

APRIL 5, 2024

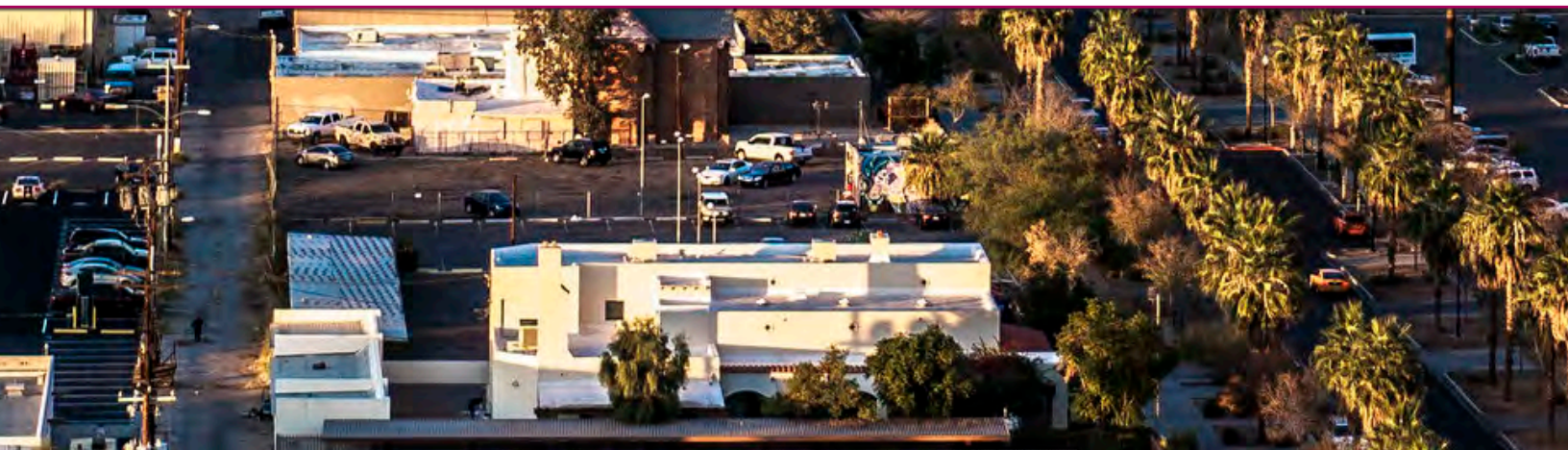
REVISED JULY 29TH, 2024

CITY OF PHOENIX

ROAD 
SAFETY
ACTION PLAN

VISION ZERO

2022/2023 ANNUAL REPORT



A Message from Mayor Kate Gallego:

As the nation's fifth largest city and one of its fastest growing, Phoenix ranks high on lists for major achievements in economic development and innovation. Distressingly, it also ranks near the top of the list for the most roadway fatalities annually. This is **HEARTBREAKING AND UNACCEPTABLE**, which is why the Phoenix City Council and I voted unanimously to approve the Vision Zero Road Safety Action Plan in September 2022 and appoint the Vision Zero Community Advisory Committee in March of last year.



While the Phoenix Street Transportation Department leads implementation of the Plan, reducing and ultimately eliminating tragic roadway deaths will take **ALL** City departments working together and in partnership with the community. The mission will involve thoughtful urban planning, policy decisions that prioritize safety, equitable development efforts, and engineering and design that can save lives.

Phoenix has been working for several years to improve safety for all roadway users. In doing so, we have strategically implemented improvements such as:

- Upgrading signalized intersections with the latest technology and street lighting
- Working to adjust the timing of signalized intersections citywide to introduce a slightly longer yellow light phase;
- Addressing pedestrian safety concerns by installing more pedestrian signal crossings (also known as a High-intensity Activated crossWalk or HAWK); and
- Improving bicycle infrastructure by adding buffered and protected bikes lanes where space allows to increase the distance between drivers and cyclists.

As Phoenix continues to grow, we must continue prioritizing keeping both residents and visitors safe. We can do so by also becoming the new standard in improved and innovative roadway safety.

TOGETHER, I know we can work to prevent tragic roadway fatalities and build a safer, more inclusive city.

A Message from Vice-Mayor Debra Stark:

District 3 Council-member

Chairperson, City Council Transportation, Infrastructure and Planning Subcommittee



In September 2022, when I joined Mayor Gallego and the other members of the City Council to unanimously approve the Vision Zero Road Safety Action Plan, I stated:

“ROAD SAFETY IS EVERYONE’S BUSINESS”.

Traffic collisions resulting in serious injury or a fatality have a ripple effect and lasting negative impact on our community. Those incidents not only touch the family and friends of a victim, but also weigh on the well-being of 911 operators, first responders, medical personnel, and, indirectly, residents and bystanders who witnessed or were within the area of a collision.

Every resident and visitor of Phoenix expects to get to their destination safely. By using the Plan as a guide and working in partnership with the community, the City is taking strategic, measurable action to improve the safety of all roadway users.

As the chairperson of the City Council’s Transportation, Infrastructure and Planning Subcommittee, I am thankful for the work Street Transportation Department staff is doing to make upgrades to technology and infrastructure that improve safety. However, those efforts alone will not help us reach our Vision Zero goal and will have a limited impact if we do not work together to create a culture in Phoenix that embraces safe behavior on our roadways.

Being serious about roadway safety requires us to be serious about our shared responsibility to one another. Let’s work together to achieve the community goal of reducing and ultimately eliminating fatal traffic collisions. It affects us all, and it is everyone’s business.



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EXECUTIVE SUMMARY

In September of 2022, Phoenix City Council unanimously approved the comprehensive Road Safety Action Plan – Moving to Vision Zero. Since then, the City of Phoenix has made great strides in the realm of traffic safety with **64 identified safety projects completed** from September 2022 - December 31st 2023, **\$32,281,986 in grant funding** awarded for various safety initiatives, and a host of other highlights and big wins for the City.

This annual report serves as a benchmarking tool for both City staff and the public to monitor how traffic safety and crash trends are progressing in Phoenix, and to provide transparency on where the City has met and exceeded our performance measures and where there is still progress to be made. While we have up to the minute information on traffic fatalities from the Phoenix Police Department, the latest complete set of other crash data you will see utilized throughout this report is from 2018-2022, as there is always a slight delay in year-end final numbers becoming available.

The good news is that even through population increases and a small jump in crashes from 2020-2021, **fatal and serious injury crashes are overall trending DOWN** between 2015-2022. The disheartening news is that fatal crashes themselves has seen an upward trend from 2015 to 2023, indicating that there is more work to be done to achieve Vision Zero.

This report also includes a biennial update of the High Injury Network (HIN) using the most recent data available (2018-2022) to remap the intersections and roadway segments that see the most amount of fatal and serious injury crashes. Phoenix has seen a **decrease of 17 HIN intersections** (51 Total) and a **3 mile reduction of identified HIN segments** (30.6 miles total over 79 segments) since the last evaluation.

The work the City of Phoenix does to improve roadway safety is only possible with the help of its residents doing their part to improve their driving habits, awareness, and the overall culture of safety. We want to thank all of you who take traffic safety seriously.

TOGETHER WE WILL ACHIEVE VISION ZERO



INTRODUCTION

ROAD SAFETY IS EVERYONE'S BUSINESS

In September of 2022, Phoenix City Council unanimously approved the comprehensive **ROAD SAFETY ACTION PLAN – MOVING TO VISION ZERO** to fundamentally shift the way the City of Phoenix addresses and responds to crashes, develop systematic strategies to improve safety, and provide a road-map for the City to hone a “safety first” proactive stance in preventing road fatalities and serious injuries – with the goal of **ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050**

In the one and a half years since the adoption of the Road Safety Action Plan (RSAP), great strides have been made in Phoenix in the realm of traffic safety from specific safety projects to wider systematic improvements. The **RSAP ANNUAL REPORT** serves as a tool to report and reflect on the progress made each year, and also serves to understand where there is still progress yet to be made.

This document utilizes new data tools, such as the crash dashboard to collect, track, and analyze data to allow the City to understand the status of our chosen performance measures and compare traffic safety in today's Phoenix to the benchmarks and baselines in the 2022 plan. This annual report will also include an update to the High Injury Network (HIN) and examine the specific impacts our safety projects have had on crashes within this network.





WHAT IS VISION ZERO & THE SAFE SYSTEMS APPROACH?

According to the Vision Zero Network, more than 42,000 people are killed on American Streets every year. Vision Zero is a guiding strategy to reduce and ultimately eliminate traffic fatalities and severe injuries and is built around the core philosophy that traffic-related deaths and serious injuries are **PREVENTABLE** rather than inevitable.

In February 2022, the Phoenix City Council voted in favor to commit to Vision Zero, and incorporate its principles into the final plan.

The RSAP also incorporates the **FEDERAL SAFE SYSTEMS APPROACH** which further advances Vision Zero by focusing on a **HUMAN-CENTRIC** approach of intelligent transportation system design, proactively identifying and addressing risks, and creating redundancies in safety measures. People will still make mistakes, and crashes will still occur - but they shouldn't end in life-altering tragedy. The five tenets of the safe systems approach are: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.

BACKGROUND

Building from decades of previous traffic and safety work, the RSAP was the culmination of over two years of collaborative effort and diligent work by Street Transportation Engineers, City Staff, Policy Makers, and Phoenix Residents. The planning process included extensive data collection, determination of a unified vision and set of goals to guide the project, the creation of a High Injury Network (HIN) and a prioritized set of implementation strategies, and facilitation of two phases of public input that engaged over 2,500 community members - All to move the City of Phoenix closer to *Vision Zero*.



