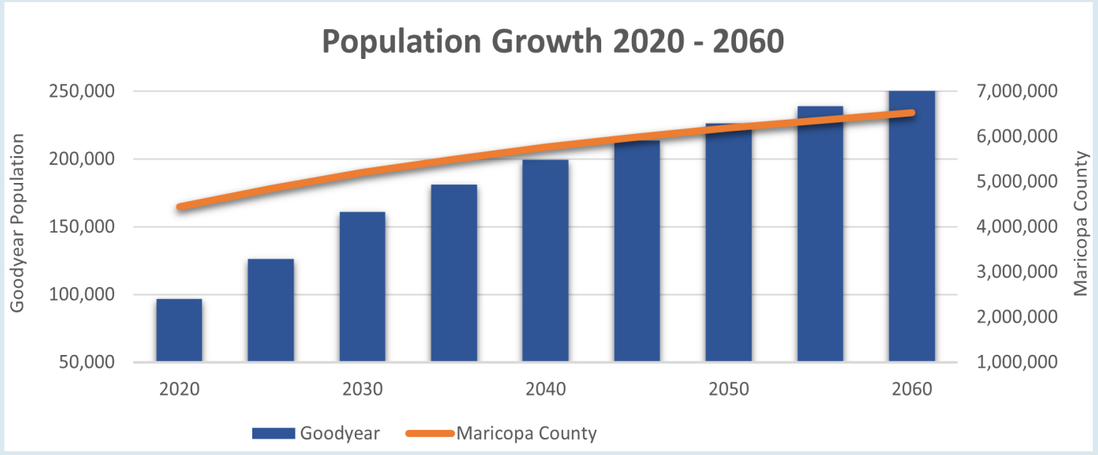
Community Profile

For the past decade, Goodyear has been one of the fastest growing communities in the nation.

Since 2010 Goodyear has seen a 57 percent increase in age 65+ population. Today, nearly 25 percent of the population is under 18. Providing transportation options such as bicycle and pedestrian facilities and transit options such as WeRIDE ensures the community is able to access the resources and mobility necessary for the quality of life Goodyear residents enjoy today.

In addition to recreation and health purposes, residents would like safe and efficient bicycling and walking options to destinations, including shopping, schools, employment, and entertainment destinations throughout the City. The Plan recommends improvements to help meet this growing demand for active transportation choices.

Figure 1. Goodyear and Maricopa County Projected Population Growth
Source: Arizona Commerce Authority (2023)



Growth Patterns

Projections for growth in Goodyear show the City both north and south of the Gila River increasing in population and employment through the Plan's 20-year planning horizon.

The 2022 and 2045 projected population (Figures 2 and 3) and 2022 and 2045 projected employment (Figures 4 and 5) at right show the current and projected population and employment density across the developing portions of Goodyear through the 2045 plan horizon.

Today, less than a quarter of privately owned land in Goodyear's planning area is developed, with much of the developable private land existing south of the Gila River.

As density increases with build-out of neighborhoods, the city's developing transportation network will support more travel. The density south of the Gila River and to the west (Buckeye, not shown) is projected to increase substantially, necessitating new roadway projects such as the Estrella Parkway bridge widening (in design) and the planned State Route 30 (SR 30) regional freeway.

The average population density in Goodyear north of the Gila River is anticipated to be nearly 3,200 people per square mile in 2045; population density in the area south of the Gila River is anticipated to be approximately 1,100 people per square mile in 2045.

Changes in the regional population have resulted in the combination of the small Avondale-Goodyear Urbanized Area (UZA) with the Phoenix-Mesa UZA. This change has implications for how regional resources are allocated, and in particular, transit funding. With the combining of UZAs, Goodyear will lose access to federal funds to support transit operations in the City, shifting costs to the City.

Figure 2. 2022 Population Density (left)
Figure 3. 2045 Population Density (right) Source: MAG

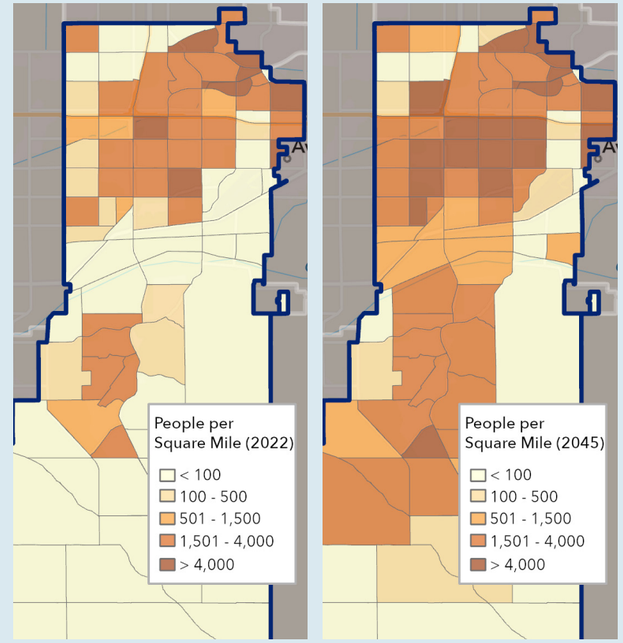
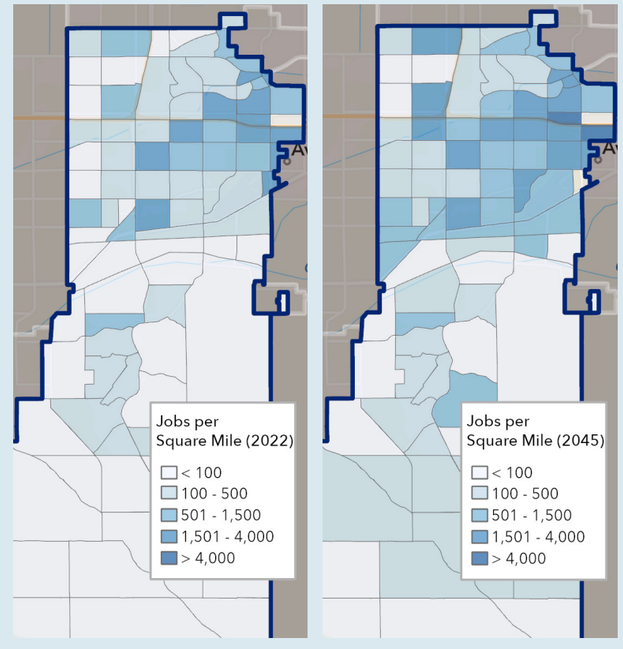


Figure 4. 2022 Employment Density (left)
Figure 5. 2045 Employment Density (right) Source: MAG



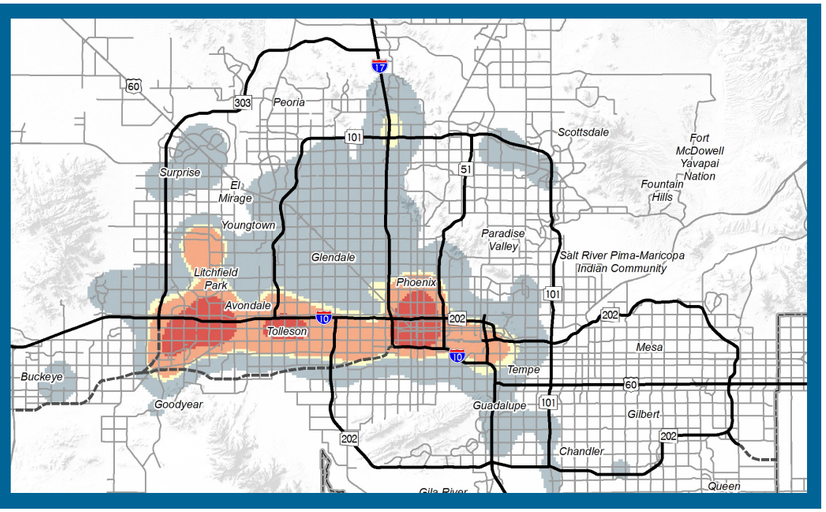
Commute Patterns

The following maps analyze live-work patterns for the City of Goodyear. The data used for these maps comes from an annual survey conducted as part of the Maricopa County Travel Reduction Program (TRP) and provides a sampling of the overall commute picture of Goodyear residents and workers.

According to the U.S. Census Bureau, over 90 percent of people living in Goodyear commute outside the city for work. At the same time, as can be seen in the TRP data, the commute region for Goodyear employment draws from a large area outside the City as well.

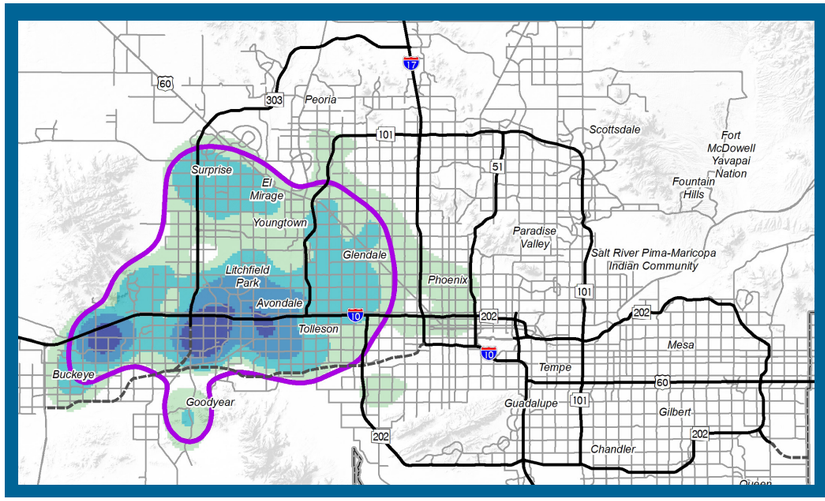
An efficient and regionally connected transportation system is vital to Goodyear. Goodyear works closely with neighboring jurisdictions, Maricopa County, MAG, and ADOT to ensure the transportation needs of its residents are met today and in the future. A number of the improvements identified in the Plan are under the jurisdiction of other agencies, and are included to emphasize the importance of these projects to both Goodyear residents and the greater region. The following maps analyze live-work patterns for the City of Goodyear.

Where people living in Goodyear work



Source: MAG (2023)

Where people working in Goodyear live



Source: MAG (2023)

Goals and Objectives

Introduction

The goals, objectives, and policies outline the framework for implementing the Plan and achieving Goodyear's "Guiding Vision". Goals are general in nature and describe the ideal future situation. The objectives identified under each goal provide intermediate milestones that are essential to ultimately achieving the City's goals. The objectives are expressed in terms that are measurable and achievable. In some instances, several objectives may apply to each goal. Policies are the actions to be followed to accomplish the objectives.

Goodyear's Major Arterials include generous 8-foot wide sidewalks (pictured McDowell Road.)

Overall, the goals are aligned with those identified in Goodyear's General Plan 2035, and in particular, with those goals identified in the "Livable and Connected" fundamental strategy. The City has made substantial progress since the last Plan update. Goals and objectives were updated to address this progress and the evolving needs of transportation system users and to incorporate public engagement in that process.

The goals, objectives, and policies were carried forward from the 2014 Plan, and were revised to address accomplishments since that time, changing conditions (for example, delays in the implementation of improvements such as SR 30 on account of regional funding shortfalls), and stakeholder and City Council input.

The goals for roadways, transit, active transportation (walking and bicycling), and aviation are discussed in the following sections.

Roadway Goal

A well-functioning roadway network that effectively and efficiently serves Goodyear's residents, visitors, and employers.

Roadway Objective 1: Continue to coordinate with MAG, ADOT, the Federal Highway Administration (FHWA), and other agencies to enhance regional connectivity.

Policy 1a: The City shall partner with MAG, ADOT, FHWA, and the Maricopa County Department of Transportation (MCDOT) to implement the design and construction of the planned extension of SR 303 Loop (Loop 303) from its current terminus at Van Buren Street to an interim at-grade intersection with Maricopa County Route 85 (MC 85).

Policy 1b: Continue to partner with said agencies for the eventual continuation of Loop 303 to the planned SR 30 (east- and westbound access). (Search for "SR 30" at azdot.gov for more information.)

Note: Recommendations for Loop 303 south of the proposed SR 30 follow those identified in MAG's framework studies and are beyond this Plan's 2045 horizon.

Policy 1c: The City shall collaborate with MAG, ADOT, FHWA, and MCDOT to ensure that a 300- to 350-foot right-of-way is preserved for development of Loop 303.

Policy 1d: For properties or existing master plans that currently have designated the need for a freeway or high-capacity road corridor, the City shall require that the property owners acquire (or provide resources for the City to acquire) necessary on- or off-site rights-of-way for the designated freeway or road corridor in an amount that is roughly proportional to the development's traffic on such a freeway or road corridor.

Policy 1e: The City shall continue to use its adopted cross sections for arterial, collector, and residential roadways.

Policy 1f: The City shall regularly monitor its roadway and intersection levels of service to implement lane additions, lighting improvements, and traffic control upgrades within a reasonable cost.

Policy 1g: The City shall continue to use roadway construction standards produced by MAG.

Policy 1h: The City shall implement the projects listed in its Capital Improvement Plan (CIP) to install illuminated street signs for traffic signals at the intersections of major arterial roadways.

Policy 1i: The City shall partner with MAG, ADOT, FHWA, and MCDOT to facilitate the development of a West Valley Maintenance Facility adjacent to the Goodyear I-10 Park-and-Ride at 133rd Avenue. Future consideration should be given to the design and construction of high-occupancy vehicle direct access ramps from I-10.

Policy 1j: The City shall develop and maintain a roadway network consistent with the Roadway Functional Classification Map shown in the Plan.

Roadway Objective 2: Effectively transport truck traffic through the City with minimal adverse impacts on residential areas and pedestrians.

Policy 2a: The City shall enforce the Goodyear Code of Ordinances 13-2-13: Truck Routes.

Policy 2b: The City shall install truck route signs to denote through routes and bypass routes in the City.

Policy 2c: The City shall review and periodically monitor the impact of truck routing on city-wide traffic mobility and circulation.

Roadway Objective 3: Evaluate the need for enhanced mobility throughout the community.

Policy 3a: The City shall support the expansion of existing bridges and addition of future bridges across the Gila River to provide high-capacity corridors that connect the central and southern regions of its planning area.

Policy 3b: The City shall partner with the Cities of Phoenix and Avondale, the Town of Buckeye, and other agencies to establish SR 30—a high-capacity east-to-west corridor through the City—as identified in ADOT's Final Location/Design Concept Report, issued on April 28, 2020.

Aerial view of the I-10 and Loop 303 interchange during construction. The freeway has since been built to Van Buren Street, with plans underway to extend the Loop 303 to MC 85 by 2028.

Transit Goal

A community linked internally and externally with adequate transit service to meet the needs of its residents, workers, and visitors.

Transit Objective 1: Continue to provide transit service, extend the transit system, and make transit facility improvements in Goodyear.

Policy 1a: The City shall ensure that the rail and bus transit modes will be fully incorporated into an integrated multimodal transportation system.

Policy 1b: The City shall preserve rail corridors and evaluate other existing corridors for potential use for future rail transit or for "rails-to-trails" recreational use.

Policy 1c: The City shall reduce its internally generated vehicle trips per day leaving and returning to the community by improving Goodyear's employment base.

The 2018 MAG Commuter Rail System Study proposed rail service between Buckeye and downtown Phoenix, with two stops in Goodyear. (Pictured New Mexico Rail Runner Express commuter rail)

Policy 1d: The City shall continue to locate, design, and improve (where necessary) bus bays along transit corridors (for example, McDowell Road, Van Buren Street, and Estrella Parkway) to provide bus patrons with access, shelter, and safety.

Policy 1e: The City shall continue to partner with Valley Metro to investigate and implement accessible, on-demand transit services for older individuals and special needs residents and to expand local fixed transportation routes.

Policy 1f: The City shall encourage ride sharing and shall coordinate with ADOT and MAG to promote the development of high-occupancy vehicle lanes in freeway corridors.

Policy 1g: The City shall identify I-10 and Loop 303 as preferred corridors for express bus routes within and outside the City.

Transit Objective 2: Evaluate the cost and public benefit of continuing a community- or subcommunity-wide microtransit circulator system.

Policy 2a: The City shall continue to monitor the cost and benefits of continuing the WeRIDE microtransit service currently piloted in the City and consider expanding it to other areas of the City if survey data suggest sufficient patron demand and need.

Transit Objective 3: Continue to promote the potential for commuter rail through the City.

Policy 3a: The City shall continue to support regional efforts to implement the Union Pacific Railroad (UPRR) as a commuter rail corridor serving the transportation needs of residents, workers, and visitors between southern Arizona (Tucson), Sky Harbor International Airport, downtown Phoenix and Goodyear.

Policy 3b: The City shall evaluate the potential of a commuter rail station north and east of the intersection of MC 85 and Estrella Parkway, as identified in MAG's Commuter Rail System Study.

Active Transportation Goal

More sustainable transportation options for residents and visitors.

Active Transportation Objective 1: Encourage bicycling for commuting and recreation.

Policy 1a: The City shall implement bicycle lanes as identified in the adopted Parks, Trails, and Open Space Plan.

Policy 1b: The City shall provide bicycle lanes for the safe operation of bicycles on all identified collector and arterial roadways when they are widened or newly built and, if possible, when they are repaved or reconstructed.

Policy 1c: The City shall expand on the identified regional bicycle system with additional active transportation linkages in Goodyear including the Roosevelt Irrigation District (RID) canal, along the Gila River, and a multiuse path along the future SR 30.

Policy 1d: The City shall collaborate with private developers to identify opportunities to reduce gaps in the active transportation network between residential neighborhoods, key activity centers, and connection points to the main roadway network.

Goodyear's street standards call for bicycle lanes on all arterial and collector streets.

Policy 1e: The City shall identify opportunities to create safer crossings for nonmotorized transportation users and implement safety countermeasures such as midblock crossings and grade-separated crossings where feasible and appropriate.

Active Transportation Objective 2: Explore options for offering bicycle and micromobility sharing options.

Policy 2a: The City shall investigate the installation of mobility hubs as identified in the Avondale-Goodyear Transit Study and this Plan.

Active Transportation Objective 3: Continue to promote a safe, walkable community.

Policy 3a: The City shall continue to follow principles established by Crime Prevention Through Environmental Design.

Policy 3b: The City shall investigate locating park benches every quarter mile along major walking corridors in the City.

Policy 3c: The City shall use design provisions to ensure that pathways and walkways are in accordance with Americans with Disabilities Act (ADA) requirements.

Aviation Goal

A functional and economically successful airport.

Aviation Objective 1: Support the realignment of the Phoenix-Goodyear Airport main entrance to Bullard Avenue.

Policy 1a: The City of Goodyear will continue to partner with the City of Phoenix in planning for establishing the main entrance to the Phoenix-Goodyear Airport from Bullard Avenue.

Aviation Objective 2: Support airport-compatible development.

Policy 2a: The City of Goodyear will respect noise contour lines established by past and updated aviation studies in siting appropriate adjacent and proximate land uses.

The Phoenix Goodyear Airport Master Plan guides airport development. 2023 was the facility's busiest year ever with 220,000 takeoffs/landings.

The Phoenix-Goodyear Airport supports over 700 jobs in Goodyear.

Planning Process

This update builds on the 2014 Plan, which lays the foundation for transportation planning in Goodyear. Much has been accomplished since 2014, and the Plan seeks to validate and update the recommendations made at that time to advance the City's transportation goals.

Public Involvement

Incorporating public input was an important aspect of the planning process. The plan was developed over a year, and during that time several touchpoints allowed for engagement. A summary of the project's public involvement activities is found in Appendix A.

General Plan 2035

This Plan was developed in coordination with the Goodyear General Plan 2035, which was being updated concurrently with the Plan. In November 2022, the study team discussed transportation issues and concerns with the General Plan Committee (committee members, who were appointed by the Goodyear City Council, provided input and guidance for General Plan 2035). The study team consulted with the General Plan team throughout the planning effort to ensure that the plans reinforced and reflected consistent goals and objectives.

Goodyear Transportation Master Plan StoryMap

The centerpiece of the effort to engage Goodyear community members in the update was the Goodyear Transportation Master Plan StoryMap, an interactive webpage created to provide information on the study and solicit input. The StoryMap was launched in January 2023 and was updated with schedule information and opportunities to provide input on issues, concerns, and opportunities for the Plan to consider. The StoryMap has received over 2,200 visits through October 2023.

The Goodyear Transportation Master Plan StoryMap is a web map that has been created to give context and provide information on the Plan. It integrates maps, legends, text, and photos with added functionality, such as swipe, pop-ups, and time sliders, that helps users explore its content.

Surveys

Two surveys were conducted during the Plan's development. These surveys were linked through the Plan webpage and the StoryMap, and pushed out to the community through the City's social media sites (Facebook, Twitter [now X], and Nextdoor). A summary of the survey responses is found in Appendix A.

Goodyear is well connected. In addition to traditional open house meetings, the project included a mobile-device friendly web site with a StoryMap, email blasts, and social media campaigns to engage the public.

SURVEY 1

The Existing and Future Conditions Survey was launched on January 17, 2023, and open through February 17, 2023. The survey questions gauged issues and concerns and was organized around the StoryMap content so that respondents had access to transportation information to assist with their comments. Nearly 400 responses were received, with respondents providing information that helped to inform the key study issues.

SURVEY 2

The Second Transportation Survey was launched on September 12, 2023, and open through October 8, 2023. The Second Transportation Survey presented respondents with follow-up questions about major concerns identified by the community from the first survey (such as safety, truck traffic, and signal timing). The second survey also gathered community feedback and views on transit and bicycle and pedestrian facilities. The survey received 267 responses that helped inform and guide the recommendations.

Focus Group Meetings

Since the business community does not necessarily participate in community outreach activities, input on the Plan was solicited from representatives of key industries and businesses in Goodyear, including those in the categories of retail/higher learning, office/medical/distribution, and industrial. A summary of the information collected is included in Appendix A.

City Council Work Session

A Plan update was provided to the City Council at the Work Session meeting on June 5, 2023. Council members provided valuable input on the study effort, issues identified, and their priorities. This guidance was reflected in the Plan recommendations and priorities.

General Plan Open Houses and Virtual Meeting

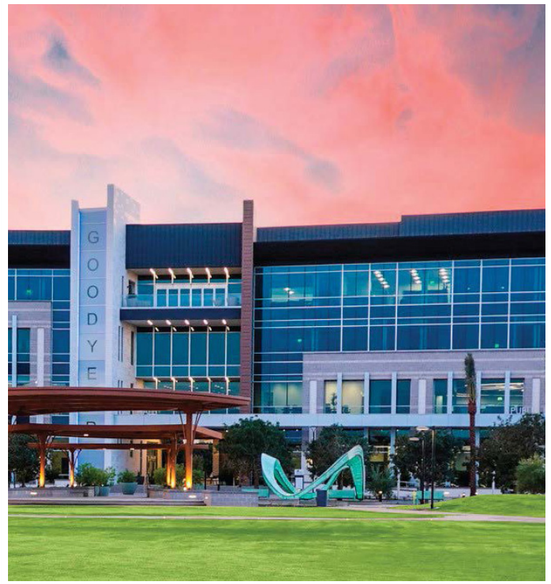
Information was presented at three open houses held on June 6, 7, and 8, 2023 at the Estrella Foothills High School, Goodyear Recreation Campus, and Mabel Padgett Elementary, respectively. Representatives from the study team were on hand to discuss the Plan and document concerns and issues raised.

On June 14, 2023, a virtual public meeting was held (via Zoom). The meeting included an overview and update of the Plan process and a question-and-answer session.

Relationship to Other Plans, Policies, and Guidance Documents

General Plan

The Plan supports the City's General Plan, and the objectives outlined in the Plan implement the General Plan. The General Plan describes the City's vision for future community development and identifies the goals set to achieve that vision. This Plan provides greater detail with regard to transportation infrastructure to achieve the City's vision as embodied in the General Plan. The General Plan elements address every facet of City planning. The General Plan Land Use and Transportation Plan map is consistent with the Plan's Functional Classification Map, with the exception that the Transportation Master Plan is recommending the conversion of the "Parkway" concept to "Major Arterial" (the rationale for this change is found in the discussion of Functional Classification). It should be noted that the General Plan Amendment process defines changes to the roadway plan, separate from a land use change, as a Minor Amendment. The Minor Amendment process is defined in the General Plan document.



Public hearings for the draft General Plan 2035 were held in October 2023, and a special election will be held in 2024 for Goodyear voters to vote on the updated General Plan.

2023 Parks and Recreation Master Plan

The City adopted the 2023 Parks and Recreation Master Plan at the November 13, 2023 City Council meeting. The off-street facilities identified in the Parks, Recreation, Trails and Open Space Master Plan play an important role in the city's active transportation network. An example is the Bullard Wash linear path, which is being implemented in phases across Goodyear from north to south. Over half of respondents to the first survey reported the need for more active transportation connections off main roadways as best representing their views regarding pedestrian and bicycle transportation in the City. Based on the unofficial election results of the City's November 7 parks and recreation projects bond measure, residents voted to extend the Bullard Wash trail system from McDowell Road and 150th Avenue south to connect to Goodyear Ballpark.

Engineering Design Standards and Policy Manual

The Design Standards and Policies Manual informs the planning and design of public and private infrastructure. Design concepts and specific technical data are outlined. Chapter 4, Transportation, describes the requirements for street classifications within the City (standard street cross sections are illustrated in the City's Standard Engineering Details). The existing streets and proposed streets shown in the Plan's Functional Classification Map are required to be incorporated into the design of new development.

