



2025 ANNUAL REPORT



City of Phoenix
STREET TRANSPORTATION DEPARTMENT
October 2026

EXECUTIVE SUMMARY

PAGE 01

INTRODUCTION

PAGE 02

THE FACTS (A 2026 REFRESH)

PAGE 06

2025 PROGRESS

PAGE 13

2026 LOOK AHEAD

PAGE 31

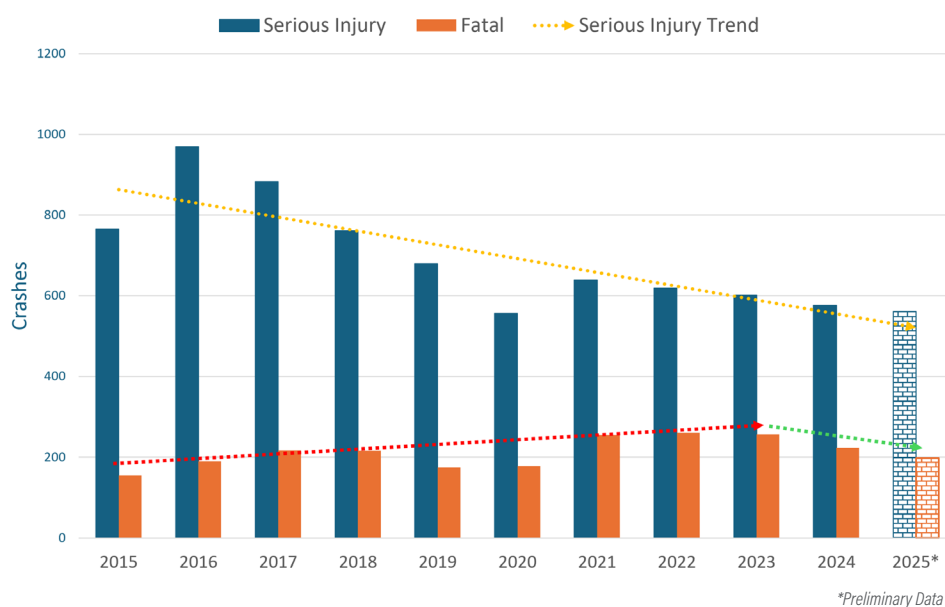




EXECUTIVE SUMMARY

In September of 2022, the Phoenix City Council unanimously adopted the Road Safety Action Plan (RSAP) and approved incorporating Vision Zero goals, committing the city to eliminating traffic deaths and serious injuries. The City has since completed 181 road safety projects and secured more than \$59 million in grant funding to advance roadway safety. Using 2020-2024 crash data, this report benchmarks progress against the 2022 plan and prior reporting periods.

Results show continued improvement. The five-year annual average for fatal and serious injury (KSI) crashes declined to 830 per year on average—a 15% reduction from the 2016–2020 baseline—and total KSI crashes fell from 880 in 2022, 859 in 2023, to 800 in 2024 with preliminary 2025 data showing a further drop to 759. Fatal crashes have remained higher in the 2020's possibly due to such factors as higher speeds, heavier vehicles, distracted driving, and a number of other factors. However, a recent drop in the total number of fatal crashes according to preliminary 2025 data in Phoenix signal an overall trend in the right direction. Of the 28 performance measures tracked across five focus areas, 26 are complete or underway—demonstrating strong progress toward Vision Zero. Together, with continued support from elected officials, City leadership and community partnership, Phoenix will achieve safer streets for all.



IN THIS ANNUAL REPORT...

15%
DECREASE IN KSI CRASHES
COMPARED TO THE 5-YEAR BASELINE
AVERAGE OF THE ORIGINAL RSAP



79
SAFETY PROJECTS
COMPLETED



26/28
PERFORMANCE MEASURES
PARTIALLY COMPLETE OR
COMPLETED





INTRODUCTION

Almost four years have passed since the adoption of the Road Safety Action Plan (RSAP), and in that time the City of Phoenix has been hard at work addressing critical safety needs on the High Injury Network (HIN), and advancing systemic and location-specific safety work throughout the City.

THE 2022 RSAP

Published in September 2022, the RSAP was the culmination of years of diligent work by Street Transportation engineers, City staff, policy makers, and Phoenix residents all working together to collect data, determine a unified vision and set of goals, and create a prioritized set of implementation strategies. The RSAP aims to achieve *Vision Zero*, a nationally recognized guiding framework to reduce and ultimately eliminate traffic fatalities and severe injuries that is built around the core philosophy that traffic-related deaths and serious injuries are preventable rather than inevitable. The RSAP set forth the goal of **zero fatalities and serious injuries on Phoenix roadways by 2050.**

Read the original **ROAD SAFETY ACTION PLAN** [HERE](#)

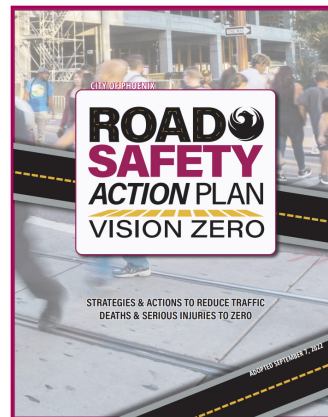
THE ANNUAL REPORT

The RSAP Annual report serves as a benchmarking tool to reflect on and measure the progress made in the previous calendar year towards implementing the plan, and allows both the City and the public to identify where there are still improvements to be made. This document uses comprehensive data tools to collect, track, and analyze data that allows the City to understand the status of the performance measures and compare traffic safety in Phoenix today to the benchmarks and baselines in the 2022 plan. **This year's report will feature an update to the High Injury Network (HIN).** See Page 11 for the Updated 2026 HIN.

PREVIOUS ANNUAL REPORT HIGHLIGHTS

The 2024 Annual Report tracked a **13% decrease** of fatal and serious injury crashes (KSI Crashes) compared to the RSAP's baseline 5-year annual average (2016-2020). In addition, **38 traffic safety projects** were completed in the tracking timeframe, and **24 out of 26** tracked performance measures were either in-progress or completed.

Read the **2024 ANNUAL REPORT** [HERE](#)





THE FACTS (2026)

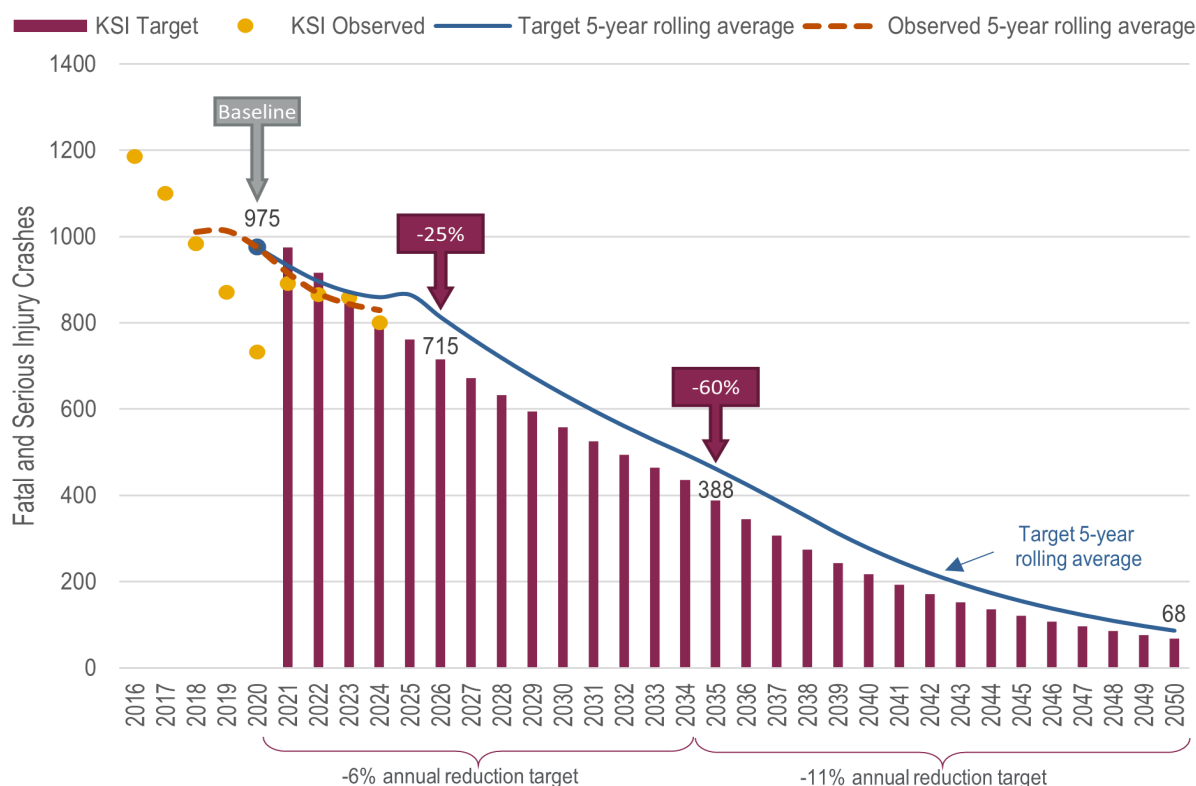
The RSAP Annual Report contains an updated five year dataset that contains crash data from 2020-2024. During this period, **830 fatal & serious injury crashes** occurred on City of Phoenix roadways per year on average.

This represents a **15% decrease** from the RSAP's baseline 5-Year Annual Average for 2016-2020 (975* Killed or Serious Injury (KSI) crashes per year on average) and a **1.7% decrease** from the previous annual report's 5-Year Annual Average for 2019-2023 (844 KSI crashes per year on average).

From 2015 to 2024, the total number of KSI crashes per year has generally decreased, although some year-to-year variability is present due to changes in traffic conditions and other external factors. During the first four years following adoption of the RSAP, observed KSI crash totals remained below the baseline annual average.

The RSAP also established a long-term reduction target, represented by a goal line based on a 6% annual reduction in KSI crashes between 2021 and 2034, followed by an 11% annual reduction after 2035. Under this trajectory, the long-term goal is to reduce KSI crashes to approximately 68 by 2050.