Photo Source: Phoenix Community Alliance

2009

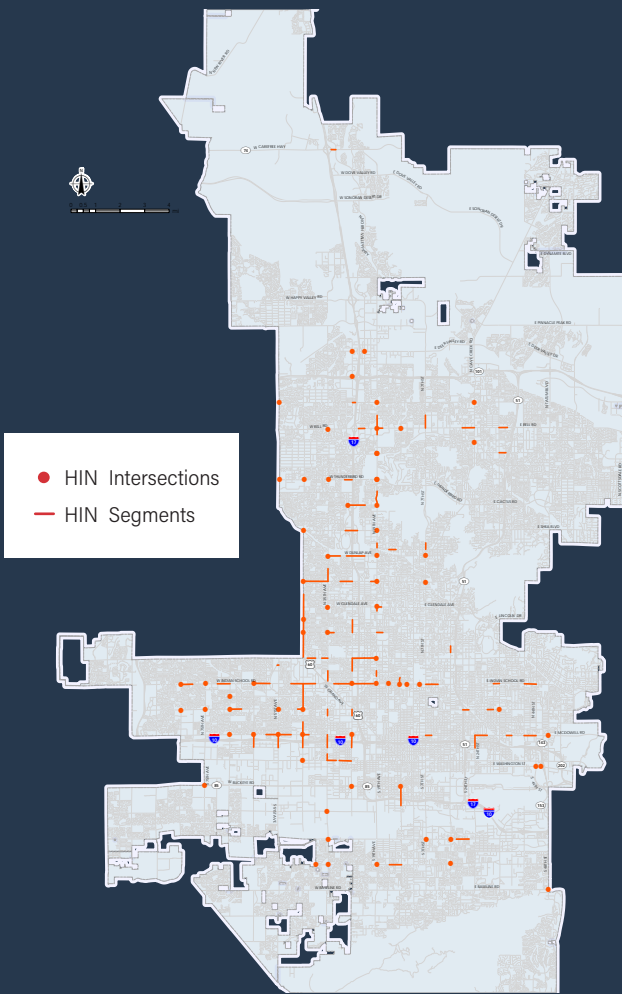
Phoenix begins installing HAWK signals after they were approved by FHWA

2018

Pedestrian Safety Task Force Created
includes representatives of the Street Transportation and Police departments, the Communications Office, and the City Manager's Office.

Heads Up! Education campaign created and launched

THE 2022 HIGH INJURY NETWORK (HIN)



A key piece in the development of the Road Safety Action Plan was identifying where in Phoenix the highest number of **FATAL AND SERIOUS (KSI) CRASHES** occur. These locations, initially made up of 68 signalized intersections and 87 roadway segments, are collectively known as the High Injury Network or HIN for short, which helps city staff focus limited resources into the areas they are most needed. In the 2022 plan, 5 years of data (2016-2020) were analyzed, including 5,473 KSI motor vehicle crashes, to create the map you see above. The HIN is to be updated every 2 years as new data becomes available.

See [PAGE 14](#) for the Updated 2024 HIN

2020

City Council authorizes Streets to allocate \$2M annual CIP funding to the Office of Pedestrian Safety (OPS) for safety improvements

Pedestrian Safety Activity Book published by OPS for children in grades 3-6 with 13,000 copies printed in English and 10,000 copies in Spanish

Phoenix Police Department Traffic Bureau expands traffic unit within two precincts and was accomplished without adding additional sworn officers. These additional units responded to 53% of collisions within the precincts

Phoenix wins \$17.5M BUILD Grant for 35th Ave

2021

June: Road Safety Action Plan Kicks Off

July:

First Internal RSAP workshop held; 5-Year Crash Analysis and Internal data collection begins

August:

Development of RSAP framework, focus areas, goals, and vision

November:

HIN Finalized; Phase 1 of Public Engagement begins

December:

Equity Analysis created

2022

City Council passes Vision Zero Resolution

February:

Phase 1 of Public Engagement ends

May:

Strategies Development and Prioritization begins

June:

Phase 2 of Public Engagement Begins

First Draft of Plan

August:

Phase 2 of Public Engagement ends

September: RSAP Adopted



RSAP FOCUS AREAS & GOALS


The RSAP approaches transportation safety through 5 overarching Focus Areas: General Strategies, Behavior Related, Pedestrians & Bicyclists, Intersections, and Segments.

FOCUS AREAS

- GENERAL STRATEGIES** - Strategies focused on internal programmatic changes within Phoenix
- BEHAVIOR RELATED** - Strategies focused on mitigating speeding & other roadway user behavior
- PEDESTRIANS & BICYCLISTS** - Strategies focused on pedestrian/bicyclist safety policy & infrastructure
- INTERSECTIONS** - Strategies focused on improving safety at intersections
- SEGMENTS** - Strategies focused on improving safety on roadway segments

Within each Focus Area, there are 3 objectives with time-bound **PERFORMANCE MEASURES** developed to track and evaluate the success of the 41 strategies presented in the plan, all of which were determined to be both implementable and have a high potential to make a significant impact in reducing fatal and serious injury crashes in Phoenix. **APPENDIX D** of the RSAP contains a detailed list of the performance measures per Focus Area, and the analysis mechanisms that will be used to monitor success in this annual report.

As a reminder of what the 2022 Road Safety Action Plan aims to achieve, the original **7 GOALS** of the plan are shown right.

-  **Create a Road Safety Action Plan that moves to VISION ZERO**
-  **Engage the public through an inclusive engagement process**
-  **Use data to drive decisions**
-  **Embrace the 5 E's of Safety**
(Evaluation, Engineering, Education, Enforcement, & Equity)
-  **Establish a culture of safety**
-  **Develop and implement strategies and countermeasures**
-  **Establish performance measures for evaluation**



THE FACTS (A 2024 REFRESH)

2018-2022 5-Year Annual Average:

869 Fatal & Serious Injury Crashes*

Occurred on City of Phoenix roadways per year

This represents a **9% DECREASE** from the RSAP's original
5-Year Annual Average for 2016-2020 (955 KSI crashes per year)

**City of Phoenix Crash Dashboard, Arizona Crash Information System (ACIS) - Considers crashes within the City boundaries and excludes freeways and ramps crashes*

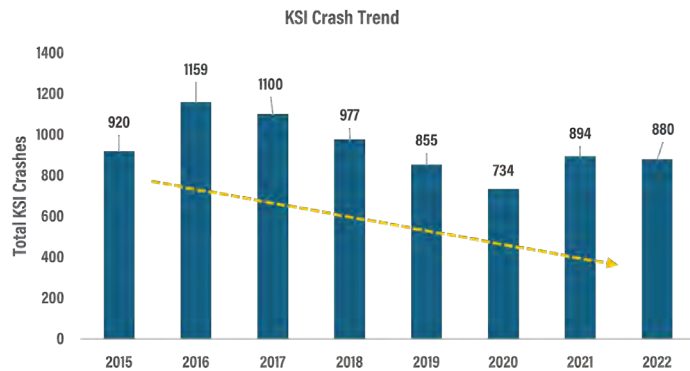
A NOTE ON THE DATA:

The original RSAP used 2015-2019 data obtained from the Arizona Crash Information System (ACIS) maintained by the Arizona Dept. of Transportation (ADOT). This report utilizes data from the **City of Phoenix Crash Dashboard**, which was a safety tool developed as part of the RSAP and analyzes crash data from **2018-2022**. While the ACIS database is still the source data, a filter has been applied to remove crashes that occur on ADOT right-of-way (i.e. freeways, ramps, and interchanges). The dashboard

also performs a slightly different routine of data cleaning, which may cause differences in the data. All fatal crashes are subject to further investigation and crash attributes sometimes change as the investigations progress. With all this in mind, this comparison uses the best and most recent data available, but those numbers can be slightly different than previous published data that used a different criteria. The trends shown here are the best estimates.

While the Phoenix Police Department Vehicular Crime Unit (VCU) has data on crashes resulting in a person being killed or seriously injured (KSI) for 2023, other general crash data for 2023 at the time of this report is NOT available for synthesis; therefore, a complete set of 5 year data ending Dec 31, 2022 is used as the basis for the remainder of this chapter and High Injury Network (HIN) update.

Subsequent RSAP Annual Reports will utilize a 5 year crash data set which will remove the earliest year in the previous set and include the latest year available.



QUICK FACTS:

44% of all fatal crashes involved **pedestrians**



REDUCTION compared to 46% in previous years

4% of all fatal crashes involved **bicyclists**



No change in percentage from previous years

21% of all KSI crashes are **speed related**



No change in percentage from previous years

18% of all fatal crashes involved **motorcyclists**



INCREASE compared to 15% in previous years

40% of all KSI crashes occurred at **signalized intersections**



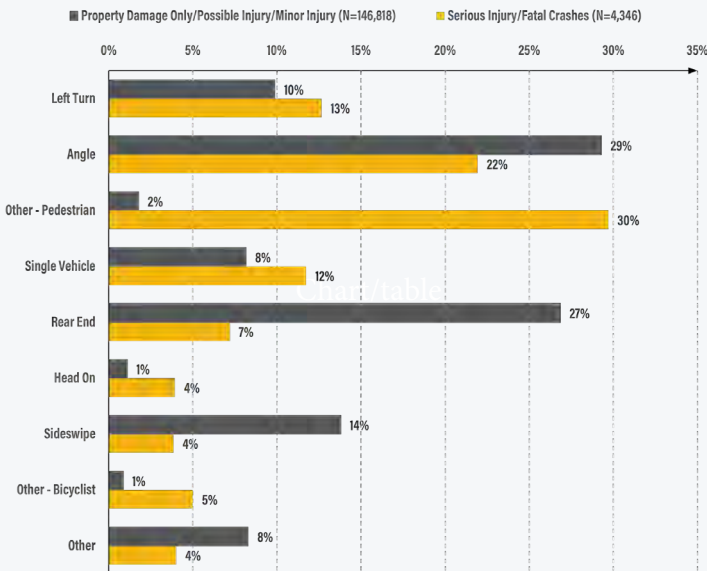
REDUCTION compared to 43% in previous years

