ROAD SAFETY ACTION PLAN
VISION ZERO

2024 ANNUAL REPORT

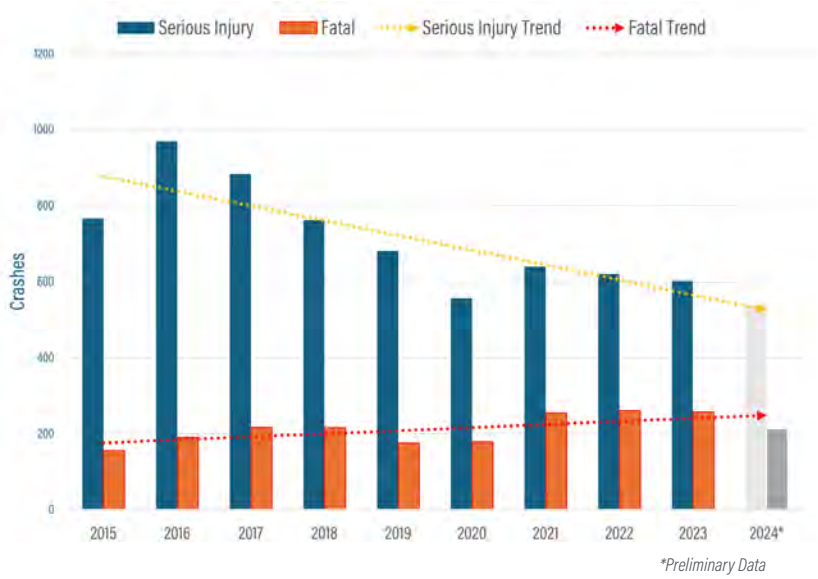
City of Phoenix

STREET TRANSPORTATION DEPARTMENT

October 2025

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 progress in traffic safety with 102 identified safety projects completed from September 2022 - December 2024, over $35 Million in grant funding awarded for various safety initiatives, and have accomplished a host of other highlights and big wins for the City. **This RSAP Annual Report uses the most recent complete crash data-set from 2019-2023** to measure crash trends compared to the original 2022 plan, which serves as a benchmarking tool to reflect on and measure the progress made in the previous calendar year towards implementing the plan. This report allows both the City and the public to identify where there are still improvements to be made.



*Preliminary Data

Crashes have continued to decline since the adoption of the RSAP. During the 2019-2023 period, **844 fatal & serious injury crashes** occurred on City of Phoenix roadways per year on average. This represents an **13% decrease** from the RSAP's baseline 5-Year Annual Average for 2016-2020 (975 Killed or Serious Injury (KSI) crashes per year) and a **2.9% decrease** from the previous annual report's 5-Year Annual Average for 2018-2022 (869 KSI crashes per year on average). In addition to the decrease in the 5-year averages, the **total number of KSI crashes decreased** from 880 in 2022 to 859 in 2023, with *preliminary* 2024 data showing a further reduction to 751. During the same time period, despite seeing a decline in the TOTAL number of fatal crashes in 2023 from 2022, the **overall fatal crash trendline has continued to rise since 2015**, indicating we have much more work to do.

The original RSAP categorized 41 strategies presented within five focus areas that highlight the most critical areas of need for the City of Phoenix. Each focus area contains three objectives, each with between one and four performance measures that allows the City both qualitative and quantitative means to measure implementation. **Of the 26 performance measures tracked in this year's report, 24 are either complete or partially complete.**

IN THIS ANNUAL REPORT...

13%
DECREASE IN KSI CRASHES
COMPARED TO THE 5-YEAR BASELINE AVERAGE OF THE ORIGINAL RSAP

38
SAFETY PROJECTS COMPLETED

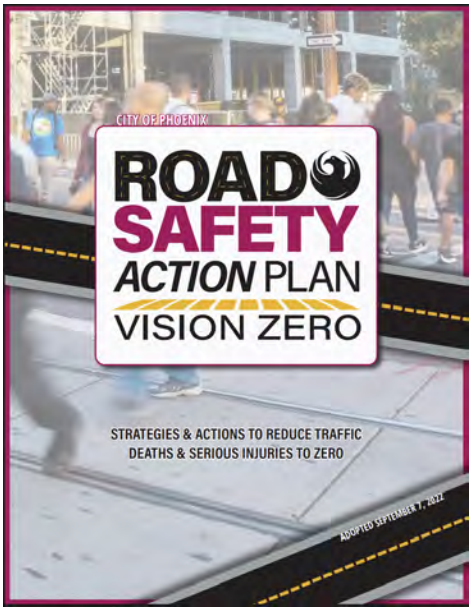
24/26
PERFORMANCE MEASURES PARTIALLY COMPLETE OR COMPLETED

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. As always, we want to thank all of you who take traffic safety seriously.

TOGETHER WE WILL ACHIEVE VISION ZERO

INTRODUCTION

Understanding the importance of transportation safety as a core function, Phoenix City Council unanimously approved the comprehensive ROAD SAFETY ACTION PLAN – MOVING TO VISION ZERO in September of 2022 to fundamentally shift the way the City addresses and responds to crashes. The plan provides a framework and key strategies for safety enhancements citywide - the ultimate goal being to achieve ZERO FATALITIES AND SERIOUS INJURIES ON PHOENIX ROADWAYS BY 2050.



Almost three 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 integrating robust safety practices into our daily operations.

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. The previous Annual Report featured an update to the High Injury Network (HIN). However, as the network is scheduled for an update every two years, this report will not feature a similar update.

Read the original **ROAD SAFETY ACTION PLAN HERE**

Read the **2022/2023 ANNUAL REPORT HERE**

CRAFTING THE ORIGINAL PLAN

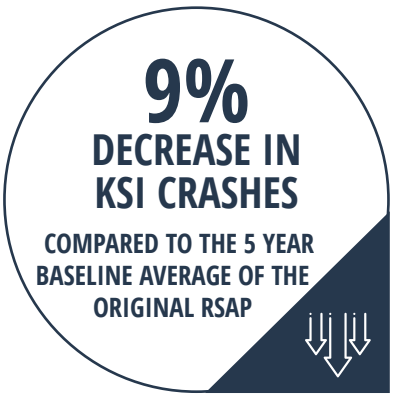
The original 2022 RSAP was the culmination of years of diligent work by Street Transportation engineers, City staff, policy makers, and Phoenix residents all working together to collect data, determine a unified vision and set of goals, and create a prioritized set of implementation strategies.

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

The RSAP also incorporates the *Federal Safe System Approach* advancing Vision Zero by focusing on a human-centric approach of transportation system design, proactively identifying and addressing risks, and creating redundancies in safety measures. The five tenets of the safe system approach are: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.

PREVIOUS ANNUAL REPORT HIGHLIGHTS

The 2022/2023 Annual Report tracked a 9% decrease of fatal and serious injury crashes (KSI Crashes) compared to the RSAP's baseline 5-year annual average (2016-2020). In addition, 64 traffic safety projects were completed in the tracking timeframe, and 14 out of 17 tracked performance measures were either in-progress or completed.