KSI Crash Trend



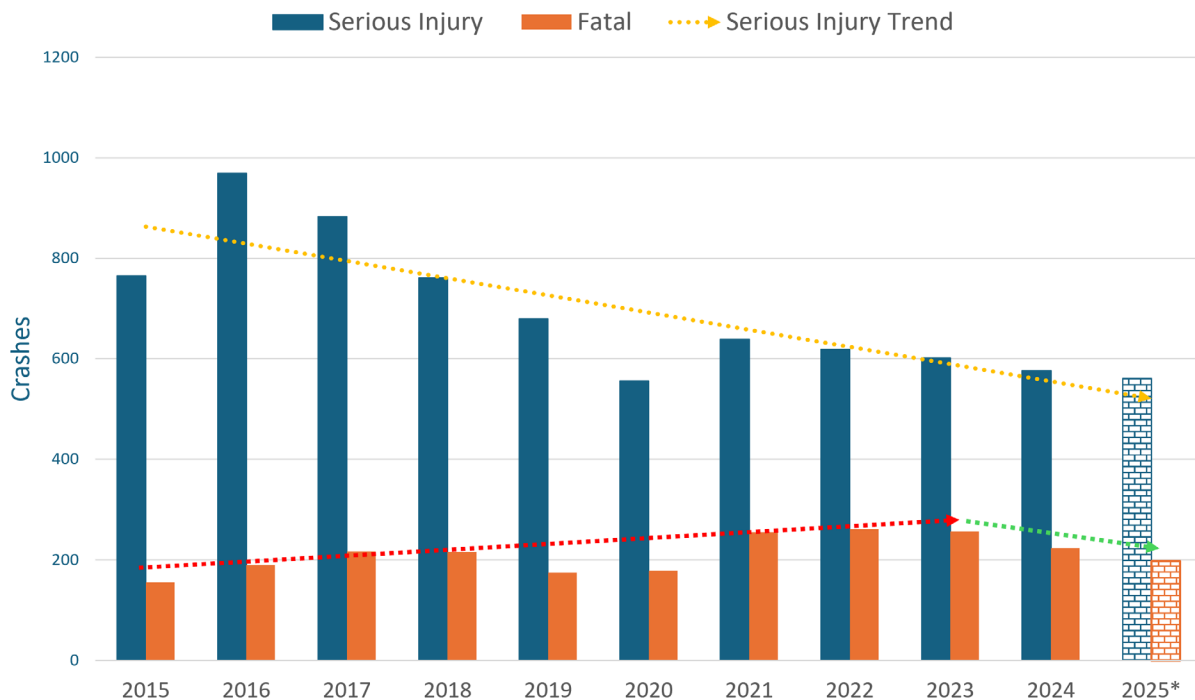
*In the 2022/2023 Annual Report, the baseline KSI 5-Year Annual Average is listed as 955 Crashes/Year rather than the 975 seen in this report. This is due to the original RSAP using 2015-2019 data as opposed to the 2016-2020 baseline dataset that was used in this report and will be used in subsequent reports.

KSI crashes represents a combination of serious injury crashes and fatal crashes. The **Total number of Serious Injury Crashes (Non-Fatal) decreased** from 602 in 2023 to 576 in 2024.

In the previous annual report, the City reported that the overall fatal crash *trend-line* has risen in comparison to the baseline in 2015. In recent years, the **TOTAL number of FATAL crashes started to decline** from 257 in 2023, 224 in 2024, and **preliminary* 2025 data indicates a further decline to 198. Finalized 2025 data will be reported and presented in next year's annual report. The primary analyses presented in the remainder of this report are based on finalized crash data from 2020 through 2024. Limited preliminary 2025 crash data is presented separately for context and is subject to change as additional information becomes available. As a result, five-year averages are based on the 2020–2024 study period and do not reflect the reduction in fatal crashes observed in the preliminary 2025 data.

The **TOTAL number of KSI crashes decreased** since 2016. The total number of KSI crashes decreased from 859 in 2023 to 800 in 2024, with **preliminary* 2025 data suggesting a further reduction to 759. Since 2016, reductions in serious injury crashes have more than offset increases in fatal crashes, resulting in a net decline in total KSI crashes.

Fatal and Serious Injury Crash Trends



**Preliminary 2025 data on fatal collisions from the City of Phoenix Vehicular Crime Unit. Preliminary data is used for the fatal crash trend ONLY and is not finalized and complete until a later date. A complete set of 5 year data ending on December 31, 2024 is used as the basis for the remainder of this chapter.*

Fatal Crash Facts*



41% of ALL fatal crashes involved **PEDESTRIANS**

This represents a **decrease** compared to 45% at baseline



5% of ALL fatal crashes involved **BICYCLISTS**

This represents an **increase** compared to 4% at baseline



19% of ALL fatal crashes involved **MOTORCYCLISTS**

This represents an **increase** compared to 18% at baseline

KSI Crash Facts*



23% of ALL KSI crashes are **SPEED-RELATED**

This represents an **increase** compared to 20% at baseline



42% of ALL KSI crashes occurred at **SIGNALIZED INTERSECTIONS**

This represents an **increase** compared to 40% at baseline



58% of ALL KSI crashes occurred on **ROADWAY SEGMENTS****

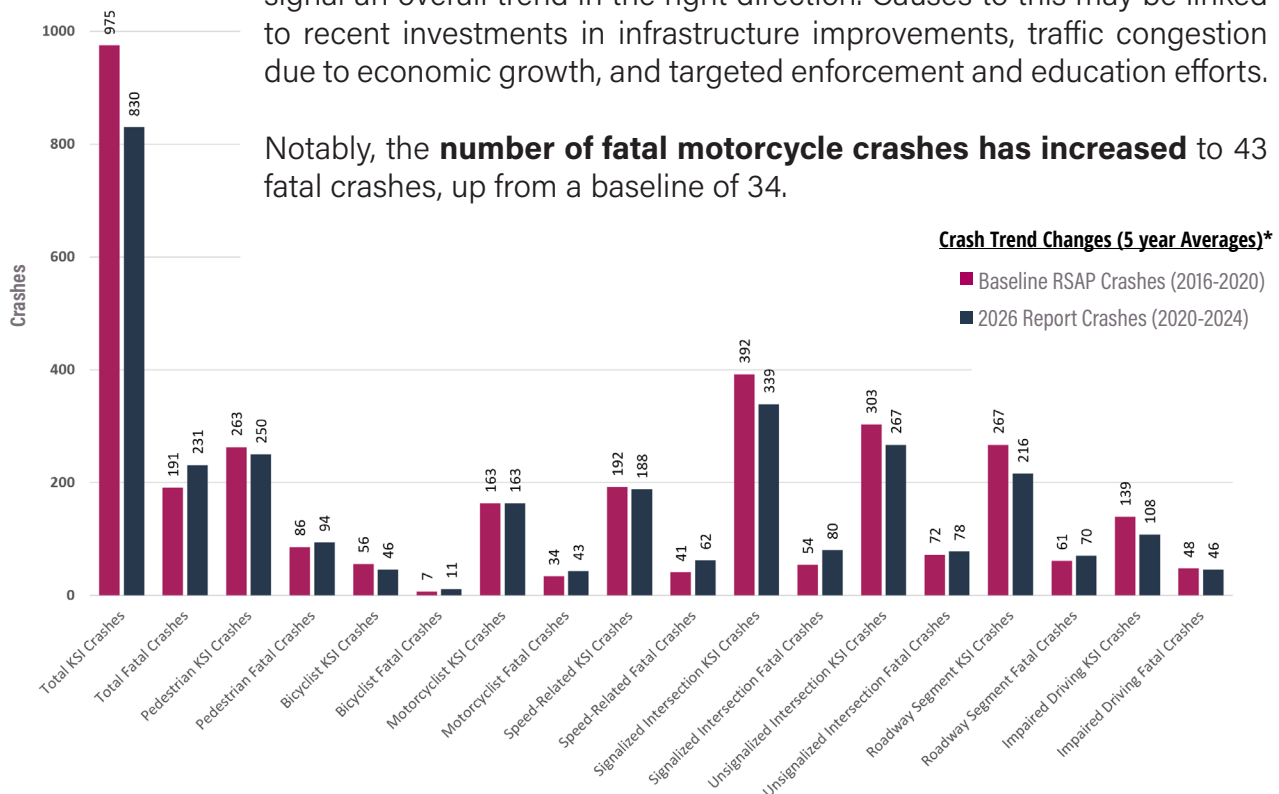
This represents a **decrease** compared to 60% at baseline

**Includes unsignalized intersections

The chart below compares the original 5-year RSAP baseline data (2016-2020) with the period evaluated in this report (2020-2024). KSI crashes are down for pedestrians and bicyclists, as well as at both signalized and unsignalized intersections and on roadway segments.

While KSI crashes as a whole are down, **fatal crashes have risen by 21% compared to baseline data** indicating that while we have seen *more* fatal crashes, the drop in serious injury crashes heavily outweighs the rise in fatalities when analyzed as a single metric. Fatal crashes have remained higher in the 2020's possibly due to such factors as higher speeds, heavier vehicles, distracted driving, increased exposure of people walking or biking, and a number of other factors compared to the previous decade. However, a recent drop in the total number of fatal crashes according to *preliminary* 2025 data in Phoenix signal an overall trend in the right direction. Causes to this may be linked to recent investments in infrastructure improvements, traffic congestion due to economic growth, and targeted enforcement and education efforts.

Notably, the **number of fatal motorcycle crashes has increased** to 43 fatal crashes, up from a baseline of 34.



*Rounded to nearest whole number

CRASH FACTORS

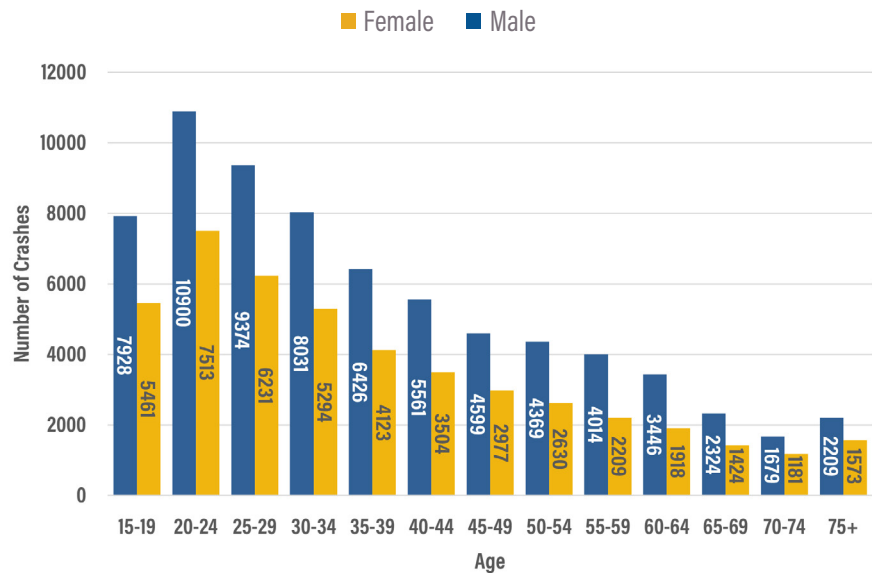
WHO

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 **29%** of all incidents.