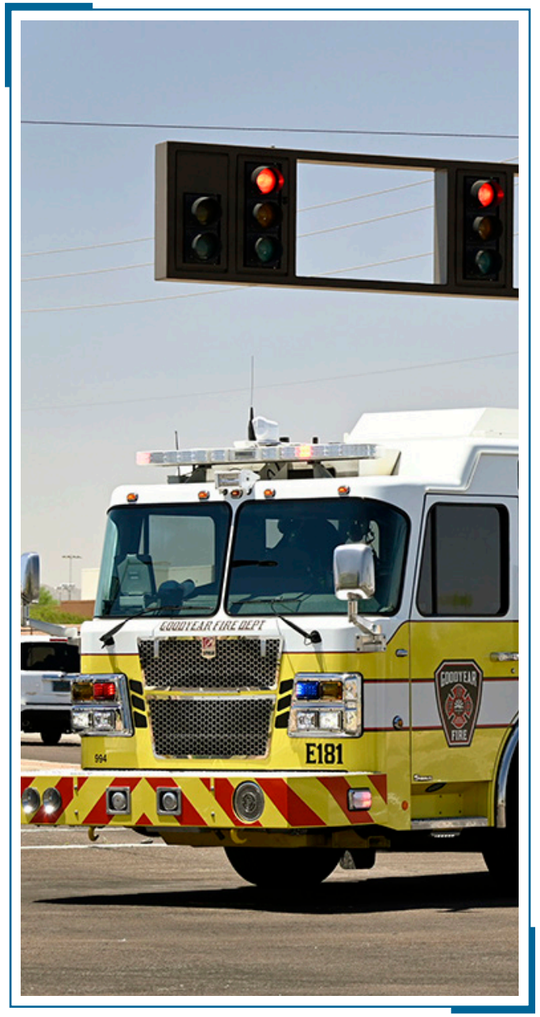
Key Study Issues

As part of the planning process, existing and future transportation needs were evaluated. Information on existing and future conditions is documented in the Plan's Existing and Future Conditions report (see Appendix B). This information was shared with the community through a StoryMap on the Plan's webpage. This document (and the accompanying StoryMap) provides background information for the Plan.

Community outreach was conducted to understand residents' concerns and ideas regarding Goodyear's transportation system. Outreach activities included two community surveys, focus group meetings with businesses representing key sectors in Goodyear (retail/higher learning, office/medical/distribution, and industrial), and open houses conducted in tandem with the General Plan 2035 update. Based on this understanding, key study issues emerged, as discussed in the following sections.

Areas of Focus:

- Congestion
- Gila River Crossings
- Truck Traffic
- Bicycle and Pedestrian Facilities
- Transit
- Speeding



Congestion

Traffic in Goodyear has grown as a result of substantial community and regional growth. As noted in the introduction, many Goodyear residents travel outside of the City for their daily commutes—similar to the growing Buckeye population to the west of Goodyear. While Goodyear is making significant advances in fostering employment in the City, most residents will continue to commute out of the city for work.

Numerous factors, including the City's pattern of growth and location in the Phoenix metropolitan area, have contributed to the congestion residents experience. The level of construction activity in the City supporting this growth also results in roadway restrictions that affect travel (nearly two-thirds of the transportation survey respondents stated that construction phasing should be a consideration when planning street improvements to mitigate construction-related traffic impacts). Roadway improvements planned or underway will go a long way toward improving traffic conditions.

The City's strategic roadway improvements will improve mobility; however, ever-increasing roadway capacity projects alone will not resolve the congestion Goodyear and regional residents are experiencing. In addition to the City's continued improvements to the roadway network, investments in Intelligent Transportation Systems (ITS; to optimize roadway operations, safety, and efficiency), active transportation projects to encourage bicycling and walking, and transit options recommended by the Plan are intended to strengthen the community's transportation network. Through this ongoing investment, the City can effectively mitigate the impact of increasing congestion while maintaining and enhancing the quality of life Goodyear residents enjoy today.

INRIX Data

INRIX real-time traffic flow uses anonymous, real-time Global Positioning System data from millions of connected vehicles and devices to deliver traffic information on major arterial roads. INRIX data, provided as part of a cooperative agreement with ADOT, was used to determine real-time traffic congestion during the peak morning (AM) and afternoon (PM) periods (see Figures 6 and 7). INRIX data, among other criteria, were used to prioritize roadway projects.

Figure 6. Average AM Peak Travel Time
Source: ADOT INRIX data (April 2022)

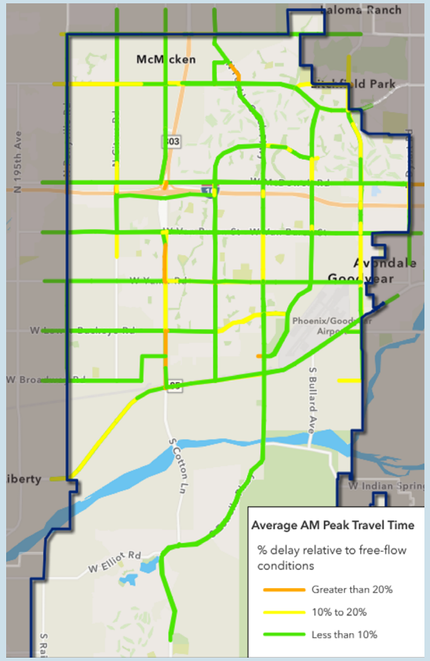


Figure 7. Average PM Peak Travel Time
Source: ADOT INRIX data (April 2022)

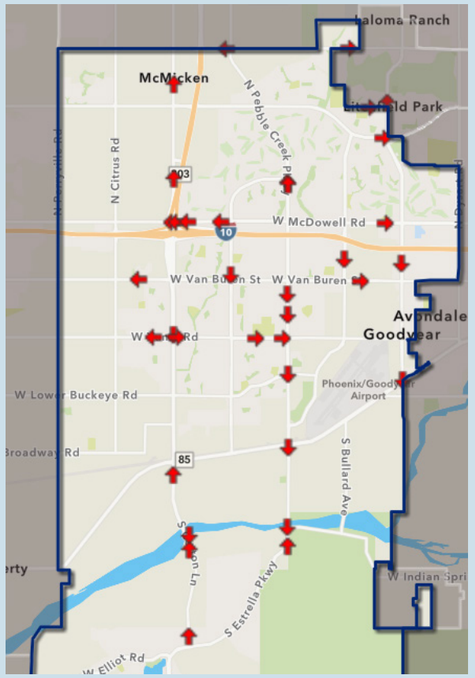
Scalloped Streets

Scalloped streets are sections of roadway with a reduction in the number of travel lanes, also called a lane drop. These locations force through traffic to merge, creating a "bottleneck" that can lead to congestion and delays (see Figure 8, Scalloped Street Locations).

Scalloped streets occur when development adjacent to an unimproved street builds out its portion of the street, while the other side of the street awaits development for improvements to occur. As traffic increases, these merges create bottlenecks in the flow of traffic, resulting in delays.

The nature of development over time has resulted in numerous bottlenecks in the City—which residents have cited as the number one congestion concern. In some circumstances, new developments are asked to build-out the street, with the later development reimbursing them when construction occurs. However, existing remnant scalloped streets are a challenge to correct given the extent and cost of improvements. The Plan recommends solutions to prioritize and help address this problem.

Figure 8. Scalloped Street Locations
(Note: locations as of January 2023)



Not only do scalloped streets contribute to congestion (due to merging and decreased roadway capacity), they can present gaps in the sidewalk network.

The Gila River Crossing

The City is divided by the Gila River, which separates northern and central Goodyear north of the river from the south-central and southern Goodyear areas. Today, the population south of the Gila River is just over 20,000 (one-fifth of Goodyear's current population).

Limited services and employment in this area result in vehicular trips across the Gila River to access northern and central Goodyear and the greater Phoenix region.

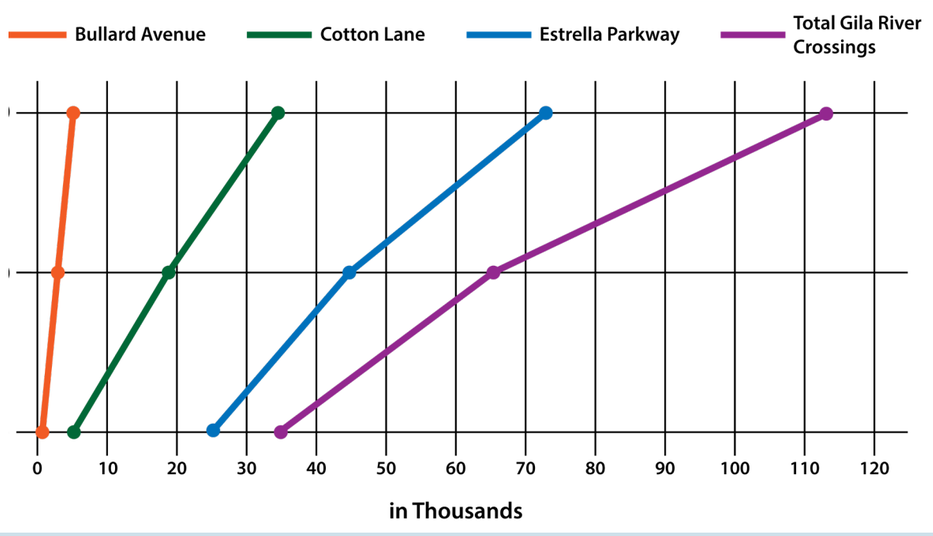
By 2045, the population south of the river is projected to grow to over 95,000 people (40 percent of the City's projected 2045 population of 234,000). This means that over the next 20 years, the area south of the Gila River is anticipated to grow as much as the area north of the Gila River.

Rendering of the Estrella Parkway Bridge over the Gila River Bridge. By 2040, three-lanes in each direction will be necessary to efficiently move traffic across the Gila River.

The Gila River presents a challenge to north-to-south travel in the city. Today, three crossings of the Gila River exist within Goodyear: on Cotton Lane, Estrella Parkway, and Bullard Avenue (see Figure 9). South of the Gila River, the Sierra Estrella and Estrella Mountain Regional Park create a barrier to the east. Limited roadways and development distinguish the southern planning area from the rest of the community. Bordering the city to the southwest is the Sonoran Desert National Monument.

The construction of the Cotton Lane bridge to accommodate future traffic demand, and the current planning for the Estrella Parkway bridge expansion demonstrate the City's foresight and ongoing commitment to addressing these significant transportation challenges.

Figure 9. Average Daily Gila River Bridge and all Gila River Crossing Vehicular Trips
Source: MAG Travel Demand Model



Truck Traffic

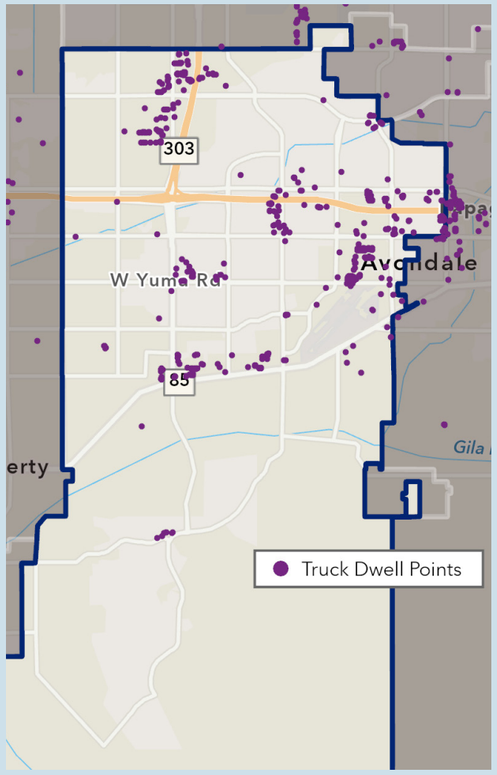
The City Council adopted a resolution in 2002 designating specific routes for trucks. Since that time, and the opening of Loop 303 in Goodyear, significant commercial development has occurred in the city. Numerous manufacturing and logistics businesses have opened as Goodyear's employment-focused growth areas develop (for example, the Loop 303 corridor and the SR 30/MC 85 corridor), along with improved access to the regional transportation system.

The City recognizes that convenient and efficient access to these areas is needed for continued economic growth, while acknowledging the importance of protecting residents and neighborhoods with a logical and reasonable approach to managing the truck traffic supporting that growth.

The City's approach to truck traffic is to designate specific routes for the use of trucks operating within the City's adopted ordinance for weight and size. These routes are identified as designated truck routes for Goodyear. All other routes would be for local truck traffic only. This means that trucks originating within and/or destined for locations within Goodyear would be required to take a designated truck route, accessing that designated truck route by way of the nearest and most direct arterial street route. Trucks traveling through Goodyear, with neither destinations nor origins in Goodyear, would be required to travel on the designated truck routes.

Truck activity in the Goodyear area (see Figure 10, where truck activity is represented by trucks with five or more minutes dwell time) is primarily focused in the Loop 303, MC 85, and Bullard Corridor Growth Areas. Other locations of note are larger shopping areas, including Estrella Parkway and the McDowell Road and Loop 303 corridors. Goodyear's truck route ordinance regulates truck activity throughout the City.

Figure 10. Truck Dwell Points
(Source: MAG (2023)



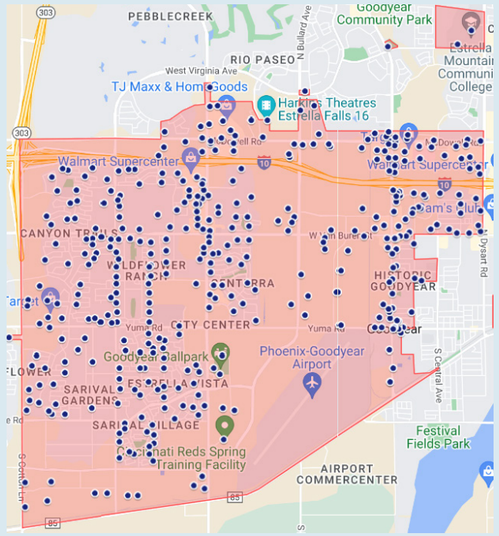
Bicycle and Pedestrian Facilities

Goodyear's arterial and collector streets are being developed with bicycle lanes and sidewalks; however, more needs to be done to promote active transportation (bicycling, walking, and mobility devices) in the city. The volume and speed of traffic on arterial streets creates an uncomfortable environment for all but the "strong and fearless bicyclists" (those willing to bicycle with limited or no bicycle-specific infrastructure). When surveyed about walking and bicycling, a majority (53 percent) of respondents to the first community survey stated that active transportation routes should be off the main roadway network.

The Bullard Wash trail being developed by the City is an opportunity to build a central feature of a connected network of trails and paths to make it easy for residents to choose bicycling or walking for transportation, recreation, or exercise. A system developed for bicycling and walking will also accommodate runners, joggers, wheelchair users (motorized or not), skaters, skateboarders, people with strollers, micromobility (for example, electric scooter [e-scooter], electric bike [e-bike]) users, and all other manner of wheeled devices.

Transit

Today, Goodyear's transit system consists of fixed-route bus service (including local bus, express bus, and a rural route) and the WeRIDE pilot rideshare service. Launched in November 2022, WeRIDE offers trips to and from fixed points in central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses, and community spaces. The WeRIDE pilot program has been well-received in Goodyear, and the City Council is evaluating continued implementation and potential expansion of the pilot service area. With the distance from communities south of the Gila River to City destinations, the WeRIDE service provides one option for further consideration in providing transit service to these communities.



Goodyear WeRIDE pilot service area showing stops. WeRIDE offers trips to and from fixed points within a 10-minute walk to central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses and community spaces.
Source: Google Maps.

Speeding

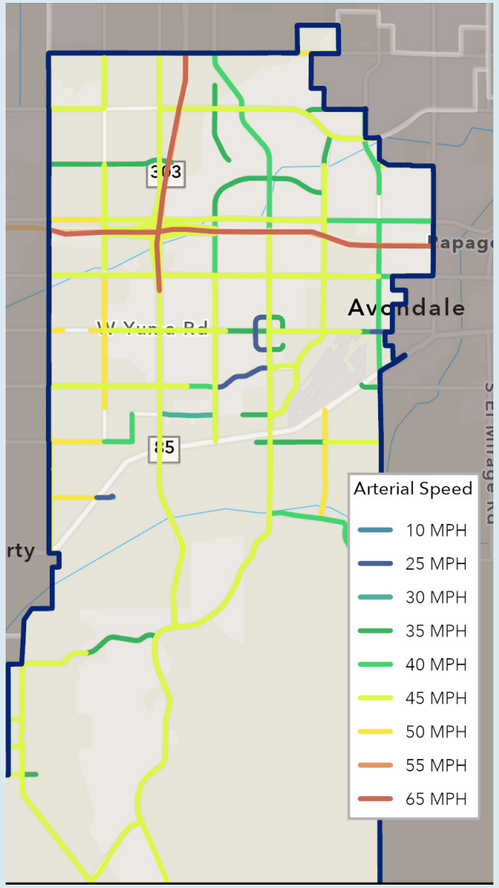
Vehicular speeding has emerged as an issue in Goodyear. The crash analysis done for this Plan revealed that speed-related crashes represented approximately 30 percent of all crashes and were responsible for an average of 2.6 fatalities per year (see Appendix B for additional crash information).

An effective anti-speeding program addresses all factors that influence speeding through engineering, enforcement, education, and emergency services—known as the four E's of safety. This Plan recommends preparing a Safety Action Plan. The U.S. Department of Transportation (USDOT) describes such plans as the basic building block to significantly improve roadway safety. Communities such as Goodyear are receiving USDOT discretionary funding through Safe Streets and Roads for All grants (SS4A).

Benefits of a Safety Action Plan:

- *Reduced fatalities and serious injuries from speeding-related crashes*
- *Greater potential for motorists to avoid crashes*
- *Enhanced safety for pedestrians, cyclists, and other vulnerable road users*
- *Driving population educated on the risks and consequences of speeding*
- *Enhanced community-wide safety culture, where safety is a top priority*

Figure 11. Arterial Posted Speed Limits
Source: Goodyear GIS (2022)



Goodyear's Transportation System

Goodyear's street network provides the framework for transportation and development in the city. The public right-of-way is one of the City's greatest infrastructure assets, and is relied upon by residents, businesses, and visitors on a daily basis to connect origins and destinations throughout Goodyear and the greater Phoenix metropolitan area.

Goodyear's network of roads includes sidewalks and bicycle lanes along its collector and arterial streets. Off-street multiuse paths suitable for bicycle and pedestrian travel (such as the Bullard Wash linear park) complement the street network. By considering different modes of transportation, the City will build capacity in its system to meet the needs of Goodyear's residents today and in the future.

The Plan identifies and recommends strategic actions to improve Goodyear residents' and visitors' ability to navigate the city, focusing on the multiple modes residents use to navigate the community efficiently and safely.

Presented as separate sections, the roadway network, active transportation amenities, and transit services work together to contribute to Goodyear's mobility. By considering these modes as a system, Goodyear will continue to develop the transportation system in a manner that meets the needs of all modes and all users.

Pebble Creek Parkway and McDowell Road

Roadway Network

Goodyear has a well-defined north-to-south and east-to-west arterial roadway grid network north of the Gila River; the roadway network south of the Gila River is more influenced by the area's topography, which is more varied and shaped by washes draining the Sierra Estrella to the east. Goodyear's planning area south of the Gila River, while developing, still includes large areas of undeveloped land with greater topographic variation.

Estrella Parkway is a Scenic Arterial, and ultimately envisioned to be three travel lanes north and south throughout Goodyear with bicycle lanes and sidewalks.

Three bridge crossings over the Gila River exist within city limits: on Cotton Lane, Estrella Parkway, and Bullard Avenue. The bridges provide access to the southern portion of the community. Loop 303, Estrella Parkway/ Pebble Creek Parkway, Bullard Avenue, and Litchfield Road are Goodyear's major north-to-south corridors. Major east-to-west corridors include Camelback Road, Indian School Road, McDowell Road, I-10, Van Buren Street, Yuma Road, and MC 85. Estrella Parkway is the main corridor connecting communities south of the Gila River to the northern portion of Goodyear. I-10 and the Loop 303 provide freeway access to the community (see below for additional information).

Regional Connections

Goodyear is well-served by the existing regional freeway system, with I-10 traversing the northern portion of the city east-to-west, Loop 303 traversing the City north-to-south, and SR 30 planned to extend from the Loop 303 and MC 85 east to SR 202 Loop (Loop 202) in Phoenix (the route is proposed parallel to and approximately 4 miles south of I-10).

I-10

As a continuous coast-to-coast route, I-10 is a principal freight route connecting the southern California ports with the Phoenix metropolitan area and major metropolitan areas in Texas and Florida.

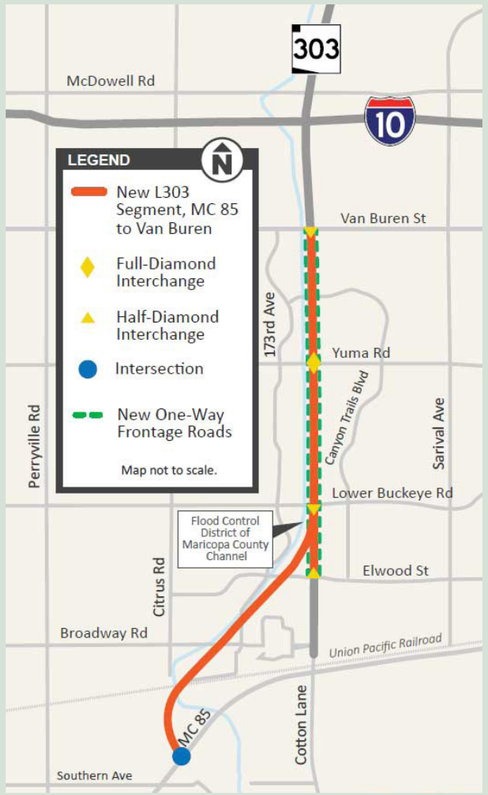
I-10 carries an average of more than 220,000 daily trips through Goodyear. When I-10 is closed to clear an incident, traffic backups can extend for many miles and last many hours, resulting in severe congestion, with traffic occasionally diverted onto parallel routes through Goodyear, including McDowell Road and Van Buren Street. Goodyear has an Integrated Corridor Management (ICM) signal plan that the City manages when such incidents occur.

LOOP 303

The Loop 303 freeway serves the Phoenix metropolitan area extending from Goodyear north and east to the I-17 freeway in northern Phoenix. The Loop 303 begins at Van Buren Street, and becomes a 6-lane facility at the interchange with I-10, before ending with an interchange at I-17, which is planned to be converted to a freeway-to-freeway interchange. See callout for additional information on improvements planned for the Loop 303 in Goodyear which will extend this route to MC 85. Construction is anticipated to begin in 2025 and be completed by 2028.

Loop 303 project elements proposed for construction include:

- *A new section of Loop 303 elevated over the cross streets and the Union Pacific Railroad, from MC 85 to Van Buren Street*
- *Two general purpose lanes in each direction from MC 85 to Lower Buckeye Road*
- *Three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street*
- *The southern half of the Van Buren Street diamond traffic interchange*
- *A full diamond traffic interchange at Yuma Road*
- *A half diamond traffic interchange at Elwood Street*
- *A signalized intersection at MC 85*
- *One-way frontage roads in each direction to maintain local access, including connections to the major arterial streets from Elwood to Van Buren Street*



Loop 303 Interim Improvements, Van Buren Street to MC 85, Project Map. ADOT anticipates construction may be completed by 2028. Source: ADOT (2023)

MAG has programmed more than $500 million for advanced work along the SR 30 corridor. The project is included in MAG's Regional Transportation Plan with roadway construction unfunded at this time. Source ADOT (2020)

SR 30 (PLANNED)

The planned SR 30 will be located south of I-10 and will connect the existing Loop 202 (South Mountain Freeway) in Phoenix with the next phase of the planned Loop 303 corridor in Goodyear.

The SR 30 facility is proposed to ease traffic congestion in western Maricopa County by increasing the region's east-to-west freeway capacity. SR 30 will reduce the duration of congested conditions on I-10 and attract trips from the arterial street network. SR 30 will have a system-to-system traffic interchange with Loop 303 and an interchange at Cotton Lane, a half-diamond interchange at Sarival Avenue, and full interchanges at Estrella Parkway and Bullard Avenue. Even with the capacity and resiliency SR 30 will bring to Goodyear, planners included a future transit corridor within the corridor to address future congestion.

Construction of SR 30 will be determined by a Maricopa County voter referendum on Proposition 479 during the general election in November 2024.

I-11

ADOT is studying a possible new interstate link between Phoenix and Las Vegas, known as Interstate 11 (I-11). The initial planning study has identified an alternative that would provide an east-to-west connection through Goodyear's southern planning area and would ultimately provide access to Interstate 8. Funding for construction is not yet identified; however, ADOT has proposed additional planning to define the alignment through the Goodyear region.

The proposed I-11 would extend through Goodyear's southern planning area. The Tier 1 environmental process was completed in 2021; however, additional planning is needed to define an alignment within the identified corridor. Source: ADOT (2021)

Roadway Functional Classification

Functional classification defines the hierarchy of roads. Streets and highways are classified according to the type of service they provide. Functional classification describes the relationship of mobility, access, and trip length. Goodyear's General Plan identifies functional classes in its roadway functional classification map, found in the General Plan's circulation element section.