60% of all KSI crashes occurred on **roadway segments**

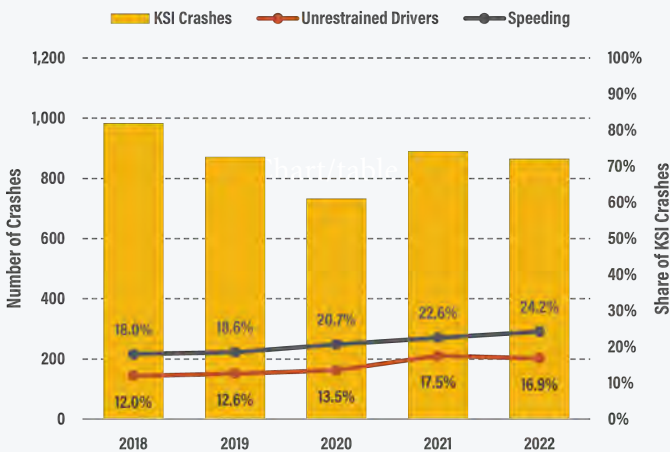


INCREASE compared to 57% in previous years

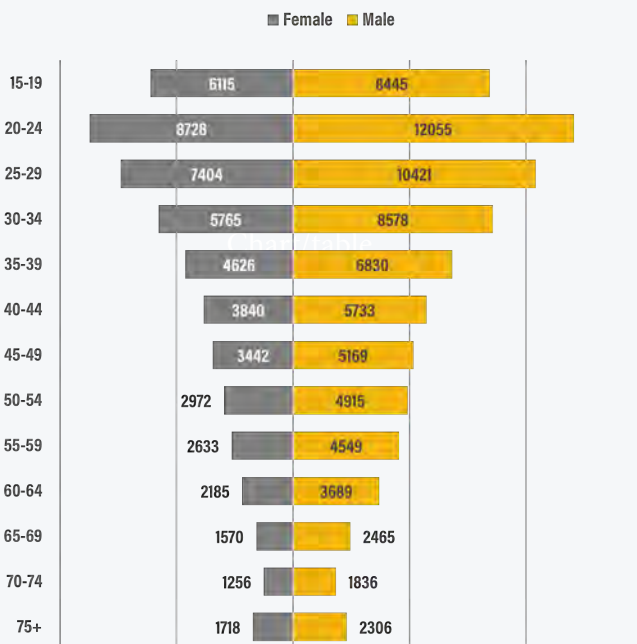
Collision Manners



Major Contributing Factors in KSI Crashes



Age and Gender of Driver MOST at fault



CRASH FACTORS

Understanding how crashes occur, who is involved, and when they happen allows city staff to understand how best to counter trends, address solutions, and prioritize resources for construction, enforcement, and education.

How?

Among less severe crashes, where people do not need help from the crash scene, the most common collision manners are angle (29%) rear-end (27%), and sideswipe (14%) crashes. The most common collision type resulting in serious injury or fatality (KSI crashes) are pedestrian (30%), angle (22%), and left-turn crashes (13%).

What's different from previous years?

- **Sideswipe** crashes have replaced *left-turn* crashes as a top 3 most common collision manner
- **14.5%** of KSI crashes involved an **unrestrained driver** as the primary factor compared to 13% in previous years
- **Speeding** is a contributing factor in **one out of every four crashes**, an increase from the previous rate of *one in five*.

Who?

People aged 20 to 29, who make up 16% of Phoenix's population, are disproportionately involved in crashes as the driver who contributed the most to a crash, accounting for 30% of the incidents. As in previous years, males are more than two times more likely to be the pedestrian or bicyclist involved in a crash.

Whats different from previous years?

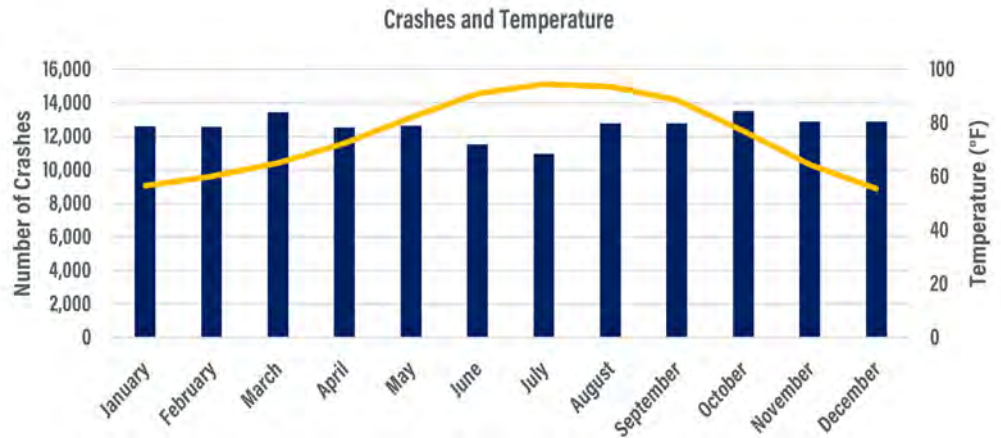
- Drivers who were previously represented in the *15 to 24 years old* category have aged into the **20 to 29 years old** category of drivers who contributed the most to a crash.

When?

October had the highest daily average of crashes at 87, while July had the lowest with 71. Fridays saw the most crashes, but Sundays experienced the most serious injuries and fatalities, with speed likely being a contributing factor. The afternoon peak hours from 3pm to 6pm had the highest overall crash numbers, coinciding with the greatest traffic volume and vehicle congestion. The evening hours from 6pm to 9pm saw the most pedestrian-involved incidents, likely due to the highest pedestrian exposure during these hours.

What's different from previous years?

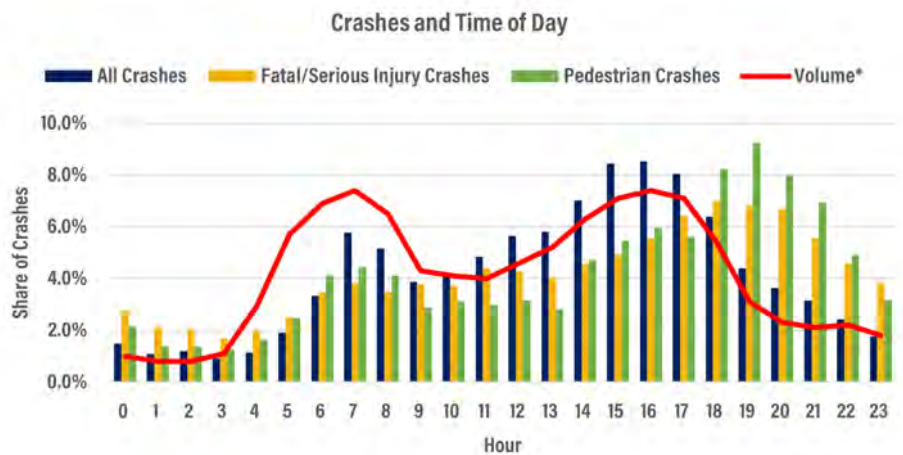
- October** has now exceeded *March* in average crash numbers, positioning these two months as the top contenders for the highest number of recorded crashes in the City. This trend is likely attributed to favorable weather conditions and the peak exposure for all modes of travel. Notably, March and October enjoy mild weather in the city, with average temperatures of 65 and 77 degrees, respectively.



- Sundays saw **3.4%** of crashes result in a KSI compared with 4.1% in previous years; in the same metric, other days of the week average **2.8%** compared with 3.2% in previous years

- 25%** of crashes occurred at the afternoon peak hour (3pm to 6pm) compared to 27% in previous years

- The crash data from 2018 to 2022 in this report includes the period when the pandemic significantly altered motor vehicle travel in 2020, 2021, and 2022. The onset of the pandemic led to extensive lockdowns and travel restrictions, drastically reducing traffic as remote work became widespread and non-essential travel declined. The decrease in traffic congestion resulted in higher average speeds and an uptick in excessive speeding, with drivers capitalizing on the less crowded roads. Despite the reduction in traffic, there was an unexpected increase in road fatalities and serious injuries, a trend linked to the higher speeds and riskier driving behaviors observed. The trend of higher speeds has established itself as the new normal, influenced initially by reduced traffic and later by adaptations to pandemic-era lifestyles, such as the shift to remote work and changes in social behaviors.