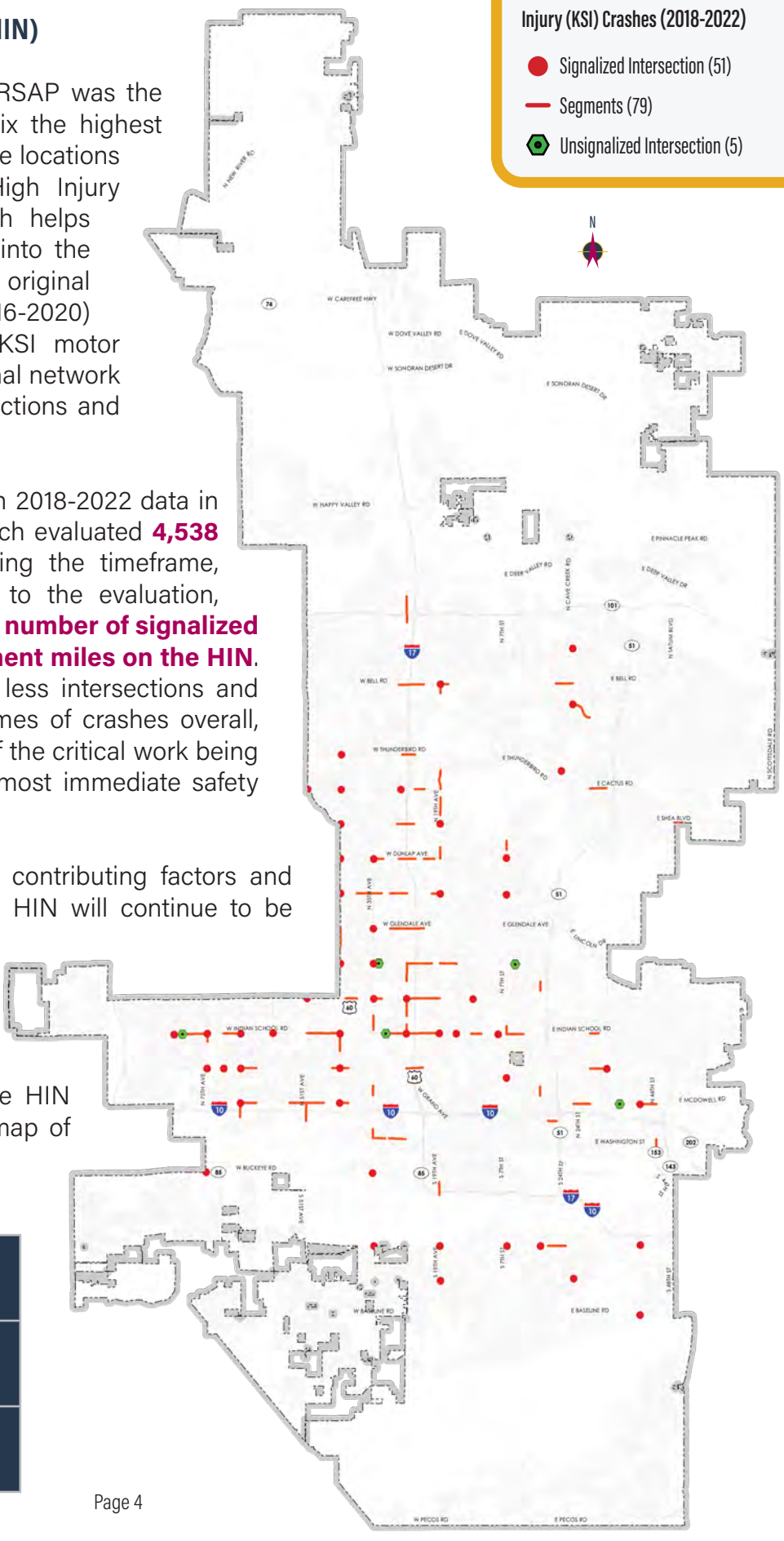
THE 2024 HIGH INJURY NETWORK (HIN)

One of the key outcomes of the RSAP was the identification of where in Phoenix the highest number of KSI crashes occur. These locations 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 original 2022 plan, five years of data (2016-2020) were analyzed, including 5,473 KSI motor vehicle crashes, to create the original network which evaluated signalized intersections and roadway segments.

In 2024, the HIN was updated with 2018-2022 data in the 2022/2023 Annual Report which evaluated **4,538 KSI motor vehicle crashes** during the timeframe, added unsignalized intersections to the evaluation, and showcased a **decrease in the number of signalized intersections and roadway segment miles on the HIN**. These decreases mean there are less intersections and segments experiencing high volumes of crashes overall, and are at least in part the result of the critical work being done by the City to address the most immediate safety needs, and save lives.

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. The 2025 Annual Report (to be completed 2026) will feature another update and further analysis of the HIN network. For an interactive Storymap of the 2024 HIN: **CLICK HERE**

	2022 HIN	2024 HIN
HIN Signalized Intersections	68	51
HIN Roadway Segments	33.6 Miles	30.6 Miles
HIN Unsignalized Intersections	NOT TRACKED	5



RSAP FOCUS AREAS AND PERFORMANCE MEASURES

The original RSAP categorizes the 41 strategies presented within five focus areas that highlight the most critical areas of need for the City of Phoenix. These are General Strategies, Behavior Related, Pedestrians & Bicyclists, Intersections, and Segments. Each focus area contains three objectives, each with between one and four performance measures that allows the city both qualitative and quantitative means to measure implementation.

Performance measures are detailed in Appendix D of the original plan and presented on Pages 23-28 of this report.

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

THE FACTS (A 2025 REFRESH)

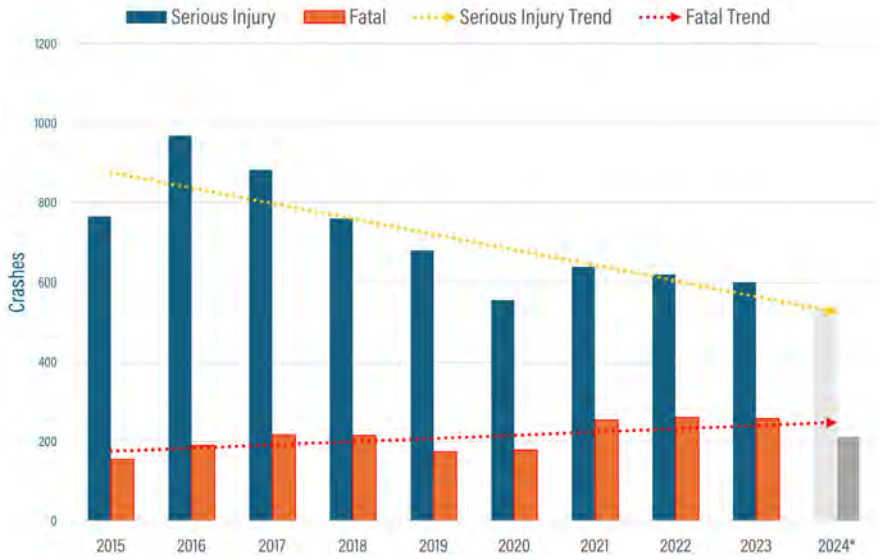
The RSAP Annual Report contains an updated five year dataset that contains crash data from 2019-2023. During this period, 844 fatal & serious injury crashes occurred on City of Phoenix roadways per year on average.

This represents an **13% 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 **2.9% DECREASE** from the previous annual report's 5-Year Annual Average for 2018-2022 (869 KSI crashes per year on average).

In addition to the decrease in the 5-year averages, the **TOTAL NUMBER OF KSI CRASHES DECREASED** from 880 in 2022 to 859 in 2023, with **preliminary* 2024 data showing a further reduction to 751. Despite a sharp rise in KSI crashes in 2021, likely due to pandemic era driving factors such as increased speeds and increased foot traffic, the overall trend of KSI crashes has been steadily declining since 2015.

Despite seeing a decline in the *total* number of fatal crashes in 2023 from 2022, the overall fatal crash *trend-line* has continued to rise since 2015. While this indicates we have much more work to do, **preliminary* 2024 data indicates a further decline in fatal crashes from 2023, and with everyone continuing to work together towards the goals of the RSAP, this trend CAN be reversed in time. Finalized 2024 data will be reported and presented in next year's annual report.

Fatal and Serious Injury Crash Trends



[+]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.

**Preliminary 2024 ADOT crash data is provided by the City of Phoenix. Preliminary data is used for serious injury and fatal crash trends ONLY and is not finalized and complete until a later date. A complete set of 5 year data ending Dec 31, 2023 is used as the basis for the remainder of this chapter.*

*Includes unsignalized intersections

QUICK FACTS:

41% of ALL fatal crashes involved PEDESTRIANS

This represents a 5% decrease from the original RSAP

22% of ALL KSI crashes are SPEED-RELATED

This represents 1% increase from the original RSAP

4% of ALL fatal crashes involved BICYCLISTS

This represents no change from the original RSAP

41% of ALL KSI crashes occurred at SIGNALIZED INTERSECTIONS

This represents 2% decrease from the original RSAP

20% of ALL fatal crashes involved MOTORCYCLISTS

This represents a 5% increase from the original RSAP

59% of ALL KSI crashes occurred on ROADWAY SEGMENTS*

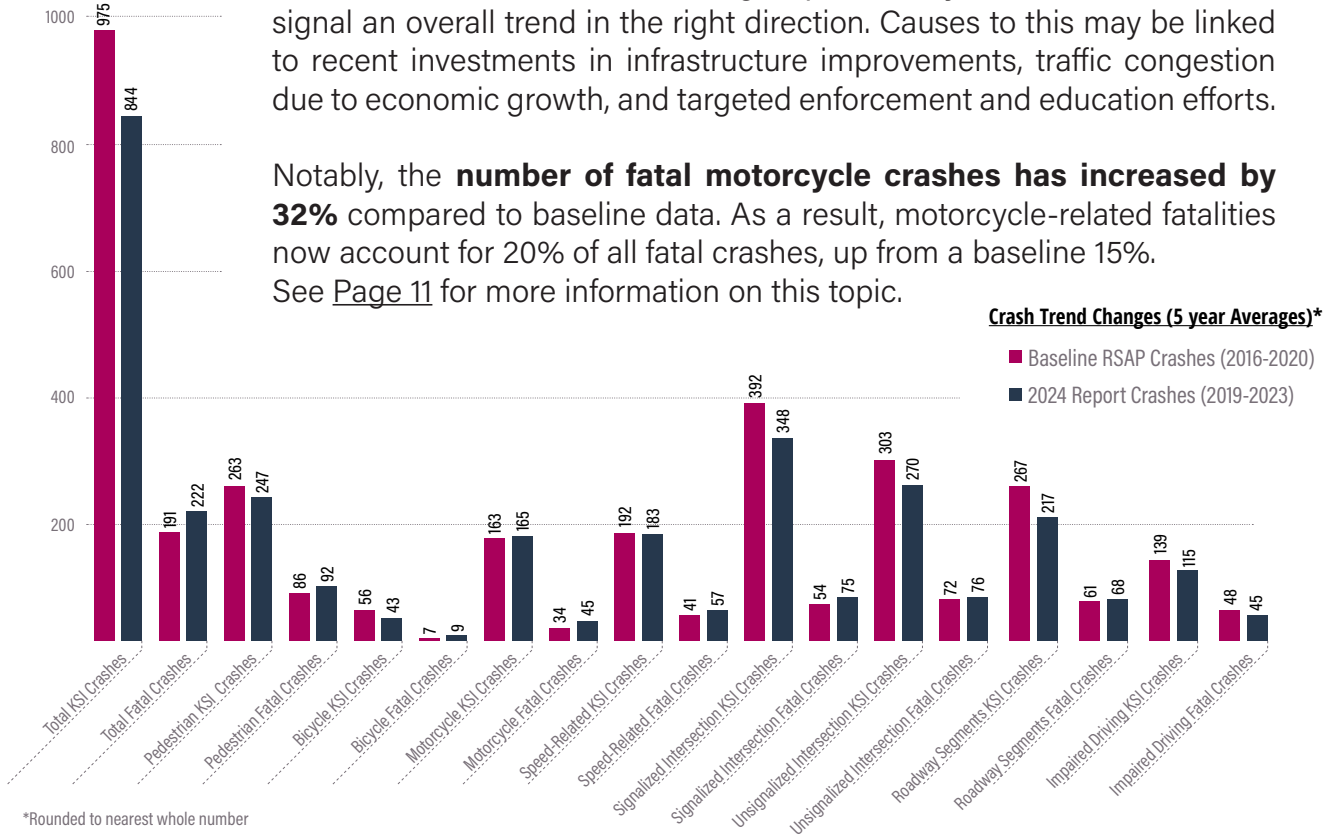
This represents 2% increase from the original RSAP

As shown in the chart below, compared to the original 5-year RSAP baseline data (2016-2020), the **number of total KSI crashes is down by 13%**. In fact, 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 16% compared to baseline data** indicating that while we have seen *more* fatal crashes, the drop in serious injury crashes heavily outweighs the rise in fatals 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* 2024 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 by 32%** compared to baseline data. As a result, motorcycle-related fatalities now account for 20% of all fatal crashes, up from a baseline 15%.

See Page 11 for more information on this topic.

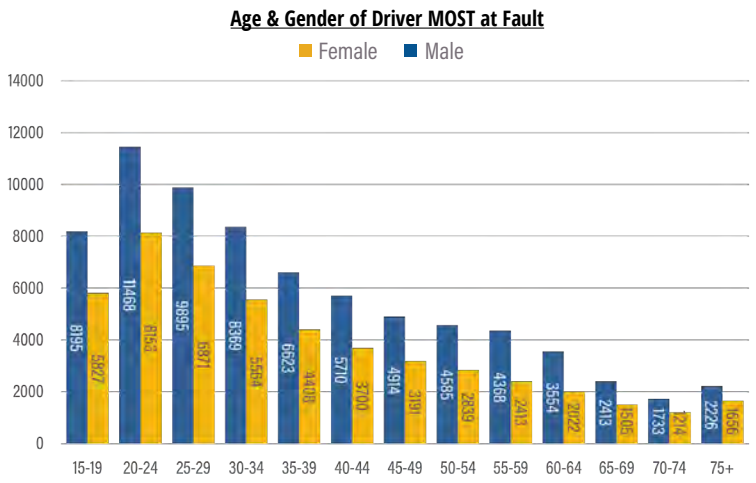


*Rounded to nearest whole number

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 **30%** of the incidents.



What's Changed?

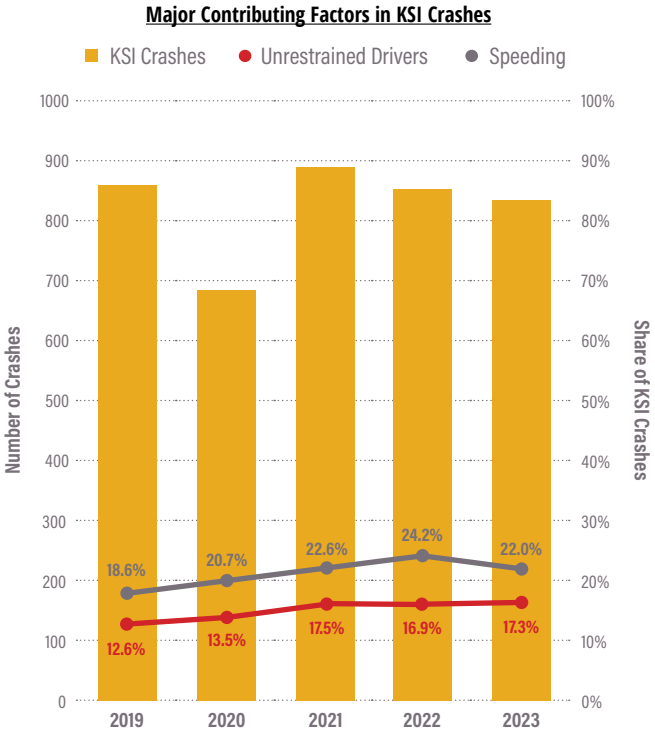
Baseline RSAP data showed the most prevalent age group of drivers contributing to a crash were those 15 to 24 years old.

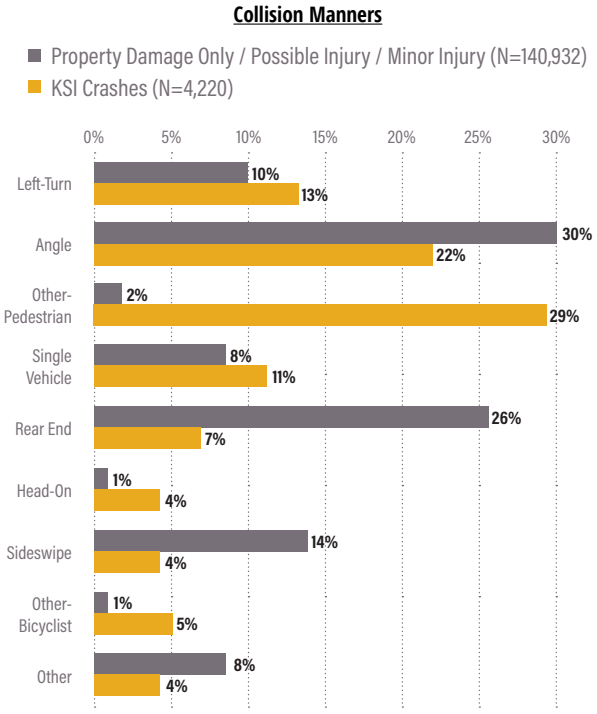
HOW

Among less severe crashes, where people do not need help from the crash scene, the most common collision manners are angle (**30%**), rear-end (**26%**), and sideswipe (**14%**) crashes. The most common collision types resulting in serious injury or fatality (KSI crashes) are pedestrian (**29%**), angle (**22%**), and left-turn crashes (**13%**).

What's Changed?

On average, 16% of total KSI crashes from 2019-2023 involved a driver not wearing a seatbelt as the primary factor compared to 14.5% at baseline levels. 22% of total KSI crashes on average between 2019-2023 involved speeding.