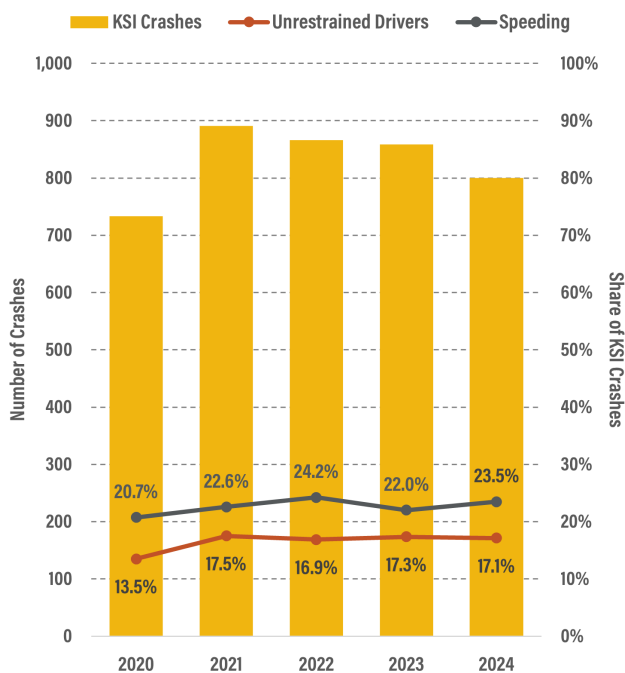
HOW

Among less severe crashes, where people do not need require medical assistance at the scene, the most common collision manners are angle (**26%**), rear-end (**24%**), and sideswipe (**14%**) crashes. The most common collision types resulting in serious injury or fatality (KSI crashes) are pedestrian (**30%**), angle (**20%**), and left-turn crashes (**13%**).

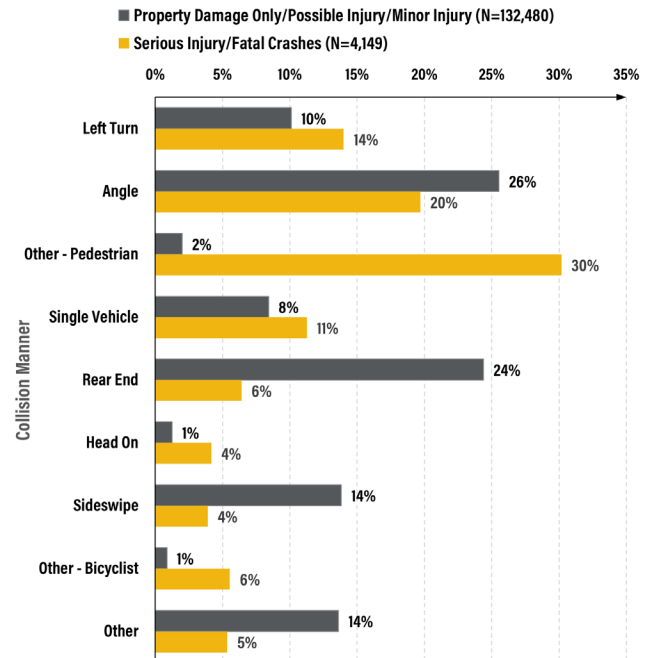
Age & Gender of Driver MOST at Fault (2020-2024)



Major Contributing Factors in KSI Crashes



Collision Manners

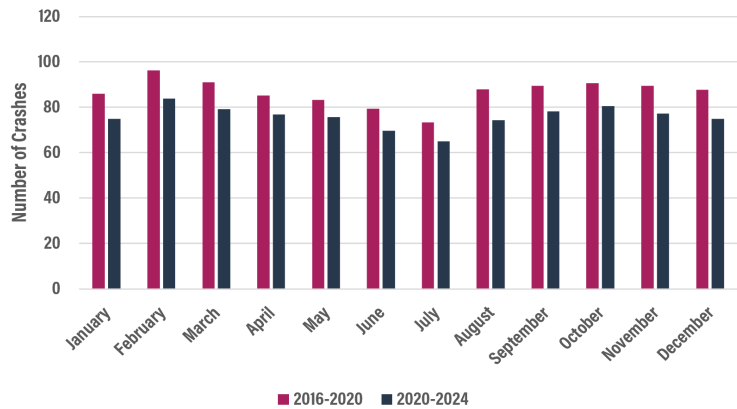


WHEN

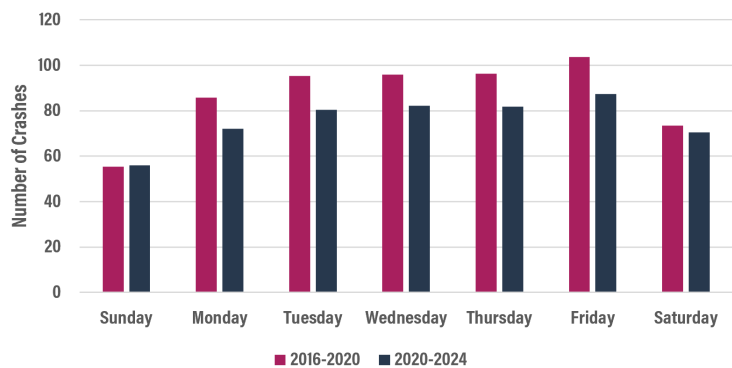
The daily average crashes per month/day of the week were calculated by dividing the total crashes in a month/day of the week by the number of days in the respective month/day of the week. February and July again recorded the highest (84) and lowest (65) daily average crashes, respectively. Seasonal weather patterns continue to likely influence these trends, as milder temperatures tend to increase activity levels across the city. Fridays show the highest daily average crashes among all days of the week.

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 10pm** saw the most pedestrian-involved incidents.

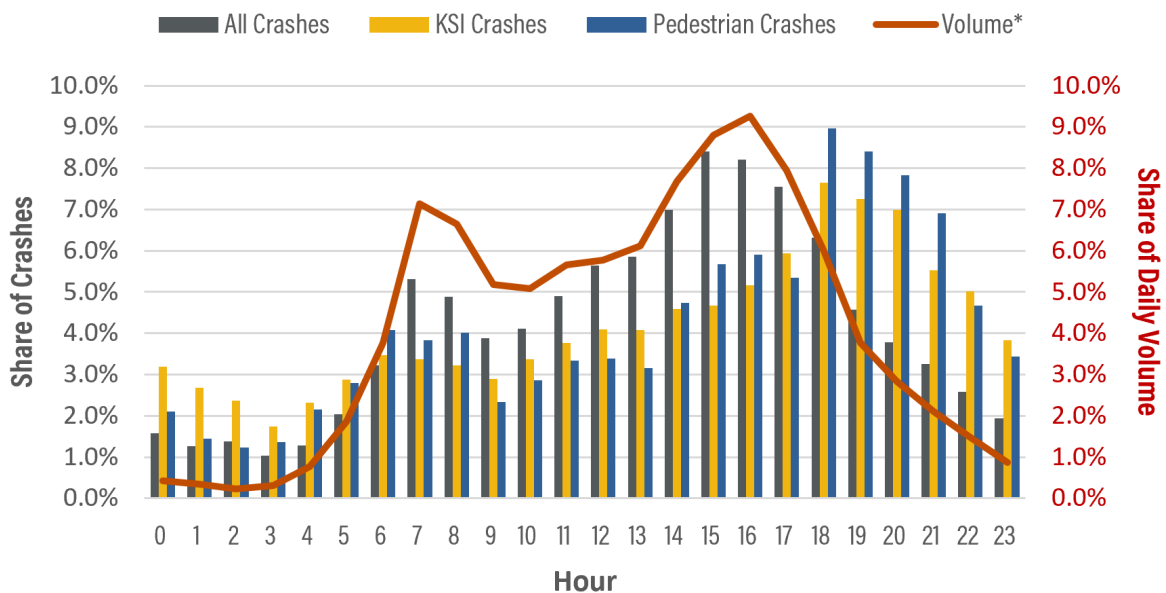
Daily Average Crashes by Month (All Severities)



Daily Average Crashes by Day of the Week (All Severities)



Share of Crashes Compared to Share of Daily Volumes by Hour



*Hourly volume distribution was obtained from MAG publicly available traffic count data. It was collected in April 2024 on Thomas Road east of 7th Street and is assumed to represent hourly volume distributions in the City during the evaluated period.

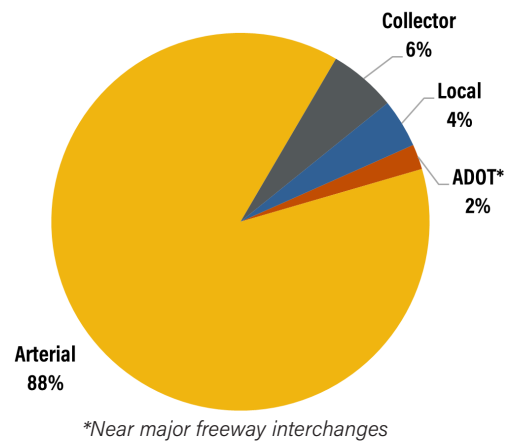
OTHER CRASH TRENDS

PEDESTRIAN KSI CRASHES

88% of all pedestrian KSI crashes occur on arterial roadways. Arterials are typically wider, carry higher traffic volumes, have higher operating speeds, and may include more complex turning movements, all of which can increase risk for pedestrians.

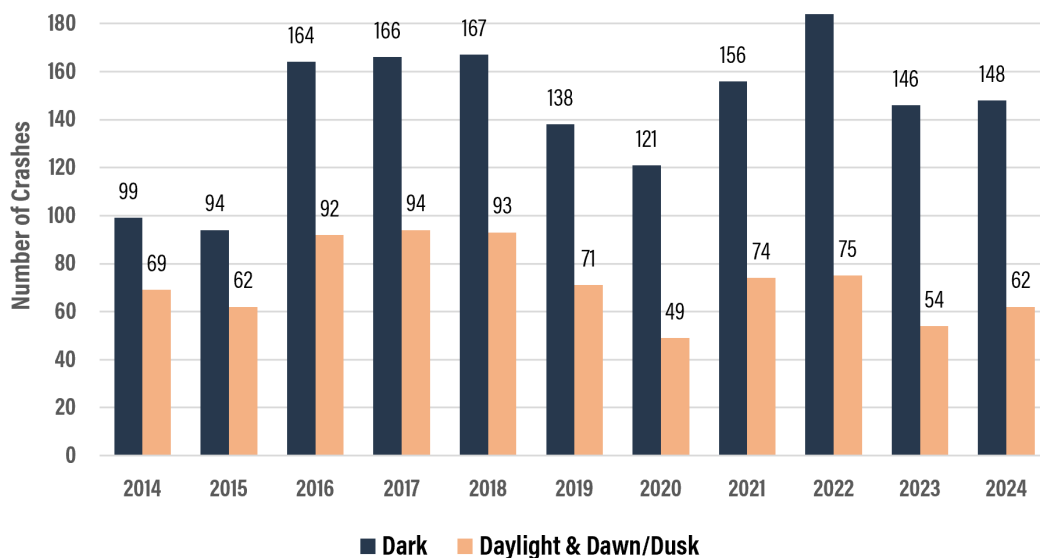
Given this trend, the City has focused many of its safety efforts on arterial corridors, where safety improvements have the potential to reduce the greatest number of severe crashes. One of the primary countermeasures implemented along these corridors has been the installation of High Intensity Activated CrossWalk (HAWKs) at key crossing locations. These treatments are intended to provide pedestrians with a protected opportunity to cross high-volume roadways while maintaining efficient traffic flow when the crossing is not in use.