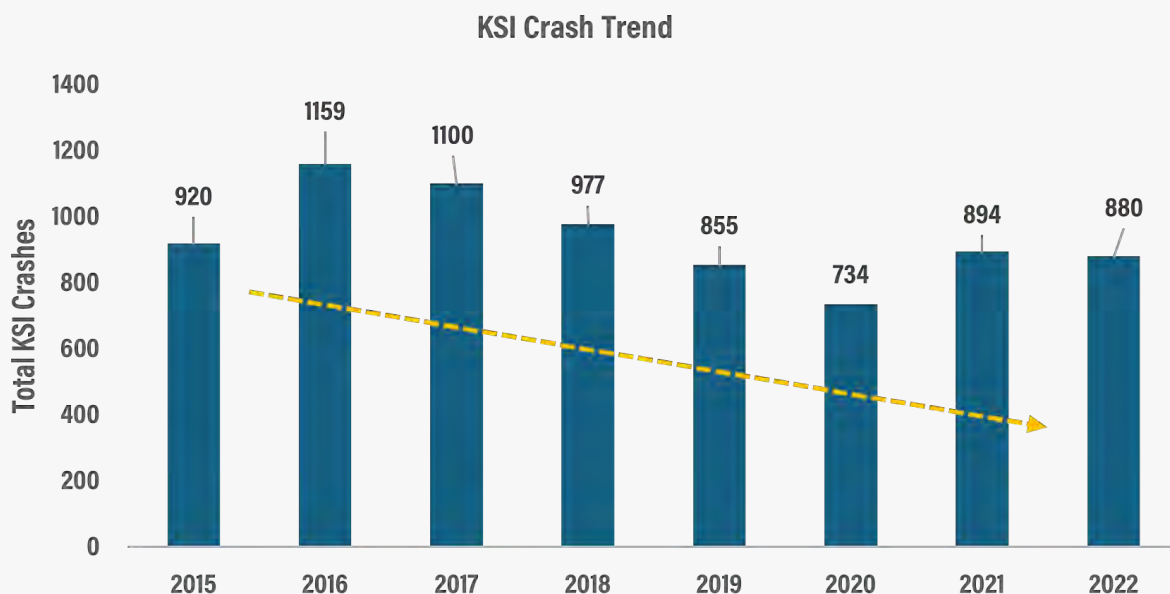


Crash Trends and Population Growth

Understanding population dynamics provides additional context when analyzing road safety in Phoenix. Despite a brief dip in 2020, Phoenix's population has shown resilience, with a slight increase of 1.3% to an estimated 1.68 million residents from 2022 to 2023, according to the Maricopa Association of Governments (MAG).

A notable aspect of Phoenix's demographics is the significant representation of 20 to 29-year-olds, who, while making up 16% of the population, are involved in 30% of crashes where they were the driver who contributed the most to the crash. This over-representation points to a need for targeted road safety measures for younger drivers, who may be more prone to risky behaviors due to inexperience. Phoenix's younger adult demographic, with 31% of its residents aged between 20 and 39, sets it apart from the state and national averages. This skew influences transportation preferences and behaviors, impacting road safety. Younger residents often opt for diverse modes of transport, including personal vehicles, public transit, and active transportation like biking and walking, each presenting unique safety challenges.

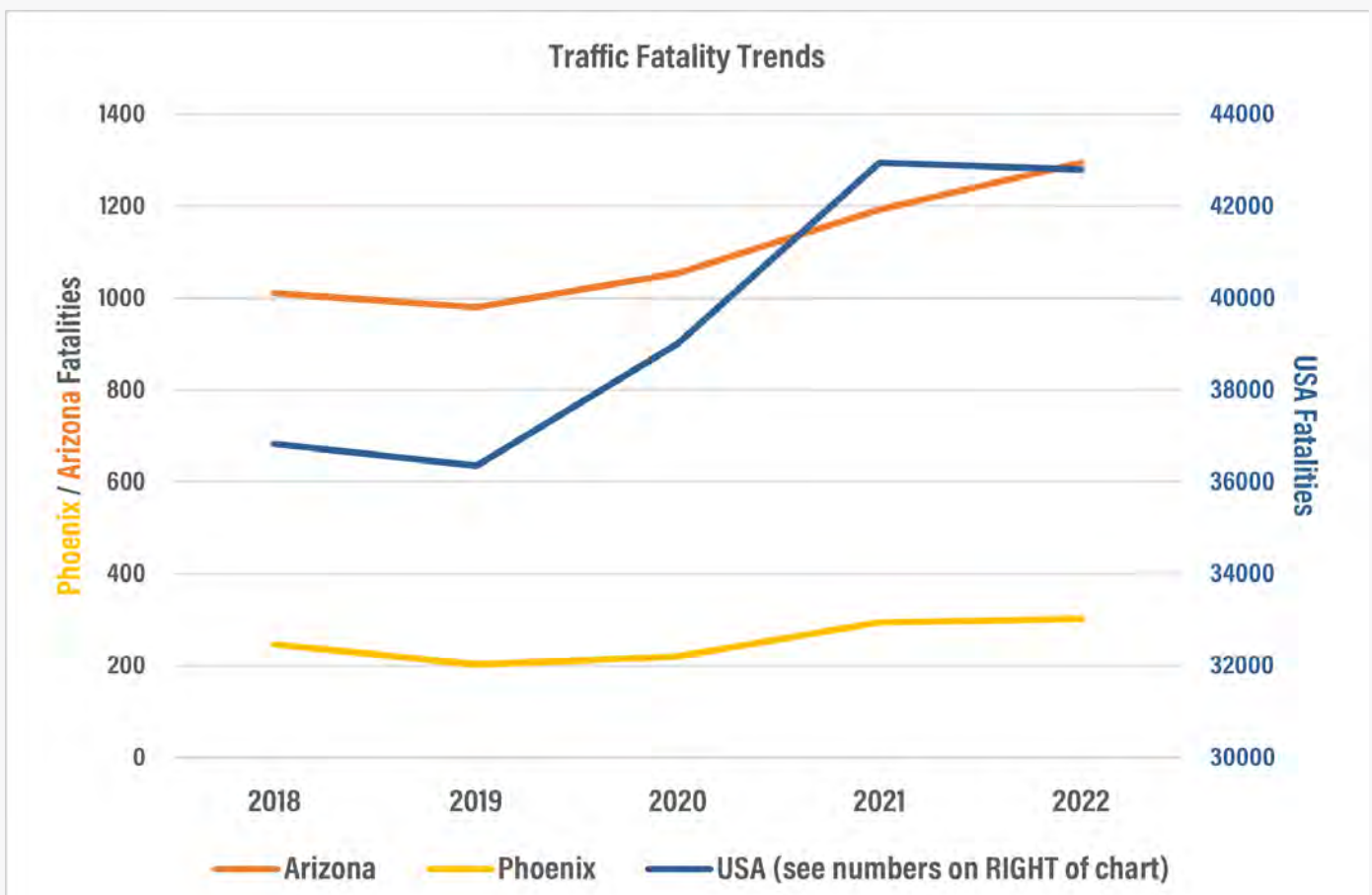
As Phoenix continues to grow, both in population and economically, understanding and adapting to these demographic shifts will be taken into consideration as the RSAP continues to be implemented. Prioritizing strategies to address the risks associated with younger drivers and their transportation choices will be essential for reducing crash rates and enhancing overall urban mobility.



State and National Crash Trends

Although Phoenix experienced a 10% reduction in combined fatal and serious injury crashes, traffic fatalities continue to rise. The provided data reveals an upward trend in traffic fatalities for the United States, Arizona, and Phoenix from 2018 to 2022. The average annual increase in traffic fatalities over this period is 2.8% for the US, 5.5% for Arizona, and even higher for Phoenix at 5.7%. The crash data from 2018 to 2022 in this report includes the period when the pandemic significantly altered motor vehicle travel in 2020, 2021, and 2022. The pandemic years, notably marked by travel restrictions and a shift to remote work, saw a decline in traffic volume yet an increase in average speeds and more frequent speeding. Despite the less crowded roads, 2021 marked a surprising surge in road fatalities nationwide, a development attributed to riskier driving behaviors and higher speeds.

The trend of higher speeds has established itself as the new normal, influenced initially by reduced traffic and later by adaptations to pandemic-era lifestyles, such as the shift to remote work. In the context of these national figures, both Arizona and Phoenix's fatality rates have risen more sharply than the national average, indicating specific regional challenges that will require targeted interventions to enhance road safety. In particular, efforts to mitigate speed and implement countermeasures that protect vulnerable road users should be critical areas of focus.



THE 2024 HIGH INJURY NETWORK

Updated on a biennial basis, the 2024 HIN evaluated **4,538 CRASHES*** resulting in a serious injury or death (KSI) between 2018 and 2022. **The total number of crashes resulting in a KSI has been declining since the beginning of this evaluation.**

Signalized Intersections

51 SIGNALIZED INTERSECTIONS with the highest propensity of KSI crashes are identified. That is a **decrease of 17 intersections from the previous evaluation.** This group represents less than 5% of Phoenix's signalized intersections and 23% of signalized intersection KSI crashes.

Segments

30.6 MILES (79 SEGMENTS) are identified on roadways that have the highest propensity of KSI crashes. That is a **3 mile reduction** on roads with 12 or more KSI crashes per mile. This group represents less than 1% of Phoenix's roads and 11% of all KSI crashes.

Unsignalized Intersections

The 2024 HIN also identifies unsignalized locations with a high frequency of KSI crashes **5 UNSIGNALIZED INTERSECTIONS** were identified with 4 or more KSI crashes.

Equity Analysis

74% of HIN Segments and 75% of HIN Signalized Intersections fall within a census tract identified as **Disadvantaged** by the USDOT**.