Figure 12 illustrates the City's roadway functional classifications, showing Goodyear's ultimate roadway system, to be developed by the City, private developers, and regional transportation entities as planning and needs dictate (Goodyear's full planning area Functional Classification is found in Appendix D). The Goodyear General Plan stipulates that a change to the roadway plan is considered a Minor Amendment, and follows a review and approval process. The following sections further describe each roadway type.

FREEWAY

An access-controlled freeway is designed to move high volumes of traffic over substantial distances. A freeway can be designed as an at-grade or below-/above-grade facility. Urban freeways typically have four to eight through lanes and can carry between 160,000 and 200,000 vehicles per day. I-10 is an example of a freeway.

I-10 through Goodyear crossing over Sarival Avenue.

ARTERIAL

An arterial roadway is designed for moderate trip lengths. An arterial is an at-grade roadway consisting of four traffic lanes, two bicycle lanes, two detached sidewalks, a raised median, and landscaping. The City's adopted standard for the roadway uses a 110-foot cross section. Sarival Avenue is an example of an arterial roadway.

MAJOR ARTERIAL

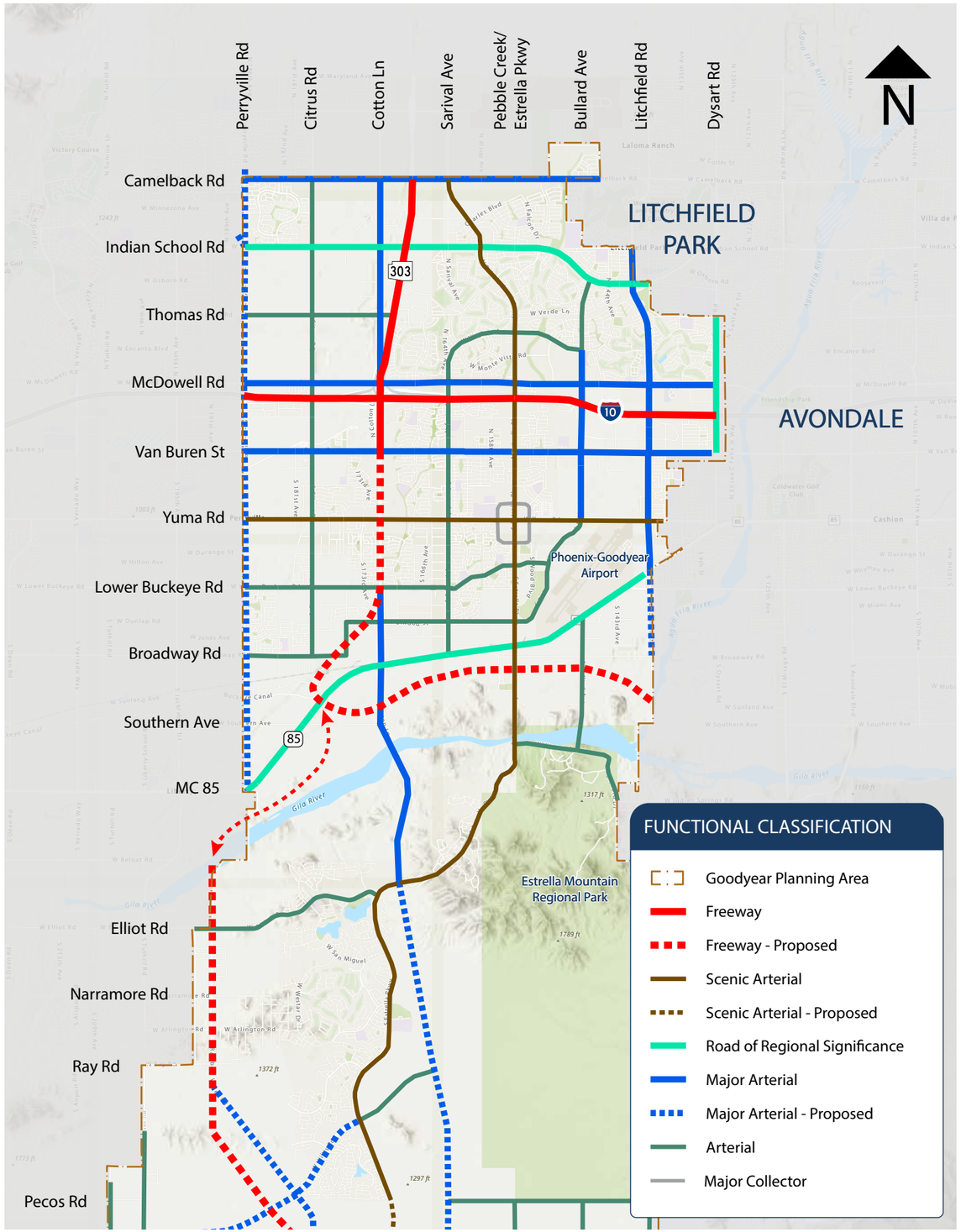
A major arterial roadway is designed for vehicular mobility over moderate trip lengths. A major arterial is an at-grade roadway featuring six traffic lanes, two bicycle lanes, two detached sidewalks, a raised median, and landscaping. The City's adopted standard for the roadway uses a 130-foot cross section. Indian School Road and Litchfield Road are examples of major arterials.

SCENIC ARTERIAL

A scenic arterial roadway is designed to not only transport vehicular traffic through Goodyear, but also to act as the City Center loop gateway for residents, workers, and visitors. A scenic arterial is an at-grade roadway consisting of four to six traffic lanes, two bicycle lanes, detached sidewalks, and a raised, landscaped median. The roadway's landscaped medians and tracts with adjacent building/landscape setbacks create an inviting environment. The City's adopted standard for the roadway uses a 150-foot cross section. Estrella Parkway is an example of a scenic arterial.

Pebbble Creek Parkway and Estrella Parkway (pictured here) is a Scenic Arterial stretching north to south across Goodyear.

Figure 12. Goodyear Functional Classification Map



MAJOR COLLECTOR

A major collector roadway carries lower volumes of through traffic for shorter distances while providing direct access to adjacent homes and commercial activities. The major collector roadway has four traffic lanes, two bicycle lanes, a raised median, and two detached sidewalks. The City's adopted standard for the roadway uses an 80-foot cross section.

Major Collectors serve to move larger volumes of traffic through neighborhoods in a context sensitive manner, with active transportation amenities including landscaping and shade.

Note: With the 2023 Plan, the "Parkway" designation has been removed; streets previously identified with the parkway designation have been reclassified as major arterials. The parkway concept (which included substantial right-of-way for wide medians to accommodate indirect left-turn lanes and landscaping) is inconsistent with the development patterns in Goodyear and the move toward more complete streets.

The "City Center" arterial roadway designation was previously only assigned to the Goodyear Boulevard loop road based on the opportunity to develop the City Center there. With the development of the Goodyear Civic Square at GSQ, Goodyear Boulevard is characterized as a major collector.

MINOR COLLECTOR

A minor collector roadway also carries limited through traffic and provides property access, but with lower traffic volumes than a major collector. Minor collectors are typically shorter than major collectors and have a reduced role in the overall roadway system. The minor collector roadway has two traffic lanes, bicycle lanes, an at-grade median, and detached sidewalks. The City's adopted standard for the roadway uses a 60-foot cross section. San Miguel Drive is an example of a minor collector roadway.

Minor collectors serve an important role in connecting neighborhoods to the arterial roadway network.

RESIDENTIAL STREET

Residential streets provide direct access to local properties and are not designed to accommodate through traffic. The residential street has two traffic lanes and either attached or detached sidewalks. The City's adopted standard for the roadway uses a 50-foot cross section. Santa Alberta Lane is an example of a residential street.

Active Transportation

Advancing the development of Goodyear's active transportation network will ensure that people of all ages and abilities can safely live, work, visit, and play in Goodyear. It also supports the City's General Plan 2035 strategy to achieve a Livable and Connected community by fostering a multimodal transportation system that provides on- and off-street facilities to meet the needs of all modes and all users.

The General Plan 2035 also emphasizes the importance of a "Complete Streets" approach to transportation design in Goodyear.

The following section outlines some of the key issues in Goodyear's active transportation system and discusses how improvements to address these issues will benefit the community.

*A **Complete Street** is designed to allow safe mobility options for users of all ages and abilities. This encompasses both motorized and nonmotorized modes of transportation (including public transportation).*

***Complete Streets** approaches promote context-sensitive design and operation that meets the needs of a specific community. **Complete Streets** enhance roadways with elements such as bicycle lanes and sidewalks; transit stops with comfortable, accessible amenities; inviting streetscapes; frequent and safe crossings; and/or multiuse paths, where appropriate. **Complete Streets** encourage active transportation use and increase the safety and efficiency of travel for all users.*

Active transportation facilities such as Bullard Wash Linear Park provide Goodyear residents and visitors with mobility options for essential daily trips, recreation, and health.

Key Active Transportation Issues

ACCESS TO DESTINATIONS

Transportation solutions that address gaps in Goodyear's existing network will be critical to ensuring the city's sustainable growth. Safe, easily accessible active transportation facilities accommodate users of all levels of comfort and encourage residents to get out of their cars for short trips or out of their homes for recreation and health. Providing transportation options can reduce personal vehicle trips. Investments in Goodyear's active transportation network will help provide safe connections between destinations such as school, shopping, and work. The increased awareness of the benefits of walking and bicycling and improved mobility choices links this investment to a high quality of life for Goodyear residents.

MULTIMODAL CONNECTIVITY

Active transportation improvements create more equitable access to transportation modes that meet the needs of all users, especially vulnerable users (such as youth, older individuals, and those with limited mobility) and populations that have been historically underserved by transportation system investments. Expanding access to multimodal transportation options expands access to opportunity for residents without personal vehicles, thus improving their quality of life and maintaining Goodyear's status as a community that continually strives to meet the needs of its growing population.

Older individuals who have retired from driving benefit from improved transit and walkability. The mobility of these individuals varies widely, depending on physical and mental health, among other factors. Some seniors can rely on assistance from nearby relatives or nonprofit services. These individuals might have a wide variety of transportation choices, while many of their counterparts may have none.

Teenagers, even those of driving age (reaching driving age does not always result in additional mobility because many teenagers might not have access to an automobile or the ability to pay for car insurance and fees), represent another group benefiting from expanded mobility options. The popularity of Goodyear's WeRIDE pilot microtransit service demonstrates the desire for increased mobility.

FIRST AND LAST MILE TRIPS

First and last mile refers to the portion of a trip between a transit stop and a user's origin or destination. Gaps in the active transportation network near transit stops may prevent users from safely and efficiently reaching their destinations and deter residents from using public transportation. Closing gaps in Goodyear's active transportation network will increase the feasibility of nonmotorized transportation use and improve access to city destinations. Providing linkages between active transportation facilities and transit will foster a multimodal network that increases the safety, efficiency, and accessibility of multimodal transportation throughout the city.

First and last mile gaps can be addressed through improvements to both on- and off-street active transportation facilities (for example, bicycle lanes, sidewalks, multiuse paths) microtransit (for example, WeRIDE), and proposed mobility hubs with access to shared mobility devices (for example, shared e-scooters and bicycle share programs).

Active Transportation Facilities

ON-STREET FACILITIES

Goodyear's active transportation network consists of on- and off-street bicycle and pedestrian facilities. In developed portions of Goodyear, many streets include both bicycle lanes and sidewalks.

Although many arterial roadways in Goodyear have bicycle lanes, some may not be desirable facilities for nonmotorized transportation users. Bicyclists' level of experience and sense of comfort influence their likelihood of using bicycle facilities. Riders' comfort level on these streets depends on traffic volumes, traffic speeds, shade, and the presence of curb lanes. Experienced riders may accept riding in bike lanes with higher-speed traffic; however, most riders and children prefer streets with less vehicular traffic and lower traffic speeds.

Active transportations facilities are described below:

SIDEWALKS

Many Goodyear streets include sidewalks, which are often detached from the roadway with a landscape buffer and often feature a generous 8-foot width.

In the northern portion of Goodyear, where sidewalk gaps are identified, a parallel sidewalk on the opposite side of the street is typically available (because development is responsible for the adjacent street development, sidewalks are often not built out until such time as the adjacent parcel develops). These sidewalk gaps can present safety concerns for residents crossing midblock to connect with an existing sidewalk.

ACCESSIBILITY

Goodyear's active transportation network should accommodate all users. The ADA establishes design standards for new and reconstructed private and public facilities through the ADA Accessibility Guidelines. ADA requires that pedestrian facilities have slopes of 5 percent or less, minimum widths that provide a clear walkway of 36 inches, stable and firm surfaces, and adequate width and height clearances.

Corner ramps are critical to creating accessible active transportation routes along streets. Preferably, they are directional to traffic, rather than diagonal. Ramps must be 36 inches wide at a minimum, with a maximum rise of 1:12. Ramps must also include detectable warning strips. Additional information on accessible active transportation facilities can be found at: www.access-board.gov.

Including accessible on- and off-street facilities with new construction and roadway repair is a critical step in ensuring Goodyear's transportation network meets the needs of all users.

CONVENTIONAL BICYCLE LANE

Designated on-street facilities for bicycles, adjacent to vehicular lanes. Bicycle lanes incorporate pavement markings and signage to visually remind roadway users where bicycles have the right to operate. Goodyear street standards identify bicycle lanes for arterial and collector streets.

Most developed Goodyear arterial and collector streets include conventional bicycle lanes.

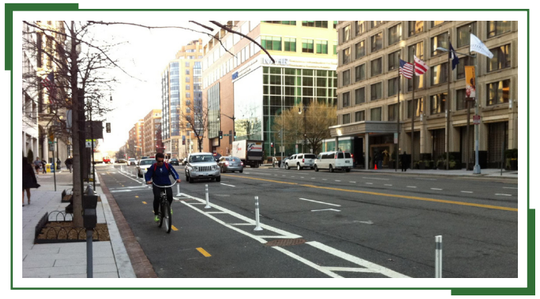
BUFFERED BICYCLE LANES

Bicycle facilities with additional space between the bicycle lane and the outside vehicular lane or parked cars to buffer bicyclists from vehicular traffic. These are recommended on high-volume or high-speed (over 35 miles per hour [mph]) roadways, especially those with freight or large-vehicle traffic.

Buffered bicycle lanes provide extra space between bicycles and motor vehicles.
Source: www.pedbikeimages.org / Josh Mello

PROTECTED BICYCLE LANE

Exclusive on-street bicycle facilities that are physically separated from vehicle travel lanes, parking lanes, and sidewalks. Protected bicycle lanes use physical barriers such as planters, parking lanes, curbs, or bollards to provide vertical separation that protects bicyclists from motor vehicles.



Protected bicycle lanes use physical barriers to create safer facilities for users.
Source: www.pedbikeimages.org / Megan Kanagy

CROSSING ENHANCEMENTS

Safe crossings for active transportation users help make Goodyear's on- and off-street nonmotorized transportation facilities safe and accessible for all Goodyear residents and visitors. Improvements may include intersection or midblock enhancements such as high-visibility crosswalks, more frequent signs and markings, leading pedestrian intervals at traffic signals, and pedestrian-activated crossings. Such improvements may be especially appropriate within school safety zones and near civic, commercial, and recreational destinations.

Crossing enhancements—whether at signalized intersections or midblock—facilitate safer, more efficient travel for active transportation users. Midblock crossings in particular may be appropriate near school zones and city destinations located at a distance from existing intersection crosswalks.

Midblock crossings may be signalized using devices such as pedestrian-activated signals or rapid flashing beacons that alert approaching motorists to pedestrians in the roadway. Unsignalized midblock crossing improvements may include high-visibility crosswalk markings and lighting, signs, medians or safety islands, or traffic-calming features (for example, raised crosswalks, curb extensions).

Nonmotorized crossing types include at-grade crossings (such as conventional or enhanced crosswalks) and grade-separated crossings (such as overpasses and underpasses). While at-grade crossings may provide adequate safety and ease of use in most areas, grade-separated crossings may be proposed where a demonstrated need for safe crossing options exists near high-volume and/or high-speed roadways.

On-street facilities such as bike lanes, sidewalks, and crossing features (at intersections and midblock [pictured]) make active transportation a safe, accessible option for daily trips. Source: www.pedbikeimages.org / Mike Cynecki

Off-Street Facilities

Goodyear's off-street shared-use paths and trails are associated with the Gila River; Bullard Wash, Waterman Wash, and other washes; the RID and Buckeye Irrigation District canals; public roadways; and utility corridors. An appropriate mix of paved and unpaved paths and trails ensures that the nonmotorized transportation network accommodates all users, including pedestrians, bicyclists, equestrians, those with assistive devices, and many others.

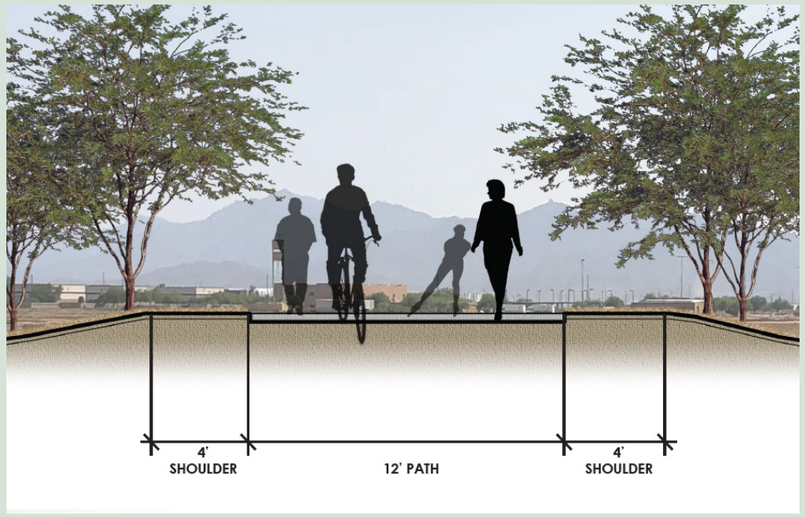
Ensuring that future facilities meet a minimum standard will help create a cohesive system. For instance, a true multiuse path is at least 10 feet wide to accommodate multiple users passing at the same time.

Goodyear recently adopted the 2023 Parks and Recreation Master Plan, a concurrent planning effort that provides recommendations for off-street nonmotorized facilities throughout the city. The 2023 Parks and Recreation Master Plan provides complementary recommendations that aim to provide Goodyear residents and visitors with a seamless transition between on- and off-street facilities to reach their desired destinations. The inclusion of off-street nonmotorized transportation facilities and associated recommendations in this Plan are crucial to ensure that these improvements occur with roadway development and improvement projects, rather than being incorporated at a later—often more costly—date.

Safe crossings for active transportation users help make Goodyear's on- and off-street nonmotorized transportation facilities safe and accessible for all Goodyear residents and visitors.

MULTIUSE PATH

Multiuse paths are off-street active transportation facilities that accommodate a variety of nonmotorized transportation modes. Multiuse paths provide bicyclists with alternatives to on-street bicycle facilities and increase connectivity in the active transportation system.



Multiuse paths provide safe, efficient off-street facilities for a variety of nonmotorized transportation uses. A typical path section is shown here.

Source: City of Goodyear Draft Bullard Wash Bicycle & Pedestrian Master Plan

PRIORITY MULTIMODAL CORRIDORS

Identifying corridors throughout Goodyear to serve as north-to-south and east-to-west active transportation routes will increase the connectivity of the city's nonmotorized transportation system and improve the safety, comfort, and feasibility of active transportation use in Goodyear.

The Bullard Wash corridor is planned to serve as a key component of the city's multimodal infrastructure, providing a north-to-south active transportation route that offers connectivity and key linkages to Goodyear neighborhoods, activity centers, and regional amenities. Including previously completed pathways north of McDowell Road (Bullard Wash Linear Park Phases I and II), active transportation facility improvements along Bullard Wash will enhance bicycle and pedestrian connectivity throughout Goodyear. The City is in the process of adopting the Bullard Wash Bicycle & Pedestrian Master Plan to guide subsequent phases of the project; these phases will extend Bullard Wash facilities south toward the Goodyear Ballpark and ultimately reach Estrella Mountain Regional Park.

While Bullard Wash serves as a natural linear active transportation feature for Goodyear, there is a need for east-to-west connectivity throughout the city as well as additional north-to-south routes. Improved active transportation facilities on lower-volume arterial roadways such as Yuma Road (east-to-west) and Sarival Avenue (north-to-south) will provide key linkages between residential neighborhoods, the Bullard Wash Linear Park, and other destinations throughout the city.

MAG is coordinating discussions with stakehlders regarding tthe planned SR 30 and inclsuion of active transportation facilities, which will provide an east-to-west route for Goodyear and increase regional active transportation network connectivity.

Bullard Wash (shown near Goodyear Civic Square at GSQ) travels north-south through Goodyear, providing opportunities for active transportation connectivity.

MICROMOBILITY

Micromobility is a mode of active transportation that uses e-bikes, e-scooters, and similar small, low-speed devices to provide an alternative transportation option for short trips. Micromobility can provide first- and last-mile connectivity to transit and may help residents bridge the gap between neighborhoods and city destinations.

In December 2019, Goodyear's Mayor and City Council updated the Goodyear City Code, Chapter 13, Article 13-6, to allow and regulate single-rider shared mobility devices in the city. The update to the Code also established safety guidelines for protective equipment to minimize injury.

Shared e-scooters are operated in Goodyear through Bird, a private micromobility company. Residents and visitors may pay to use the e-scooters in certain areas of the city; they are allowed on bicycle lanes where the speed limit is 35 mph or less, and operate at a maximum speed of 10 or 15 mph.

Future considerations for micromobility device management may include allowable device speeds, where they are acceptable to operate (for example, sharing space with other nonmotorized transportation users or motor vehicles), and associated regulations (for example, age requirements or the necessity of helmets or other protective gear).

As the use of micromobility devices becomes more prevalent, the City must consider where the use of such transportation modes are appropriate and how to best accommodate them into the transportation system.
Source: www.pedbikeimages.org / Jenny Grote

MOBILITY HUBS

A mobility hub is a designated location where people can access multiple modes of transportation to make their trips as convenient, safe, and reliable as possible.

The General Plan's Livable & Connected fundamental strategy strives to enhance the transportation user experience for all modes and all users; it guides the City to implement solutions that improve access to and design of supporting multimodal facilities. When sited in appropriate locations and complemented by other nonmotorized system improvements, mobility hubs may increase the feasibility of nonmotorized transportation options in Goodyear and provide first- and last-mile connectivity for both essential and leisure-based trips.

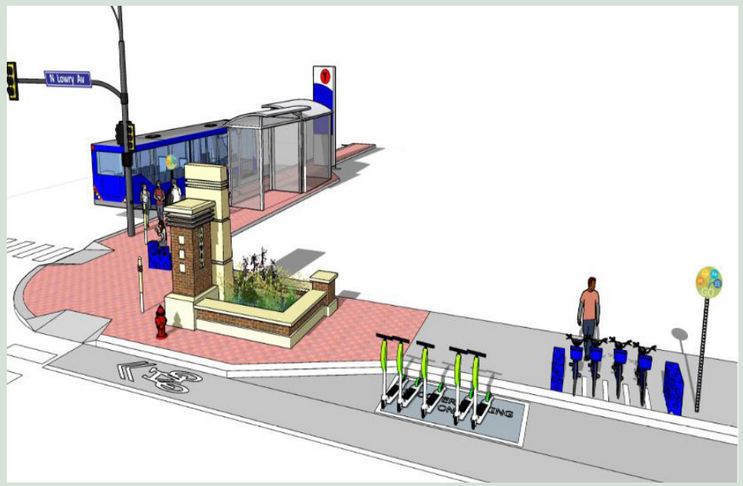
The Avondale-Goodyear Transit Study recommended future locations for mobility hubs, with potential Goodyear sites identified at Goodyear Civic Square, Canyon Trails Towne Center, and the Goodyear Ballpark. The Plan team identified the Goodyear Park-and-Ride as an additional mobility hub location.

The study recommended two types of mobility hubs with varying amenities based on whether chosen sites were identified as major or minor activity centers. Potential amenities include the following:

- Primary Mobility Hubs (for example, Goodyear Civic Square): Bus stop amenities, bike racks, bike/scooter share, car share, electric vehicle (EV) charging stations, lockers
- Secondary Mobility Hubs (for example, Goodyear Ball Park, Canyon Trails Towne Center, Goodyear Park-and-Ride): Bus stop amenities, bike racks, bike/scooter share

Additional amenities may be included at mobility hubs based on appropriateness, such as designated rideshare pick-up and drop-off spots.

While a popular transportation mode in some neighborhoods, few comments were received on golf carts during the Plan update. State law regulates cart operation on public roads, and Goodyear's multiuse trails (developed for pedestrians and bicyclists use) are not appropriate for use by golf carts (due to size).



Mobility hubs promote multimodal transportation by allowing people to seamlessly transition between nonmotorized transportation modes and transit.

Source: City of Minneapolis

Transit

Today, Goodyear offers residents limited fixed-route bus service (local, express, and rural routes), microtransit service, RideChoice, and paratransit service.