Pedestrian KSI Crashes by Street Classification



Since the start of the tracking of safety performances, a reduction in daytime pedestrian crashes on arterials has been observed. During the same period, HAWKs have been installed, which may have contributed for the changes in pedestrian crash patterns. However, nighttime pedestrian crashes remain elevated. To address that, the City continues to invest in roadway lighting improvements to help improve nighttime visibility and safety.

Pedestrian KSI Crashes on Arterials by Lighting Condition



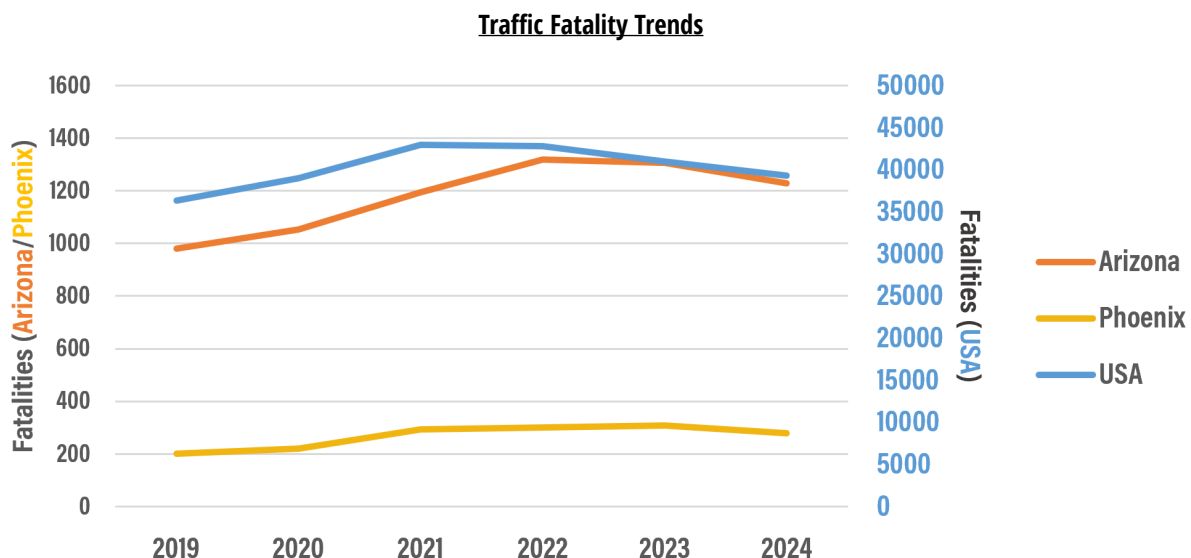
POPULATION GROWTH

According to the Maricopa Association of Governments (MAG), the City of Phoenix experienced an estimated **1.1% growth in population** to 1.71M from 2024 to 2025, **and total growth of 6.3% since 2020**. Tracking population growth and crash data together is a useful tool in understanding how effectively the City is preventing and managing crashes. In general, the more people traveling on City roadways, the higher the number of crashes that are likely to occur. However, population growth is not a perfect surrogate for travel activity. As the region's largest employment center, Phoenix attracts a significant number of daily commuters from surrounding communities, increasing roadway exposure beyond what population figures alone suggest. Several performance measures in our Behavior-Related focus area involve comparing KSI crash percentage increases/decreases to that of population growth, with a goal that the rate of KSI crashes does not exceed that of population growth. While not a complete measure of exposure, tracking these rates tangentially gives Phoenix a wider view of the trends we are seeing year over year, and how we compare at a state and national level.

STATE AND NATIONAL CRASH TRENDS

With 1,117 fatal crashes resulting in 1,228 fatalities reported in Arizona in 2024, the state saw a 6.0% reduction from the high number of deaths seen in 2023. The National Highway Traffic Safety Administration (NHTSA) reported 39,345 traffic deaths in the United States in 2024, indicating a decrease of approximately 3.8% from 2023- the third consecutive year of declining traffic deaths nationwide. Read more from NHTSA [here](#). Comparatively, Phoenix saw 231 traffic deaths in 2024 on our roadways compared to 263 in 2023 - a reduction of 12.2%.

NHTSA estimated 36,640 traffic deaths nationwide in 2025. This represents a 6.7% decrease from 2024 and corresponds to a traffic fatality rate of 1.10 fatalities per 100 million vehicle miles traveled, the second-lowest rate on record.



HOW STRONG IS THE EVIDENCE BEHIND THESE CRASH TRENDS?

Numbers can go up or down from year to year simply due to chance. To understand whether the changes in crash trends shown in this report reflect a true, meaningful shift - rather than normal year-to-year variation - statistical trend test was applied to the annual crash data. This test asks a simple question: is the overall direction of the data (up or down over time) strong enough that it is unlikely to have occurred by chance?

For five crash categories, a trend line was fit to the annual data and calculated whether the slope of that line - meaning how steeply crashes are rising or falling - is statistically significant (different than zero). A result is considered statistically significant when there is at least 95% probability that the observed trend is not due to random variation alone. Where trends are statistically significant, greater confidence can be placed in the conclusion that the change is real. Where they are not, it is noted that while the direction may still be encouraging, additional data over time will be needed to draw firm conclusions.

Crash Trends and Statistical Significance

Crash Category	2016-2020 Baseline Average	2020-2024 Average	Trend Direction	Statistically Significant?
Serious Injury Crashes	784	599	Decreasing	Yes
Pedestrian KSI Crashes	263	250	Decreasing	No
Bicycle KSI Crashes	56	46	Decreasing	Marginally
Fatal Crashes	191	231	Increasing	Yes
Motorcycle Fatal Crashes	34	43	Increasing	Yes

The results reinforce several key themes from this report. The statistically significant decline in serious injury crashes confirms measurable results - fewer people are leaving crash scenes with life-altering injuries. At the same time, the statistically significant increases in fatal and motorcycle fatal crashes are a sobering reminder that progress is uneven. The data indicates these increases reflect a real and persistent pattern that demands continued attention. Pedestrian KSI crashes showed a modest decrease over the period, though this change was not statistically significant, meaning normal year-to-year variation alone could explain the trend. Bicycle KSI crashes showed a marginally significant decreasing trend, which is encouraging but warrants continued monitoring before drawing firm conclusions.

NOTE: Linear regression was applied to annual crash data to evaluate trend significance using Excel Analysis Toolpak. As with any time series analysis, results should be interpreted as indicative of trend direction rather than precise statistical thresholds, as sequential annual data may exhibit year-to-year correlation that affects the precision of the estimates.

The High Injury Network (2026)

Updated on a biennial basis, the 2026 HIN evaluated **4,347 CRASHES*** resulting in a serious injury or death (KSI) between 2020 and 2024. The total number of crashes resulting in a KSI has been declining since the first HIN in 2022.

Signalized Intersections

46 SIGNALIZED INTERSECTIONS were identified with 6 or more KSI crashes. That is a **decrease of 5 intersections from the previous evaluation.** This group represents less than 4% of Phoenix's signalized intersections and 23% of signalized intersection KSI crashes.

Segments

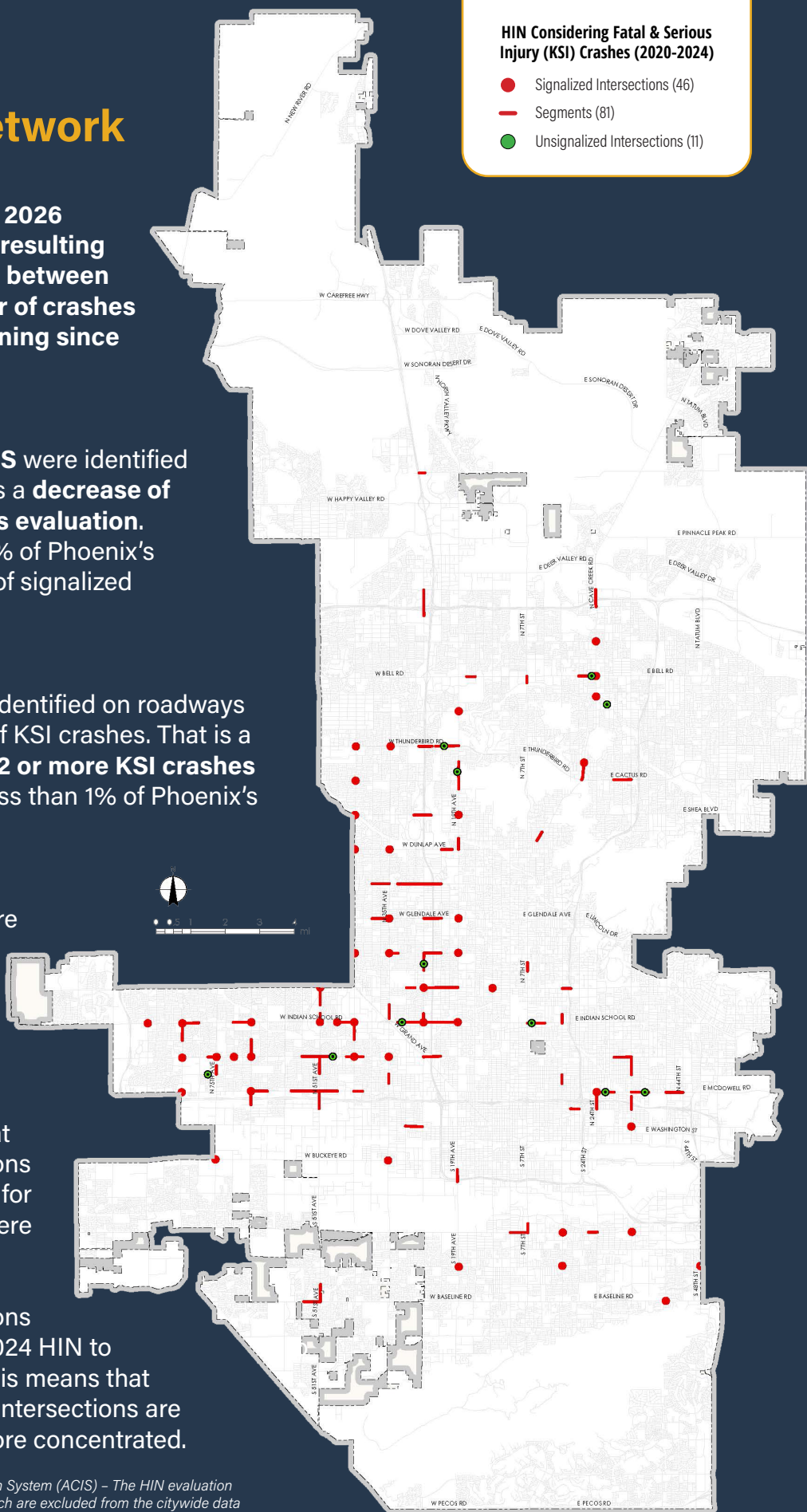
31.9 MILES (81 SEGMENTS) are identified on roadways that have the highest propensity of KSI crashes. That is a **1.3 mile increase on roads with 12 or more KSI crashes per mile**. This group represents less than 1% of Phoenix's roads and 11% of all KSI crashes.