**City of Phoenix Crash Dashboard, Arizona Crash Information System (ACIS) - Considers crashes within 300 feet of the City Boundaries and excludes freeway crashes;*

***As defined using the Equitable Transportation Community*

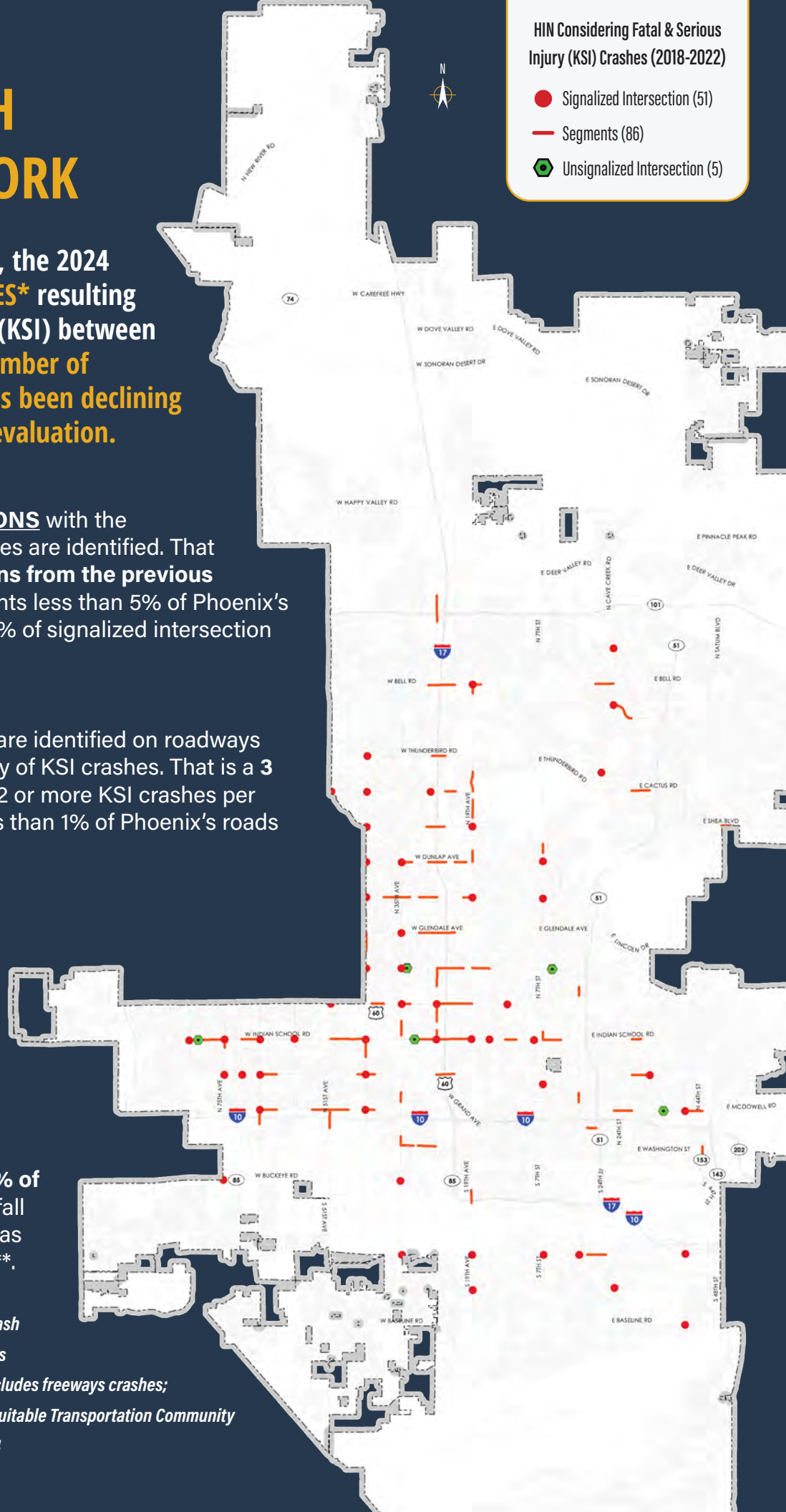
Explorer tool in April 2024

HIN Considering Fatal & Serious Injury (KSI) Crashes (2018-2022)

● Signalized Intersection (51)

— Segments (86)

⬢ Unsignalized Intersection (5)



People walking, riding bicycles, and driving motorcycles have a higher risk of being killed or severely injured in a motor vehicle crash due to their low mass and lack of physical crash protection.

Further data analysis of potential contributing factors and roadway characteristics along the HIN will continue to be performed during the ongoing implementation of the Road Safety Action Plan. This analysis will allow for the identification and assignment of appropriate solutions at these high-risk locations. The HIN will also be used to inform decisions during cross-departmental collaboration and about prioritizing investments, safe street improvements, education, and police enforcement.

The HIN is one of several tools and strategies the city will use to improve road safety. Locations outside of the HIN will not be precluded from funding and implementation of safety improvements.

FOR AN INTERACTIVE STORYMAP OF THE 2024 HIN:

[CLICK HERE](#)

TO DOWNLOAD A PRINTABLE COPY/PDF OF THE CITY OF PHOENIX HIN, PLEASE VISIT:

https://www.phoenix.gov/streetssite/Documents/HIN_Phx_11x17a.pdf

FOR IMMEDIATE SAFETY/MAINTENANCE CONCERNS PLEASE VISIT:

<https://phxatyourservice.dynamics365portals.us/streetmaintenance>

OR CALL (602) 262-6441



'22/'23 PROGRESS

FROM THE MOMENT THE ROAD SAFETY ACTION PLAN WAS ADOPTED, THE CITY OF PHOENIX HAS BEEN HARD AT WORK

From completing multiple critical safety projects, conducting studies, running safety education campaigns, and striving to meet and exceed our performance metrics set forth in the 2022 plan, city staff have been achieving and delivering big wins for all roadway users in Phoenix.

2022/2023 PROJECT LIST

64 CRITICAL TRAFFIC SAFETY PROJECTS have been completed so far, including:

11 New Signals

11 HAWK* Signals

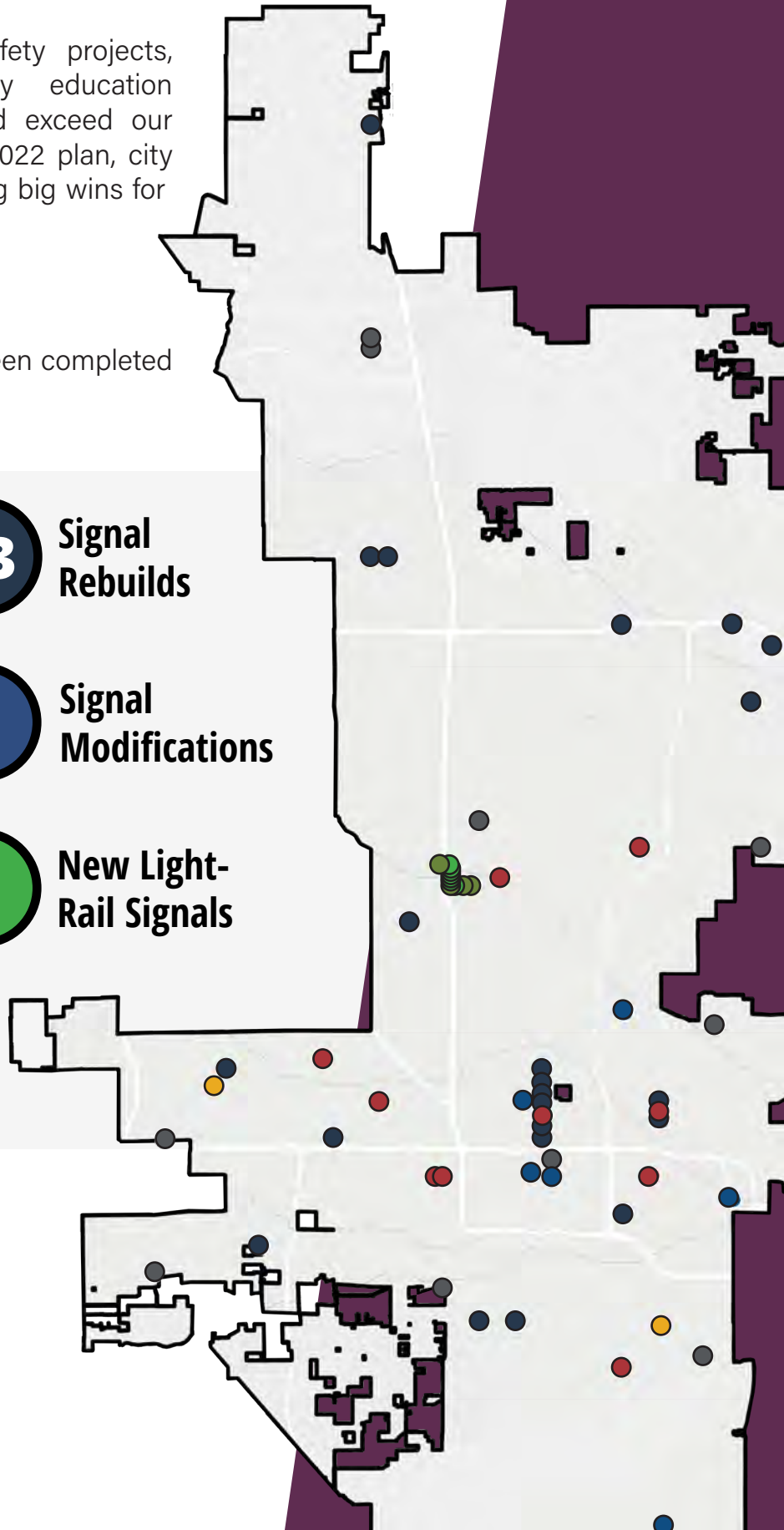
2 RRFBs / CFBs**

4 Light-Rail Signal Rebuilds

23 Signal Rebuilds

6 Signal Modifications

7 New Light-Rail Signals



* HIGH-INTENSITY ACTIVATED CROSSWALKS
** RAPID RECTANGULAR FLASHING BEACONS / CIRCULAR FLASHING BEACONS

PROJECT

INSTALLATION DATE

NEW SIGNALS - INCLUDES TRAFFIC SIGNAL HEADS OVER ALL TRAVEL LANES, NEW INTERSECTION LIGHTING FOR PEDESTRIAN AND BICYCLE SAFETY, AUDIBLE PEDESTRIAN PUSH BUTTONS, ADA COMPLIANT CURB RAMPS, VEHICLE VIDEO DETECTION, FLASHING YELLOW ARROWS FOR ALL LEFT TURN MOVEMENTS AND NEW EMERGENCY VEHICLE PREEMPTION TECHNOLOGY