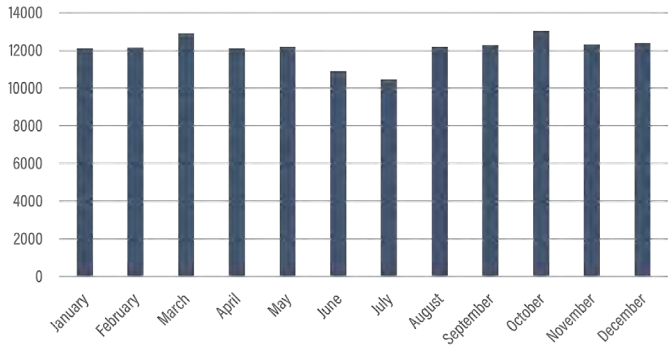




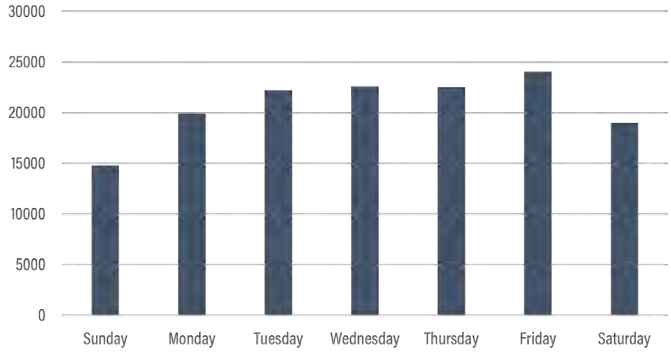
WHEN

October had the highest daily average of crashes at **84**, while July had the lowest with **67**. Fridays saw the most crashes, but Sundays experienced the greatest percentage of serious injuries and fatalities. 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.

Total Crashes by Month (2019-2023)



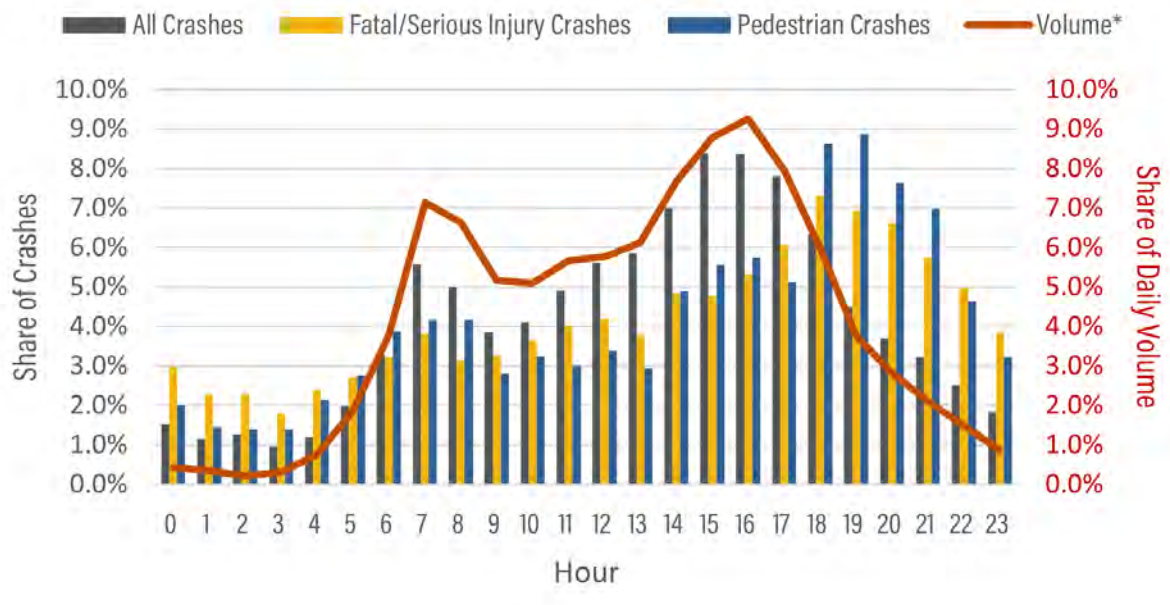
Total Crashes by Day (2019-2023)



What's Changed?

While October and July still remain the months of highest and lowest daily average crashes respectively, October now shows an average of 84 versus an average of 87 in last years report. Temperature still remains a likely factor in these numbers as more people tend to be out and about when the weather is favorable. Sundays still remain the day with the highest percentage of KSI crashes. The percentage has increased from 3.4% to 3.7%.

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

POPULATION GROWTH

According to the Maricopa Association of Governments (MAG), the City of Phoenix experienced an estimated **1.1% growth in population** to 1.69M from 2023 to 2024, **and total growth of 5.3% 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, and ensuring 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.

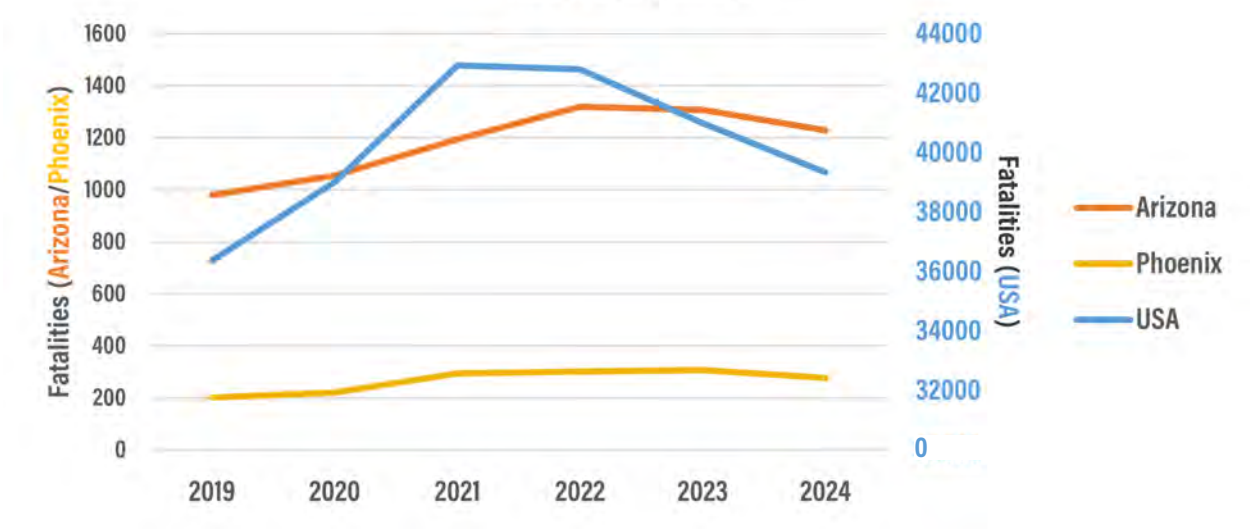
Another aspect of population growth paramount to understanding changing crash trends are demographics. Any increase/decrease in the number of, for example, young drivers, households without a car, those in areas of persistent poverty, or a variety of other indicators, can drastically impact what type of crashes occur, where, and for what reasons. As census data becomes available - whether through the Decennial Census or yearly estimates from American Community Survey (ACS) - the City incorporates this data into our wider crash analysis.

STATE AND NATIONAL CRASH TRENDS

With 1,197 fatal crashes resulting in 1,307 fatalities reported in Arizona in 2023, the state saw only a slight 0.98% reduction from the record high deaths seen in 2022. The National Highway Traffic Safety Administration (NHTSA) reported 40,901 traffic deaths in the United States in 2023, indicating a decrease of approximately 3.6% from 2022- the second consecutive year of declining traffic deaths nationwide. Read more from NHTSA **here**. Comparatively, Phoenix saw 263 traffic deaths in 2023 on our roadways compared to 262 in 2022 - a single additional fatality.

Preliminary 2024 crash data from NHTSA estimated 39,345 traffic deaths nationwide last year - representing a further 3.8% decrease nationally. Arizona also reported a decrease in the number of fatalities from last year to 1,228, a 6.0% decrease from 2023. While 2024 data is in early stages of analysis and confirmation, Phoenix is estimated to have recorded 219 traffic deaths in 2024, marking an approximate **17% decrease in the number of roadway fatalities from 2023**. Finalized 2024 data for city, state, and national traffic deaths will be confirmed and presented in next year's report.