Fixed-route Bus Service

Existing fixed-route bus service in Goodyear is operated by Valley Metro and includes two local bus routes (Route 3 – Van Buren and Route 17 – McDowell), one express bus route (Route 562 – Goodyear Express), and one rural route (Route 685 – Ajo/Gila Bend). Service frequencies on the local routes range from 20 to 40 minutes on weekdays, while the express and rural services operate a few trips during peak periods in the peak-direction. Weekend service is less robust, with local services operating on Saturday at reduced frequencies (60 minutes). No fixed-route transit services operate on Sundays in Goodyear.

The Desert Sky Transit Center (located at Desert Sky Mall) and the 79th Avenue Park-and-Ride (located at the northeastern corner of I-10 and 79th Avenue) are important transit hubs in the Southwest Valley. While these facilities are located outside of Goodyear, the concentration of transit service at these facilities currently dictates how much of the regional transit service (both local and express bus) is operated in this part of the Valley. For example, most bus routes in west Phoenix serve the Desert Sky Transit Center, and it will continue to be the transit service hub in west Phoenix.

WeRIDE

The WeRIDE pilot rideshare service was launched in November 2022. It offers trips to and from fixed points in central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses, and community spaces. The program has been well received by the community, and ridership has been increasing. The pilot program has been extended for another year and the City is considering expanding the service area.

RideChoice

The Valley Metro RideChoice program (https://www.valleymetro.org/accessibility/ridechoice) provides access to discounted Lyft, taxis and wheelchair-accessible vehicles for ADA paratransit certified Goodyear residents.

Paratransit

Valley Metro Paratransit service is available for riders who are unable to use bus service for some or all trips due to a disability. In Goodyear, this service is available to qualifying individuals within three-quarters of a mile of existing local bus routes (Routes 3 & 17).

Recommendations

Goodyear's roadway network serves the city well. The arterial street network and the freeway system connect the City to the larger region, facilitating the growth of diversified land uses that support the housing and jobs that contribute to the city's sustainability.

The City's collector and arterial street accommodations for bicycle and pedestrian facilities have expanded the nonmotorized network through the developed portions of Goodyear, linking neighborhoods with destinations, supporting the high quality of life for residents and visitors. The limited fixed-route transit services offered in Goodyear are enhanced with microtransit and micromobility services, providing increasing options for mobility in the city.

The Plan's recommendations are tied to the City's goal of providing "A well functioning roadway network that effectively and efficiently serves Goodyear's residents, visitors, and employers." The projects identified are proposed to maintain the efficient operation of the transportation system and to enhance the transportation system to accommodate all users and provide alternatives for transportation throughout the city.

Projects are identified in priority order; however, it is understood that projects may not be implemented in the specified time frames, or in the order presented. Numerous factors affect the timing of development (including opportunities for funding, coordination with others to advance implementation) and thus the recommendations identified in the Plan are intended as a guide.

Estrella Parkway south of the Gila River.

Roadway Recommendations

This section discusses recommended improvements for the roadway transportation system.

Projects identified in the City's CIP are included in this list. CIP roadway projects aim to address traffic congestion by constructing new roadways, adding lanes to existing roadways, widening intersections, and enhancing traffic management systems.

Some of the identified projects include roadway outside of Goodyear's responsibility (for example, Litchfield Road, which shares right-of-way with Litchfield Park), requiring coordination and cost sharing as appropriate. The list includes projects that are being developed by others, including ADOT, Maricopa County, and private developers, but because of their importance to being completed they are noted. Table 1 (at the end of this section) describes the responsible entity. In all instances the City works closely with these parties to ensure that the projects' implementation advances the City's transportation objectives.

Approach to Prioritization

Projects recommended in this Plan were identified through a multistep process that began with an evaluation of Goodyear's roadway network. Roadway segment priorities were determined using real-time INRIX travel speed data (collected over a 2-week period in April 2022) and the roadway's level of service (a measure of the modeled traffic volume compared to the roadway capacity). In addition, scalloped streets also factored into the prioritization process.

Intersection priorities were determined by evaluating the traffic delay occurring at the intersection through Synchro analysis and the total number of crashes at the intersection. In addition, land use adjoining the intersection was considered. Finally, as future roadway segment widening projects are planned, improvements to adjoining intersections to accommodate demand and active transportation will need to be considered in the planning process.

Capacity projects in the City's 5-year CIP and funded regional projects (such as improvements to Estrella Parkway, including the Gila River crossing and north to I-10, and Loop 303) were added to the base year 2022 street network to prepare an existing-plus-committed roadway network. MAG was asked to model this network using the projected 2030 travel demand, and the findings from this forecast were used to identify recommendations for the long-term (2045) planning horizon.

The resulting prioritization of roadway segments and intersections was further validated with comments and feedback received from residents through outreach and survey responses.

Many of the projects address completing street improvements to tie together previously developed segments into continuous, fully developed street sections in accordance with the City's functional classification map. Some of the identified long-range projects may be completed by adjacent development, which may occur in advance of the long-term time frame. The long-term roadway recommendations are largely tied to supporting the City's anticipated growth and development.

Next Steps

In all instances, operational analysis, planning, and cost estimating is required to advance projects to implementation. This additional evaluation will identify specific improvement needs, addressing items such as drainage requirements, utility coordination, and any additional right-of-way needs. The Plan provides a framework for roadway improvements, and should be seen as a living document to be revisited regularly. Funding availability, opportunities for coordination with development and regional partners, engineering and planning guidance, and City Council priorities are all factors influencing actual project implementation.

Project Presentation

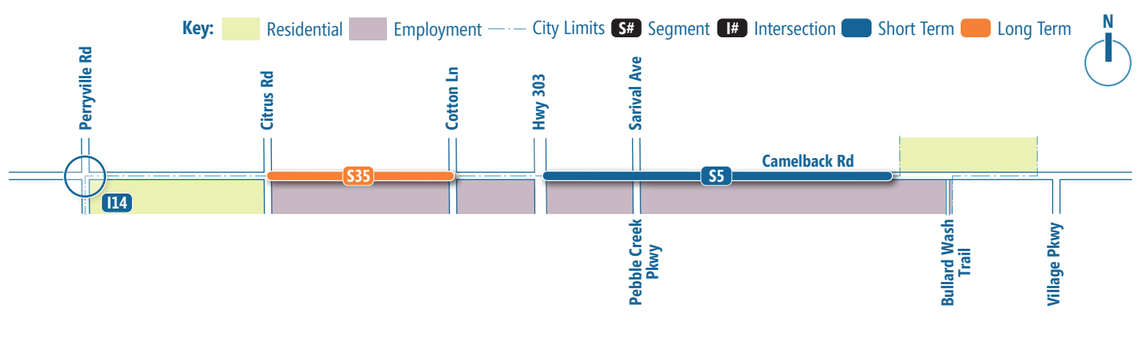
The following pages provide a brief description of the identified projects; each is preceded with the project identification number keyed to the corresponding schematic corridor maps. The tables show roadway improvement recommendations for the short-term (within 5 years) and long-term periods (after 5 years). Following this section, Tables 1 and 2 list all of the recommended roadway improvements, which are also shown in Figure 13, Roadway Recommendations Map.

Camelback Road

At the northern end of the City, Camelback Road borders Glendale for much of its extent. West of 152nd Avenue it is impacted by neighboring Luke Air Force Base (LAFB) to the north, which restricts residential development. Camelback Road is the gateway to Goodyear's Loop 303 Corridor growth area and distribution and manufacturing growth is occurring in the corridor. Recommended projects will improve the corridor's capacity and active transportation with its connection at the northern end of the Bullard Wash Linear Park.

Camelback Road (looking east towards the Loop 303) is planned for widening to four lanes (see Project S5 below).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S5	Camelback Road	Loop 303 to 152nd Avenue	Widen existing two-lane roadway to 4-lane arterial w/ bike lanes, curb & gutter, sidewalks, traffic signals, and lighting.
S35	Camelback Road	Citrus Rd to Cotton	Future widening project (based on 2040 traffic projections).
I14	—	Camelback and Perryville	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/Citrus to be complete before traffic signal begins.

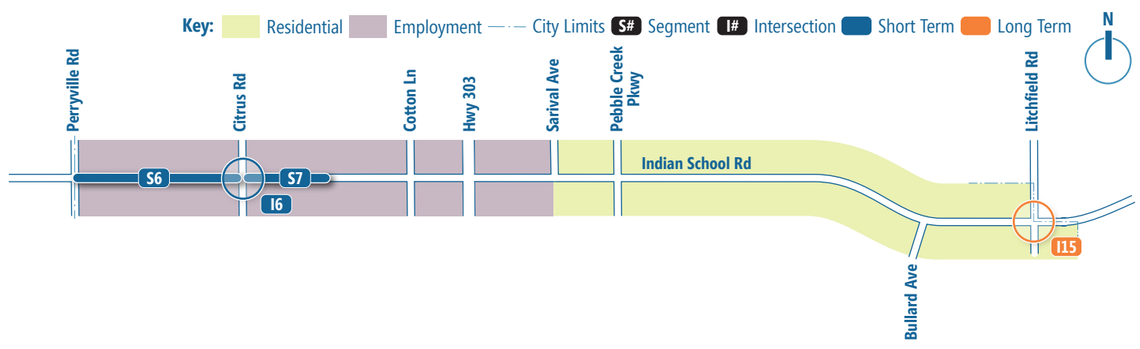
Key: Short Term Project - Long Term Project

Indian School Road

West of Loop 303 Indian School Road through the Loop 303 Growth Area is undergoing significant employment growth, with logistics and distribution businesses such as Amazon and UPS. To the west, and south of the master planned community of Sedella, tracks of land within the flight zone of LAFB are planned for industrial development. East of Loop 303 Indian School Road is largely built out. The intersection of Indian School Road and Litchfield Road will require coordination with Litchfield Park for necessary improvements.

Indian School Road at the Loop 303. Improvements are planned to the west of the freeway (see Projects S6, S7, and I6 below), with recent street improvements completed east of the freeway by development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S6	Indian School Road	Perryville Rd to Citrus Rd	Widening eastbound lanes to complete street.
S7	Indian School Road	Citrus Rd to Minnezona Avenue	Project will eliminate the existing scalloped street condition for westbound Indian School Road from 1-lane to 3-lanes and install a warranted traffic signal at Citrus & Indian School (CIP 42056).
I6	—	Citrus Rd and Indian School Rd.	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)
I15	—	Indian School Rd and Litchfield Rd	Additional left turn lane with each approach, additional right turn lane with eastbound approach, and additional westbound southbound and northbound* through lane. *Responsibility of Litchfield Park. (See Appendix C for details)

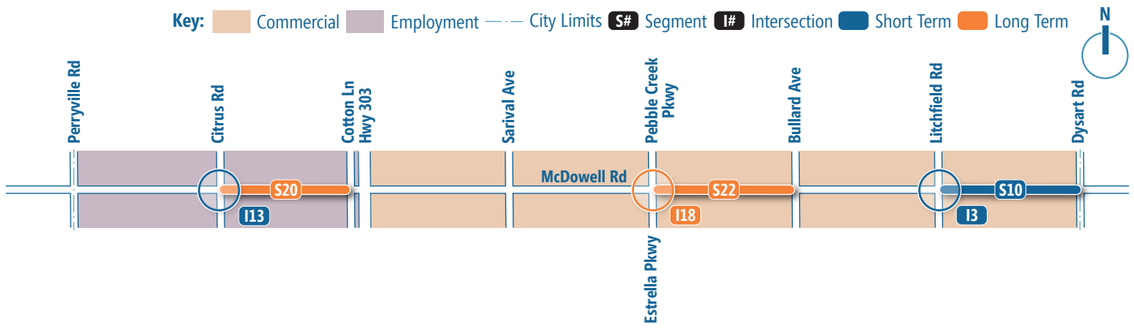
Key: Short Term Project - Long Term Project

McDowell Road

The location of Goodyear Civic Square (McDowell Road and North Civic Square) along McDowell Road has increased the importance of this commercial corridor to the City. The route's parallel proximity to I-10 and access to community commercial destinations makes this one of the heaviest traveled roadways in the City. As a result, access from secondary routes (e.g., Palm Valley Boulevard, N 145th Avenue) can be difficult. Recommended improvements to Goodyear's ITS including advanced technology streetlights will help corridor operation.

The Route 17 fixed route transit service extends along McDowell from Phoenix to Pebble Creek Parkway. Active transportation connections to McDowell Road include the developed Bullard Wash Linear Park and the planned Roosevelt Irrigation District path, which provide multimodal access to north Goodyear. Continuation of the Bullard Wash Linear Park to the south would provide an off-street connection south of I-10 (and in the future throughout Goodyear).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S10	McDowell Road	Litchfield Rd to Dysart Rd	Reconstruct and widen the eastbound and westbound lanes to provide an additional travel lane in each direction. (CIP 42058)
S20	McDowell Road	Citrus Rd to Cotton Ln	Future roadway improvements to provide active transportation improvements (widening not indicated by 2040 traffic projections).
S22	McDowell Road	Pebble Creek Rd to Bullard Ave	Small sidewalk gap between Harkins Theater crossing Bullard Ave to 146th Avenue.
I3	—	McDowell Rd and Litchfield Rd	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)
I13	—	McDowell Rd and Citrus Rd	Improvements to accomdate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)
I18	—	McDowell Rd and Pebble Creek Pkwy	Improvements to include dual right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues). (See Appendix C for details)

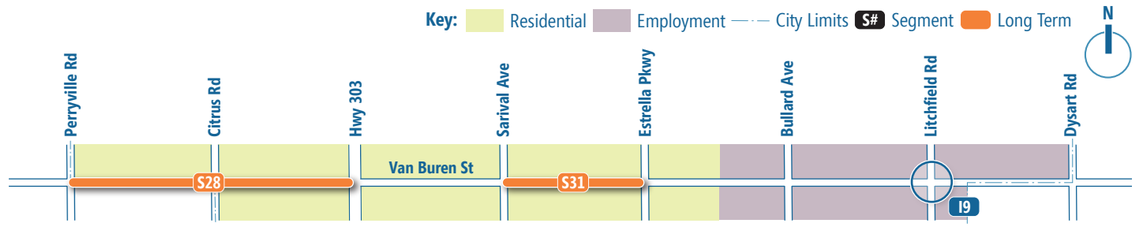
Key: Short Term Project - Long Term Project

Van Buren Street

Van Buren Street provides access to residential neighborhoods through central Goodyear as well as the Cotton Lane Corridor (with access to Loop 303) and Bullard Corridor growth areas. As with McDowell Road one mile to the north, Van Buren Street is parallel to I-10 and provides a continuous route to downtown Phoenix to the east. As a result, congestion and incidents on I-10 can result in substantial traffic along Van Buren Street. Recommended improvements address the scalloped streets that have constricted traffic along Van Buren Street.

The Route 3 fixed route transit service from Phoenix extends along Van Buren Street to just east of Litchfield Road, serving Historic Goodyear and burgeoning employment uses along Litchfield Road.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

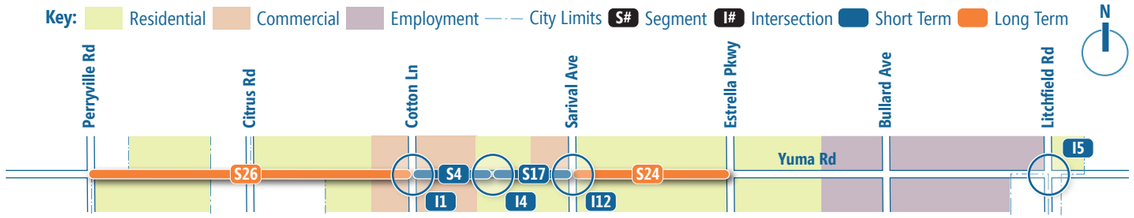
Project ID	Route	Segment/Intersection	Description
S28	Van Buren Street	187th Ave to Cotton Ln	Future widening project (based on 2040 traffic projections).
S31	Van Buren Street	Sarival Ave to Estrella Pkwy	Future widening to complete street (widening not indicated by 2040 traffic projections).
I9	—	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include additional left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.

Key: Short Term Project - Long Term Project

Yuma Road

Yuma Road provides access to central Goodyear neighborhoods and the Desert Edge High School, as well as major community commercial at Cotton Lane, and with the programmed improvements to Loop 303, regional freeway access. Yuma Road is a Scenic Arterial, and includes a generous median and adjacent landscape tracts to buffer adjacent land uses. As such, it is an important active transportation corridor through central Goodyear, intersecting collector streets serving adjacent neighborhoods, and the proposed off-street paths along the Bullard Wash and Roosevelt Irrigation District Canal. Future roadway improvements along Yuma Road should look at completing the bike lanes which currently end just west of Goodyear Boulevard West just to the east of Desert Edge High School.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S4	Yuma Road	Cotton Ln to Canyon Trails Blvd	Reconstruct and widen south half of Yuma Road to provide three eastbound through lanes, raised median with landscaping.
S17	Yuma Road	Canyon Trails to Sarival Ave	Complete street with eastbound roadway improvements.
S24	Yuma Road	Sarival Ave to Estrella Pkwy	Complete bicycle lane from 159th Ave to Goodyear Boulevard West.
S26	Yuma Road	Perryville Rd to Cotton Ln	Address sidewalk gap on north side of roadway from Cotton Lane to 175th Drive; improvements anticipated by development.
I1	—	Yuma Rd and Cotton Ln	Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been completed by City.
I4	—	Yuma Rd and Canyon Trails Blvd	Improvements necessary with Yuma Rd segment widening, traffic signal modifications.
I5	—	Yuma Rd/Western Ave and Litchfield Rd	Future intersection improvements necessary with completion of roadway segment improvements to north (see Project S12).
I12	—	Yuma Rd and Sarival Ave	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.

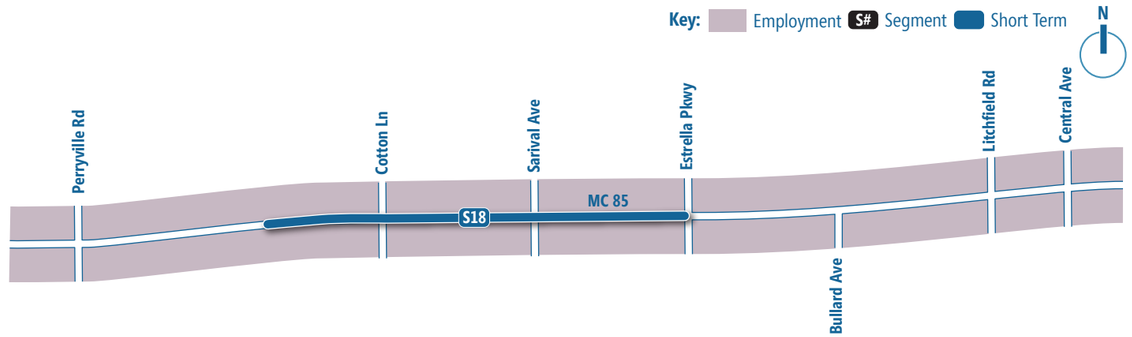
Key: Short Term Project - Long Term Project

MC 85

Owned and managed by Maricopa County, MC 85 serves as an important route through Goodyear. Identified as a Road of Regional Significance, MC 85 connects Goodyear with downtown Buckeye to the west and (by way of West Buckeye Road) connects across the Agua Fria River to downtown Phoenix (approximately 30 miles to the east). MC 85 is paralleled by the Union Pacific Railroad (UPRR) for most of its length through Goodyear, which serves business parks throughout Goodyear. The rail line has been discussed as a future commuter rail line servicing the West Valley. The 'Estrella Line' would connect Buckeye to Downtown Phoenix, passing through Goodyear, Avondale, and Tolleson, with a proposed commuter rail station in Goodyear.

While under the management of Maricopa County, it is important to note that capacity improvements are needed to address future congestion along the route, which will be the southern terminus of the interim planning for the Loop 303 corridor in Goodyear.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S18	MC 85	Estrella Parkway to Loop 303	Widening to six lanes in anticipation of the extension of Loop 303 (responsibility of Maricopa County).

Key: Short Term Project - Long Term Project

Dysart Road

(Note: No schematic provided as Dysart Road improvements are within the City of Avondale's responsibility)

Dysart is a Major Arterial and Road of Regional Significance on the eastern border with Avondale. It provides access to the Goodyear Park and Ride (1/4 mile north of I-10), I-10, and the Estrella Mountain Community College.

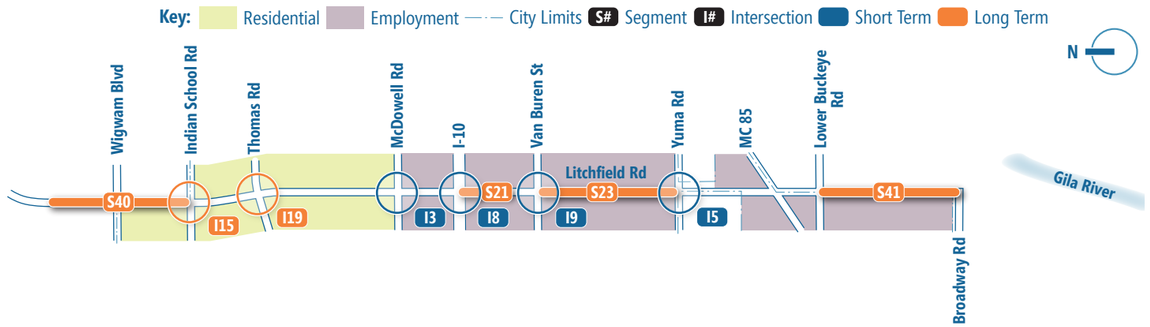
Litchfield Road

Litchfield Road is a Major Arterial serving residential neighborhoods north of I-10 and the Bullard Corridor growth area and Historic Goodyear south of the I-10. It is the primary access for the Phoenix-Goodyear Airport. Improvements planned for Litchfield Road are being constructed by development as part of several large data centers locating south of MC 85.

Litchfield Road has an at-grade crossing with the UPRR immediately north of MC 85.

New multi-family housing developing along Litchfield Road south of Van Buren Street near Historic Goodyear.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S21	Litchfield Road	Celebrate Life Way to I-10	Improvements completed by development (sidewalk, bike lane); likely will be complete within the year.
S23	Litchfield Road	Yuma Rd to Van Buren St	Complete street with sidewalk improvements.
S40	Litchfield Road	Indian School Rd to Clear Creek Dr	Two existing NB lanes between Indian School Road and Wigwam Boulevard, Addition of a third lane is the responsibility of Litchfield Park.
S41	Litchfield Road	Broadway Rd to Lower Buckeye Rd	Improvements anticipated through development (data centers planned).
I3	—	McDowell Rd and Litchfield Rd	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)
I5	—	Yuma Rd/Western Ave and Litchfield Rd	Future intersection improvements necessary with completion of roadway segment improvements to north (see Project S12).
I8	—	Litchfield Road and I-10	Traffic operations observed improvements to include removing slopes and widening Litchfield Road under I-10, providing addtl northbound left turn lane. Planning-level cost estimate, based on Estrella Pkwy and I-10 project.
I9	—	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include addtl left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.
I15	—	Indian School Rd and Litchfield Rd	Improvements to include addtl left turn lane with each approach, additional right turn lane with eastbound approach, and addtl westbound and northbound through lane*. *Additional northbound through lane is the responsibility of Litchfield Park. (See Appendix C for details)
I19	—	Thomas Rd and Litchfield Rd	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).

Key: Short Term Project - Long Term Project

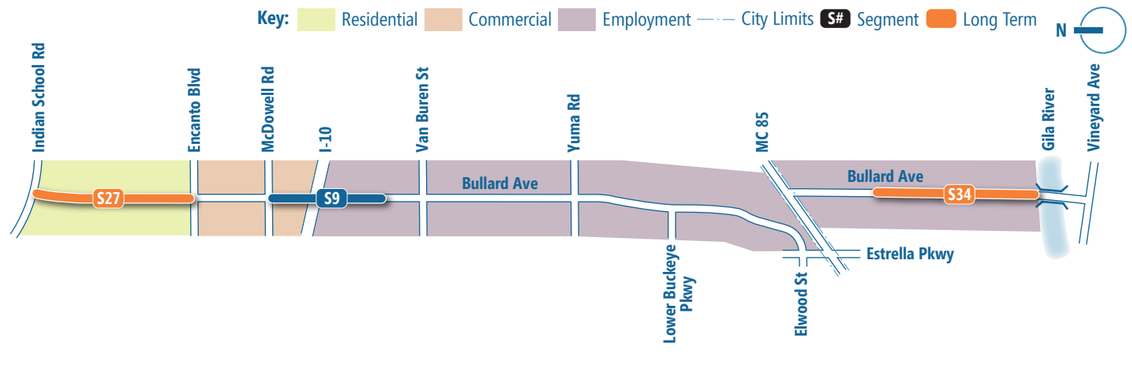
Bullard Avenue

Bullard Avenue is classified as an Arterial north of Encanto Boulevard, and a Major Arterial to the south of Encanto Boulevard, providing access through the Bullard Corridor growth area and the Goodyear Ballpark (by way of Lower Buckeye Parkway).

South of I-10 there are no active transportation amenities southbound to Celebrate Life Way, however, the roadway is fully improved from Celebrate Life Way to Yuma Road.

The existing 4-lane segment here is anticipated to meet capacity needs through the planning horizon. Private development is expected to complete these improvements at the time of development, and no short-term improvements are identified. Sidewalk (southbound side only) and bike lanes are developed along Bullard Avenue from Lower Buckeye Parkway around the Goodyear Ballpark training facilities to the juncture with Estrella Parkway.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S9	Bullard Avenue	McDowell Rd to Celebrate Life Way	Widen southbound to three lanes to complete street. (Project includes widening under I-10; further evaluation required).
S27	Bullard Avenue	Encanto Blvd to Indian School Rd	Future widening project (based on 2040 traffic projections).
S34	Bullard Avenue	Broadway Rd to Bullard Ave Bridge	Future widening project (based on 2040 traffic projections).