5100 N 44th St (Suns Facility)	November 2023
89th Ave & McDowell	August 2023
54th St & Shea Blvd	August 2023
7th St & McKinley	June 2023
27th Ave & Broadway Rd	May 2023
43rd Ave & TSMC Entrance B	April 2023
43rd Ave & Dove Valley Rd	April 2023
91st Ave & Illini St	March 2023
66th St & Mayo Blvd Copperhead Dr & Yuma St	February 2023
Baseline Rd & 42nd Pl	October 2022
19th Ave at Sunnyside	September 2022

SIGNAL REBUILDS - INCLUDES ALL ELEMENTS OF NEW SIGNALS ABOVE

32nd St & Thomas	December 2023
S101 & Tatum (Widening Tatum & 101)	August 2023
7th Ave & Southern	June 2023 - 3 Left turns upgraded
39th Dr & Pinnacle Peak	June 2023 - 4 Left turns upgraded
43rd Ave & Pinnacle Peak	June 2023 - 4 Left turns upgraded
56th St & Mayo Blvd	May 2023 - 2 Left turns upgraded
51st Ave & McDowell	May 2023
52nd St & Bell Rd	May 2023 - 4 Left turns upgraded
43rd Ave & Anthem Way	March 2023 - 2 Left turns upgraded
19th Avenue & Southern	February 2023
67th Ave & Lower Buckeye	February 2023
75th Avenue & Indian School	January 2023
35th Ave & Northern Ave	January 2023
Copperhead Dr & Buckeye Rd	December 2022- 4 Left turns upgraded
3rd St & Osborn Rd	November 2022 - 2 Left turns upgraded
3rd St & Indian School Rd	November 2022
3rd St & Earll Ave	November 2022 - 3 Left turns upgraded
3rd St & Thomas Rd	November 2022
3rd St & Palm Ln	October 2022 - 2 Left turns upgraded
3rd St & Virginia Ave	October 2022 - 4 Left turns upgraded
3rd St & McDowell Rd	October 2022
32nd St-OAK St Signal & Lighting RSP	October 2022 - 4 Left turns upgraded
SR 101 Widening Cave Creek Rd & 101	September 2022

SIGNAL MODIFICATIONS

3rd Ave & Muhammad Ali Way Convert RRFB to CFB	November 2023
Van Buren & Central Station Temp Signal	August 2023
24th St & Missouri Illuminated Sign Change	August 2023
7th St & Monroe RRFB to CFB	April 2023
48th St & Grand Canal RRFB to CFB	April 2023
32nd St & Liberty Lane Convert HAWK to Signal	January 2023

HIGH-INTENSITY ACTIVATED CROSSWALKS (HAWK)

Shea Blvd & Shea Elementary west of 28th St	September 2023
Van Buren & 27th Dr	August 2023
Van Buren & 28th Ave	August 2023
41st Ave & Thomas (Converted from CFB)	June 2023
Maryvale Pkwy North side of Glenrosa	December 2022
Van Buren East side of 30th St	December 2022
3rd St & Vernon Ave	November 2022
3rd St & Oak St	November 2022
32nd St North side of Yale St	September 2022
Hatcher Rd & 13th Ave	September 2022
24th St & Highline Canal	September 2022

RAPID RECTANGULAR FLASHING BEACONS (RRFB) / CIRCULAR FLASHING BEACONS (CFB)

6106 S 32nd St south of Southern (The Farm)	November 2023
78th Ave & Osborn	August 2023

NEW LIGHT RAIL SIGNALS

25th Ave & Mountain View Rd	December 2023
25th Ave & North Station Dr	
25th Ave & South Station Dr	
25th Ave & Arizona Canal	
25th Ave & Private Road 2512 N. 25th Ave	
25th Ave & Mission Ln	
24th Ave & Dunlap Ave	

LIGHT RAIL SIGNAL REBUILDS

25th Ave & Dunlap Ave	December 2023
23rd Ave & Dunlap Ave	
C Street & Dunlap Ave	
Metro Pkwy & Cheryl Dr	



Project Highlight: HAWK Signals

High-Intensity Activated crossWalks (HAWKs) are pedestrian-activated crossing signals that allow people walking and biking to slow and stop traffic and safely cross busy streets.

A HAWK signal is typically used for crossings on high-speed or very wide roadways, such as an arterial street. HAWK signals closely resemble traditional signalized crossings with high-visibility crosswalks on the roadway, a large mast arm with yellow/red lights that signal drivers to stop, and a walk countdown. Unlike traffic signals however, HAWKs only operate when a pedestrian pushes the crossing button - allowing free movement of vehicles when pedestrians are not present.

In 2023, the Phoenix Streets Department completed the city's 89th HAWK at 28th St. and Shea Blvd. and won 2 awards related to HAWK signals from the Institute of Transportation Engineers Mountain District:

- **Achievement Award - Traffic Engineering:** Enhancing HAWK Efficiency with Technology
- **Best Implementation Project Award:** Enhancing HAWK Efficiency with Technology



For more information on HAWKs, visit phoenix.gov/streets/hawk



FY24 PROJECT BUDGETS

Phoenix City Council budgeted **\$10,000,000** for RSAP related projects for the 2024 fiscal year (July 1st, 2023 - June 30th, 2024). The following table lists out the projects and categories budgeted.

EDUCATION	\$250,000
PLANNING	\$280,000
SS4A	
HIN Update/Annual Report/Tools	
Safe Routes to School	
SCOPING	\$140,000
99th Ave & Lower Buckeye Rd	
27th Ave Campbell Rd to Camelback Rd	
19th Ave: Hatcher Rd - Mountain View Rd	
Bell Rd: 23rd Ave - 26th Ave (ADOT)	
McDowell Rd: 40th St - 44th St	
McDowell Rd: 24th St - 28th St	
DESIGN	\$3,130,000
SS4A ReVISIONing Indian School Rd	
51st Ave & Thunderbird Rd	
28th Dr & Cactus Rd	
19th Ave & Union Hills Dr	
19th Ave & Peoria Ave	
35th Ave & Southern	
Cave Creek Rd & Union Hills Dr	
43rd Ave & Thunderbird Rd	
43rd Ave & Missouri Ave	
CONSTRUCTION	\$6,200,000
Citywide Signal Timing	
51st Ave & Indian School Rd	
67st & Indian School Rd	
71st Ave & Thomas Rd	
75th Ave & Thomas Rd	
19th Ave & Greenway	
24th St & Baseline Rd	
83rd Ave & Indian School Rd	
51st Ave & Thomas Rd	
Cave Creek Rd & Union Hills Dr	
35th Ave & Southern	
TOTAL	\$10,000,000



BIKE LANES

Encouraging active transportation and reducing reliance on personal automobile travel are key strategic policies recommended by a plethora of previous planning efforts in Phoenix. Facilitating the ability for those who choose to bike, scooter, roll, etc. to travel the streets safely is a core responsibility of the City - and to that end from September 2022 to December 31st, 2023, Phoenix installed 2.71 lane miles of new **protected** bike lanes, and added protection to a further 1.07 lane miles of existing bike lanes. In addition, 28.07 lane miles of new **buffered** bike lanes were installed with a further 29.43 lane miles of buffering added to existing bike lanes.





OTHER 2022/2023 POLICY HIGHLIGHTS

In June of 2023, the City Council approved adopting and implementing the ITE guidelines for calculating the yellow light change interval. This came after the **YELLOW LIGHT TIMING STUDY** was conducted to evaluate the “before” and “after” impacts of these guidelines at signalized intersections. At the study locations/intersections, a significant reduction in red-light running incidents after lengthening the yellow light change interval was observed.

In May of 2023, the City Council unanimously approved an **ACTIVE TRANSPORTATION PLAN** that will guide expansion of bike lane miles and improvements to the citywide transportation network. The plan is an update to the city’s Bicycle Master Plan that was approved by City Council in 2014 and connects to Vision Zero and the Road Safety Action Plan. A key component to the Active Transportation Plan is a strategy to help Phoenix meet a commitment to add 1,080 new bike lane miles by 2050, which is a benchmark of the Transportation 2050 Plan (T2050) that was approved by voters in 2015.

The department ran two public **SAFETY EDUCATION CAMPAIGNS** to highlight its “Scan the Street for Wheels and Feet” message. The first campaign ran from January through March, and the second during October through mid-November. The campaigns achieved more than 15 million impressions via advertisements that aired during morning and afternoon drive-time traffic radio reports, as well as targeted social media, Google and YouTube advertisements. The campaigns were funded by a Governor’s Office of Highway Safety grant and money allocated by City Council.

See more at phoenix.gov/streets/roadsafety

PHOENIX POLICE DEPARTMENT ACHIEVEMENTS

The Phoenix Police Department is committed to reducing traffic collisions while increasing the safety and security of our citizens on the roadways. This is accomplished through a data-driven approach that includes **PROACTIVE TRAFFIC ENFORCEMENT, COLLISION INVESTIGATION, COMMUNITY-BASED EDUCATION EVENTS**, and a robust partnership with the citizens of the communities in which we serve.

The Phoenix Police Traffic Unit is tasked as the main education and enforcement entity in the City. Employees use a variety of methods to engage the public to encourage driving behavior changes increasing everyone's safety. Using proactive enforcement methods, the Traffic Unit supports the Road Action Safety Plan by conducting Traffic Impact Programs consisting of several Officers focusing on a specific area along the HIN. Hazardous traffic violations such as excessive speed, running red lights, and aggressive driving are addressed through educational contacts and, if needed, traffic citations. Although the Traffic Unit primarily covers all of the City's major roadways there is a special focus on enforcing violations in school zones. Education directed to students teaches safe habits for walking near traffic ensuring children remain safe while drivers are cited.

The Traffic Education and Safety Squad assigned to the Traffic Unit routinely partners with community groups to conduct bicycle rodeos teaching bicycle safety and proper bicycle operation to children around the City. Along with providing safety equipment such as bicycle helmets to children in need, the Traffic Education and Safety Squad prides itself on ensuring everyone understands the rules of the road and the roadway is open to all who want to safely use it. When not involved in educational exercises, they conduct proactive enforcement along the HIN with emphasis on risk factors that contribute to pedestrians and bicyclists being involved in motor vehicle collisions.