Unsignalized Intersections

11 unsignalized intersections were identified with 4 or more KSI crashes. That is an **increase of six intersections when compared with the 2024 evaluation**. Nine of those intersections were within a HIN Segment. An important note is that crashes at unsignalized intersections were included in the crash counts for the segments, so those crashes were double counted.

Citywide, the total number of KSI crashes at unsignalized intersections has decreased from 1,382 in the 2024 HIN to 1,337 (4%) in the 2026 iteration. This means that while the crashes at unsignalized intersections are decreasing, they are becoming more concentrated.

**City of Phoenix Crash Dashboard, Arizona Crash Information System (ACIS) – The HIN evaluation considers crashes within 300 feet of the City Boundaries which are excluded from the citywide data evaluation presented in the previous section of this report.*



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 RSAP. 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 used to prioritize safety investments. Projects may also originate from prior network screening, HSIP analyses, systemic safety programs, operational studies, accessibility needs, community concerns, grant opportunities, and project readiness. As a result, locations outside the current HIN should not be interpreted as lacking a safety need. In addition, some projects completed in 2025 were programmed before the RSAP was adopted in 2022 and therefore were not identified through the current HIN.

FOR AN INTERACTIVE STORYMAP OF THE 2026 HIN:
phoenix.gov/RoadSafety

FOR IMMEDIATE SAFETY/MAINTENANCE CONCERNS PLEASE VISIT:
<https://phxatyourservice.dynamics365portals.us/streetmaintenance>
or call (602) 262 6441





2025 PROGRESS

The City of Phoenix has continued construction of critical infrastructure upgrades, educational campaigns, and incorporating safety into every aspect of day to day operations.

79 TRAFFIC SAFETY PROJECTS were completed in 2025 including:

11 NEW TRAFFIC SIGNALS

COMPLETED

7th St. & Lone Cactus Dr.	February
43rd Ave. & TSMC Driveway C	
North Valley Pkwy. & Foothills Dr.	March
29th Ave. & Camelback Rd.	
29th Ave. & Sonoran Desert Dr.	October
1st St. & Fillmore St.	
27th Ave. & Jomax Rd.	
31st Ave. & Southern Blvd.	
7th St. & Dove Valley Rd.	November
Sonoran Desert Dr. & Verdin Wy.	
91st Ave. & Campbell Ave.	December

4 TRAFFIC SIGNAL MODERNIZATION

COMPLETED

1st Ave. & Polk St. Signal Modernization	October
Central Ave. & Polk St. Signal Modernization	
91st Ave. & Lower Buckeye Rd. Signal Modernization	November
12th St. & Glendale Ave. Adv Detection	December

8 TRAFFIC SIGNAL MODIFICATIONS

COMPLETED

44th St. & Oak St.	February
Camelback Rd. & 27th Ave.	
5th Ave. & Thomas Rd.	March
35th Ave. & Southern Ave.	April
Southern Ave. & 20th St.	September
16th St. & Glendale Ave.	
Kierland Blvd. & Greenway Pkwy.	October
48th St. & Baseline Rd.	December

14 NEW HAWK SIGNALS**COMPLETED**

7th Ave. & Colter St.	January
Buckeye Rd. & 16th Ave.	February
Southern Ave. & 850 W	March
59th Ave. & Grand Canal Tr.	
Van Buren St. & 3221 W	
47th Ave & Grand Canal Tr.	
Indian School Rd. & Grand Canal Tr.	
67th Ave. & Grand Canal Tr.	
55th Ave. & Grand Canal Tr.	
51st Ave. & Grand Canal Tr.	
Camelback Rd. & 21st Ave.	May
Central Ave. (NB) & Audubon HAWK	June
Central Ave. (SB) & Audubon HAWK	
Bethany Home Rd. & 3rd Ave. (Bike HAWK)	November

24 NEW LIGHT RAIL SIGNALS**COMPLETED**

Central Ave. & Grant St.	June
1st Ave & Grant St.	
Central Ave. & Hadley St.	
Central Ave.& Yuma St.	
Central Ave. & Watkins St.	
Central Ave. & Rio Salado Scenic Dr.	
Central Ave. (SB) & Pioneer St.	
Central Ave. (NB) & Pioneer St.	
Central Ave. & Elwood St.	
Central Ave.& Jones Ave.	
Central Ave. & Tamarisk St.	
Central Ave. (SB) & Marguerite Ave.	
Central Ave. (NB) & Marguerite Ave.	
Central Ave. (SB) & Chambers St.	
Central Ave. (NB) & Chambers St.	
Central Ave. & Sunland Ave.	
Central Ave. & Buchanan St.	
1st Ave./Central Ave. & Sherman St.	
Central Ave. & Western Canal Tr.	
1st Ave. & Buchanan St.	July
Central Ave. & Vineyard Rd.	
Central Ave. & Jesse Owens Pkwy.	
Central Ave. & Saint Anne Ave.	
Central Ave. & Lynne Ln.	September

18 LIGHT RAIL SIGNAL MODERNIZATIONS

COMPLETED

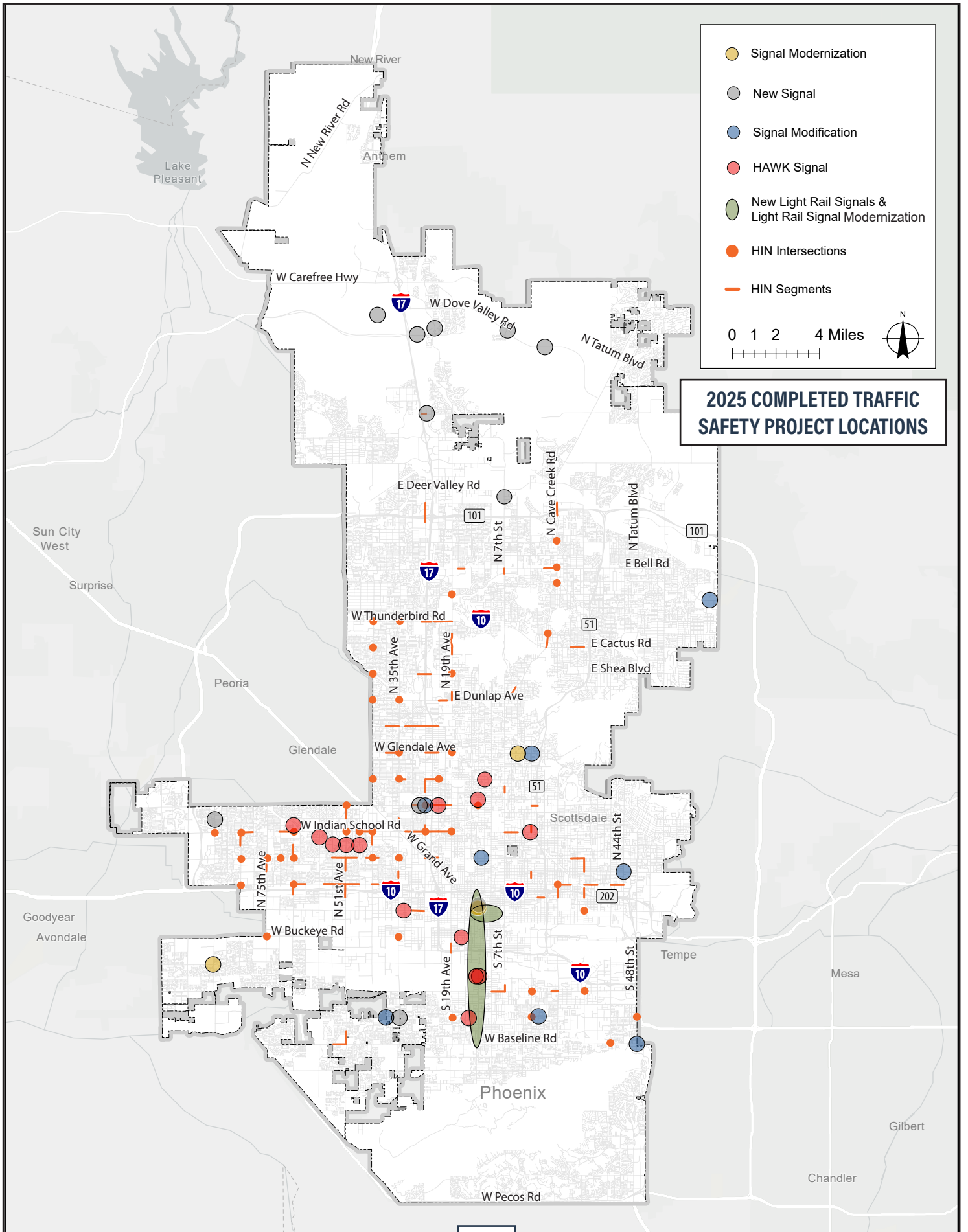
5th St. & Washington St.	June
2nd St. & Washington St.	
Central Ave. & Washington St.	
1st Ave. & Washington St.	
1st Ave. & McKinley St.	
Central Ave. & Madison St.	
1st Ave. & Lincoln St.	
Central Ave. & Lincoln St.	
Central Ave. & Broadway Rd.	
Central Ave. & Roeser Rd.	
Central Ave. & Alta Vista Rd.	
Central Ave. & Mohave St.	
Central Ave. & I-17	July
Central Ave. & Buckeye Rd.	
Central Ave. & Baseline Rd.	
Central Ave. & McKinley St.	
4th/5th St. & Jefferson St.	August
1st Ave. & Madison St.	September

In addition to the infrastructure projects listed above, the Street Transportation Department upgraded **68 outdated existing streetlights** with modern LED luminaires in the Evergreen and Country Club Park Neighborhoods with 18 and 50 upgrades respectively.