Key: Short Term Project - Long Term Project

Pebble Creek Parkway/Estrella Parkway

Pebble Creek Parkway (north of I-10) and Estrella Parkway is Goodyear's continuous through-route, spanning the City from Camelback Road south across the Gila River and through the Estrella communities, to its current terminus at the Pecos Road alignment.

NORTH OF MC 85 AND THE GILA RIVER

Pebble Creek Parkway is partially developed at its northern end with southbound half-street improvements including sidewalks and bicycle lanes to Charles Boulevard. This area is part of the Loop 303 Corridor Growth Area, impacted by overflight from LAFB and planned for employment development which is anticipated to complete street improvements.

A traffic signal is planned for the Charles Boulevard intersection, and south of there, the roadway is improved with landscaped median, bicycle lanes and curb separated sidewalks that comprise the Scenic Arterial street section.

On the southbound side of the street an unpaved multiuse path extends from just south of Indian School Road to Harvard Street, where it intersects with the Roosevelt Irrigation District Canal multiuse path (which offers an off-street connection east along the canal).

At I-10, plans are underway to improve the Interchange with I-10, where peak-hour traffic causes recurring congestion. South of I-10, plans are in various stages of development to improve the entire corridor to the Gila River with three travel lanes in each direction.

SOUTH OF MC 85 AND THE GILA RIVER

The Estrella Communities south of the Gila River are experiencing growth similar to the rest of the City. However, this area is not served by the regional freeway system, and all roads (figuratively speaking) lead to Estrella Parkway. Residents south of the Gila River travel north to Goodyear and the greater Phoenix region for employment, services, shopping, entertainment, and healthcare. This results in congestion, especially during peak am and pm commute times.

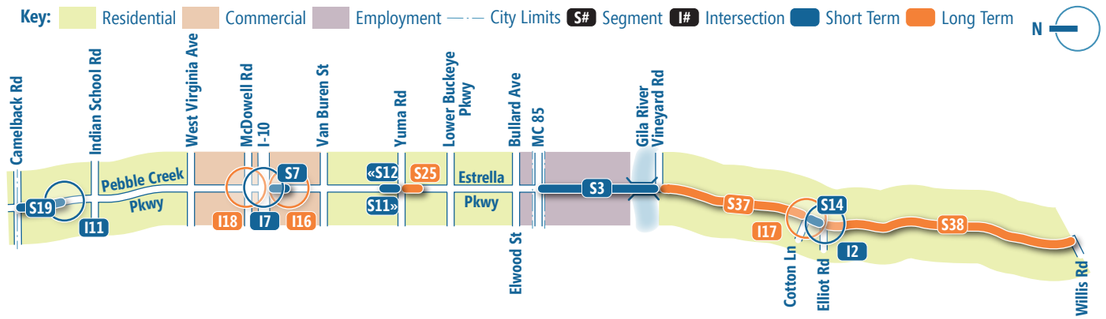
The Estrella Parkway Bridge over the Gila River (originally built in 1988) carries 2 lanes of traffic. The City is currently designing improvements to widen the facility in the short-term. While expansion to a nominally 4 lane facility is necessary in the short-term, it is anticipated the necessity for expansion to the ultimate 6 lane facility will be needed within 15 years. The Plan recommends that the facility be designed to the ultimate 6-lane facility today, so that the capacity is in place when needed (similar to the approach the City took with the Cotton Lane Bridge when it was constructed over 15 years ago).

Through the Plan horizon, it is anticipated that south of the river growth as high as 5 percent per year will continue. As a master planned community, active transportation amenities, including sidewalks and bicycle lanes have been developed; however, the distance to destinations north of the river are such that even providing transit services to the area is a challenge, with over five miles separating the community from the City north of the Gila River.

Regional facilities such as Loop 303 and I-11 are envisioned serving this area in the future, however, no definitive planning or funding has been identified to advance those projects in the foreseeable future.

Improvements for Estrella Parkway at the intersections of Elliot Road and Cotton Lane are recommended in the short-term, including widening Estrella Parkway to 6 lanes between the intersections. Beyond the short-term, Estrella Parkway north of Cotton Lane is anticipated to require 6 lanes (see discussion of Cotton Lane south of the Gila River for additional information).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
North of the MC 85 and the Gila River			
S11	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one northbound lane. (CIP 42069)
S12	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one southbound lane.
S19	Pebble Creek Pkwy	Charles Blvd to Camelback Rd	Widening to four lanes with landscape median and active transportation anticipated with development.
S25	Estrella Parkway	Yuma Rd to Goodyear Blvd S.	Widen roadway with addition of one northbound and one southbound lane.
I7	—	Estrella Pkwy and I-10	Removing slopes and widening Estrella Parkway under I-10, providing additional through lane in each direction, and adding second southbound left turn lane.
I11	—	Pebble Creek Pkwy and Charles Blvd	New traffic signal consideration.
I16	—	Roosevelt St and Estrella Pkwy	Improvements to include additional left turn lane with northbound and southbound approaches, additional northbound left turn lane. (See Appendix C for details)
I18	—	McDowell Rd and Pebble Creek Pkwy	Improvements to include addition of right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues. (See Appendix C for details)
South of the MC 85 and the Gila River			
S3	Estrella Parkway	MC 85 to Vineyard Ave	Replace Gila River Bridge with ultimate 6-lane facility with active transportation improvements (determined with design); widening of roadway north to MC 85 to match 6-lane improvements planned for entire corridor to I-10.
S14	Estrella Parkway	Elliot Rd to Cotton Ln	Widening to six lanes; anticipated to be addressed with Elliot and Cotton Intersection improvements (See also Projects I2 and I17).
S37	Estrella Parkway	Vineyard Ave to Cotton Ln	Future widening project (needed prior to 2040 based on traffic projections).
S38	Estrella Parkway	Elliot Rd to Willis Rd	Future widening project (needed prior to 2040 based on traffic projections).
I2	—	Elliot Rd and Estrella Pkwy	Improvements include additional right turn lane with each approach, additional left turn lane with northbound approach, additional northbound and southbound through lane. (Appendix C for details)
I17	—	Estrella Pkwy and Cotton Ln	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)

Key: Short Term Project - Long Term Project

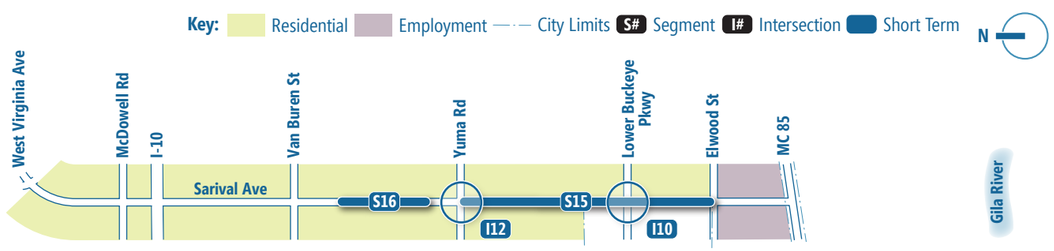
Sarival Avenue

Sarival is an arterial street with eastbound access to I-10. It serves as an important neighborhood connector, linking established neigborhoods from PebbleCreek north of I-10 to Sarival Village at Elwood Street.

Recommended improvements are already underway to complete widening of Sarival Avenue, and address intersection improvements at both Yuma Road and Lower Buckeye Road as those roadway improvements are completed.

Sarival Avenue's landscaped medians and street trees offers an attractive north-south active transportation corridor.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S15	Sarival Ave	Yuma Rd to Elwood St	Reconstruct and widen the west half of Sarival Avenue from Yuma Road to Elwood Street by providing two southbound through lanes, a center median, and active transportation improvements. (CIP 42048)
S16	Sarival Ave	W Jefferson St. to Hadley Street	Complete southbound roadway to complete street. (CIP 42011)
I10	—	Lower Buckeye Pkwy and Sarival Ave	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination.
I12	—	Yuma Rd and Sarival Ave	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.

Key: Short Term Project - Long Term Project

Cotton Lane/Loop 303

NORTH OF THE GILA RIVER

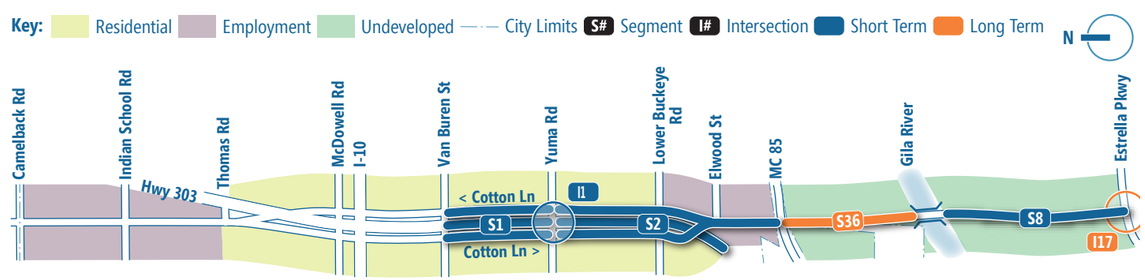
The continuation of the Loop 303 from the current terminus at Van Buren to the proposed interim termination at MC 85 is a regional project identified in the MAG RTP. Ultimately envisioned as continuing to the proposed SR 30 freeway, extension beyond the interim improvements to MC 85 are contingent on future funding determined through Proposition 479 (see Project Implementation for additional information).

SOUTH OF THE GILA RIVER

Cotton Lane crosses the Gila River approximately 2 miles west of the Estrella Bridge. The Cotton Lane Bridge, built in 2007, was constructed to accommodate 6 lanes, although it is currently configured for 4 lanes of traffic with a wide striped center median. Cotton Lane terminates at a modern roundabout with Estrella Parkway. In the short-term, replacement of the roundabout with a signalized intersection and widening of the roadway between Estrella Parkway and the Cotton Lane Bridge is recommended.

In the long-term (less than 10 years), even with proposed improvements, traffic at this interchange will exceed capacity. Additional evaluation of the roadway network at this pinch point is recommended to determine a long-term solution for the traffic traveling north through the Estrella communities to address this deficiency.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S1	Cotton Lane (Loop 303)	MC85 to Van Buren St	Loop 303 improvements (ADOT); construction anticipated Fall 2025; design plans underway (90%).
S2	Cotton Lane	MC-85 to Yuma Ln (Loop 303)	Interim pavement and striping improvements completed; Loop 303 will address remaining improvements.
S8	Cotton Lane	Estrella Pkwy to Cotton Lane Bridge (Gila River)	Rehabilitate existing roadway and widen with two additional travel lanes. (CIP 42046)
S36	Cotton Lane	Cotton Ln btwn MC-85 to Cotton Ln Bridge	Future widening project (based on 2040 traffic projections).
I1	—	Yuma Rd and Cotton Ln	Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been completed by City.
I17	—	Estrella Pkwy and Cotton Ln	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)

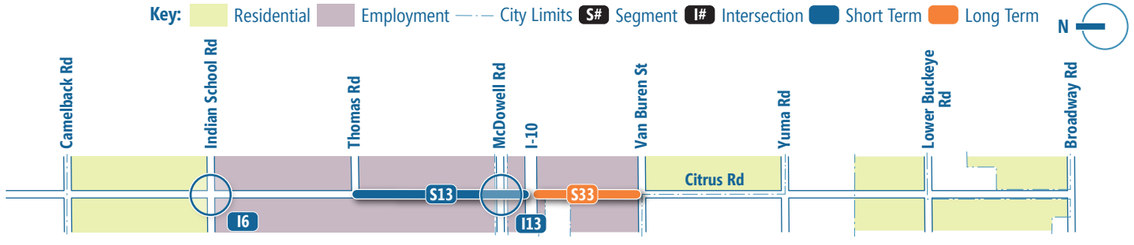
Key: Short Term Project - Long Term Project

Citrus Road

Citrus Road is an arterial street extending from Goodyear's northern limits to Broadway Road. There are no capacity improvements recommended in the short-term, with the exception of a new traffic signal at Citrus Road and Indian School Road. Development in the Loop 303 Corridor is improving portions of the roadway south of the I-10, and Goodyear has identified two widening projects north of I-10 to be completed in the longer term.

Sections of Citrus Road in north Goodyear have been improved by development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S13	Citrus Road	I-10 to Thomas	Complete Roadway to provide 2-lanes in each direction with raised median and landscaping.
S33	Citrus Road	Van Buren St to I-10	Future widening to complete street (widening not indicated by 2040 traffic projections).
I6	—	Citrus Rd and Indian School Rd	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)
I13	—	McDowell Rd and Citrus Rd	Improvements to accommodate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)

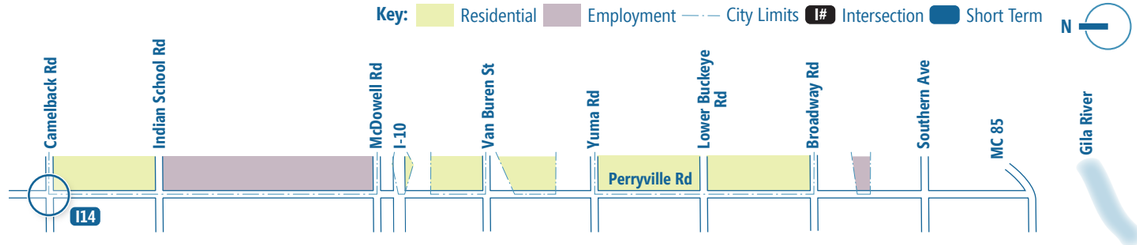
Key: Short Term Project - Long Term Project

Perryville Road

Perryville Road is ultimately envisioned as a Major Arterial. North of the Gila River Perryville Road is Goodyear's border with the City of Buckeye, and southbound roadway development is Buckeye's responsibility. Improvements have been completed in Goodyear between Indian School Road and Camelback Road, and intersection improvements at Camelback Road are pending Maricopa Water District improvements.

Intersection improvements planned for Camelback Road will complete Goodyear's portion of Perryville Road north of Indian School Road (see Project I14).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
I14	—	Camelback Road and Perryville Road	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/ Citrus to be complete before traffic signal begins.

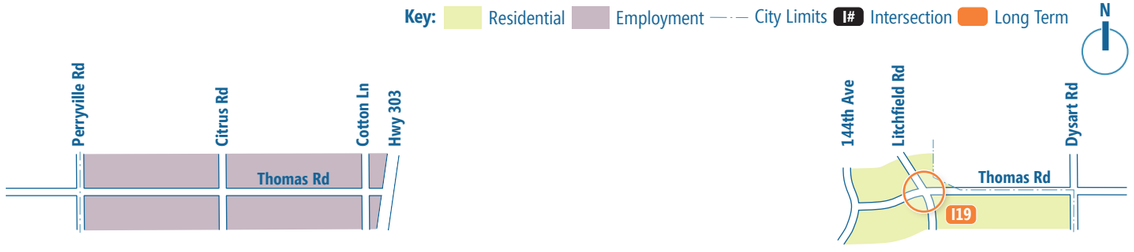
Key: Short Term Project - Long Term Project

Thomas Road

The Thomas Road arterial route is discontinuous through Goodyear. West of Loop 303 it serves the Loop 303 Corridor Growth Area, and improvements are anticipated by development. Thomas restarts half mile west of Litchfield Road (where improvements may be necessary outside of the short-term time frame) where it is developed as a collector route, extending east and providing access to Estrella Mountain Community College.

Portion of Thomas Road east of the Loop 303 constructed by new commercial development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
I19	—	Thomas Rd and Litchfield Rd	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).

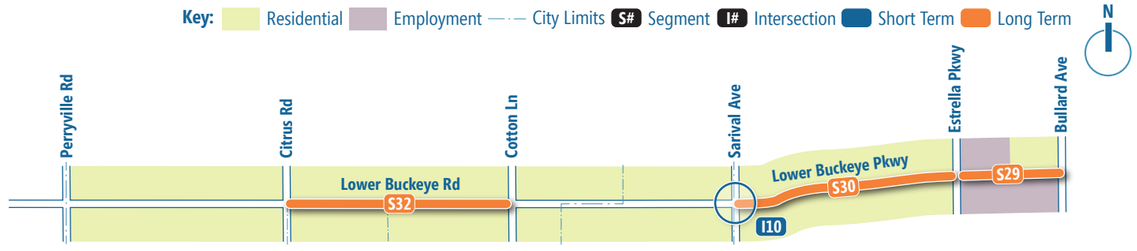
Key: Short Term Project - Long Term Project

Lower Buckeye Road/Parkway

Lower Buckeye Road is an arterial street serving a mix of developing master planned communities and established larger lot residential development in central Goodyear. There are only minor areas of improvements west of Cotton Lane, and scalloped street improvements east of Cotton Lane to Sarival Avenue have resulted in lack of pedestrian and bicycle facilities. East of Sarival Avenue, the roadway is improved to arterial street standards, however, bicycle lanes only extend from Sarival Avenue to 159th Lane, east of which they abruptly end.

Lower Buckeye Parkway east of Sarival Avenue.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S29	Lower Buckeye Pkwy	Estrella Pkwy to Bullard Ave	Complete bicycle lanes.
S30	Lower Buckeye Pkwy	Sarival to Estrella Pkwy	Complete bicycle lanes 159th to Estrella Pkwy.
S32	Lower Buckeye Pkwy	Citrus Rd to Cotton Ln	Future widening project (based on 2040 traffic projections).
I10	—	Lower Buckeye Pkwy and Sarival Ave	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination. (CIP 42047)

Key: Short Term Project - Long Term Project

Table 1. Recommendations Roadway Improvements

Map Ref	Resp Entity	Route	Segments	Description	Scalloped Segment	Volume-per-lane Scoring	Inrix Scoring	Weighted Scoring (x100)	Sidewalk Gap(s)	Bike Lane Gap(s)	2040 PM VOC	2040 PM Flow	Cost ($M)
Short-Term													
S1	ADOT	Cotton Lane (Loop 303)	MC85 to Van Buren St	Loop 303 improvements (ADOT); construction anticipated Fall 2025; design plans underway (90%). [note cost is from DCR and dated]	Yes	0.8837	0.8571	89.63	Yes	No	0.3232	2849	93.80[b]
S2	GY	Cotton Lane	MC-85 to Yuma Ln (Loop 303)	Interim pavement and striping improvements completed; Loop 303 will address remaining improvements. (CIP 50-21-032)	Yes	1.0000	0.4571	78.29	Yes	Yes	0.7979	8558	3.30[a]
S3	GY	Estrella Parkway	MC 85 to Vineyard Ave	Replace Gila River Bridge with ultimate 6-lane facility with active transportation improvements (determined with design); widening of roadway north to MC 85 to match 6-lane improvements planned for entire corridor to I-10. (CIP 42054; 42026)	Yes	0.8896	0.5143	76.15	Yes	Yes	0.9626	8620	95.00
S4	GY	Yuma Road	Cotton Ln to Canyon Trails Blvd	Reconstruct and widen south half of Yuma Road to provide three eastbound through lanes, raised median with landscaping. (CIP 42-23-314)	Yes	0.5703	0.8286	75.96	Yes	No	0.5657	4986	15.20
S5	GY	Camelback Road	Loop 303 to 152nd Avenue	Widen existing two-lane roadway to 4-lane arterial w/ bike lanes, curb & gutter, sidewalks, traffic signals, and lighting.	Yes	0.9949	0.3429	73.51	Yes	Yes	0.7722	4538	25.00
S6	GY	Indian School Road	Perryville Rd to Citrus Rd	Widening eastbound lanes to complete street.	No	0.5662	1.0000	62.65	No	No	0.7422	2215	35.00
S7	GY	Indian School Road	Citrus Rd to Minnezona Avenue	Project will eliminate the existing scalloped street condition for westbound Indian School Road from 1-lane to 3-lanes and install a warranted traffic signal at Citrus & Indian School (CIP 42056).	No	0.5273	0.9714	59.95	Yes	Yes	0.8274	4659	11.00
S8	GY	Cotton Lane	Estrella Pkwy to Cotton Lane Bridge (Gila River)	Rehabilitate existing roadway and widen with two additional travel lanes. (CIP 42046)	Yes	0.4109	0.5143	57.01	Yes	Yes	1.1405	6809	6.80
S9	GY	Bullard Avenue	McDowell Rd to Celebrate Life Way	Widen southbound to three lanes to complete street. (Project includes widening under I-10; further evaluation required)	Yes	0.3098	0.5714	55.25	No	No	0.6837	5684	10.31
S10	GY	McDowell Road	Litchfield Rd to Dysart Rd	Reconstruct and widen the eastbound and westbound lanes to provide an additional travel lane in each direction. (CIP 42058)	No	0.6737	0.6571	53.23	No	Yes	0.6161	3620	10.60
S11	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one northbound lane. (CIP 42069)	No	0.7294	0.6000	53.18	Yes	Yes	0.8462	5456	0.87
S12	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one southbound lane.	No	0.7294	0.6000	53.18	Yes	Yes	0.8462	5456	0.94
S13	GY	Citrus Road	I-10 to Thomas	Complete Roadway to provide 2-lanes in each direction with raised median and landscaping. (CIP 4200A)	No	0.3571	0.9429	52.00	Yes	Yes	0.6014	1795	32.90
S14	GY	Estrella Parkway	Elliot Rd to Cotton Ln	Widening to six lanes; anticipated to be addressed with Elliot and Cotton Intersection improvements (See also Projects I2 and I17)	No	0.7283	0.5143	49.70	No	No	1.5915	14252	3.00
S15	GY	Sarival Ave	Yuma Rd to Elwood St	Reconstruct and widen the west half of Sarival Avenue from Yuma Road to Elwood Street by providing two southbound through lanes, a center median, and active transportation improvements. (CIP 42048)	No	-	-	-	-	-	-	-	19.43[a]
S16	GY	Sarival Ave	W Jefferson St. to Hadley Street	Complete southbound roadway to complete street. (CIP 42011)	No	-	-	-	-	-	-	-	1.13[a]
S17	GY	Yuma Road	Canyon Trails to Sarival Ave	Complete street with eastbound roadway improvements. (CIP 42037)	No	-	-	-	-	-	-	-	3.68[a]
S18	MC	MC 85	Estrella Parkway to Loop 303	Widening to six lanes to be completed by Maricopa County in anticipation of the extension of Loop 303.	No	-	-	-	-	-	-	-	-[b]
S19	D	Pebble Creek Parkway	Charles Blvd to Camelback Rd	Widening to four lanes with landscape median and active transportation anticipated with development.	No	-	-	-	-	-	-	-	-[b]
Long-Term													
S20	GY	McDowell Road	Citrus Rd to Cotton Ln	Future roadway improvements to provide active transportation improvements (widening not indicated by 2040 traffic projections).	Yes	0.4125	0.3143	49.07	Yes	Yes	0.7658	2286	-
S21	D	Litchfield Road	Celebrate Life Way to I-10	Improvements completed by development (sidewalk, bike lane); likely will be complete within the year.	No	0.6675	0.5143	47.27	Yes	Yes	0.9735	6629	-[b]

Table 1. Recommendations Roadway Improvements (continued)

Map Ref	Resp Entity	Route	Segments	Description	Scalloped Segment	Volume-per-lane Scoring	Inrix Scoring	Weighted Scoring (x100)	Sidewalk Gap(s)	Bike Lane Gap(s)	2040 PM VOC	2040 PM Flow	Cost ($M)
S22	D	McDowell Road	Pebble Creek Rd to Bullard Ave	Small sidewalk gap between Harkins Theater crossing Bullard Ave to 146th Ave.	Yes	0.3661	0.2857	46.07	Yes	Yes	0.7303	6437	- [b]
S23	GY	Litchfield Road	Yuma Rd to Van Buren St	Complete street with sidewalk improvements.	No	0.5433	0.5429	43.45	Yes	No	0.5886	3459	9.90[a]
S24	GY	Yuma Road	Sarival Ave to Estrella Pkwy	Complete bicycle lane from 159th Ave to Goodyear Boulevard West.	Yes	0.2267	0.2571	39.35	Yes	Yes	0.4873	0.4873	-
S25	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd S.	Widen roadway with addition of one northbound and one southbound lane.	Yes	0.2046	0.2286	37.33	Yes	Yes	0.4489	4020	2.55
S26	D	Yuma Road	Perryville Rd to Cotton Ln	Development to address sidewalk gap on north side of roadway from Cotton Lane to 175th Drive; improvements anticipated by development.	Yes	0.2594	0.1429	36.09	Yes	Yes	1.0056	4529	- [b]
S27	GY	Bullard Avenue	Encanto Blvd to Indian School Rd	Future widening project (based on 2040 traffic projections).	Yes	0.3541	0.0286	35.31	No	Yes	1.1430	5236	-
S28	GY	Van Buren Street	187th Ave to Cotton Ln	Future widening project (based on 2040 traffic projections).	Yes	0.3826	0.0000	35.30	Yes	Yes	0.9318	3854	-
S29	GY	Lower Buckeye Pkwy	Estrella Pkwy to Bullard Ave	Complete bicycle lanes.	No	0.0475	0.8000	33.90	Yes	Yes	0.2910	1710	0.78 [c]
S30	GY	Lower Buckeye Pkwy	Sarival to Estrella Pkwy	Complete bicycle lanes 159th to Estrella Pkwy.	No	0.1436	0.4857	25.17	No	Yes	0.4407	2631	1.86 [c]
S31	GY	Van Buren Street	Sarival Ave to Estrella Pkwy	Future widening to complete street (widening not indicated by 2040 traffic projections).	No	0.4555	0.1714	25.08	Yes	No	0.5190	3049	-
S32	GY	Lower Buckeye Road	Citrus Rd to Cotton Ln	Future widening project (based on 2040 traffic projections).	No	0.3917	0.1143	20.24	Yes	Yes	1.0357	12188	-
S33	GY	Citrus Road	Van Buren St to I-10	Future widening to complete street (widening not indicated by 2040 traffic projections).	No	0.2618	0.2000	18.47	Yes	Yes	0.7333	2189	29.60
S34	GY	Bullard Avenue	Broadway Rd to Bullard Ave Bridge	Future widening project (based on 2040 traffic projections).	No	-	-	-	Yes	No	1.0193	1604	-
S35	GY	Camelback Road	Citrus Rd to Cotton	Future widening project (based on 2040 traffic projections). Portions being constructed by development today.	No	-	-	-	-	-	-	-	22.10
S36	GY	Cotton Lane	Cotton Ln btwn MC-85 to Cotton Ln Bridge	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	Yes	No	1.2035	7185	-
S37	GY	Estrella Parkway	Vineyard Ave to Cotton Ln	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	Yes	No	1.2022	10766	-
S38	GY	Estrella Parkway	Elliot Rd to Willis Rd	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	No	No	1.1486	10286	-
S39	AV	Dysart Road	Cornerstone Blvd to W Coldwater Plaza N	Future widening project (based on 2040 traffic projections). (Avondale responsible for roadway improvements)	No	-	-	-	No	No	0.9501	8374	- [c]
S40	LP	Litchfield Road	Indian School Rd to Clear Creek Dr	Two existing NB lanes between Indian School Road and Wigwam Boulevard. (Litchfield Park responsible for addition of a third lane)	No	-	-	-	-	-	-	-	-
S41	D	Litchfield Road	Broadway Rd to Lower Buckeye Rd	Improvements anticipated through development (data centers planned).	No	-	-	-	Yes	Yes	0.0624	289	- [b]

Table Notes: Responsible Entity: ADOT – Arizona Department of Transportation; AV – Avondale; D – Development; GY – Goodyear; LP – Litchfield Park; MC – Maricopa County.