Traffic Fatality Trends



As previously mentioned in this report, KSI and fatal crashes involving **motorcyclists** is dramatically on the rise in the City of Phoenix. There has been a 32% increase in the number of fatal motorcycle crashes from the RSAP baseline, and this has risen to represent 20% of ALL fatal crashes in the City. Unfortunately this trend is also seen at state and national levels.

According to ADOT, 258 motorcyclists lost their lives in crashes on Arizona roadways in 2023, an 11.2% increase from 2022 and the highest number in the last 20 years. Nationally, in 2023 there were 6,335 motorcyclists killed in the United States in crashes, the highest number since 1975 and representing 15% of ALL traffic fatalities nationally despite only making up around 3% of all registered vehicles. Read more from NHTSA **here**.

According to NHTSA, motorcyclists are about 28 times more likely than passenger car occupants to die in a motor vehicle crash. Several factors seem to be at play when examining the reasons behind this trend. One factor may be that Arizona has seen a 33% increase in the number of motorcycle registrations since 2019, an increase of almost 70,000. While every state, including Arizona, legally requires additional training/licensing to operate a motorcycle, an estimated 34% of operators involved in fatal crashes in the United States were riding WITHOUT a valid motorcycle license, indicating a potential lack of experience or knowledge in safe motorcycle practices. Additionally, motorcyclists are more susceptible to environmental factors such as rain, surface damage on roadways, and are in general more exposed if a crash occurs. Lane-*splitting*, which involves a motorcyclist maneuvering between lanes of traffic at speed, is another potential factor to examine, and one that may be linked to a significant number of motorcycle crashes. While lane-splitting is

illegal in Arizona, as of 2023 lane-***filtering,*** which involves moving between vehicles usually when the speed limit is below 45mph and traffic is generally stopped or moving slowly, is legal. However, enforcement is challenging, and some motorcyclists may be unfamiliar with the legal distinction between the two practices. Another possible contributing factor involves motorcyclists who, after lane-filtering to the front of a queue at an intersection, may accelerate quickly into open roadway space. With no vehicles directly ahead, these riders can reach higher speeds midblock, where they may encounter vehicles making turning movements. In these situations, drivers may not anticipate a fast-approaching motorcycle in what appears to be a gap in traffic, potentially leading to a collision. This issue is multi-faceted and requires more examination to tailor effective solutions and reverse the trend. Phoenix will continue to do additional research on how best to address and prevent motorcycle crashes.

2024 PROGRESS

Over the past year, the City of Phoenix has continued to diligently review and implement improvements recommended in the Road Safety Action Plan. This includes construction of critical infrastructure upgrades, educational campaigns, and incorporating safety into every aspect of day to day operations.

38 TRAFFIC SAFETY PROJECTS were completed in 2024 including:

10 NEW TRAFFIC SIGNALS	COMPLETED
21st Way & Baseline Rd (2250 Baseline)	January
19th Ave & Alameda Rd	March
19th Ave & Tierra Buena Ln	April
32nd Ave & Dove Valley Rd	May
56th St & City North Dr	June
Tatum Blvd & Desert Cactus St	October
3rd St & McKinley St	
Dove Valley Rd & Paloma Pkwy	November
25th St & Greenway Pkwy	
Van Buren St & 33rd Ave	

3 TRAFFIC SIGNAL MODERNIZATION	COMPLETED
43rd Ave & Maryland Ave	August
24th St & Highland Ave	
7th St & Deer Valley Dr	September

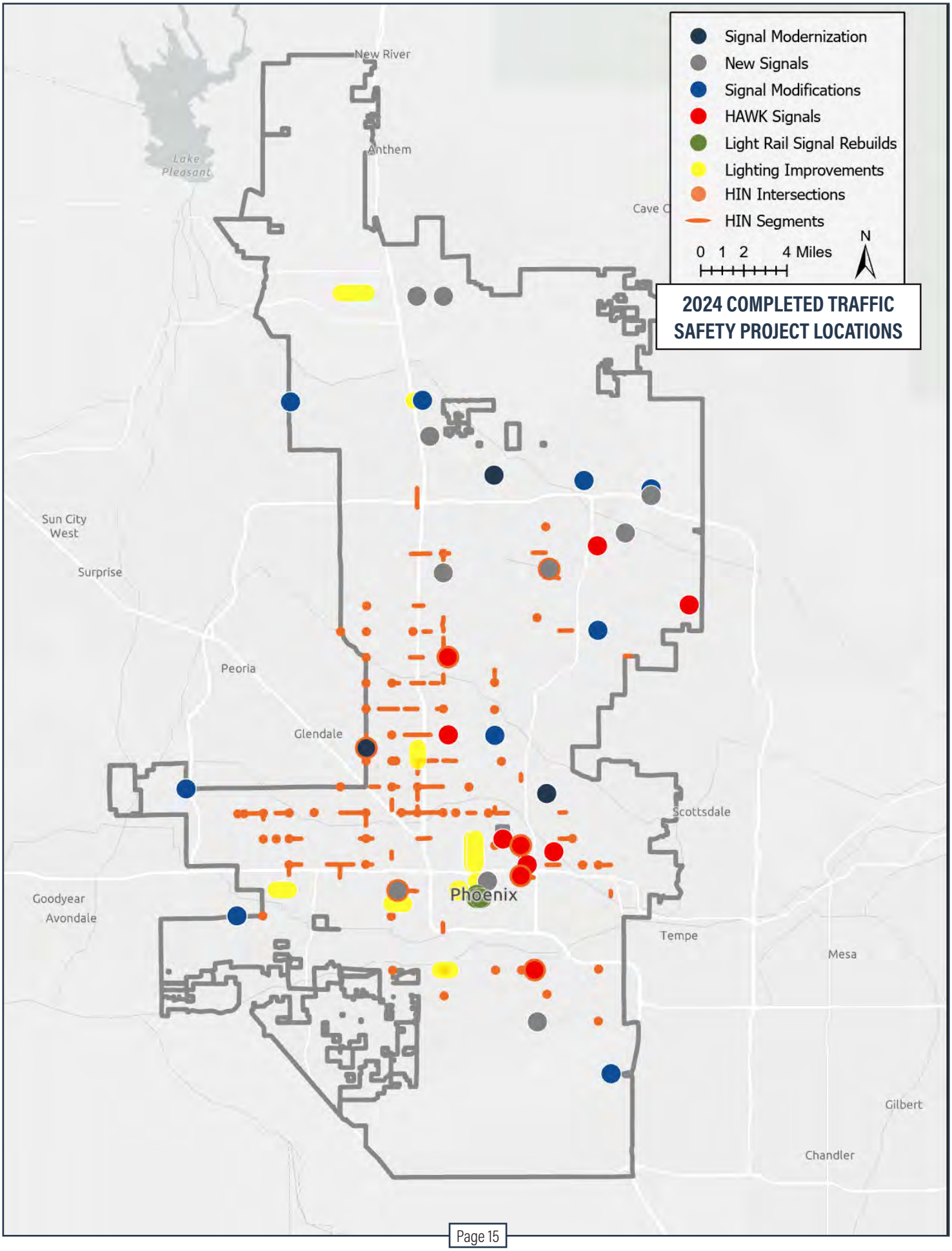
9 TRAFFIC SIGNAL MODIFICATIONS	COMPLETED
99th Ave & Campbell Ave	February
56th St & Deer Valley Dr	May
Jomax Rd & Pyramid Peak Pkwy	August
44th St & Warner Rd	
Black Mountain Blvd & Mayo Blvd	
83rd Ave & Lower Buckeye Rd	September
40th St & Cactus Rd	
7th Ave & Glendale Ave	October
Jomax Rd & Norterra Pkwy	December

10 HAWK SIGNALS	COMPLETED
Broadway Rd & 20th St	January
Oak St & Grand Canal Trail	March
Glendale Ave & 17th Dr (near Fry's Drwy)	April
Thomas Rd & Dayton St	May
Thunderbird Rd & 68th St	July
40th St & Danbury	August
16th St & Virginia	October
Peoria Ave & 17th Ave	
16th St & Diamond St	November
McDowell Rd & 18th St	December

6 LIGHT RAIL SIGNAL REBUILDS	COMPLETED
200 W Jefferson St	August
200 W Washington St	
3rd Ave & Washington St	
Central & Jefferson St	September
1st Ave & Jefferson St	
3rd Ave & Jefferson St	

In addition to the infrastructure projects listed above, many Street Transportation Department projects completed in 2024 included the installation of, and upgrades to, streetlights. **313 new streetlights were installed** on local roads, collectors, and arterials in 2024 with an additional **166 outdated existing streetlights upgraded** with modern luminaires.