With the help and support of our community, the Phoenix Police Department is dedicated to making our roadways safe for everyone.

OTHER PARTNERSHIPS AT WORK

Phoenix achieves its goals through a network of strategic partnerships such as that with the Maricopa County Office of Nutrition and Active Living. Their goals of improving safety and walkability within communities aligns 100% with the RSAP and Phoenix. When the City conducted a walk-audit of Indian School Road for Safer Streets for All (SS4A) grant funding - a proposal that ended up winning over \$24M - members of the Office of Nutrition and Active Living assisted in the audit and were instrumental in collecting safety observations and recommendations for improvements.



2023 PERFORMANCE MEASURES

The RSAP Annual Report serves to measure traffic safety in the City of Phoenix year over year. To accomplish this, the RSAP established **30 PERFORMANCE MEASURES** within 15 objectives across 5 focus areas with qualitative and quantitative analysis methodology for each.



A Note on Methodology:

Language on several analysis methods that reference analyzing population growth has been edited from the original 2022 RSAP to better articulate the analysis performed and the data sets used.

"Align evaluation with the annual report..."

has been changed to:

"Utilizing the most recent complete set of data..."

How to Read This Section



Performance measure is either complete, met, and/or exceeded.



Performance measure is in progress but has not been met, and/or is trending in a **positive** direction



Performance measure has not been started, met, and/or is trending in a **negative** direction



Performance measure is scheduled to begin tracking in future reports either due to data availability constraints or due to being noted as a 2-5 year action in the original RSAP

GENERAL

OBJECTIVE 1.A	ESTABLISH FOUNDATIONAL ELEMENTS OF VISION ZERO INCLUDING TIMELINE AND GOALS FOR IMPLEMENTATION AND EVALUATION OF THE INITIATIVE				
Performance Measures	1.A.1 - Implement a Vision Zero Task Force consisting of a multi-departmental team for continued oversight of reducing KSI crashes	Analysis Method	This measure will be tracked as a completed or not completed	Benchmark	Completed
	1.A.2 - Create a Vision Zero status report on objectives, updated every year		This measure will be tracked as a completed or not completed		Completed
OBJECTIVE 1.B	REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION AND EVALUATION				
Performance Measures	1.B.1 - Streamline RSA process to identify & implement feasible improvements by 2023	Analysis Method	In 2024, select a representative sample of RSA's to analyze if improvements were complete.	Benchmark	Completed - RSA tech memo and spreadsheet tracking update completed
	1.B.2 - Develop crash data dashboard to identify & rank crash locations by 2023		This measure is underway, and will be tracked as a completed or not completed.		Completed
	1.B.3 - Integrate crash data from Phoenix PD / ADOT on a monthly basis by 2026		This measure is underway, and will be tracked as a completed or not completed.		Tracking begins in 2026
	1.B.4 - Conduct before/after evaluations for previously implemented safety projects		Complete evaluations at 25% or more of locations once three years of before and three years of after data is available.		Tracking begins in 2026
OBJECTIVE 1.C	REDUCE CRASH RISK ON ROADWAYS BY CREATING A CULTURE OF ROAD SAFETY WITHIN THE CITY'S TRANSPORTATION PROCESSES				
Performance Measures	1.C.1 - Integrate safety review in development of CIP projects & private development projects by 2024	Analysis Method	Starting in 2025, select a representative sample of projects from CIP and development projects to review and analyze IF a safety review and recommendations were included.	Benchmark	Tracking begins in 2025
	1.C.2 - Ensure that road safety expenditures are at least \$60M per year		Analyze the City's Capital Improvement Plan, across departments, for amount invested in safety projects.		In Progress - Tracked expenditures currently below 60M



BEHAVIOR RELATED STRATEGIES

OBJECTIVE 2.A	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES				
Performance Measures	2.A.1 - Expand transportation safety enforcement impact programs by 10% per year	Analysis Method	Starting in 2025, evaluate the safety enforcement impact program for rate of expansion (use 2023 as base year).	Benchmark	Tracking begins in 2025
	2.A.2 - Conduct pedestrian & bicyclist enforcement impact programs at least 12 times per year		Starting in 2024, evaluate the previous year to count the number of pedestrian & bicyclist enforcement impact programs conducted.		Completed - 15 enforcement impact programs conducted
OBJECTIVE 2.B	REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING. RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING				
Performance Measures	2.B.1 - KSI crashes associated with driver behavior violations do not increase at a rate greater than population growth	Analysis Method	Utilizing the most recent complete set of data, analyze the # of crashes with driver behavior violations with the population growth rate.	Benchmark	Completed - Crash decrease of 3% vs >2% increase in population
	2.B.2 - Conduct behavior-related enforcement impact programs at least 12 times per year		Starting in 2025, evaluate the previous year to count the number of behavior-related enforcement impact programs conducted.		Tracking begins in 2025
OBJECTIVE 2.C	REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)				
Performance Measures	2.C.1 - Conduct DUI enforcement programs at least 18 times per year	Analysis Method	Starting in 2025, evaluate the previous year to count the number of DUI enforcement programs conducted.	Benchmark	Tracking begins in 2025
	2.C.2 - KSI crashes associated with impaired driving do not increase at a rate greater than population growth		Utilizing the most recent complete set of data, analyze the # of crashes with impaired driving with the population growth rate.		Completed - Crash decrease of 5.8% vs >2% increase in population



PEDESTRIAN & BICYCLISTS STRATEGIES

OBJECTIVE 3.A	REDUCE CRASH RISK INVOLVING PEOPLE WALKING AND BICYCLING BY EXPANDING SAFE ROUTES TO SCHOOL EFFORTS				
Performance Measures	3.A.1 - Implement safety improvements at 20 schools per year focused on schools on arterials, collectors, within mobility areas, and with high equity need.	Analysis Method	Starting in 2024, evaluate the previous year to count the number of school safety improvements completed.	Benchmark	Not Complete
OBJECTIVE 3.B	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEOPLE WALKING AND BICYCLING WITH GEOMETRIC RECONFIGURATION AND SYSTEMIC COUNTERMEASURES				
Performance Measures	3.B.1 - Install 20 mid-block improvements per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of mid-block improvements installed per year	Benchmark	Completed
	3.B.2 - Reduce pedestrian-related fatal crashes by 10% per year		Utilizing the most recent complete set of data, analyze the # of pedestrian-related fatal crashes.		Not Complete - Pedestrian crash increase of 5.8%
	3.B.3 - Develop pedestrian safety toolkit by 2027		This measure will be tracked as a completed or not completed (2028)		Tracking begins in 2028
OBJECTIVE 3.C	REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE AND PRIORITIZE IMPROVEMENTS				
Performance Measures	3.C.1 - Develop a risk factor network to identify locations with greatest risk by 2025	Analysis Method	This measure will be tracked as a completed or not completed (2026)	Benchmark	Tracking begins in 2026
	3.C.2 - Develop a plan to implement annual improvements to mitigate risk factors by 2027		This measure will be tracked as a completed or not completed (2028)		Tracking begins in 2028
	3.C.3 - Improve shade coverage at 60 transit stops per year within cool corridors		Starting in 2024, evaluate the previous year to count the number of transit stops that have improved shade coverage		Completed - Shade improved at 100 stops



INTERSECTIONS STRATEGIES

OBJECTIVE 4.A	REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				
Performance Measures	4.A.1 - Develop geospatial process for identifying unsignalized crashes by 2024.	Analysis Method	This measure will be tracked as a completed or not completed (2025)	Benchmark	Tracking begins in 2025
	4.A.2 - Develop list of priority intersections & improvements by 2024		This measure will be tracked as a completed or not completed (2025).		Tracking begins in 2025
OBJECTIVE 4.B	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				
Performance Measures	4.B.1 - 15 HIN Intersection rebuilds completed / under-construction per year	Analysis Method	Starting in 2024, evaluate the previous year to count the number of HIN intersections rebuilt / under-construction	Benchmark	Completed - 5 completed and 10 under-construction
	4.B.2 - Reduce KSI crashes at unsignalized intersections by 8% per year		Utilizing the most recent complete set of data, analyze the # of KSI crashes at unsignalized intersections.		In Progress - Crash decrease of 1.8%
OBJECTIVE 4.C	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING				
Performance Measures	4.C.1 - Evaluate the 68 HIN intersections for appropriate pedestrian safety operations & left-turn operational improvements by 2024	Analysis Method	This measure will be tracked as a completed or not completed (2025)	Benchmark	Tracking begins in 2025



SEGMENTS STRATEGIES

OBJECTIVE 5.A	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)				
Performance Measures	5.A.1 - Reduce KSI crashes on segments by 2% per year	Analysis Method	These measures will be tracked as a completed or not completed.	Benchmark	Completed - Crash decrease of 4.8%
	5.A.2 - Install 4 Miles of Raised Medians per year with less than 8 median breaks per mile for the first 5 Years		These measures will be tracked as a completed or not completed.		Not Complete
OBJECTIVE 5.B	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, AND DRIVER EXPECTANCY ON CORRIDORS				
Performance Measures	5.B.1 - Starting in 2023, begin process to install 3 single sided miles of lighting per year for 5 years.	Analysis Method	This measure will be tracked as a completed or not completed (2026)	Benchmark	Tracking begins in 2026
OBJECTIVE 5.C	REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE				
Performance Measures	5.C.1 - Reduce Nighttime Crashes by 5% per year	Analysis Method	Utilizing the most recent complete set of data, analyze the # of nighttime crashes on segments.	Benchmark	In Progress - Crash decrease of 1.0%





'22/'23 GRANT AWARDS

From the RSAPs adoption in September 2022 to December 31st, 2023, the City of Phoenix has been awarded **\$32,281,986** in grant funding to improve safety on Phoenix Streets

The Road Safety Action Plan's prioritized strategies, equity analysis, and identification of a High Injury Network allows Phoenix staff a deep understanding of where safety improvements are needed, and how best to counter specific issues found at these locations.