Ranking are normalized scoring with 1.000 being highest score, all other reported scores relative to that ('-' indicates no value determined for that segment).

Weighted scoring based on Scalloped Streets (20%); Volume per lane (40%); and Inrix value (40%). Sidewalk and Bike Lane gaps indicate inconsistencies along segment for these features.

2040 PM VOC (Volume over capacity) and 2040 PM Flow (roadway volume) derived from 2040 MAG transportation model run with committed projects (i.e., Loop 303 extension; SR 30; and Goodyear funded improvements).

a. Planned/committed funding; b. Improvements anticipated by other than Goodyear; c. Improvement may be addressed/associated with other project (see Description)

Table 2. Recommendations Roadway Intersection Improvements

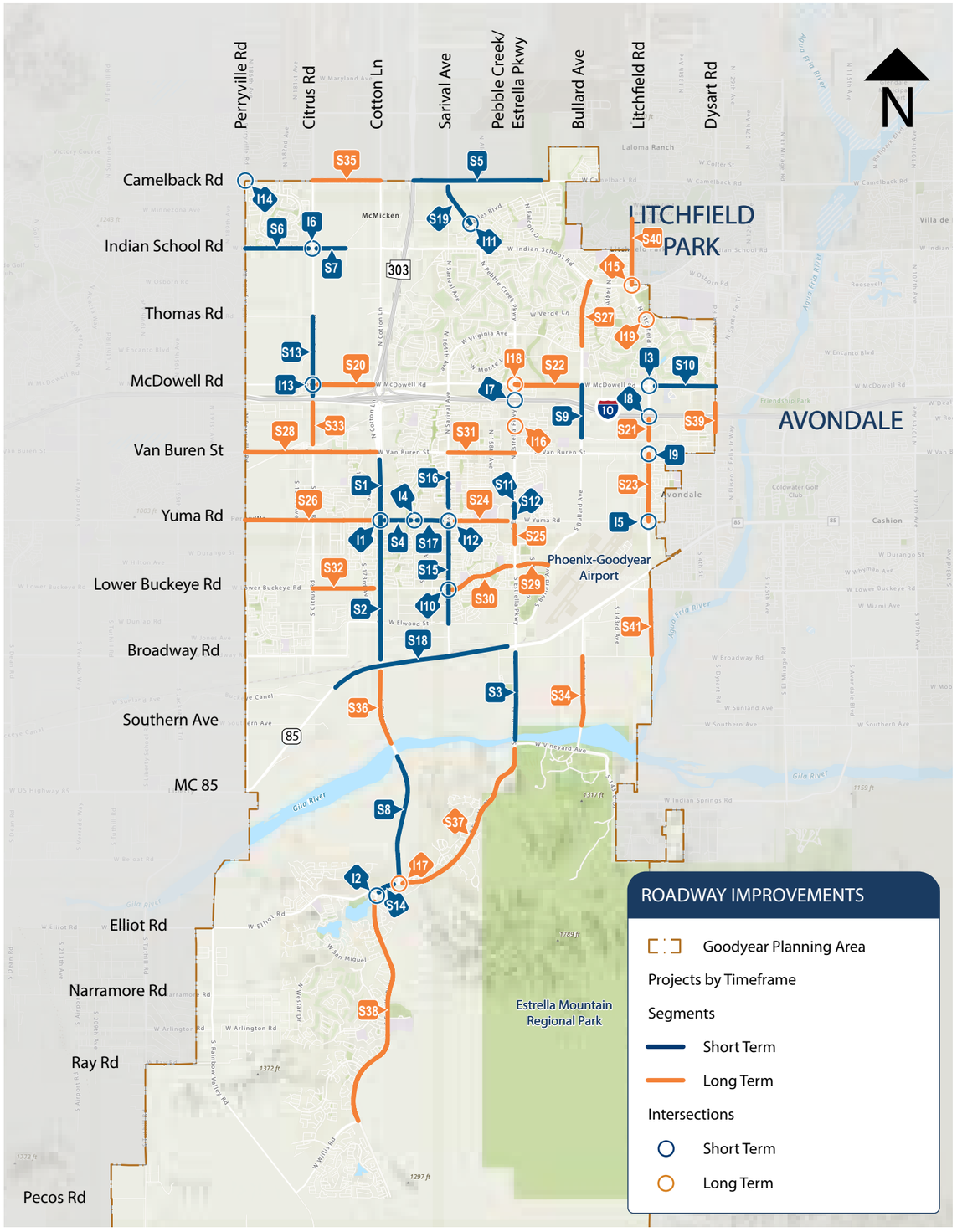
Map Ref	Intersection	Description	Delay Rank	Total Crash Rank	Land Use Ranking	Weighted Scoring (x100)	Combined Int/ Seg Score	Cost ($M)
Short Term								
I1	Yuma Road and Cotton Lane	Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been completed by City.	0.178	0.615	1.000	51.730	1.414	3.00
I2	Elliot Road and Estrella Parkway	Improvements to include additional right turn lane with each approach, additional left turn lane with northbound approach, and additional northbound and southbound through lane. (See Appendix C for details)	1.000	0.358	0.556	65.440	1.151	4.67
I3	McDowell Road and Litchfield Road	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)	0.180		0.667	60.528	1.138	0.24
I4	Yuma Road and Canyon Trails Boulevard	Improvements necessary with Yuma Rd segment widening, traffic signal modifications.	0.082	0.881	0.889	30.551	1.065	0.50
I5	Yuma Road/ Western Avenue and Litchfield Road	Future intersection improvements necessary with completion of roadway segment improvements to north (see Segment Project S12). Planning level cost estimate, based on comparable project.	0.111	0.493	0.444	33.049	0.765	2.00
I6	Citrus Road and Indian School Road	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)	-	-	-	-	-	0.75
I7	Estrella Parkway and I-10	Removing slopes and widening Estrella Parkway under I-10, providing additional through lane in each direction, and adding second southbound left turn lane. (CIP 42027)	-	-	-	-	-	7.50
I8	Litchfield Road and I-10	Traffic operations observed improvements to include removing slopes and widening Litchfield Road under I-10, providing additional northbound left turn lane. Planning-level cost estimate, based on Estrella Pkwy and I-10 project.	-	-	-	-	-	7.50
I9	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include additional left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.	-	-	-	-	-	1.96
I10	Lower Buckeye Parkway and Sarival Avenue	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination. (CIP 42047)	-	-	-	-	-	4.34
I11	Pebble Creek Parkway and Charles Boulevard	New traffic signal consideration.	-	-	-	-	-	0.75
I12	Yuma Road and Sarival Avenue	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.	-	-	-	-	-	0.50
I13	McDowell Road and Citrus Road	Improvements to accommodate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)	-	-	-	-	-	5.17
I14	Camelback Road and Perryville Road	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/Citrus to be complete before traffic signal begins. (CIP 42013)	-	-	-	-	-	0.63
Long Term								
I15	Indian School Road and Litchfield Road	Improvements to include additional left turn lane with each approach, additional right turn lane with eastbound approach, and additional westbound and northbound through lane*. *Additional northbound through lane is the responsibility of Litchfield Park. (See Appendix C for details)	-	-	-	-	-	2.58
I16	Roosevelt Street and Estrella Parkway	Improvements to include additional left turn lane with northbound and southbound approaches, additional northbound left turn lane. (See Appendix C for details)	-	-	-	-	-	1.21
I17	Estrella Parkway and Cotton Lane	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)	-	-	-	-	-	5.51
I18	McDowell Road and Pebble Creek Parkway	Improvements to include dual right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues). (See Appendix C for details)	-	-	-	-	-	0.95
I19	Thomas Road and Litchfield Road	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).	-	-	-	-	-	1.96

Table Notes:

Ranking are normalized scoring with 1.000 being highest score, all other reported scores relative to that ('-' indicates no value determined for that intersection).

Weighted scoring based on Delay (40%); Crash (40%); and Land Use (20%). Combined Intersection/Segment Score is cumulative score, using the higher entering Roadway Segment score, where applicable (see Table 1. Recommendations Roadway Improvements).

Figure 13. Roadway Recommendations Map



ROADWAY IMPROVEMENTS

- Goodyear Planning Area
- Projects by Timeframe
- Segments
  - Short Term
  - Long Term
- Intersections
  - Short Term
  - Long Term

Transit Recommendations

Short-term Transit Recommendations

The short-term transit recommendations include improvements to existing fixed-route bus services, expansion of the WeRIDE microtransit program, implementation of a mobility hub, and improvements to existing bus stops. The short-term recommendations are described in the sections below, summarized in Table 3.

FIXED-ROUTE BUS

The short-term recommendations for fixed-route bus service in Goodyear consist of frequency and service span improvements to existing services to comply with the regional service standards established through Valley Metro's Transit Standards and Performance Measures (TSPM) process. For local bus service (Route 3 – Van Buren and Route 17 – McDowell), this includes increasing frequencies on Saturdays to 30 minutes and implementing Sunday service at 30 minute frequency for a span of 12 hours. For express bus service (Route 562 – Goodyear Express), this includes adding one inbound/outbound trip on weekdays for a total of four trips.

Because the improvements to Routes 3 and 17 include miles of service in the neighboring communities of Tolleson and Avondale, the City will need to coordinate with these jurisdictions to advance the service recommendations.

MICROTRANSIT

The City's WeRIDE program has had great success since launching in November 2022, with ridership steadily increasing. Based on the success of the first year, the short-term recommendations for WeRIDE include expansion of the service into the following areas:

WeRIDE is currently providing services in Goodyear through a pilot program. Source: werideaz.com

- Estrella Mountain Ranch: community in the southwestern portion of the City, in the vicinity of Estrella Parkway and Elliot Road. As noted in the introduction, with a population of over 20,000 today and underserved in community amenities such as shopping, healthcare and employment, the area appears to have a need for microtransit services.
- PebbleCreek/Central Goodyear: the area north of the existing WeRIDE zone, generally bounded by Indian School Road to the north, McDowell Road to the south, Loop 303 to the west, and Litchfield Road to the east. Continued outreach and service to non-gated communities and areas with demonstrated need should be prioritized in the short term.

Consistent with the existing zone, service in the expansion areas would operate on weekdays from 6 a.m. to 8 p.m.

FACILITIES

Short-term recommendations were also developed for transit facilities including mobility hubs and bus stops. Mobility hubs are described in the Active Transportation section and may include elements such as bus stop amenities, bike racks, bike/scooter share, car share, EV charging stations, lockers, etc. Mobility hub locations were previously identified in the Avondale-Goodyear Transit Study (2021). The short-term recommendation for these facilities is to implement a mobility hub at the Goodyear Civic Square, a frequent destination for the existing WeRIDE service.

Bus stops are the first element passengers experience on their transit journey. As such, it is essential that these facilities are accessible to all users and provide an appropriate level of amenities relative to the level of demand. According to Valley Metro's bus stop database, there are 18 active bus stops in Goodyear, 10 of which have shelters (56 percent). Many of these facilities are dated and beginning to show their age, and the short-term recommendation for bus stops is to upgrade these facilities as needed based on demand, ridership levels, development patterns, and other factors. At a minimum, the City should work to ensure that all stops are ADA-compliant.

Table 3. Short-term Transit Recommendations

Service Type	Route/Service	Description	Cost	
Fixed-route	Route 3 - Van Buren	Bring route into compliance with regional service standards (per Valley Metro TSPM). Increase Saturday frequencies to 30 minutes. Implement Sunday service at 30-minute frequencies for 12 hours.	Tolleson	$82,000
			Avondale	$193,000
			Total	$275,000
	Route 17 - McDowell	Bring route into compliance with regional service standards (per Valley Metro TSPM). Increase Saturday frequencies to 30 minutes. Implement Sunday service at 30-minute frequencies for 12 hours.	Avondale	$193,000
			Goodyear	$101,000
			Total	$236,00
	Route 562 – Goodyear Express	Bring route into compliance with regional service standards (per Valley Metro TSPM). Add one inbound/outbound trip on weekdays.	Total	$102,000
Microtransit	WeRIDE	Expand service into Estrella Mountain Ranch	Total	TBD
	WeRIDE	Expand service into PebbleCreek/Central Goodyear	Total	TBD
Facilities	Mobility Hub	Implement primary mobility hub at Goodyear Civic Square	Total	$400,000
	Bus Stops	Upgrade facilities as needed based on need, ridership levels, development patterns, etc. Ensure all stops are ADA-compliant.	Per Stop	$5,000 - $15,000[a]

Notes: The costs for the fixed-route transit recommendations represent annual operating cost estimates.

Costs are based on Fiscal Year 2024 Cost per Mile figures for the City of Phoenix (Routes 3 and 17) and Valley Metro (Route 562).

a. Excludes right-of-way costs.

Long-term Transit Recommendations

The long-term transit recommendations include new fixed-route services and implementation of additional transit facilities including mobility hubs, a potential West Valley Operations and Maintenance (O&M) Facility, and a potential station for Amtrak/commuter rail service. The long-term recommendations are described in the sections below, summarized in Table 4, and illustrated shown at the end of this section in Figure 14, Transit Recommendations Map.

FIXED-ROUTE BUS

The long-term recommendations for fixed-route bus service in Goodyear consists of an extension of an existing route and the introduction of two new service routes. The service extension would be on Route 3 – Van Buren to two potential termini: (1) Estrella Parkway or (2) Bullard Avenue, south to Yuma Road, east to Litchfield Road, and north to Van Buren Street (assumes one-way loop). The exact alignment of the extension would be determined through future analysis.

The new fixed-route services recommended for implementation in the long-term planning horizon include local bus service in either the Litchfield Road or Dysart Road corridors and flex bus service in the MC 85 corridor. Local bus service in the Litchfield Road or Dysart Road corridor would establish a north-to-south transit spine and connect to the existing east-to-west local services (Routes 3 and 17). The preferred corridor and termini would be determined through future analysis but, for planning purposes, a 9-mile corridor was assumed with 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.

The other long-term fixed-route service recommendation is to implement flex service in the MC 85 corridor. There are various types of flex transportation services, with some serving a set alignment and deviating upon request, and others serving defined stop locations within a zone with the route dependent on the requested stops. The operating parameters for the MC 85 service would be determined through future planning efforts, but one option would be to implement it in conjunction with the Route 685 – Ajo/Gila Bend.

FACILITIES

The long-term recommendations for transit facilities include additional mobility hubs, a potential West Valley O&M Facility, and a potential station for future Amtrak/commuter rail service. The mobility hub recommendation includes implementing three new facilities at the Goodyear Ballpark, Canyon Trails Towne Center, and the Goodyear Park-and-Ride to expand shared and sustainable transportation options.

The second long-term facility recommendation is to support efforts to site a multimodal O&M facility in Goodyear. Valley Metro is conducting a study to identify and evaluate site options for a West Valley O&M facility that would serve express, paratransit, RideChoice, and microtransit services. The parcel next to the Goodyear Park-and-Ride has previously been identified as a candidate site and could be evaluated as part of the study. The City should support the Valley Metro effort and advocate for the Goodyear site as the preferred option.

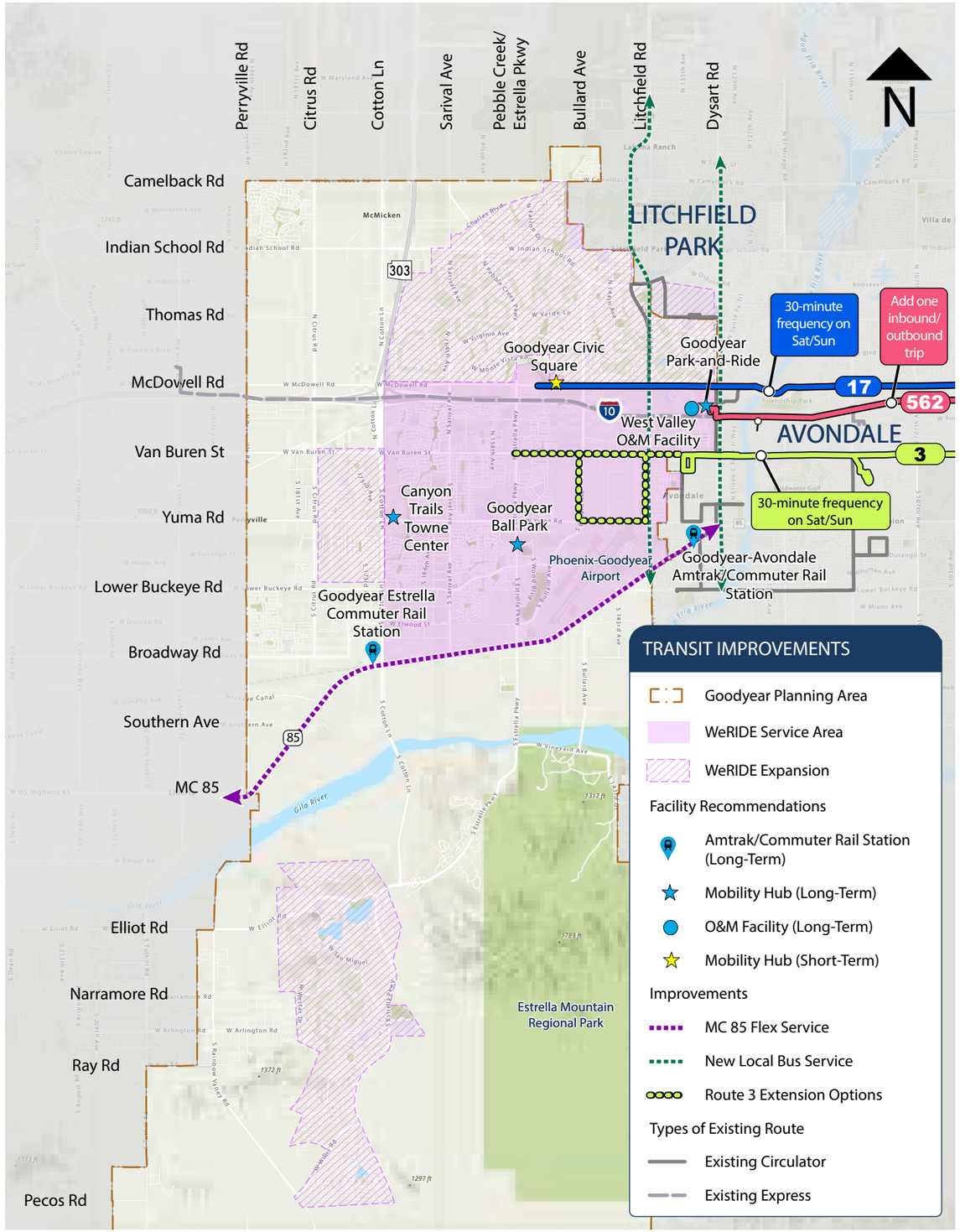
The third facility recommendation is to support efforts to site and implement a rail station in Goodyear in anticipation of Amtrak service and potential commuter rail service. Station locations that have been identified in previous planning efforts include the vicinity of MC 85 and Cotton Lane (MAG Regional Commuter Rail Study) and the Phoenix-Goodyear Airport area (Amtrak). As efforts to implement these services advance, the City should work with relevant agencies and local partners to advocate for a station location in Goodyear.

Table 4. Long-term Transit Recommendations

Service Type	Route/Service	Description	Cost	
Fixed-route	Route 3 – Van Buren	Extend route west to either: (1) Estrella Pkwy (2.5 miles), or (2) Bullard Ave, south to Yuma Rd, east to Litchfield, north to Van Buren (5 miles). (Note: assumes one-way loop) Assumes 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.	Total (Option 1)	$507,000
			Total (Option 2)	$510,000
	New Local Bus Service – Litchfield Rd/ Dysart Rd	Implement local bus service in Litchfield Rd or Dysart Rd corridor. Assumes 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.	Total	$1,929,000
	New Flex Bus Service – MC 85	Implement flex service on MC 85 (potentially in conjunction with Route 685).	Total	TBD
Facilities	Mobility Hub	Implement secondary mobility hub at Goodyear Ballpark	Total	$200,000
	Mobility Hub	Implement secondary mobility hub at Canyon Trails Towne Center	Total	$200,000
	Mobility Hub	Implement secondary mobility hub at Goodyear Park-and-Ride	Total	$200,000
	West Valley O&M Facility	Potentially site future West Valley O&M Facility adjacent to Goodyear Park-and-Ride.	Total	TBD
	Bus Stops	Upgrade facilities as needed based on need, ridership levels, development patterns, etc. Ensure all stops are ADA-compliant.	Per Stop	$5,000–$15,000[a]
	Amtrak/ Commuter Rail Station	Support efforts to design/implement rail station in Goodyear in anticipation of Amtrak service and potential commuter rail service. Previously identified locations: Goodyear/Estrella, Phoenix-Goodyear Airport (Avondale)	Total	TBD

Notes: The costs for the fixed-route transit recommendations represent annual operating cost estimates. Costs are based on Fiscal Year 2024 Cost per Mile figures for the City of Phoenix.
a. Excludes right-of-way costs.

Figure 14. Transit Recommendations Map



Active Transportation Recommendations

During the public engagement for the Plan, Goodyear residents expressed interest in greater opportunities to safely and comfortably walk and bicycle through the City. Master planned communities in Goodyear have been developed to facilitate good neighborhood circulation, and the City's street standards include sidewalks and bicycle lanes, but more can be accomplished to enhance active transportation by providing connections to activity centers and other destinations throughout the City.

This section of the Plan provides recommendations to improve those connections, so that active transportation becomes a viable and desirable option for residents. This supports the active lifestyle and quality of life Goodyear residents enjoy today, while also making active transportation an increasingly viable option for walking or bicycling to destinations throughout the City.

The improvements identified in the Plan are described below. Following descriptions of improvements, Table 5 and Figure 15 identify specific recommendations and proposed timeframes for those improvements. Timeframes for improvements are identified based on linking active transportation destinations, building on the identified roadway improvements, and addressing existing gaps.

Active Transportation Facilities

BICYCLE LANE STRIPING

Bicycle lanes are preferably 6 feet wide but can be 5 feet wide where room is limited. Where there is no curb and gutter, 4 feet is the minimum standard. However, many Goodyear streets are built out with curbs and gutters and should provide sufficiently wide bicycle lanes where possible. Goodyear's standard street cross sections show 6-foot bicycle lanes on arterial and collector roadways, measured from stripe to back of curb (making the effective bicycle lane width 5.5 feet). The width of bicycle lanes is an important factor in rider comfort; striping for 6-foot bicycle lanes will provide safer, more accessible facilities for users of varying ages and abilities.

Safe and convenient connections between neighborhoods, schools, and activity centers supports increased pedestrian and bicycle activity.

BUFFERED BICYCLE LANES

Buffered bicycle lanes have additional space between the bicycle lane and the outside vehicular lane or parked cars to buffer bicyclists from vehicular traffic. These are recommended on high-volume or high-speed (over 35 mph) roadways, especially those with freight or large-vehicle traffic. Comments received from residents during the Plan update indicated the desire for safer and more accessible bicycle facilities along the City's arterial network; however, additional community outreach is necessary to assess the interest in making such changes, which could be implemented through a reconstruction of existing roadway section, roadway lane narrowing, and in some instances through "road diets" (where an existing traffic lane is repurposed to accommodate buffered and/or protected bicycle lanes) to accommodate buffers. The recommended Active Transportation Plan would allow focused engagement and education on these topics, the potential trade-offs that exist with existing roadway capacity and needs.