Location	Streetlights Installed
27th Ave: Bethany Home Rd to Maryland Ave	12 arterial and 5 local
Jomax Rd: I-17 to Norterra Pkwy	7 arterial
Broadway Rd: 17th to 20th St	11 arterial and 2 local
TSMC Adjacent Roads	171 arterial
13th St: Van Buren St to Moreland St	10 local and 2 new collector
3rd Ave: McDowell Rd to Thomas Rd	42 local
5th Ave: McDowell Rd to Thomas Rd	43 local
Harrison St: 31st Ave to 35th Ave	8 collector
Van Buren St: 67th Ave to 71st Ave	Upgrade 26 streetlights to higher wattage
Area Bounded By: Roosevelt St to I-10 & Central Ave to 3rd Ave	Convert 140 aging streetlight LED luminaires


Signal Modernization
New Signals
Signal Modifications
HAWK Signals
Light Rail Signal Rebuilds
Lighting Improvements
HIN Intersections
HIN Segments
0 1 2 4 Miles
N
2024 COMPLETED TRAFFIC SAFETY PROJECT LOCATIONS
New River
Anthem
Lake Pleasant
Cave C
Sun City West
Surprise
Peoria
Glendale
Phoenix
Scottsdale
Tempe
Mesa
Goodyear
Avondale
Gilbert
Chandler

2024 PROJECT/ POLICY HIGHLIGHTS

HAWK Signal Milestone

In December of 2024, the City of Phoenix installed its **100th HAWK Signal** at McDowell Rd & 18th Street. High-Intensity Activated crossWalKs (HAWKs) are pedestrian-activated crossing signals that allow people walking and biking to stop traffic and safely cross busy streets. HAWK signals are proven to reduce serious pedestrian crashes and are a pressing priority for local leaders and community members alike.

Grand Canalscape Improvements Continue

2024 saw some of the final stages of construction on Phase 3 of the **Grand Canalscape** project which transformed the dirt path between 75th and 47th avenues into an improved concrete pathway, introducing a new route for commuting and recreating, with safer crossings where the trail crosses City streets. The project incorporates public art, landscaping, and neighborhood access points to the path. Grand Canalscape Phase 3 links neighborhoods with multiple schools, transit routes, churches, employers, and entertainment venues such as American Family Fields of Phoenix (formerly Maryvale Baseball Park). Other amenities include seating areas, trash receptacles, pet waste stations, fitness stations, and other infrastructure. Phase 3 continues the improvements made in Phases 1 and 2. Read more about this project on our website: **Grand Canalscape**.

Impaired Driving Declines

Compared to the original RSAP, impaired driving has had a significant decline of 17.1%. While several factors could be at play in this decline such as enhanced awareness of the dangers of impaired driving, Phoenix Police Department (PD) has also incorporated a robust set of trainings for officers related to DUI enforcement. Last year, Phoenix PD provided three Horizontal Gaze Nystagmus (HGN) (the eye/ pen test) / Field Sobriety Test (FST) training schools to officers, as well as two Drug Recognition Expert schools and an Advanced Roadside Impairment Detection

Education (ARIDE) School. Alongside the Scottsdale PD, Phoenix PD participated in a Know Your Limit program at the Waste Management Phoenix Open and provided specialized training to our officers. These trainings allow officers to more quickly and accurately recognize the signs of impaired driving.

Police Department Enforcement Programs

The Traffic Bureau continued to conduct traffic enforcement programs in areas identified through citizen complaints, officer awareness, and statistical data gathered from the Crime Analysis Unit. One example of ongoing enforcement tactics is the use of radar trailers. A radar trailer is deployed for a week followed by two weeks of enforcement by motor officers. This has shown a reduction of speed during the times that the radar trailer and enforcement programs are in effect.

On October 22, 2024, Phoenix City Council approved an Automated Enforcement Safety Program. The Street Transportation and Phoenix Police Department (PD) are partnering to implement the council-approved program, aimed at improving driver behavior, enhancing traffic enforcement, and supporting the RSAP with a particular focus on school zone enforcement, particularly regarding speed, as well as high-traffic collision locations.

In addition, PD has partnered with numerous west valley agencies to form the West Valley Speed Enforcement Task Force. This consists of officers that deploy in a host city for several hours, usually 4 hours per deployment. These are done several times per month and rotated throughout the west valley cities of Peoria, Surprise, Tolleson, Glendale, Buckeye, Goodyear, Avondale, and Phoenix.

Safety Education Campaigns and Vision Zero Yard Sign Pilot Program

Aligned with the strategies in the RSAP, the Street Transportation Department continues to work to educate and promote safe behavior by all users of City roadways. Using various funding sources, Streets facilitates public safety campaigns in English and Spanish, and works to develop more consistent and targeted messaging. In 2024, the City launched a Yard Sign Program which aims to spread important traffic safety information and promote slower speeds in neighborhoods. Learn more **here**.

Safe Routes to School (SR2S) Program Updated

The City completed an update to the Safe Routes to School (SR2S) Program in September and completed two SR2S studies in 2024, one at Richard E Miller Elementary School and one at Bourgade Catholic High School. The intent of the SR2S program is still to provide both public and private schools with a safety assessment of existing traffic operations both on-site and off-site. SR2S studies are typically conducted with school administration, City Departments, parent groups, and a traffic engineering consultant and identify any street maintenance needs within the vicinity to the school, any on-site modifications, as well as any infrastructure improvements that should be considered.

Road Safety Assessments (RSA's) Conducted

RSAs are formal examinations of particular intersections or entire road corridors from a safety performance viewpoint. Performed by an expert, multi-disciplinary team, RSA's identify good practices, opportunities for improvements, and suggested recommendations for the City of Phoenix to consider implementing at given locations. In 2024, RSA's were performed at the following locations:

Location	HIN Location?	Dates Conducted
Bell Rd: 23rd Ave to 26th Ave (Segment)	Y	February 27th
19th Ave: Hatcher Rd to Mountain View Rd (Segment)	Y	February 27th, March 1st
McDowell Rd: 24th St to 28th St (Segment)	Y	February 28th
McDowell Rd: 40th St to 44th St (Segment)	Y	February 28th
McDowell Rd & 24th St	Y	April 16th
Southern Ave & 24th St	Y	April 16th
7th Ave & Baseline Rd	N	May 13th

FY25 BUDGET ALLOCATIONS

Phoenix City Council budgeted **$10,000,000** for RSAP related projects for the 2025 fiscal year (July 1st, 2024 - June 30th, 2025). The following table lists out the projects and categories budgeted.

EDUCATION	**$30,000**
PLANNING/ADMINISTRATIVE/EVALUATION	**$364,000**
SS4A RSAP Supplemental Plan	*Identified in 2022 RSAP*
RSAP 2025 Annual Report & HIN Update	*Identified in 2022 RSAP*
SCOPING	**$300,000**
SS4A FY24 Corridor Study	*Identified based on 2022 HIN*
DESIGN	**$906,000**
15th & 17th St & Camelback Rd HAWKS	*Identified in a Pedestrian Road Safety Assessment*
43rd Ave & Missouri Ave New Signal	*Identified as 2022 HIN location*
43rd Ave & Thunderbird Rd Signal Modernization	*Identified as 2022 HIN location*
Jesse Owens Pkwy & Baseline Rd Signal Modernization	*Identified from HSIP KSI network screening*
7th St & McDowell Rd Signal Modernization	*Identified from HSIP KSI network screening*
Cave Creek Rd & Greenway Pkwy Signal Modernization	*Identified from HSIP KSI network screening*
99th Ave & Lower Buckeye ADA	*Identified in MAG Top 100 Intersections*
SS4A ReVISIONing Indian School Rd	*Identified as 2022 HIN location*
CONSTRUCTION	**$8,396,000**
75th Ave & McDowell Rd Signal Modernization	*Identified from pre-RSAP KSI network screening*
HAWK Indian School Rd between 33rd Drive & 31st Ave	*HSIP Identified Project*
HAWK Indian School Rd near 69th Dr	*HSIP Identified Project*
HAWK Indian School Rd & 10th St	*HSIP Identified Project*
HAWK McDowell Rd between 3rd St & 7th St	*HSIP Identified Project*
HAWK 19th Ave between Bell Rd & Grovers Ave	*HSIP Identified Project*
HAWK 19th Ave near Behrend Dr	*HSIP Identified Project*
HAWK 35th Ave & El Camino Dr	*HSIP Identified Project*
HAWK Southern Ave & Montezuma St	*HSIP Identified Project*
HAWK 35th Avenue & Eva St	*HSIP Identified Project*
HAWK Glendale Ave near 36th Ave	*HSIP Identified Project*
HAWK 27th Ave & Rose Ln	*HSIP Identified Project*
HAWK 27th Ave Hazelwood St	*HSIP Identified Project*
Thomas Rd: 32nd - 36th St Street Lights	*Identified by Office of Pedestrian Safety*
51st Ave & Thunderbird Rd Signal Modernization	*Identified as 2022 HIN location*
19th Ave & Union Hills Dr Signal Modernization	*Identified as 2022 HIN location*
28th Dr & Cactus Rd Signal Modernization	*Identified as 2022& 2024 HIN location*