Grant funding from the state and federal governments is a critical piece in quickly and efficiently implementing the RSAP to its fullest extent. The insight the City has from the work in the RSAP allows us to quickly leap into action when grant funding becomes available - and submit highly competitive proposals to secure support to improve safety on Phoenix streets.








FY23 SAFER STREETS FOR ALL (SS4A) IMPLEMENTATION GRANT

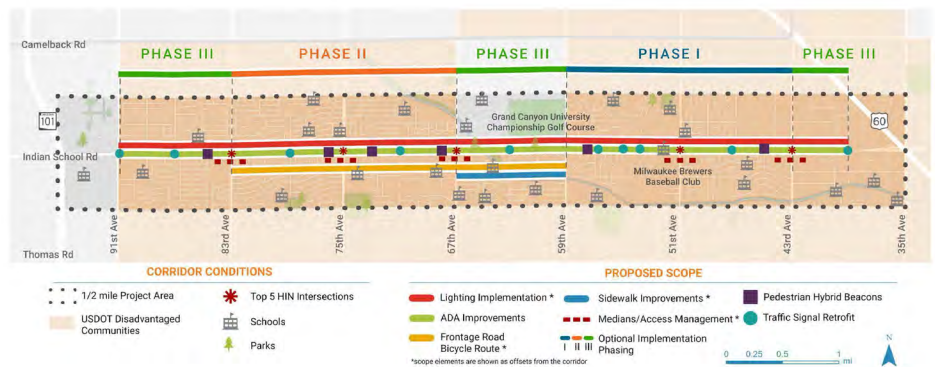
Award: \$24,962,745

Location: Indian School Road (91st to 39th Ave)

Description:

The City successfully secured funding to implement intersection and pedestrian infrastructure improvements and safety treatments along Indian School Road from 91st to 39th Avenues. Between 2017 and 2021, there were 124 total KSI crashes on the corridor, with 39 people killed and 109 seriously injured. Of those 39 fatalities, 48% involved people walking or biking, 52% occurred when it was dark, and 35 were left-turn collisions. These factors and existing conditions of the corridor are being addressed through a suite of highly effective, safety-targeted project improvements, including the installation of sidewalks, pedestrian beacons, crossing improvements, and lighting improvements. Of the proposed project area's adjacent Census tracts, 95% are categorized as disadvantaged communities.

-  **Lighting** - Implement corridor light along the north side of roadway
-  **ADA** - Enhance ADA compliance of more than 200 curb ramps and driveways
-  **Sidewalks** - Widen and separate 1 mile of sidewalk
-  **Medians** - Construct 2 miles of raised center median at 6 locations
-  **Mid-block crossings** - Build 7 pedestrian hybrid beacons to create signalized crossings every ¼ mile
-  **Transit Connection** - Create safer connects to existing transit stops
-  **Intersections** - Rebuild 10 intersections & traffic signals with leading pedestrian interval, passive pedestrian detection, protected left turns, lighting, corner safety improvements, and fiberoptic connectivity
-  **Bicycle & Pedestrian Corridor** - Retrofit over 5 miles residential frontage roads detached bicycle and pedestrian facilities



This was the 3rd largest SS4A award amount in the nation in 2023 - a huge win for Phoenix

**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM
(HSIP) CONSTRUCTION FUNDING**

Award: \$2,879,032

Location: Jesse Owens Pkwy & Baseline Rd; Cave Creek Rd & Greenway Pkwy; 7th St & McDowell Rd

Description:

Phoenix will modernize existing traffic signals at three intersections to improve traffic safety.

**FY22 STRENGTHENING MOBILITY AND
REVOLUTIONIZING TRANSPORTATION (SMART) GRANT**

Award: \$1,965,000

Location: Citywide

Description:

Phoenix will implement passive detection for cyclists and pedestrians at existing HAWK signals as well as for vehicles, all along Phoenix's Grand Canal.

**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM
(HSIP) CONSTRUCTION FUNDING**

Award: \$1,030,472

Location: 43rd Ave & Thunderbird Rd

Description:

Phoenix will modernize the traffic signal (signal poles, foundations, mast arms, signal heads, control cabinet, power supply cabinet, underground power, luminaires, etc.) at the intersection of 43rd Ave and Thunderbird Rd.

**FY26 HIGHWAY SAFETY IMPROVEMENT PROGRAM
(HSIP) CONSTRUCTION FUNDING**

Award: \$959,737

Location: 43rd Ave & Missouri Ave

Description:

Phoenix will Install a traffic signal and complete any associated work at the intersection of 43rd Ave and Missouri Ave.



FY22 SAFER STREETS FOR ALL (SS4A) SUPPLEMENTAL PLANNING GRANT

Award: \$460,000

Location: Citywide

Description:

Phoenix will build upon the existing safety action plan to conduct a speed limit setting study and develop a pedestrian high-risk network citywide.

FY23 GOVERNORS OFFICE OF HIGHWAY SAFETY (GOHS) GRANT

Award: \$25,000

Location: Citywide

Description:

These funds supported materials and supplies: LED Paddles, Helmets, and Brochures/Flyers to enhance Pedestrian & Bicycle Safety Education throughout the City of Phoenix.





2024 LOOK AHEAD



THIS IS ONLY THE BEGINNING...

The City of Phoenix Streets Department has been committed to improving safety for all roadway users long before the Road Safety Action Plan was adopted, and will stay committed to this goal as the RSAP is implemented and beyond.

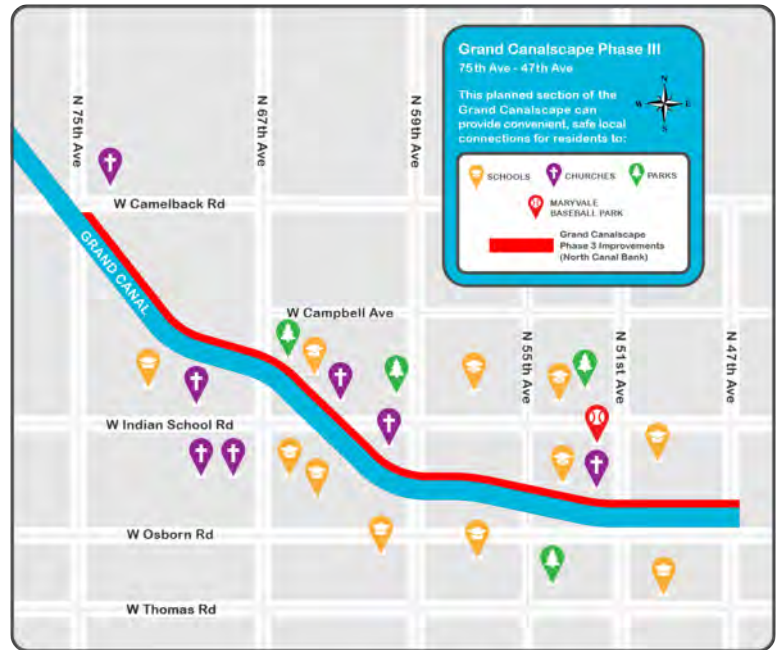
2022 and 2023 have seen incredible progress, and there are many exciting things coming in 2024.



GRAND CANAL PHASE 3 CONSTRUCTION

In August 2023, District 5 Councilwoman Betty Guardado joined with community members and students, as well as representatives from the Street Transportation and Fire departments, Salt River Project (SRP) and Hunter Contracting Co., for a ceremonial groundbreaking celebration for Phase 3 of the city's Grand Canalscape project.

Phase 3 of the project includes the section of the canal that runs from 75th to 47th avenues. Improvements will be made to the north bank of the canal and add a route of connectivity for commuting and recreational use and will create a safe corridor for residents traveling by foot or on a bike.



CONSTRUCTION IS SCHEDULED FOR COMPLETION IN FALL 2024.

See more at: [Phoenix.gov/streets/grandcanal3](https://phoenix.gov/streets/grandcanal3)





GENERAL OBLIGATION (GO) BOND

On November 7, 2023 Phoenix voters passed the City Council approved **\$500 MILLION GENERAL OBLIGATION (GO) BOND PROGRAM**. GO Bond programs help to fund critical infrastructure and rehabilitation needs of City facilities such as parks, libraries, fire and police stations, affordable housing, streets and storm drains. Approved projects will be prioritized and allocated over the five-year period of 2024-25 to 2028-29 and included in the Preliminary Capital Improvement Program (CIP) scheduled to be presented to City Council on **MARCH 19, 2024**. So far, **\$16,767,094** has been allocated for implementation of Vision Zero Road Safety Action Plan.

See more at: [Phoenix.gov/bond](https://phoenix.gov/bond)

SAFER STREETS FOR ALL (SS4A) GRANT OPPORTUNITIES

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. With over \$3 billion is still available for future funding, Phoenix will be pursuing awards for critical need projects. The application for Implementation funds closes in **MAY 2024** and the deadline of Planning and Demonstration funds closes in **AUGUST 2024**.

See more at: [Transportation.gov/grants/SS4A](https://transportation.gov/grants/SS4A)



ERRATA - JULY 29TH, 2024

The Following changes were made from the previously published report:

Page 5: Added "KSI"

Page 14: Typo corrected to read "1% of roads and 11% of crashes"

Page 14: Revised 'Equity Analysis' to compare with the USDOT Equitable Transportation Community Explorer Tool

Page 21: FY24 Budget Added