SIGNS AND MARKINGS

Both vertical signs and pavement markings help bicyclists and motorists note the presence of bicycle facilities and the need to share the road. Goodyear's bicycle lanes are marked with the standard bicycle lane pavement symbol; however, many are faded and in need of refreshing.

Pavement symbols are typically placed on the far side of the intersection, just prior to intersections where vehicular crossovers to right-turn lanes occur, and at periodic intervals between intersections based on engineering judgement. Vertical bicycle lane signs should be used in conjunction with the pavement marking. Vertical bicycle lane signs should follow Manual on Uniform Traffic Control Devices (MUTCD) sign standards at minimum, but can also be designed to create unique sign and wayfinding branding for the City.

Bicycle Lane Enhancements

Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. Colored pavement is sometimes used along the length of a bike lane, however it is also used as a spot treatment, to call attention to conflict areas, or as intersection crossing marking. Color applied along the entire length of bike lane or at conflict points increases the overall visibility of the facility. Consistent application of color across a bikeway corridor is important to promote clear understanding for all users.

SIDEWALKS

Sidewalks are the most common active transportation facility found in Goodyear and the surrounding region. They occur on most improved arterial, collector, and local roadways. The standard Goodyear roadway cross sections include 8- or 5-foot sidewalks on both sides of the street.

Sidewalks are typically found where development has occurred, and may be absent on one or both sides of the street in undeveloped portions of Goodyear. Pedestrians tend to walk on whichever side of the street is best for them in terms of comfort and convenience, and will often walk on the preferred side even if no sidewalk exists. Addressing sidewalk gaps through roadway and active transportation improvements will provide safer, more comfortable routes and increase connectivity in the city's active transportation network. To address these gaps throughout the city, it is recommended that the City prepare an Active Transportation Plan that would inventory facilities and make specific actionable recommendation to complete the network. Funding for such a plan could be pursued through MAG's Active Transportation Committee and other federal discretionary grant programs.

Accessibility

Goodyear's active transportation network should accommodate all users. The ADA establishes design standards for new and reconstructed private and public facilities through the ADA Accessibility Guidelines. ADA requires that pedestrian facilities have slopes of 5 percent or less, minimum widths that provide a clear walkway of 36 inches, stable and firm surfaces, and adequate width and height clearances.

Corner ramps are critical to creating accessible active transportation routes along streets. Preferably, they are directional to traffic, rather than diagonal. Ramps must be 36 inches wide at a minimum, with a maximum rise of 1:12. Ramps must also include detectable warning strips. Additional information on accessible active transportation facilities can be found at: www.access-board.gov.

Including accessible on- and off-street facilities with new construction and roadway repair is a critical step in ensuring Goodyear's transportation network meets the needs of all users.

Sidewalk and Bicycle Lane Inventory

As a component of the recommended Active Transportation Plan, a comprehensive inventory of the City's sidewalks, bicycle lanes, paths, and trails is recommended to ensure that information (such as width, material [if other than concrete], shade coverage, accessibility, impediments, and conditions) is up to date. This information would be useful in ensuring that gaps are addressed, and existing facilities can be maintained. A concern that was identified through Plan outreach was ongoing maintenance of facilities is being overlooked resulting in debris in bicycle lanes.

MULTIUSE PATHS

A multiuse path exists in Goodyear on the eastern side of Litchfield Road from McDowell Road south to the I-10 westbound off ramp and from the I-10 eastbound on ramp south to Van Buren Street. It is striped for two-way traffic. The proposed Goodyear off-street facilities plan shows other multiuse paths along the city's arterial streets and off-street corridors. The multiuse path would be developed on the preferred side of the street; with the opposite side to include the standard 8-foot sidewalk. The path cross section is typically a 10 foot path with a 4-foot decomposed granite shoulder/trail attached on one side, separated from the curb by a landscaped buffer.

NONMOTORIZED-FOCUSED ARTERIAL

Nonmotorized-focused arterial roadways are recommended for several roads throughout the city (e.g., Sarival Avenue, Yuma Road). Their locations, north-to-south and east-to-west, were selected to complement off-street active transportation corridors. This increases the connectivity of the city's active transportation network by providing routes that are preferential to nonmotorized use (over vehicular use); these designations do not decrease the roadway's functional classification.

The elements of the nonmotorized-focused arterial roadway may fit within the outside curb dimensions of the current city standard roadway cross sections. This could be achieved by narrowing medians from 14 to 12 feet for some scenarios, and by narrowing the traffic lanes by 1-foot to gain room for the 3-foot striped buffer area (described below). Such decisions would require engineering consideration on a case-by-case basis. Nonmotorized-focused arterial roadways incorporate the multiuse path/trail on one side or the other.

On the nonmotorized-focused arterial roadways, increasing the amenities provided for bicyclists and pedestrians could increase nonmotorized activity. Aside from the facilities themselves (for example, bicycle lanes, sidewalks, trails), which should be maintained in good condition, the amenities of shade, water, and places to rest will create a more pleasing environment. Sidewalks and trails with a minimum of 50 percent shade coverage will be inviting places to walk, particularly in the summer. An abundant tree canopy provides many other benefits: increased property values, reduced cooling costs, increased community and business district appeal, reduced expenditures on gray infrastructure, prolonged pavement life, improved air and water quality, reduced urban heat island effect, reduced energy consumption, reduced stormwater runoff and erosion, improved wildlife habitat, more shade, visual and sound buffers, improved neighborhoods, and walkable streets.

MIDBLOCK CROSSINGS

Goodyear currently has several midblock crossings on the City's arterial and collector streets. Locations identified in the Plan are based on providing safe crossings at destinations and where off-street facilities cross arterial streets. Implementation of midblock crossings would require additional evaluation of traffic conditions. Common midblock crossing options and their application are discussed here.

High-visibility crosswalks may include a variety of crosswalk striping designs, such as ladder, continental, or bar pairs. A high-visibility crosswalk is much easier for an approaching motorist to see than traditional parallel lines. Research has found that high-visibility markings were detected at about twice the distance upstream as the transverse markings during daytime conditions.

Rectangular Rapid Flash Beacon (RRFB)

Rectangular Rapid Flash Beacons (RRFB) are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or midblock crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. RRFBs have been shown to increase motor vehicle yielding compliance at crossings of multi-lane streets.

High-intensity Activated CrossWalK (HAWK)

A High-intensity Activated crossWalK (HAWK) functions similarly to a full traffic signal and offers the highest degree of motorist stopping through the use of a red signal indication. HAWKs are used to improve non-motorized crossings of major streets in locations where side street volumes do not support installation of a conventional traffic signal or where there are concerns that a conventional signal will encourage additional motor vehicle traffic on the minor street. HAWKs may also be appropriate at midblock crossing locations.

Active tranportation recommendations are shown on Figure 15. and the full list of long and short-term proposed projects are found in Table 5.

Figure 15. Active Transportation Recommendations Map

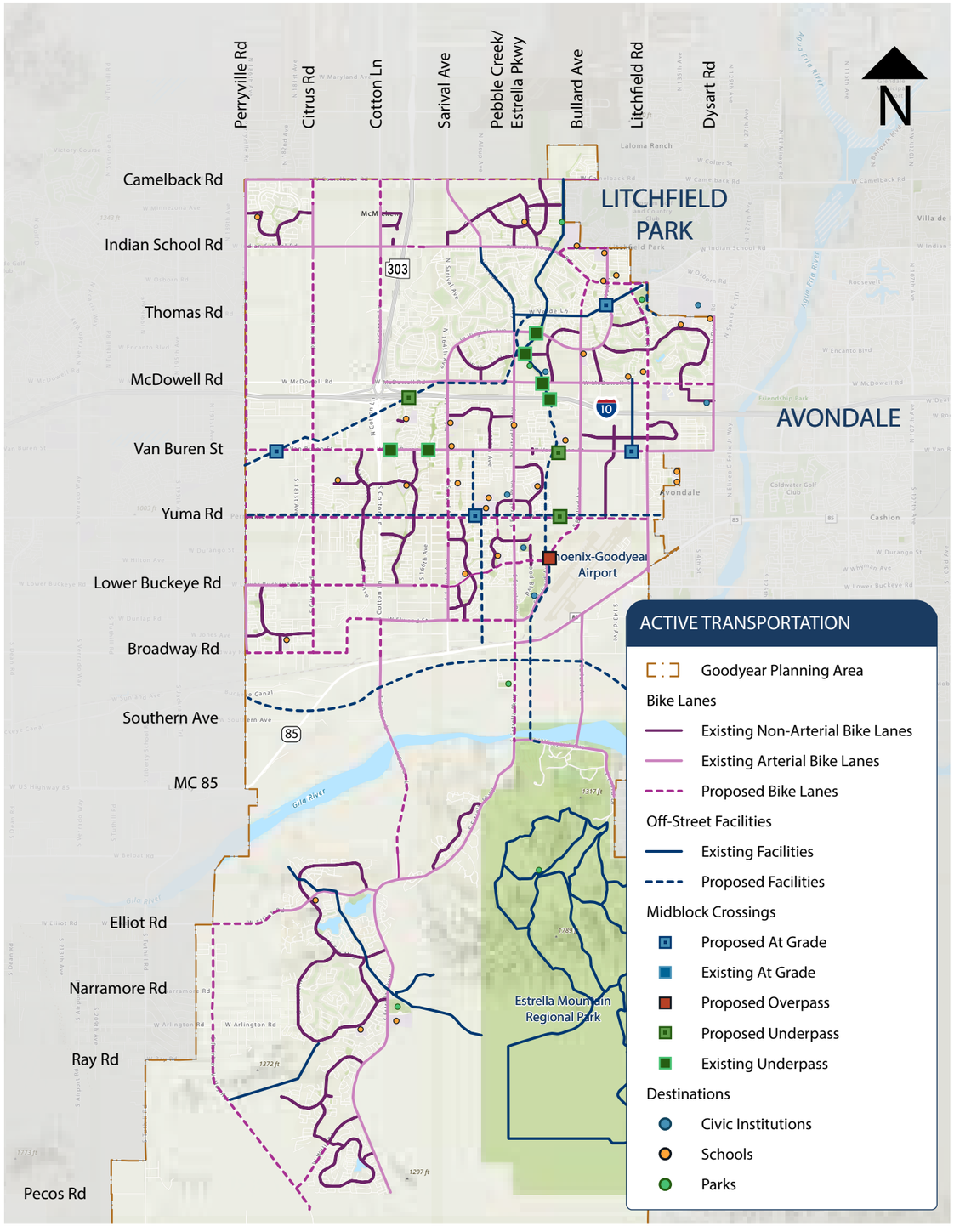


Table 5. Recommendations Active Transportation Improvements

Ref	Route	Segment	Project Type	Description	Cost ($000)
Short Term					
22	Yuma Road	159th Ave alignment to Estrella Pkwy	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
24	Lower Buckeye Road	Estrella Pkwy to Bullard Ave	Bike Lane	Address gap between existing bicycle lanes; partial roadway reconfiguration required for 1200'	782[a]
34	—	Yuma Rd & Desert Edge High School (near S 159th Ave alignment)	Crossing	Add HAWK to provide at-grade crossing	150[a]
47	—	Goodyear Civic Square	Mobility Hub	Construct Primary mobility hub with associated amenities	400[c]
Long Term					
1	Camelback Road	N 181st Ave to Cotton Ln	Bike Lane	Add westbound bicycle lane	69[a]
2	Indian School Road	Loop 303 to 450' west of N 166th Ave	Bike Lane	Extend existing westbound bicycle lane to Loop 303/Indian School Rd intersection	3[a]
3	Indian School Road	Wigwam Blvd to Bullard Ave	Bike Lane	Reconfigure roadway to add bicycle lanes	1,989[a]
4	Indian School Road	Litchfield Rd to Old Litchfield Rd	Bike Lane	Add bicycle lanes to connect with existing facilities in Avondale	13[a]
5	McDowell Road	Cotton Ln to Clubhouse Dr	Bike Lane	Add northbound bicycle lane; complete southbound bicycle lane gap	15[a]
6	Van Buren Street	700' east of N 143rd Ave to N 137th Ave	Bike Lane	Address gap between existing bicycle lanes	29[a]
7	Yuma Road	S Goodyear Blvd E to Litchfield Rd	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
8	Yuma Road	Litchfield Rd to 4th Ave	Bike Lane	Reconfigure roadway to add bicycle lanes	795[a]
9	Lower Buckeye Road	S 183rd Ave to Citrus Rd	Bike Lane	Add bicycle lanes (1000' of existing westbound bicycle lane)	26[a]
10	Lower Buckeye Road	S 167th Ave to Sarival Ave	Bike Lane	Bicycle lanes are dependent on future roadway improvements	—[d]
11	Lower Buckeye Road	S 159th Ln to Estrella Pkwy	Bike Lane	Reconfigure roadway to add bicycle lanes	1,856[a]
12	Broadway Road	Perryville Rd to S 180th Dr	Bike Lane	Add bicycle lanes	44[a]
13	Elwood Street	Sarival Ave to Estrella Pkwy	Bike Lane	Address gap between existing bicycle lanes	21[a]
14	Elliot Road	Rainbow Valley Rd to S 186th Ave	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
15	Citrus Road	Camelback Rd to W Campbell Ave	Bike Lane	Add bicycle lanes	26[a]
16	Citrus Road	Indian School Rd to Thomas Rd	Bike Lane	Add bicycle lanes	54[a]
17	Citrus Road	Yuma Rd to Broadway Rd	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
18	Pebble Creek Parkway	Indian School Rd to Virginia Ave	Bike Lane	Address gap between existing bicycle lanes; roadway reconfiguration required (1500' of existing bike lane northbound)	4,839[a]
19	Bullard Avenue	Yuma Rd to Lower Buckeye Rd	Bike Lane	Address gap between existing bicycle lanes; roadway reconfiguration required	2,784[a]
23	McDowell Road	1600' W of Litchfield Rd to Litchfield Rd	Bike Lane	Add bicycle lanes	1,061[a]
25	—	Pebble Creek Pkwy & Roosevelt Canal Trail (approx 100' south of W Verde Ln alignment)	Crossing	Add HAWK to provide at-grade crossing	150[a]
26	—	N 144th Ave & Roosevelt Canal Trail (approx. 100’ south of W Verde Ln alignment)	Crossing	Add RRFB to provide at-grade crossing	30[a]
29	—	Roosevelt Canal & Van Buren St	Crossing	Add RRFB to provide at-grade crossing	30[a]
30	—	Van Buren St & Bullard Wash (approx 650' east of N 151st Ave)	Crossing	Add underpass to provide grade-separated crossing	1,500[a]
31	—	Yuma Rd & Bullard Wash (approx 650' east of S 151st Ave)	Crossing	Add overpass to provide grade-separated crossing	3,500[a]
32	—	Bullard Ave & Bullard Wash (approx 700' north of Lower Buckeye Pkwy [along Bullard Ave])	Crossing	Add overpass to provide grade-separated crossing	3,500[a]
48	—	Canyon Trails Towne Center	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
49	—	Goodyear Ballpark	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
50	—	Goodyear Park-and-Ride	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
42	Roosevelt Canal Trail	Perryville Rd to N 152nd Dr alignment (near Rio Paseo Park)	Off-Street	Add asphalt path to enhance off-street facility	7,500[a]
43	Roosevelt Canal Trail	Litchfield Rd to Old Litchfield Rd	Off-Street	Add asphalt path to enhance off-street facility	375[a]
45	Maricopa Trail	Yuma Rd	Off-Street	Add wayfinding signage to promote existing trail route	—[d]
46	RID ROW	Van Buren St to MC-85	Off-Street	Add asphalt path to enhance off-street facility	4,500[a]
33	—	Van Buren St & CTA Trail (approx 1100' west of Litchfield Rd)	Crossing	Add RRFB to provide at-grade crossing	30[a]
44	CTA Trail	McDowell Rd to Van Buren St7	Off-Street	Add asphalt path to enhance off-street facility	1,500[a]

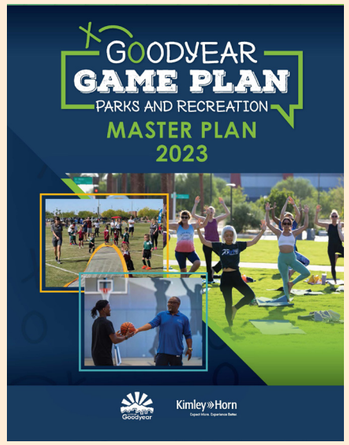
Table Notes: a. Cost estimate from MAG Active Transportation Plan Planning-Level Unit Costs; b. Cost estimate from Draft Bullard Wash Bicycle & Pedestrian Master Plan; c. Cost estimate from Avondale-Goodyear Transit Study; d. Cost not calculated for this project.

Active Transportation Policies and Programs

ACTIVE TRANSPORTATION PLAN

Goodyear has engaged in comprehensive multimodal transportation planning since the 2014 Transportation Master Plan. While the active transportation recommendations in the Plan are proposed to help facilitate pedestrian and bicycle connections throughout the City, a major recommendation of the Plan is to prepare an Active Transportation Plan.

A major element of the recommended Active Transportation Plan would be engaging the community in the planning process. Engaging Goodyear residents would enable the City to understand the types of facilities that best address their needs and the destinations residents desire to access using active transportation. Through an active public engagement process to understand Goodyear residents' needs and priorities, the Plan would make informed recommendations to prioritize improvements and seek funding for their implementation.



Goodyear's Parks, Trails, and Open Space Plan guides the development of off-street active transportation facilities that complement the city's on-street network.

Active Transportation Coordinator

Fill the position of a full-time active transportation coordinator. The League of American Bicyclists determined through analysis that, "of the 40 largest U.S. cities, those with bicycle and pedestrian staff have higher levels of bicycling than the cities without staff." A full-time coordinator would be in the position to champion and facilitate many of the active transportation recommendations in this Plan.

A coordinator would assist with activities such as coordinating the development and implementation of a citywide bicycle program, promoting expanded mobility options and safety, reviewing projects for ADA compliance and active transportation standards, supporting the preparation of the recommended Active Transportation Plan, reviewing and recommending active transportation policies and programs, compiling and analyzing planning and design data, researching and writing grant funding requests, and preparing and distributing educational information and promotional activities.

END-OF-TRIP AMENITIES

End-of-trip amenities such as lockers, bicycle racks (that allow for double locking of the frame), and showers are important to bicyclists who ride for daily trips. These amenities make on-street bicycle facilities feasible mobility options for commuting and other essential trips.

During the design review process for retail, commercial, and office projects, City planners should encourage businesses to provide end-of-trip amenities into their site and building development. As part of the overall education campaign, planners should encourage these same business owners to offer incentive programs for employees to ride to work. Bicycle commuting provides health benefits to residents, and healthier employees can also result in reduced medical costs for employers.

Planning

Promoting walking starts in the planning process. During site plan reviews of all types of development, consider the following:

- Find opportunities to create pass-through routes between adjacent subdivisions and between subdivisions and destinations (parks, retail centers, libraries, etc.); create "back doors" to these destinations as well as front doors.
- Design commercial and retail centers so they that have "back gates" that lead to adjacent residential areas.
- Select new school sites based on the principles of Safe Routes to Schools.
- Promote subdivision layouts that accommodate the movement of bicyclists and pedestrians within the subdivision and between subdivisions; where possible, make connections between subdivisions along half-mile alignments to provide off-arterial roadway routes for bicyclists.
- In the long term, promote mixed-use land development with higher densities to create living areas that encourage bicycling and walking between home, work, school, shopping, and entertainment.

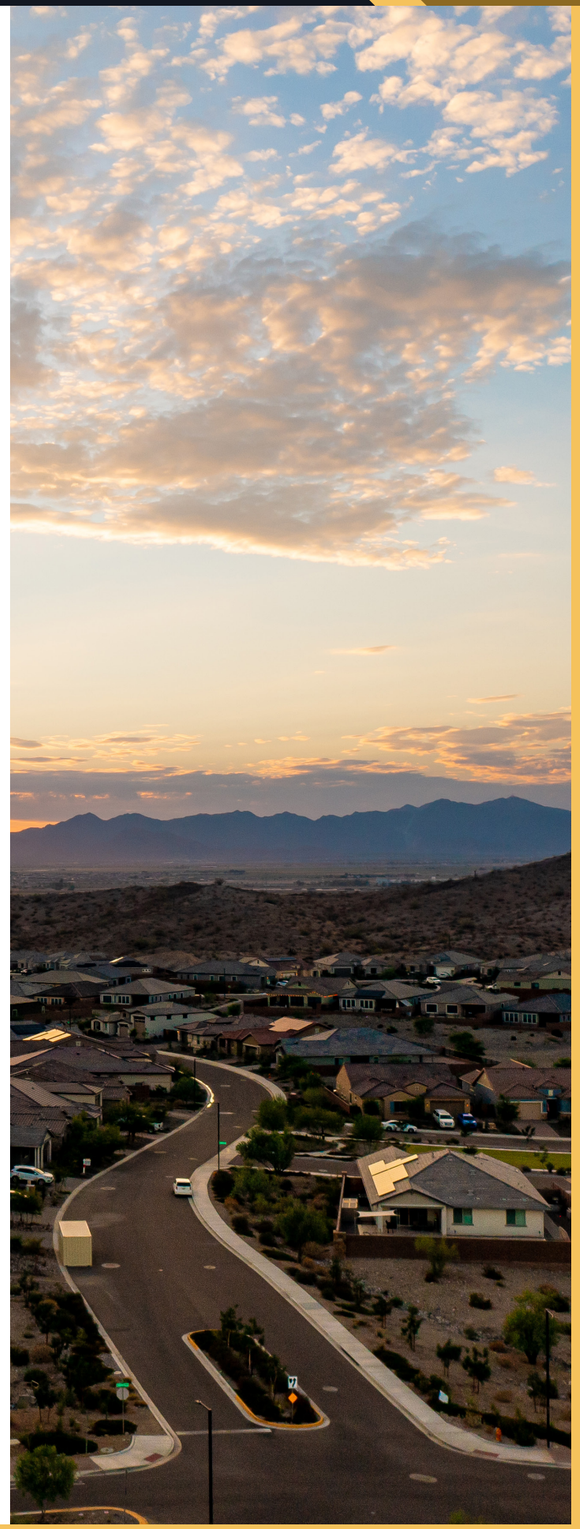
An Active Transportation Plan would guide investments in active transportation improvements, such as grade-separated crossings, that make nonmotorized travel in Goodyear safer and more accessible for users of all ages and abilities.
Source: MAG.

Guidance and Implementation

This section provides guidance on a number of topics relevant to Goodyear's transportation system. Specific items addressed include:

- Transportation System Management and Operations
- Roadway Maintenance
- Truck Activity
- Street Standards
- Project Implementation

The City has experienced substantial growth since the last Plan update in 2014. Ongoing transportation infrastructure planning to support this growth would benefit from regular updates to the City's Transportation Plan. Revising the Plan on a five-year cycle would provide an opportunity to revisit project priorities as new development and regional transportation improvements are implemented.



Transportation System Management and Operations

Transportation System Management and Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of the transportation facilities the City has already invested in. This may include techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost. Doing so will allow the City to maximize the significant investment in its street infrastructure.

Intelligent Transportation Systems

INTRODUCTION

ITS significantly improves transportation system performance by reducing congestion, increasing safety, and providing traveler convenience. Transportation systems are networks, and much of the value of a network is contained in its information: for example, whether a traffic signal "knows" traffic is waiting to pass through an intersection and whether a roadway is congested with traffic. With numerous other applications, ITS empowers actors in the transportation system—from commuters, to transportation network operators, to the actual devices (such as traffic signals)—with actionable information (that is, intelligence) to make better-informed decisions. This information is used to maximize the transportation network's performance.

ITS is a rapidly developing field, and Goodyear's ITS infrastructure has advanced since the 2009 Goodyear Intelligent Transportation Systems Strategic Plan was prepared. This section details the City's ITS infrastructure and provides ITS recommendations that will help the City continue to build and maintain an efficient system.

BACKGROUND

To provide for safe and efficient traffic flow in the city, and to manage major cross-jurisdictional corridors, Goodyear employs traffic management and control devices that provide high-quality information regarding roadway conditions and incidents. These devices are monitored through the city's Traffic Management Center (TMC). Most of the City's ITS devices are located at traffic signals, providing enhanced signal capability and improved communication between the TMC and the traffic signals.

As of 2022, Goodyear has approximately 40 miles of existing conduit with fiber optic cable, connecting roughly 100 of the city's signalized intersections to a broader communications network. An additional 11 intersections are identified for future signalization as part of the City's CIP. There are also approximately 118 locations with closed-circuit television (CCTV) cameras throughout the city, providing monitoring capabilities to City staff. Two dynamic message signs on McDowell Road (one east of Sarival Avenue and one west of Litchfield Road) provide drivers with traffic information and safety messages.

TRAFFIC SIGNAL OPERATIONS

Goodyear's TMC was recently upgraded with new hardware, including monitoring screens, allowing the City to include up to 125 signalized intersections. The City also plans for further TMC improvements that will allow City staff to view real-time and historical functions at signalized intersections, such as signal phase changes and detections.