Continued on Next Page

Continued From Previous Page

19th Ave & Peoria Ave Signal Modernization	*Identified as 2022 HIN location*
15th & 17th St & Camelback Rd HAWKS	*Identified in a Pedestrian Road Safety Assessment*
35th Ave & Southern Ave Traffic Signal	*Identified as 2022 HIN location*
99th Ave & Lower Buckeye Rd Signing and Striping Modifications	*Identified in MAG Top 100 Intersections*
32nd St: Shea - Cholla Median Installation	*Identified in T2050 Plan*
32nd St & Thomas Rd Intersection	*Identified as 2022 HIN location*
TOTAL	**$10,000,000**

Modernization vs Modification - Whats 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.

2024 GRANT AWARDS

In 2024, the City of Phoenix was awarded **$2,747,940** in grant funding to improve safety on Phoenix Streets.

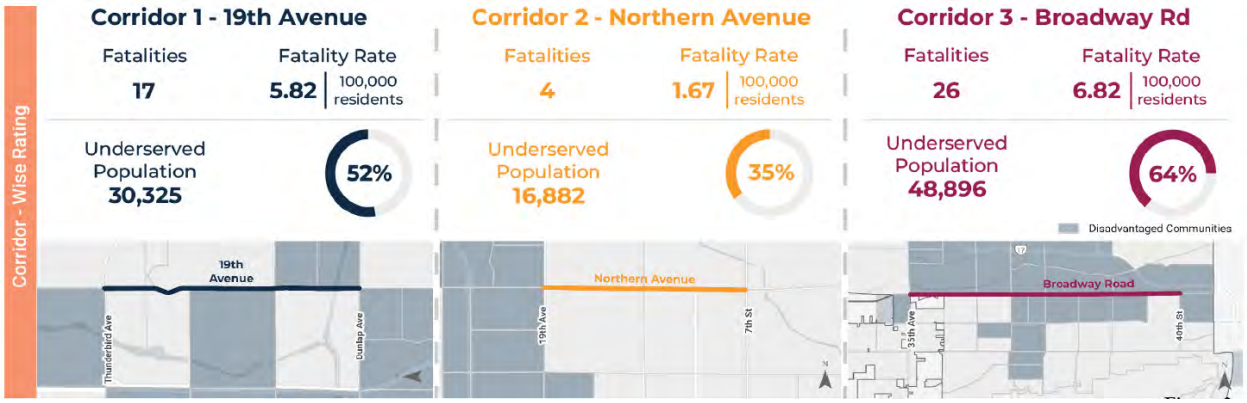
FY24 Safe Streets for All (SS4A) Planning and Demonstration Grant

Award: **$1,092,500**

Location: **19th Ave (Thunderbird Ave to Dunlap Ave), Northern Ave (19th Ave to 7th St), and Broadway Road (35th Ave to 40th St)**

Description:

The City was awarded a SS4A planning grant to analyze three major corridors located on the High Injury Network. These comprehensive corridor analyses will include conducting an enhanced road safety assessment, developing planning-level corridor concepts, and conducting a feasibility analysis to provide an assessment of comprehensive safety corridor needs to identify actionable safety countermeasures. Each assessment will include advanced data collection, innovative safety analytics, and conduct a robust, localized public engagement to foster public support for the planning and development process.



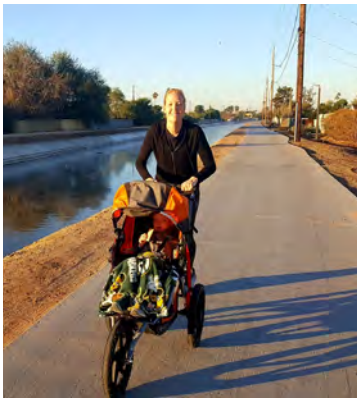
FY24 Reconnecting Communities Pilot (RCP) Grant Program

Award: **$1,440,000**

Location: **Grand Canal (47th Ave to 23rd Ave)**

Description:

The City was awarded a Community Planning Grant to analyze possible grade-separated crossing solutions for two complex barriers, plan a continuous pathway, prepare environmental documentation, and complete preliminary engineering for phase four of the Grand Canalscape Project.



Governors Office of Highway Safety (GOHS) Grant
Award: **$140,000**
Location: **Citywide**
Description:
The City was awarded a GOHS grant to improve pedestrian safety citywide and purchase LED STOP paddles to be used by crossing guards on busy arterial streets. In addition, grant funds will be used to develop and implement a public outreach campaign to better educate the public on how to properly drive through, and cross, signalized traffic intersections.

Highway Safety Improvement Program (HSIP) Scoping Funding
Award: **$75,440**
Location: **Citywide**
Description:
The City was awarded a HSIP grant for two projects. The first project is a HAWK signal at 26th and Thomas Rd., and the second to modernize traffic signals at three locations:

- Cave Creek Rd & Sweetwater Ave
- 40th St & Cactus Rd
- 43rd Ave & Cactus Rd

2024 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**
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**
	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**
OBJECTIVE 1.B	**REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION AND EVALUATION**				**2022/2023**	**2024**
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**
	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**
	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
	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**	**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**				**2022/2023**	**2024**
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
	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

BEHAVIOR RELATED STRATEGIES

OBJECTIVE 2.A	**REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES**				**2022/2023**	**2024**
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%
	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
OBJECTIVE 2.B	**REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING. RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING**				**2022/2023**	**2024**
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% increase in population 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 -** West Valley Speed Enforcement Task Force units deploy 2-3 times a month
OBJECTIVE 2.C	**REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)**				**2022/2023**	**2024**
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
	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 17.1% from baseline vs 5.3% increase in population from 2020

PEDESTRIAN & BICYCLISTS STRATEGIES

					2022/2023	2024
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**	13 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
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
	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
	3.B.3 - Develop pedestrian safety toolkit by 2027		This measure will be tracked as completed or not completed (2028)		**Tracking begins in 2028**	**Tracking begins in 2028**
OBJECTIVE 3.C	**REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE AND PRIORITIZE IMPROVEMENTS**				2022/2023	2024
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
	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**	**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

INTERSECTIONS STRATEGIES

OBJECTIVE 4.A	**REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES**				**2022/2023**	**2024**
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**
	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**
OBJECTIVE 4.B	**REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES**				**2022/2023**	**2024**
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
	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
OBJECTIVE 4.C	**REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING**				**2022/2023**	**2024**
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

SEGMENTS STRATEGIES

OBJECTIVE 5.A	**REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)**				**2022/2023**	**2024**
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
	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**
OBJECTIVE 5.B	**REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, AND DRIVER EXPECTANCY ON CORRIDORS**				**2022/2023**	**2024**
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**	**Tracking begins in 2026**
OBJECTIVE 5.C	**REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE**				**2022/2023**	**2024**
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

2025 LOOK AHEAD

As the City moves into its third 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 2025.

FY25 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 $2 billion is still available for future funding rounds which the City will pursue in 2025. Applications were submitted June 2025, with funding being prioritized for multiple HIN intersections, additional HAWK signals, improvements along Dunlap Rd from 35th to 19th Ave, and a demonstration 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**.