Modernization vs Modification - What is the Difference?

Signal Modernizations involve upgrades or replacements of aging traffic signal infrastructure to meet current standards and improve reliability. Safety enhancements include a signal head per lane, additional lighting, enhanced phasing for left turns and battery back-up

Signal Modification refers to updates to existing traffic signal systems to address specific operational, or safety needs driven by changing traffic patterns, community growth, or crash data. Examples include adding turn arrows, adjusting signal timing, installing additional signal heads, or upgrading to LED lights for better visibility.



South Central Light Rail Extension

In June, more than 5,000 community members joined federal, state, and local leaders to celebrate the opening of the South Central Extension/Downtown Hub (SCE/DH) light rail expansion. The 5.5-mile extension marks a major milestone for Valley Metro Rail, transforming the system into a 35-mile, two-line network with the A Line operating east-west and the B Line operating north-south. The \$1.34 billion project—funded through a partnership of federal grants, Phoenix Transportation 2050, and regional Proposition 400 investments—improves connectivity for South Phoenix residents and is expected to add more than 8,000 daily riders to the system. In partnership with Valley Metro, the Street Transportation Department installed 26 new light rail signals and rebuilt 18 existing signals for enhanced safety along the new corridor.

The project also delivered broader community improvements including enhanced bike lanes, pedestrian pathways, more than 550 new trees and desert-adapted landscaping, public art installations, and major underground utility upgrades. Construction also supported the local economy by creating more than 5,000 jobs and providing more than 270 grants totaling over \$1.6 million to small businesses along the corridor.

High quality light rail systems lead to safer streets for everyone, including those who do not use the service. By offering a reliable alternative to driving, light rail encourages mode shift, especially along high-risk corridors where crash rates tend to be higher. Its dedicated tracks and controlled crossings also minimize conflicts with other road users compared to mixed-traffic conditions. In addition, improved pedestrian infrastructure such as improved crossings, lighting, and accessibility features help create a more predictable and protected environment for people walking and biking.

Check out [MORE PROJECT INFORMATION HERE](#)





Bike Rodeos

City staff participated in a series of over 18 bike rodeo events in 2025, providing bicycle helmets and professional fittings to community participants. These activities were conducted as part of the **Bike Rodeo Committee**, a collaborative group that includes representatives from the Phoenix Street Transportation, Police, and Fire Departments, as well as Maricopa County Health Services (MCHS) and Phoenix Children's Hospital.

The committee was established to maintain program continuity and ensure consistent service delivery, even as individual members transition to new roles or assignments. This collaborative structure has enabled the committee to support multiple events occurring at the same time, as both the Police and Fire Departments maintain the equipment necessary to independently set up and operate bike rodeos.

Current Street Transportation staffing and helmet inventory have been sufficient to meet program needs. However, as community outreach by committee partners continues to increase the popularity of bike rodeos, demand for events is expected to grow. As a result, additional resources may be required in the coming years to support the anticipated increase in requests and maintain the program's level of service.

Check out the [2026 FAMILY EVENTS CALENDAR](#) [HERE](#)

Fire Department Community Risk Education

Through a multi-agency effort, the Community Risk Education Section enhanced and relaunched its teen safe driving program, **Survive the Drive**, in August 2025. The updated program includes free, monthly community classes held at City of Phoenix community centers, an updated data-driven curriculum, improved data collection and registration processes, and the continued availability of classes offered upon special request. In partnership with the Injury Prevention Alliance of Phoenix, staff delivered 13 community education presentations, directly engaging 341 students. Instruction covered key traffic safety topics including seat belt and airbag use, impaired and distracted driving, pedestrian safety, e-bike and e-scooter safety, rules of the road, and aggressive and reckless driving.

Each class consists of two components: an interactive presentation that incorporates both traditional and digital tools to promote audience engagement, and a hands-on learning experience in which students participate in activities designed to demonstrate the effects of distraction and impairment on coordination, visual perception, reaction time, and cognitive processing. These activities reinforce the importance of practicing safe driving behaviors and support stronger retention of the safety concepts presented.

Check out more [PHOENIX FIRE DEPT. NEWS](#) [HERE](#)



Active Transportation Improvements

In FY25, the City expanded and strengthened its bicycle network through several infrastructure improvements. A total of **40.1 miles of new bike lanes were installed**, with an additional **18.1 miles enhanced with buffered improvements** and **2.14 miles upgraded with vertical delineators** to improve rider safety and comfort. The City installed its **first Bike HAWK signal** at Bethany Home Rd. & 3rd Ave. in November 2025 to further support safe bicycle crossings. In addition, the completion of the Grand Canalscape Phase 3 project added four centerline miles of shared-use path, providing a low-stress, separated alternative to traveling on surface streets and enhancing connectivity for active transportation users.

Learn More about the **ACTIVE TRANSPORTATION PROGRAM** [HERE](#)

School Safety Improvements

In CY2025, the City continued to advance student transportation safety through its Safe Routes to School (SRTS) and School Safety initiatives. Two SRTS studies were completed by Greenlight for Lowell Elementary and Madison Elementary to identify opportunities for improving walking and bicycling conditions near school campuses. As part of the RSAP goals, staff conducted 12 field observation reports with safety recommendations, provided three crossing guard training sessions serving more than 100 guards, and installed 11 new crosswalks near schools that support approximately 200 daily users. In addition, staff visited nearly 50 schools to address traffic safety concerns, resulting in the implementation of targeted restrictions and other safety improvements where appropriate.

Learn More about the **SAFE ROUTES TO SCHOOL PROGRAMS** [HERE](#)

Speed Limit Setting Updates

The RSAP established an initiative to develop a data-driven framework for setting speed limits across Phoenix's 4,800-mile street network. The City aims to replace traditional 85th percentile methods with a context-based, target speed approach aligned with Safe System principles. The project introduces a methodology that evaluates roadway context, crash risk, land use, and multimodal activity to determine appropriate speeds for different roadway types. It also provides a Standard Operating Procedure and implementation plan, creating a repeatable process for updating speed limits and integrating the approach into future engineering studies. By combining national best practices with practical implementation guidance, the project delivers a transformative tool to help Phoenix manage speed and advance its Vision Zero goal of eliminating traffic fatalities and serious injuries.

Learn More about the **SPEED LIMITS** [HERE](#)

High Visibility Crosswalk Enhancements

The City of Phoenix has developed a plan to enhance pedestrian safety by implementing high-visibility crosswalk markings and stop bars citywide. This initiative was prompted by a citizen petition and subsequent direction from the City Council and the Vision Zero Community Advisory Committee, who emphasized the need for these improvements as soon as possible. Currently, Phoenix has 6,389 marked crosswalks, with only 9% featuring high-visibility markings and 9% including stop bars. The majority of crosswalks are standard transverse markings, and most do not have stop bars.



The plan is to upgrade all unsignalized marked crosswalks to high visibility crosswalks. Approximately half of the signalized marked crosswalks will be upgraded to high visibility crosswalks. Those locations will be prioritized on such factors as proximity to schools, parks, high occupancy transit routes and the HIN. All marked crosswalks, with stop conditions, will have a stop bar added.

FY26 BUDGET ALLOCATIONS

Phoenix City Council budgeted **\$10,000,000** for RSAP related projects for the 2026 fiscal year (July 1st, 2025 - June 30th, 2026). The following table lists out the projects and categories budgeted.

PLANNING		\$100,000
RSAP 2025 Annual Report & HIN Update		<i>Identified in 2022 RSAP</i>
EDUCATION/EVALUATION		\$364,000
Traffic Signal Modernization Study		<i>Identified in 2022 RSAP</i>
Yard Signs		<i>Identified in 2022 RSAP</i>
SCOPING/DESIGN		\$350,000
19th Ave. & Union Hills Dr. Traffic Signal Modernization		<i>Identified as 2022 HIN location</i>
26th St. & Thomas Rd. HAWK Signal		<i>Identified from HSIP KSI network screening</i>
40th St. & Cactus Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
43rd Ave. & Cactus Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
43rd Ave. & Missouri Ave. New Traffic Signal		<i>Identified from HSIP KSI network screening</i>
83rd Ave. & Indian School Rd. Traffic Signal Modernization		<i>Identified as 2022 HIN location</i>
Cave Creek Rd. & Sweetwater Ave. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
CONSTRUCTION		\$9,350,000
19th Ave. & Baseline Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
19th Ave. & Bell Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
7th St. & McDowell Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
32nd St. & Greenway Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
43rd Ave. & Thunderbird Rd. Traffic Signal Modernization		<i>Identified as 2022 HIN location</i>
51st Ave. & Union Hills Dr. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
99th Ave. & Lower Buckeye Rd. Signing and Striping Modifications		<i>MAG Top 100 List</i>
Cave Creek Rd. & Bell Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
Cave Creek Rd. & Greenway Blvd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
Jesse Owens Pkwy. & Baseline Rd. Traffic Signal Modernization		<i>Identified from HSIP KSI network screening</i>
SS4A ReVISIONing Indian School Rd.		<i>Identified as 2022 HIN location</i>
TOTAL		\$10,164,000*

**Additional \$164,000 is carryover from previous fiscal year*

BENEFIT-COST (B-C) EVALUATIONS

The City of Phoenix evaluated the economic value of 27 road safety projects as part of the 2025 Road Safety Action Plan Annual Report. Each project was assigned a benefit-cost (B/C) ratio, which compares the estimated safety benefits of a project to its cost. The estimated benefit was calculated using crash reduction factors and the estimated cost of the crashes prevented. Crash reduction factors are derived from nationally researched and validated Crash Modification Factors (CMFs) published through the FHWA-sponsored CMF Clearinghouse (www.cmfclearinghouse.org), which combines the estimated safety benefits of transportation countermeasures based on transportation safety research and real-world crash outcomes.

A ratio above 1.0 means the estimated safety benefits from reduced crashes exceed the project costs. Crash costs used in the B/C analysis are based on the State Adjusted Crash Costs published annually in Arizona Crash Facts, which estimate the economic impacts associated with crashes, including medical expenses, emergency response, lost productivity, property damage, and quality-of-life impacts, using FHWA research methodologies.

Projects in this evaluation averaged a B/C ratio of 15.1, indicating that for every dollar invested, nearly fifteen dollars in safety benefits are expected in return through estimated crash reductions. All three project categories, including locally and federally funded signal modernization projects and HAWK pedestrian crossings, showed strong returns on investment across all project categories.