Preparation of a Traffic Signal Management Plan (TSMP) may help to formalize the process of operating the City's increasing number of traffic signals to optimize intersection efficiency across the city. Software can help with this process, but it is through the experience of the City's traffic staff and tuning based on observation to confirm that the optimum offsets have been selected. Having a TSMP that formalizes the operational goals and objectives has been demonstrated to be effective in achieving greater system efficiency.

MAG oversees a Regional Community Network (RCN), which shares regional traffic and public safety information with local jurisdictions. Currently, Goodyear routes RCN information only to the public safety department. Connecting the TMC to the RCN would allow Goodyear to share traffic signal statuses with neighboring jurisdictions and to access their signals during special events or unexpected incidents.

PREEMPTION AND VIDEO DETECTION

The City's emergency vehicle preemption equipment initiates or extends the green phase at traffic signals, allowing emergency vehicles to navigate as quickly as possible through the city. Detection cameras provide video detection and lane-by-lane high-resolution data gathering throughout the city. Goodyear is considering advanced video detection improvements such as radar detection, which would detect vehicles more than 240 feet from a signalized intersection, allowing for dynamically changing yellow signal phases to reduce sudden stopping, which can contribute to rear-end crashes.

INCIDENT MANAGEMENT

Incident management plans allow for cities to respond quickly and effectively to incidents on city streets and maintain efficient traffic flows. Goodyear's Integrated Corridor Management signal plan uses software for incident detection and management, and allows City staff to manually control signals when incidents occur. MAG also provides incident management support for local jurisdictions by developing plans to reroute traffic when incidents occur and to update signal timing for adequate traffic flows.

The City currently has an adaptive signal system on Estrella Parkway from MC 85 to Pebble Creek Parkway and Indian School Road. This system is used for unplanned events (such as incidents), at interchanges, or during nighttime.

EMERGING TECHNOLOGIES

Adopting emerging ITS technologies into Goodyear's transportation infrastructure system would help the City provide safer, more convenient travel options for all roadway users. Rapidly developing ITS technologies include artificial intelligence-enabled cameras, cloud-based software, and passive vehicle probe data. These technologies can help the City automatically generate signal timing plans or detect pedestrians who wish to cross the road.

Currently, Goodyear uses software that provides travel time data to evaluate the effectiveness of new signal timing plans and other technologies throughout the city. Expanding the use of this software throughout the city will require additional funding for ITS implementation.

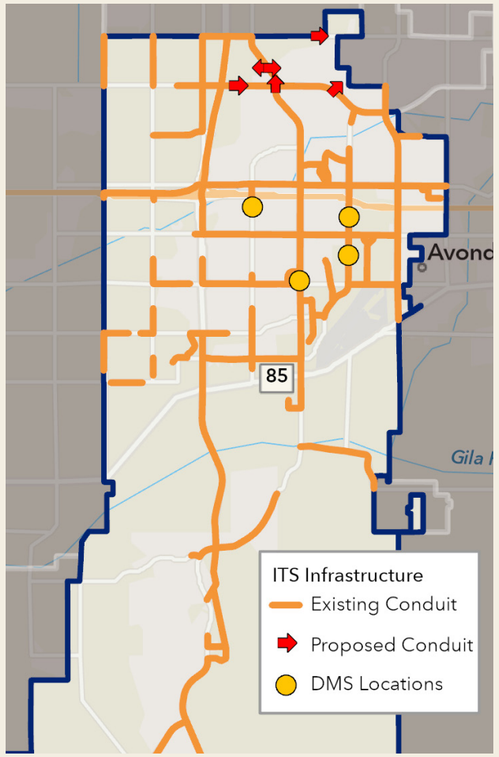
Recommendations

Based on Goodyear's existing ITS infrastructure, the following short-term recommendations are made to enhance and expand upon the city's infrastructure:

- Coordinate with MAG and seek assistance to develop special event and incident management timing plans using Congestion Mitigation and Air Quality (CMAQ) funds through MAG's Integrated Corridor Management program.
- Establish the connection from Goodyear's TMC to MAG's RCN.
- Upgrade the remaining 11 signalized intersections that are currently not connected to communications via fiber (see Figure 15 for current fiber communication gaps throughout the city).
- Develop a Traffic Signal Management Plan for the City that incorporating objectives and performance-based approaches for improving the design, operations and maintenance of traffic signal systems.
- Implement radar lane-by-lane detection on all major arterial intersections for dilemma zone protection.
- Consider installing 4 new dynamic message signs on City-defined mobility corridors for parking management near the Goodyear Ballpark. These signs could convey information regarding special events, parking and routing. See Figure 16 for potential locations along mobility corridors.

Anticipated costs of installing dynamic message signs would vary depending upon access to utilities; however, for planning purposes an average cost per sign of $75,000 is noted for a total cost of $300,000. Signs would connect to the existing fiber system.

Figure 16. Fiber Communication Network and Dynamic Message Sign Map



Roadway Maintenance

Roadway maintenance is primarily handled by the City, with several notable exceptions. Loop 303 and I-10 and associated freeway ramps are maintained by ADOT, along with SR 238 in the southern planning area. MCDOT maintains MC 85 and local streets in areas of unincorporated Goodyear ("county islands"). Private roads located in PebbleCreek, Palm Valley, Estrella Mountain Ranch, and other small residential subdivisions are maintained by homeowner associations.

The 2023 Goodyear National Community Survey results provide insight into residents' view on a number of topics related to the livability of the City. Mobility results indicate that residents have a high percent positive view of street maintenance in the City, as reflected by the responses to street repair, street cleaning, and sidewalk maintenance.

As a rapidly growing City, this is a function of good design standards, ongoing maintenance, and relatively new streets. Preventative and ongoing maintenance will grow in importance (and cost) as the infrastructure ages and with anticipated increased traffic.

Street Standards

The City of Goodyear's Engineering Design Standards and Policies Manual designates the street standards shown in Table 6 below.

Table 6. Goodyear Street Section Details

Description	Major Arterials	Minor Arterials
Outer Travel Lane Width	12'	12'
Inner Travel Lane Width	12.5'	12.5'
Bike Lane Width	5.5'	5.5'
Buffer and Sidewalk Width	15'	17'
Right-of-Way (incl. P.U.E.)	150'	130'
Posted and Design Speed Limit	45 mph posted; 55 mph design	35 mph posted; 45 mph design

The Manual notes that "standards that provide a greater degree of safety may be used or required within reasonable limits, but standards that provide a lesser degree of safety may not be used."

An often cited research paper on travel lanes widths and safety, The Relationship of Lane Width to Safety for Urban and Suburban Arterials, found no general indication that arterial roadway travel lanes narrower than 12 feet increase crash frequencies, suggesting flexibility in roadway geometric design to allow for narrower lanes under appropriate conditions. In fact, in the appropriate situations, narrowing may provide benefits in traffic operations and pedestrian safety without negatively impacting motorists' safety.

The findings suggest that narrowing lane widths should be a context-specific solution, rather than one that is applied citywide. Allowing for narrower travel lanes without mandating them provides flexibility for the City in roadway construction and repair activities. Additionally, NACTO's Urban Street Design Guide determines that travel lane widths of 10 feet provide adequate safety to roadway users within urban settings, but also discourage speeding. They recommend 11-foot travel lanes for interior lanes adjacent to opposing traffic as well as for designated truck and bike routes.

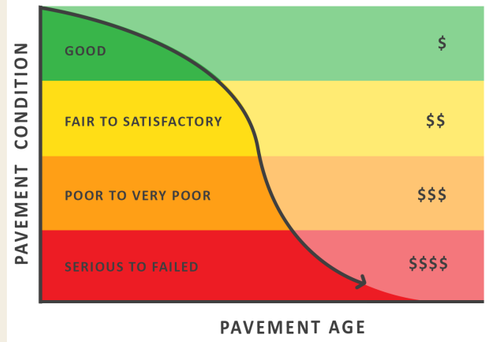
Research and recommendations show a consensus that 11-foot travel lanes are wide enough to provide adequate safety for personal occupancy vehicles, trucks, and transit vehicles. When restriping arterial streets in the City, additional consideration should be given to narrowing travel lanes. In some instances, where appropriate and justified through engineering judgement, repurposed pavement at the edge of roadways may be adequate to accommodate bicycle lane buffers and other considerations for improving bicycling facilities on streets with low vehicle volumes and speeds.

Pavement

A roadway pavement management program uses network-level, long-term strategies to enhance pavement performance. Integrated, cost-effective practices extend pavement life and improve safety. Such a program consists of three primary components: preventive maintenance, minor rehabilitation (nonstructural), and routine maintenance.

Pavement Condition Index (PCI) is used to classify roads based on their condition. The PCI scale rate all streets from 0 to 100 (poor to excellent condition), depending on severity of pavement distress (through evaluation of a number of different factors). The most recent Pavement condition report (November 2022) showed an overall Goodyear streets PCI of 73.21.

The benefits of pavement management are numerous, including optimal use of City resources and funds, reductions in pavement rehabilitation cost, and pavement life extension. The City's pavement management program and recommendations of that program are incorporated into this Plan by reference.



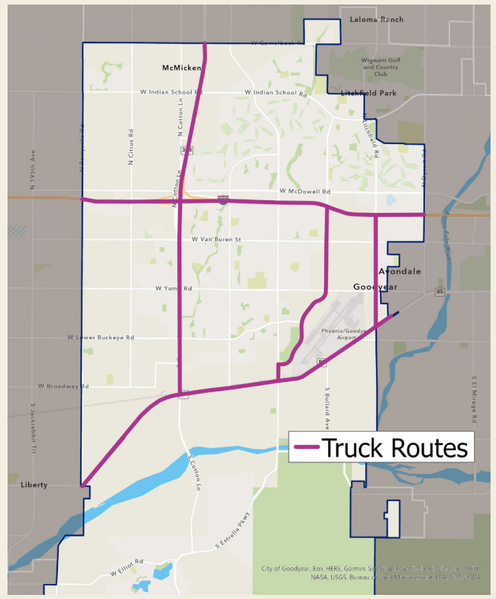
Pavement maintenance and rehabilitation costs increase greatly with lower PCI ratings; an effective pavement management plan maximizes pavement life.

Truck Activity

Goodyear's Code of ordinances, § 13-2-13, regulates freight truck activity in City and identifies the City's designated truck routes. With the growth of employment land use in the Loop 303, MC 85, and Bullard Corridor Growth Areas, it is increasingly important that regulations be followed to manage the freight activity in the City.

The City should continue to work with the business community to inform them of the truck route ordinance, and the importance of following the designated truck routes through the City. While recognizing the importance of increased employment uses in the City to support continued job growth in the City, increased enforcement may be necessary to ensure that the impact on neighborhoods and the greater community is mitigated.

Figure 17. Goodyear Truck Routes



Project Implementation

Project implementation involves identifying the need and scoping the project, developing an approach and project cost estimate for a preferred solution with City support, funding the project, contracting the work, and managing the project through completion and ongoing maintenance and operations.

This section acknowledges that funding is probably the most difficult topic to address, because the transportation needs exceed available funding. Prioritizing projects and maintaining and optimizing the transportation network (vehicular, active transportation, and transit modes) will support the investment in transportation.

The Goodyear City Council called for a special bond election referring three questions to the voters on the ballot in November 2023. The decision came following the recommendation from the Goodyear Citizen Bond Exploratory Committee, consisting of Goodyear residents who met weekly for four months. All of the bond measures passed, including the Transportation bond questions which identifies $135 million in streets and transportation projects (the other questions address public safety and parks and recreation).

The funds would be used to address city streets, transportation, traffic flow, and safety by widening streets, upgrading the traffic control system and underground utilities, and installing new streets lights and shared-use paths for cyclists. These improvements would be citywide and specific projects—along with timelines—will be determined based on this Plan, which prioritizes street and transportation projects.

Proposition 479

In November 2003, MAG developed the comprehensive, performance-based, multimodal Regional Transportation Plan (RTP), covering the period through 2026. In November 2004, the voters of Maricopa County approved Proposition 400, allowing for a 20-year extension of the half-cent sales tax to fund the proposed improvements in the RTP; SR 30 was one of the new freeways identified in the RTP. The extension of a half-cent sales tax to fund transportation improvements defined in the RTP is set to expire in 2025. However, funding shortfalls have delayed construction of the Loop 303 extension and SR 30 beyond 2025. Maricopa County voters will decide on Proposition 479 during the general election in November 2024.

Extending Maricopa County's half-cent sales tax through Proposition 479 (formally referred to as the Prop 400 Extension) will fund regional transportation improvements such as the planned SR 30 freeway.
Source: MAG (2023)

Goodyear Funding Sources

INFRASTRUCTURE IMPROVEMENT PLAN

Under the authority of Arizona Revised Statutes (A.R.S.) § 9-463.05, municipalities in Arizona may assess development fees to offset infrastructure costs associated with providing necessary public services to development. The development fees must be based on an Infrastructure Improvement Plan (IIP).

Goodyear is currently updating its IIP and will not be assessing development fees for transporation infrastructure improvements. A portion of the construction sales tax will be used to offset the cost of transportation improvements required as a result of development impacts.

CAPITAL IMPROVEMENT PROGRAM

The CIP is a financial plan designed to create, support, maintain, and finance Goodyear's present and future infrastructure needs. The CIP is funded annually for the first year, and is fiscally constrained for a 5-year look ahead. The CIP includes 10 years of projects, allowing the City to be more forward thinking in its budgeting process.

The CIP outlines project costs, funding sources, and estimated future operating costs associated with each project. The plan is designed to ensure that improvements will be made when and where they are needed and that the City will have the funds to pay for and maintain such improvements. It reflects the City's policy regarding long-range physical and economic development, outlines present and future public needs and priorities, and provides a planned schedule for improvements.

Planning capital projects is an ongoing process, with updates to the CIP occurring every year. CIP improvements are presented to the Mayor and Council, with projects recommended for implementation are incorporated into the CIP. The City Council prioritizes the first-year expenditures and validates the long-term plan during a series of work sessions. Once approved, the CIP officially details the City's commitment to fund the first-year expenditures in the upcoming budget. The first-year projects are refined during the annual budgeting process.

The current adopted CIP covers 5 fiscal years: 2024 to 2028. Capital projects are defined as (1) one-time projects, (2) having assets of significant value, (3) generally costing more than $500,000, and (4) with an expected useful life of at least 5 years. The CIP is updated annually to ensure that it addresses new and changing priorities within the city. The CIP is a plan. As such, projects are subject to change based on new or shifting service needs, special financing opportunities, emergency needs, or other directives established by the Mayor and City Council.

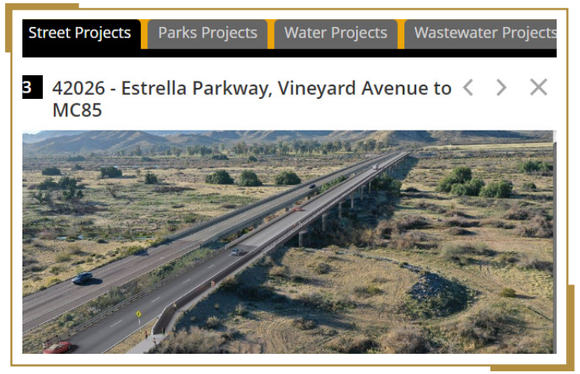
For fiscal year 2024, budgeted capital projects total $361.2 million. The program takes into consideration all known capital improvement needs while using available revenue to meet those needs.

Sources of Funding for the CIP

Revenues for the CIP are generated by voter-authorized bonds, development impact fees, one-time general funds, grants, or user fee revenue or revenue bonds supported from municipal utilities revenues.

General Fund

Taxpayer dollars are deposited in the General Fund, along with utility license fees, business license fees, state shared revenues, interest income, and miscellaneous revenues and beginning cash balances. This portion of the budget consists largely of discretionary funds, since the Mayor and City Council can allocate the funds to programs and services in any area. General Fund dollars are used to support such City services as police, fire and parks, as well as planning, community development, and administrative support services. Each year, the CIP receives funding from the City's General Fund.



Goodyear CIP projects are shown on the City's CIP webpage. Information is posted about ongoing and CIP projects (CIP #42026 is identified in the Plan as Project S3).

The City Council adopts an annual budget which identifies the funding for planned transportation improvements.

Development Impact Fees

Development impact fees were adopted by the City Council beginning in 1986. They require new development to pay its proportionate share of the costs associated with providing the necessary public infrastructure. These fees provide capital revenues to pay for infrastructure demands placed on the city by new development. The City is in the process of updating the IIP, which sets fees, and the new fees are scheduled to be effective beginning in calendar year 2024.

At this time the City is considering the use of construction sales tax to offset the cost of transportation improvements required as a result of development impact.

Other Sources of Funding for Infrastructure Improvements

Developer Contributions – Developers may provide the City with cash, certain assets, or services to obtain the right to develop land. Contributions are collected to ensure that infrastructure and community facilities support the needs of the community.

Improvement District Funds – Improvement districts are formed by groups of property owners to share the cost of infrastructure improvements for their properties. Bonds are issued to finance these improvements, which are repaid by assessments on affected properties. Improvement district debt is paid for by a special assessment made against affected properties to defray all or part of the cost of a specific capital improvement or service deemed to benefit primarily those properties.

Community Facilities Districts – Community facilities districts (CFDs) provide a funding mechanism to finance construction, operation, and maintenance of public infrastructure within the boundaries of the CFD and to better enable the City to provide municipal services within the boundaries of the CFD. The City Council has established policy guidelines and application procedures for establishing CFDs. Goodyear currently has 10 CFDs.

While the City's annual budget funds a large portion of its transportation needs, City spending on transportation is only a portion of all the spending that occurs to support transportation. MAG and ADOT both make significant investments in the regional and local transportation system.

Alternative Funding Options and Revenue Sources

The following sections summarize revenue sources that are currently available for funding road transportation projects in Goodyear. It should be noted that in the current environment, the funding of significant transportation projects is complex and, in most cases, involves multiple sources. Innovation in this dynamic environment has become the mainstay of successful transportation funding. In addition to more traditional funding sources, this section also presents the results of research into some innovative grants opportunities that would support Goodyear's economic development efforts.

GENERAL OBLIGATION BONDS

A general obligation bond is a financing tool similar to a home mortgage that the City uses to finance large capital projects over a 20-year period. Bonds allow the City to pay for projects over a longer period of time. Typically, the City asks voters to authorize bonds for major projects or a package of several similar projects. With a November 2023 bond ballot measure, Goodyear voters authorized $135 million for street and transportation projects.

SALES TAX

A sales tax exclusively for transportation needs is another revenue option to be considered. This is currently being used by a number of Arizona cities. Twenty-five years ago in 1988, Scottsdale passed a transportation tax, which dedicates one-eighth of the privilege tax revenue specifically for transportation purposes. In 1996, Tempe residents passed a half-cent dedicated sales tax with no sunset for transit.
In 1998, Mesa residents passed a quality-of-life half-cent sales tax, which dedicated a portion for transit. In 2000, Phoenix voters passed Transit 2000, a four-tenths of a cent sales tax that pays for transit improvements. In 2015 this was updated through Phoenix's Transportation 2050 plan, and dedicates a seven-tenths of a percent sales tax for street, transit, and light rail improvements. In 2001, Glendale voters authorized a half-cent sales tax to pay for transportation projects and programs for all modes of transportation, including transit (modeled after Phoenix's plan). In 2005, Peoria voters approved a three-tenths cent sales tax increase dedicated to funding transportation projects and services.

A local option sales tax dedicated to transportation investment can:

- *produce a high level of revenue for a low marginal tax rate.*
- *be perceived as equitable; individuals of comparable means pay similar amounts of tax.*
- *balance funding from a modal perspective; bike/pedestrian and transit projects can be funded by users who pay sales tax, which is not the case when they are funded with motor fuel tax revenues.*
- *A sales tax is also an attractive way to extract revenue from nonresident users of local transportation facilities.*

In 2004, Maricopa County residents extended the half-cent countywide sales tax originally authorized nearly 40 years prior. The Maricopa County half-cent sales tax, which is set to expire in 2025, will be presented to county voters for extension after receiving legislative approval in July 2023.

The local sales tax option is an increasingly popular revenue source for transportation. As noted, many Phoenix area cities have chosen to do so to fill gaps in transportation funding. The local option sales taxes have been especially important in funding transit projects and service in the Valley.

A transportation sales tax could be used to develop any of the transportation improvements identified in the Plan—street improvements, transit services (such as the WeRIDE or local bus extensions), and bicycle and pedestrian improvements such as the multiuse path system identified in the Plan and Parks, Recreation, Trails and Open Space Master Plan.

Improvements by Development

It is a reasonable assumption that if development introduces traffic congestion, it can be held responsible for improvements to the transportation infrastructure to mitigate that impact. The half-street improvements and other off-site improvements seen throughout Goodyear are an example of this type of development infrastructure requirement.

By requiring developers to make improvements not immediately adjacent to the development to mitigate impacts caused by their developments, they are paying their share of the improvements necessitated by the new development (the required nexus to request improvements). A standard traffic impact assessment procedure would document the needed improvements caused by new development. The financial impact of this method is based on the timing and size of developments and cannot be known in advance.

Distribution centers and other new development in the City build public infrastructure improvements to City standards, helping to build out the street network.

Federal Funding Sources

COMMUNITY DEVELOPMENT BLOCK GRANT

Funds under this grant program are provided by the U.S. Department of Housing and Urban Development. A transportation improvement project must benefit and be located in a census tract or block group with at least 51 percent of the population in low- and moderate-income groups. Projects that address an urgent need such as a natural disaster may be eligible.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Each state's appropriation of Highway Safety Improvement Program funds is subject to a set-aside for construction and operational improvements on high-risk rural roads. High-risk rural roads are functionally classified as rural major or minor collectors or rural local roads with a fatality and incapacitating injury crash rate above the statewide average for those functional classes of roads, or that are likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate. Goodyear streets do not qualify for these funds because none of the city streets have high enough crash rates.

NATIONAL HIGHWAY SYSTEM PROGRAM

The program provides funding for improvements to rural and urban roads that are part of the National Highway System, including the Interstate system, and designated connections to major intermodal terminals. Under certain circumstances, these funds may also be used to fund transit improvements in National Highway System corridors.

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any Federal-aid highway classified as a major collector or above, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. For projects programmed with Surface Transportation Program funds from the MAG Transportation Improvement Program, local project sponsors may exchange Surface Transportation Program funds for a reduced amount of Highway User Revenue Fund monies from ADOT, enabling the project sponsor to assume greater control over project development and implementation. The exchange program is currently on hold by ADOT until Highway User Revenue Fund gains are shown for the revenue stream.

TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM

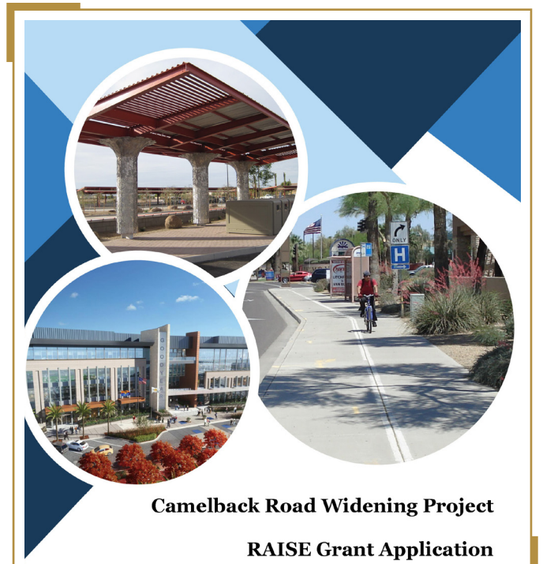
The Transportation, Community, and System Preservation Program is intended to address the relationships among transportation, community, and system preservation plans and practices and to identify private sector-based initiatives to improve those relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for Transportation, Community, and System Preservation Program discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine development patterns and identify strategies to encourage private-sector development patterns that achieve these goals.

DISCRETIONARY GRANT PROGRAMS

The Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, authorized new federal grant programs, significantly increasing the amount of funding available through new and existing grant programs for infrastructure projects. Transportation projects may be funded through these discretionary grants, which support project planning, construction, and implementation activities.

Goodyear has experience applying for discretionary grants, as the City submitted a request to fund improvements on Camelback Road through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. Although the project was not selected for this competitive round of discretionary grant funds, the experience may inform future applications for discretionary grant funding.

The SS4A discretionary grant program (provides funding for initiatives to prevent roadway deaths and serious injuries) should also be a consideration



The City's FY23 RAISE grant application was not funded. The City will pursue grant funds and povide local match funds (as necessary) when opportunities align with the City's goals and are supported by the City Council.

as the City seeks funding sources for capital projects. SS4A funding can help advance a city-wide Safety Action Plan, which would recommend improvements that increase the safety of Goodyear's transportation system for all modes of travel (including vulnerable users such as pedestrians and bicyclists), enhancing the transportation system for all users of all ages and ability levels.

The SS4A grant program requires a local match of no less than 20 percent of eligible activity costs. Considering Goodyear's roadway network, the importance of a robust plan for engagement to reinforce the community education and encouragement elements of safety planning, it is anticipated that a Safety Action Plan for the City would take approximately 18 months to prepare and require approximately $500,000 to fund. (Should the City pursue a SS4A grant, the local match would equate to $100,000).

Once an eligible Action Plan is submitted, the City may pursue additional funding for implementation through the SS4A grant program. The next grant cycle is anticipated in late Spring 2024.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