PROJECT TYPE	# OF PROJECTS EVALUATED	BENEFIT-COST RATIO		
		AVG	MIN	MAX
Signal Modernization Traffic Services Funding \$600 - 700K	9	12.4	1.1	24.8
Signal Modernization Federal Funding \$1.2 - 1.8M	6	7.3	4.9	11.5
HAWKs Federal Funding ~\$700K	12	21.1	0.0	72.8
GRAND TOTAL	27	15.1	0	72.8

2025 GRANT AWARDS

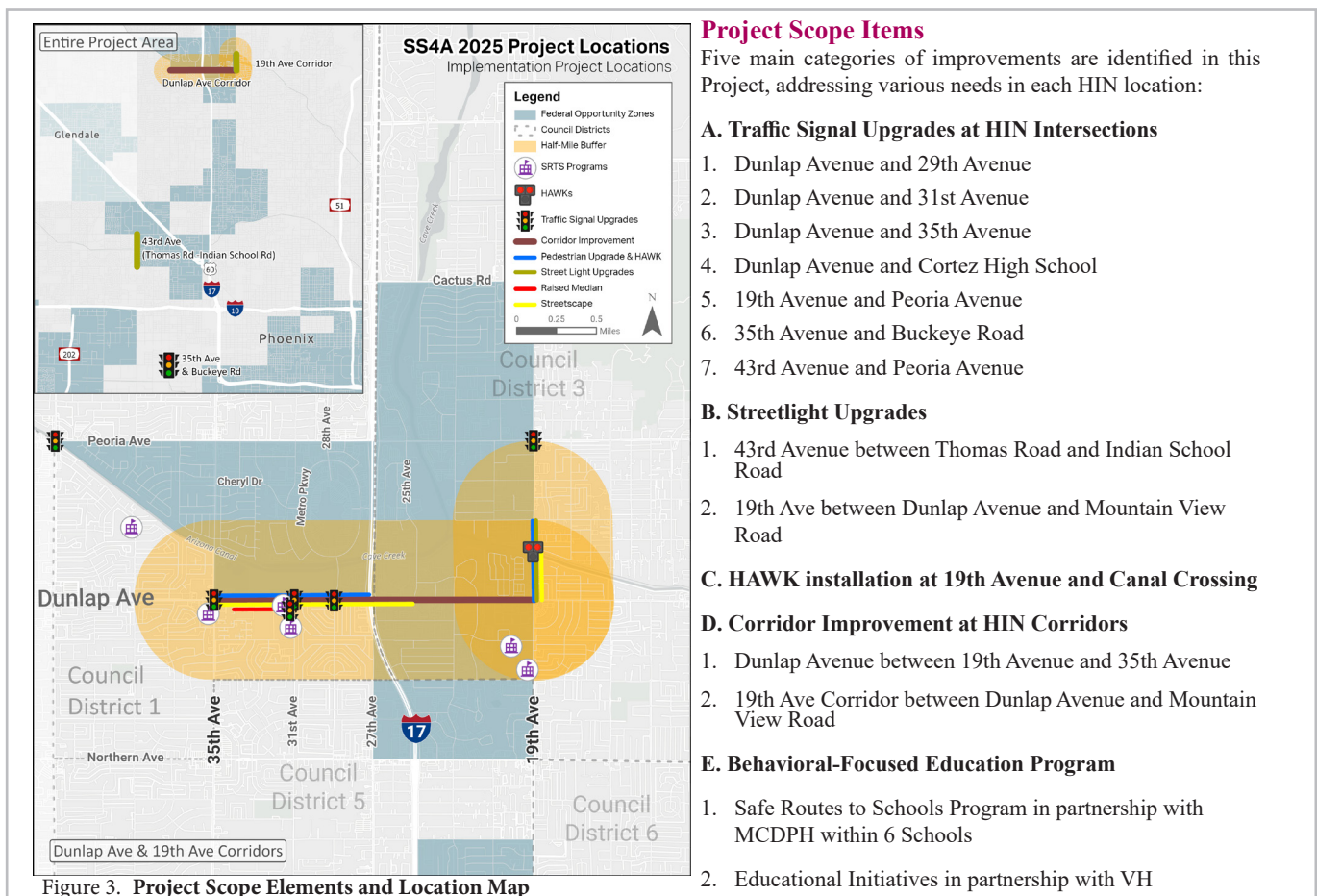
In 2025, the City of Phoenix was awarded **\$24,168,000** in grant funding to improve safety on Phoenix Streets.

FY25 Safe Streets and Roads for All (SS4A) Grant

Award: **\$24,168,000.00**

Location: **Citywide**

The City was awarded an SS4A Implementation plus demonstration grant to execute multiple innovative programmatic solutions at various HIN locations in addition to analyzing four demonstration activities and partnering with Maricopa County Department of Public Health & Valleywise Health Foundation on education efforts. One key project corridor is along Dunlap Avenue, between 35th and 19th Avenue. The project scope includes traffic signal upgrades, pedestrian mid-block crossings, ADA-compliant infrastructure, street-light improvements, corridor enhancements, lane configuration upgrades, SRTS plans, teenage driving education campaigns, and pilot safety demonstrations.



2025 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.

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

GENERAL STRATEGIES

OBJECTIVE 1.A	ESTABLISH FOUNDATIONAL ELEMENTS OF VISION ZERO INCLUDING TIMELINE AND GOALS FOR IMPLEMENTATION AND EVALUATION OF THE INITIATIVE				2022/2023	2024	2025
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 completed or not completed	Benchmark	Completed	Completed	Completed
	1.A.2 - Create a Vision Zero status report on objectives, updated every year		This measure will be tracked as completed or not completed		Completed	Completed	Completed
OBJECTIVE 1.B	REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION AND EVALUATION				2022/2023	2024	2025
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	Completed	Completed
	1.B.2 - Develop crash data dashboard to identify & rank crash locations by 2023		This measure is underway, and will be tracked as completed or not completed.		Completed	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 completed or not completed.		Tracking begins in 2026	Completed - Completed 1 Year Ahead of Schedule	Completed
	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		Signal modernization project effectiveness study underway Projects
OBJECTIVE 1.C	REDUCE CRASH RISK ON ROADWAYS BY CREATING A CULTURE OF ROAD SAFETY WITHIN THE CITY'S TRANSPORTATION PROCESSES				2022/2023	2024	2025
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	Focusing on implementing safety review process for CIP Projects	Focusing on implementing safety review process for CIP Projects
	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.		Tracked expenditures currently below 60M	Tracked expenditures currently below 60M	Tracked expenditures currently below 60M

BEHAVIOR RELATED STRATEGIES

OBJECTIVE 2.A	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES				2022/2023	2024	2025
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	Less than 10%	Less than 10%
	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	6 Bike Rodeos held in 2024	Completed - 18 enforcement impact programs conducted
OBJECTIVE 2.B	REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING. RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING				2022/2023	2024	2025
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	Completed - Crash decrease of 13.3% from baseline vs 5.3% population increase from 2020	Completed - Crash decrease of 14.6% from baseline vs 6.3% population increase from 2020
	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	Completed - Speed Enforcement Task Force units deploy 2-3 times a month citywide	Completed - Speed Enforcement Task Force units deploy 2-3 times a month citywide
OBJECTIVE 2.C	REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)				2022/2023	2024	2025
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	Enhanced saturation patrols deployed on major holidays	Enhanced saturation patrols deployed on major holidays
	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	Completed - Crash decrease of 171% from baseline vs 5.3% population increase from 2020	Completed - Crash decrease of 22.5% from baseline vs 6.3% population increase from 2020

PEDESTRIAN & BICYCLISTS STRATEGIES

OBJECTIVE 3.A	REDUCE CRASH RISK INVOLVING PEOPLE WALKING AND BICYCLING BY EXPANDING SAFE ROUTES TO SCHOOL EFFORTS				2022/2023	2024	2025
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	13 school safety improvements completed	11 school safety improvements completed
OBJECTIVE 3.B	REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEOPLE WALKING AND BICYCLING WITH GEOMETRIC RECONFIGURATION AND SYSTEMIC COUNTERMEASURES				2022/2023	2024	2025
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	11 mid-block improvements completed	20+ mid-block improvements 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%	Not Complete - Pedestrian crash increase of 6.5% from baseline	Not Complete - Pedestrian crash increase of 9.3% from baseline
	3.B.3 - Develop pedestrian safety toolkit by 2027		This measure will be tracked as completed or not completed (2028)		Tracking begins in 2028		
OBJECTIVE 3.C	REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE AND PRIORITIZE IMPROVEMENTS				2022/2023	2024	2025
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 completed or not completed (2026)	Benchmark	Tracking begins in 2026	SS4A Grant Underway	Ongoing
	3.C.2 - Develop a plan to implement annual improvements to mitigate risk factors by 2027		This measure will be tracked as 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	Completed - Shade improved at 80 stops	Completed - Shade improved at 80 stops

INTERSECTIONS STRATEGIES

OBJECTIVE 4.A	REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				2022/2023	2024	2025
Performance Measures	4.A.1 - Develop geospatial process for identifying unsignalized crashes by 2024.	Analysis Method	This measure will be tracked as completed or not completed (2025)	Benchmark	Tracking begins in 2025	Completed	Completed
	4.A.2 - Develop list of priority intersections & improvements by 2024		This measure will be tracked as completed or not completed (2025).		Tracking begins in 2025	Completed	Completed
OBJECTIVE 4.B	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES				2022/2023	2024	2025
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	Completed - 3 completed and 15 under-construction	Completed - 3 completed and 15 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.		Crash decrease of 1.8%	Completed - Crash decrease of 10.9% from baseline	Completed - Crash decrease of 11.9% from baseline
OBJECTIVE 4.C	REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING				2022/2023	2024	2025
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 completed or not completed (2025)	Benchmark	Tracking begins in 2025	New Left-Turn Arrows Being Prioritized; LPI Study Completed by NAU in October 2024	Left-turn arrows prioritized and implemented

SEGMENTS STRATEGIES

OBJECTIVE 5.A	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)				2022/2023	2024	2025
Performance Measures	5.A.1 - Reduce KSI crashes on segments by 2% per year	Analysis Method	These measures will be tracked as completed or not completed.	Benchmark	Completed - Crash decrease of 4.8%	Completed - Crash decrease of 18.6% from baseline	Completed - Crash decrease of 19.1% from baseline
	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 completed or not completed.		Not Complete	Not Complete	Not Complete
OBJECTIVE 5.B	REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, AND DRIVER EXPECTANCY ON CORRIDORS				2022/2023	2024	2025
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 completed or not completed (2026)	Benchmark	Tracking begins in 2026		9 General Obligation (GO) Bond funded locations in design (4.8 mi)
OBJECTIVE 5.C	REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE				2022/2023	2024	2025
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	Crash decrease of 1.0%	Completed - Crash decrease of 6.9% from baseline	Completed - Crash decrease of 11.1% from baseline



2026 LOOK AHEAD



As the City moves into its fourth year of implementing the Road Safety Action Plan, there is still work to be done to achieve our goal of **ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050**. The City remains committed to improving safety for all roadway users, and there are many exciting things to come in 2026.

5-Year RSAP Update Begins

The RSAP is scheduled to undergo a major update that will be published in 2027. This update will build on the original 2022 framework by evaluating progress, refining priorities, and advancing a more data-driven and systemic approach to traffic safety. The update will incorporate the latest crash data, HIN findings, and community input to reassess where interventions are most needed, while tracking implementation of key strategies across engineering, enforcement, education, evaluation, and equity. It will highlight progress such as corridor safety improvements, speed management efforts, and expanded use of safety technologies, while identifying gaps that will require sustained investment and coordination. The update will also strengthen the City's commitment to measurable outcomes by emphasizing accountability, performance monitoring, and integration with broader transportation and land use initiatives to accelerate progress toward eliminating traffic fatalities and serious injuries. This update will begin work later this year.

FY26 Safe Streets for All (SS4A) Grant Opportunities

The Infrastructure Investment and Jobs Act established the SS4A competitive grant program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. Almost \$1 billion is still available for future funding rounds which the City will pursue in 2026. The City submitted an application in May for a 27th Ave corridor infrastructure project.

Learn more [here](#).

Tribal Grant Opportunities

Arizona's 12% Tribal Gaming Grant Program requires Native American tribes to distribute a portion of gaming revenues directly to local governments and community organizations for public benefit projects. The City of Phoenix is actively pursuing this funding to support future transportation safety initiatives that improve road safety and reduce severe crashes. If awarded, these grants would help advance planned Vision Zero efforts citywide.

Learn more [here](#).

LPI Expansion

In 2025, the City commissioned a project to develop data-driven, public-facing Leading Pedestrian Interval (LPI) implementation guidelines, informed by a literature review, crash analysis, and before/after study of pedestrian-vehicle interactions with and without an LPI. The project was intended to address the issue of pedestrian safety and to understand where and when to most effectively implement countermeasures that help prevent pedestrian crashes, injuries, and fatalities. Additional LPI improvements will be implemented in 2026 using the findings from this project.

Learn more [here](#).

General Obligation (GO) Bond Projects

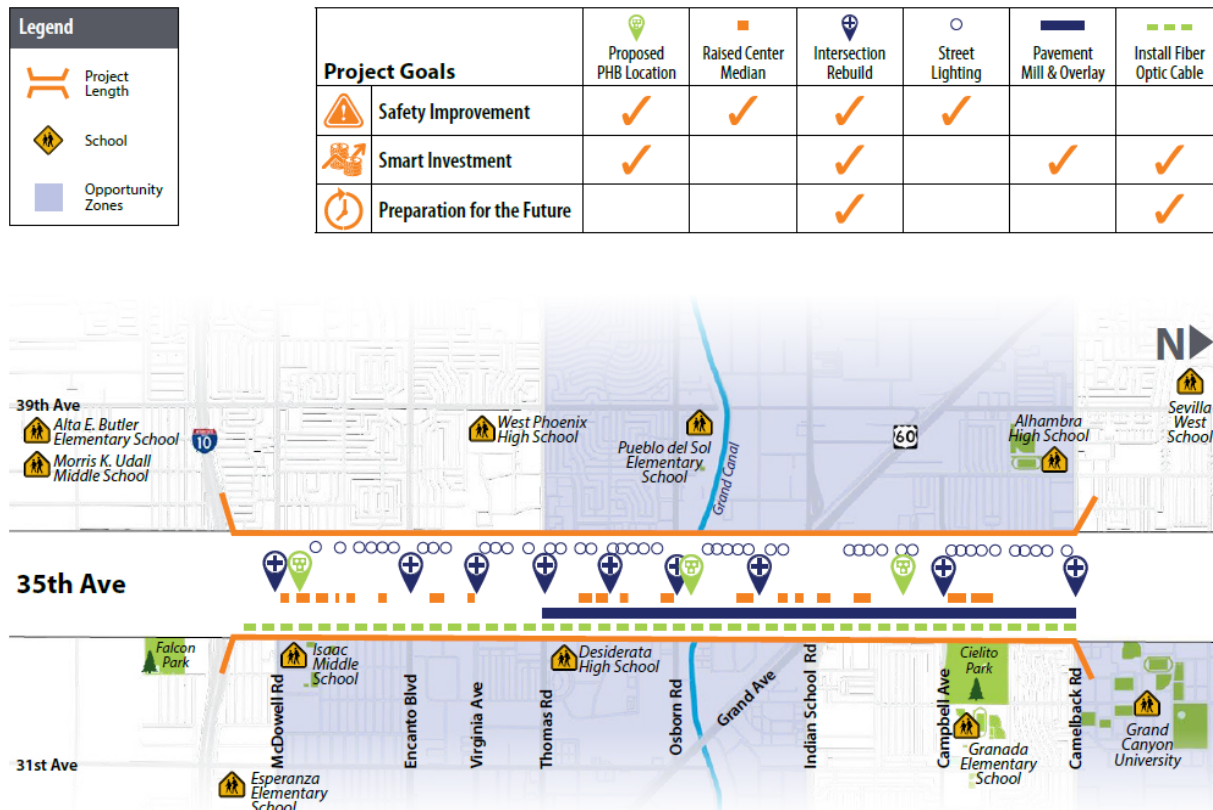
On November 7, 2023 Phoenix voters passed the City Council approved \$500 million General Obligation (GO) Bond Program. After projects were selected and approved to be included in the Preliminary Capital Improvement Program in 2024, many projects have begun the initial stages of design, land acquisition, construction, and/or other prep work that will continue throughout the year. The total budget of GO Bond funds set aside for implementing the RSAP is **\$16,767,094**.

Learn more about the GO Bond Program [here](#).

35th Ave Safety Corridor Project

The 35th Avenue Safety Corridor Project will deliver a set of targeted improvements designed to enhance safety, mobility, and economic vitality along the corridor. Key elements will include new pedestrian-activated midblock crossings to improve walkability, raised medians to increase vehicle separation while providing safer pedestrian refuge, and reconstruction of signalized intersections to support modern traffic technologies and safer operations. The project will also upgrade corridor lighting with dual-sided LED streetlights, resurface pavement to improve driving conditions, and install fiber optic infrastructure to support future data and transportation innovations. Together, these improvements will be complemented by updated signal timing to improve traffic flow and overall roadway efficiency. Construction will begin in 2026

Read more on our website [here](#).



Projects

Below are additional projects that will receive funding in FY27 – FY31 for either planning, design, or construction.

Project Number / Description	Fiscal year				
	2027	2028	2029	2030	2031
ST89320163 RSAP Roadway Safety Action Plan Program	\$399,313	\$3,116,750	\$9,659,314	\$7,900,000	\$7,900,000
ST89320169 RSAP 15th & 17th St. & Camelback HAWKS	\$1,346,725				
ST89320170 RSAP/HSIP 43rd Ave. - Missouri New Signal	\$1,209,737				
ST89320171 RSAP/HSIP Traffic Signal Visibility 3 Locations: Jesse Owens Pkwy. & Baseline Rd., Cave Creek Rd. & Greenway Rd., and 7th St. & McDowell	\$4,805,655				
ST89320172 RSAP/HSIP 43rd Ave. - Thunderbird Signal	\$1,588,519	\$300,000			
ST89320175 RSAP Annual Report & HIN Update	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
ST89320179 RSAP 24th St. & Baseline Rd. Signal Mod*		\$700,000			
ST89320180 RSAP BIL Indian School Rd. 91st-39th Ave.	\$2,350,000	\$34,403,432	\$2,000,000	\$240,686	
ST89320181 RSAP 83rd Ave. & Indian School Rd. Signal Mod		\$500,000			
ST89320182 RSAP 51st Ave. & Thomas Rd. Signal Mod	\$548,000				
ST89320189 RSAP 28th Dr. & Cactus Dr. Signal Mod	\$424,000				
ST89320195 HSIP RSAP HAWK 26th St. & Thomas Rd.	\$77,000	\$100,000			
ST89320196 HSIP RSAP Signal Mod 3 Locations: 40th St. & Cactus Rd., Cave Creek Rd. & Sweetwater Ave., and 43rd Ave. & Cactus Rd.	\$196,000	\$600,000			
ST89330268 RSAP/HSIP COP: Various Locations: Indian School Rd. between 33rd Dr. & 31st Ave., Indian School Rd. near 69th Dr., Indian School Rd. & 10th St., McDowell between 3rd St. & 7th St., 19th Ave. between Bell Rd. & Grovers Ave., 19th Ave. near Behrend Dr, 35th Ave. & El Camino Dr., Southern Ave. & Montezuma, 35th Ave. & Eva St., Glendale Ave. between 35th Ave. & 37th Ave., 12th Ave. & Rose Ln., 27th Ave.: Hazelwood to Highland	\$700,000				
ST89340584 RSAP Signal Mods: 71st Ave. & Thomas Rd., 75th Ave & Thomas Rd., 51st Ave. & Indian School Rd., 67th Ave & Indian School Rd.	\$1,064,000				
ST89340644 RSAP/HSIP Signal Mods: 19th Ave. & Baseline Rd., 19th Ave. & Bell Rd., 32nd St. & Greenway Rd., 51st Ave. & Union Hills Dr., Cave Creek Rd. & Bell Rd.	\$7,231,479	\$316,000			
Grand Total	\$22,040,428	\$40,136,182	\$11,759,314	\$8,240,686	\$8,000,000

*"Mod" refers to a traffic signal modernization projects

\$90,176,610

Additional Educational Resources



HOW DO I USE A HAWK SIGNAL?

[CLICK HERE](#)

Phoenix is home to over 120 High Intensity Activated CrossWalk (HAWK) beacon signals to help people safely cross busy streets. Approaching a HAWK signal for the first time can be daunting. Learn how they work as a pedestrian and as a motorist and where in the city they are located at the link above.



WORK ZONE SAFETY TIPS

[CLICK HERE](#)

As the city continues to implement roadway safety improvements, construction crews will set up 'Work Zones' where traffic speeds are reduced. Learn how to keep yourself and our dedicated construction crews safe in these work zones at the link above.



HOW DO I USE A ROUNDABOUT?

[CLICK HERE](#)

Roundabouts (traffic circles) can safely and effectively control traffic at many types of intersections. While commonplace in other parts of the globe for decades, in the US they are still fairly new to many drivers. Learn how to correctly enter and exit a roundabout safely at the link above.



STREET MAINTENANCE REQUESTS

[CLICK HERE](#)

The Phoenix Streets Department needs your help in identifying traffic equipment that may be in need of repair. Report traffic signal issues and/or request new traffic signals and signal modifications in your neighborhood at the link above.



**SEE MORE OF WHAT'S
TO COME IN 2026
& ADDITIONAL
RESOURCES AT
[PHOENIX.GOV/STREETS](https://phoenix.gov/streets)**