Vision Zero - Road Safety Action Plan General Obligation (GO) Bond funded project locations:

GO Bond Location	Project Number	Description
Bethany Home Rd, 15th-23rd Ave	ST85160037	Street Lighting
Bethany Home Rd, 33rd-35th Ave	ST85160036	Street Lighting
Indian School Rd, 40th-44th St	ST85160035	Street Lighting
Northern Ave, 27th-29th Ave	ST85160034	Street Lighting
Cave Creek Rd, Bell Rd to John Cabot Rd	ST85160033	Street Lighting
Thomas Rd, 23rd Ave-24th Ave	ST85160032	Street Lighting
McDowell Rd, 32nd-36th St	ST85160029	Street Lighting
19th Ave, Mission Ln - 550' N of Cactus Rd	ST85160030	Street Lighting
75th Ave, Indianola Ave - Devonshire Ave	ST85160031	Street Lighting
16th St & Broadway Rd	ST89340689	Traffic Signal Modernization
27th Ave & Montebello Ave	ST89330326	Traffic Signal Modernization
29th Ave & Bell Rd	ST89340684	Traffic Signal Modernization
35th Ave & Durango St	ST89340685	Traffic Signal Modernization
35th Ave & Glendale Ave	ST89340691	Traffic Signal Modernization
35th Ave & Thunderbird Rd	ST89340688	Traffic Signal Modernization
40th St & Broadway Rd	ST89340683	Traffic Signal Modernization
43rd Ave & Dunlap Ave	ST89340692	Traffic Signal Modernization
44th St and Thomas Rd	ST89340687	Traffic Signal Modernization
51st Ave & Broadway Rd	ST89340695	Traffic Signal Modernization
52nd St & McDowell Rd	ST89340694	Traffic Signal Modernization
75th Ave & Buckeye Rd	ST89340690	Traffic Signal Modernization
75th Ave & Virginia Ave	ST89340696	Traffic Signal Modernization
Cave Creek Rd & Rose Garden Ln	ST89340697	Traffic Signal Modernization
83rd Ave & McDowell Rd	ST89340686	Traffic Signal Modernization
Central Ave & Thomas Rd	ST89340693	Traffic Signal Modernization
Willetta St & 24th St	ST89330324	Traffic Signal Modernization
35th Ave & Mariposa St	ST89330385	HAWK
35th Ave & Waltann Ln	ST89330349	HAWK
64th St & Acoma Dr	ST89330382	HAWK
Van Buren St & 16th Ave	ST89330384	HAWK
Thunderbird Rd & 37th Place	ST89330380	HAWK
Central Ave & Orangewood Ave	ST89330383	Circular Flashing Beacon (CFB)

ReVISIONing Indian School Road (91st to 39th Ave)

In 2023, the City was awarded $24,962,745 - the third largest award in the nation that year - in the FY23 SS4A Implementation Grant cycle to implement intersection and pedestrian infrastructure improvements and safety treatments along Indian School Road from 91st to 39th Avenues. The project will make strategic investments in safety measures designed to reduce the number of fatal and serious injury collisions along this arterial road. The 2022 RSAP ranked the Indian School Road corridor between among the highest crash risk locations within the city.

The project team will implement proven safety practices to reduce crashes and address safety issues involving pedestrians, bicyclists, people taking transit and drivers. Driving, walking or bicycling along Indian School Road will be safer with changes to increase lighting and visibility, create safer places for people to cross the road, installing new traffic signal technology and other improvements The project is currently in design. Read more on our website **here**.

Lighting - Implement corridor light along the north side of roadway

Sidewalks - Widen and separate 1 mile of sidewalk

Mid-block crossings - Build 7 pedestrian hybrid beacons to create signalized crossings every ¼ mile

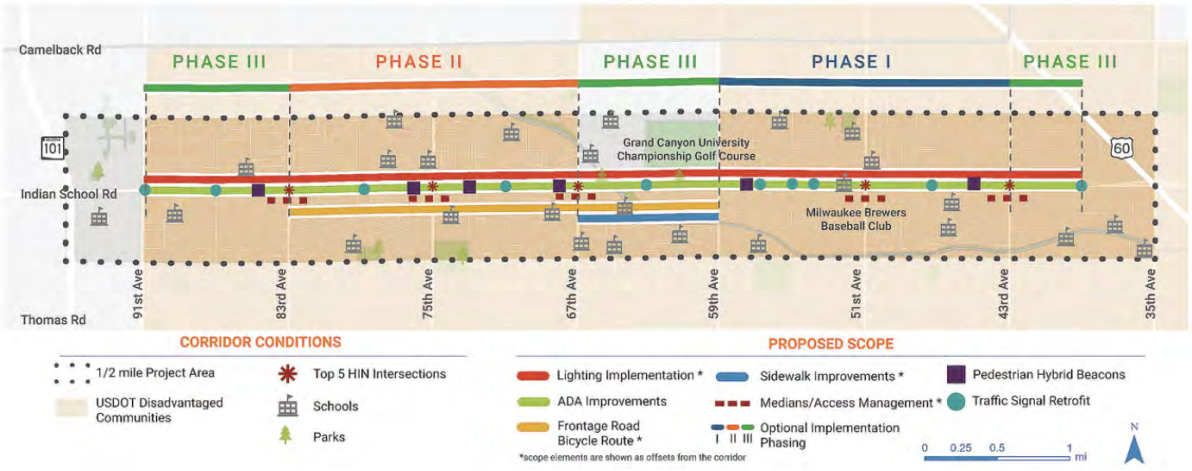
Intersections - Rebuild 10 intersections & traffic signals with leading pedestrian interval, passive pedestrian detection, protected left turns, lighting, corner safety improvements, and fiberoptic connectivity

ADA - Enhance ADA compliance of more than 200 curb ramps and driveways

Medians - Construct 2 miles of raised center median at 6 locations

Transit Connection - Create safer connects to existing transit stops

Bicycle & Pedestrian Corridor - Retrofit over 5 miles residential frontage roads detached bicycle and pedestrian facilities



Projects

Below are additional projects that will receive funding in FY25 – FY30 for either planning, design, or construction.

Project Number / Description	Fiscal Year					
	2025	2026	2027	2028	2029	2030
ST89320163 RSAP Roadway Safety Action Plan Program	$34,000	$484,050	$399,313	$7,500,000	$9,659,314	$7,900,000
ST89320166 RSAP Scope/Design Various Locations	$97,000					
ST89320167 RSAP 75th Ave & McDowell Rd Signal Mod	$124,000					
ST89320169 RSAP 15th & 17th St & Camelback HAWKS	$39,389	$1,420,611				
ST89320170 RSAP/HSIP 43rd Ave - Missouri Signal Design	$50,000	$959,737				
ST89320171 RSAP/HSIP Traffic Signal Visibility 3 Locations	$200,000	$4,925,935	$30,000			
ST89320172 RSAP/HSIP 43rd Ave - Thunderbird Signal	$76,000	$1,414,519	$30,000			
ST89320174 RSAP BIL 2022 SS4A Supplemental Plan	$596,000					
ST89320175 RSAP Annual Report & HIN Update	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
ST89320178 RSAP 19th Ave & Greenway Rd Signal Mod		$600,000				
ST89320179 RSAP 24th St & Baseline Rd Signal Mod		$600,000				
ST89320180 RSAP BIL Indian School Rd 91st-39th Ave	$4,190,000	$2,500,000	$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		$570,000				
ST89320185 RSAP 35th Ave & Southern Ave Signal Mod	$438,350					
ST89320186 RSAP Cave Creek & Union Hills Signal	$376,000					
ST89320188 RSAP 19th Ave & Peoria Ave Signal Mod		$675,000				
ST89320189 RSAP 28th Dr & Cactus Dr Signal Mod		$600,000				
ST89320190 RSAP 19th Ave & Union Hills Dr Signal Mod		$650,000				
ST89320191 RSAP 51st Ave & Thunderbird Rd Signal Mod		$600,000				
ST89320192 RSAP SS4A FY24 Corridor Study		$1,107,500				
ST89320194 RSAP 99th Ave & Lower Buckeye ADA I	$50,000	$150,000				
ST89320195 HSIP RSAP HAWK 26th St & Thomas Rd	$3000	$80,000		$100,000		
ST89320196 HSIP RSAP Signal Mod 3 Locations	$3000	$200,000		$300,000		
ST89330268 RSAP T2050 FY21 HAWKS	$7,253,152	$1,000,000				
ST89340584 RSAP Thomas/Indian School Signal Upgrade	$5,219,403	$1,638,504				
ST89340644 RSAP/HSIP COP: Various Locations	$403,073	$5,596,742				
ST89360041 RSAP Field Study - Yellow Change Intervals	$95,000					
Grand Total	$19,347,367	$26,372,598	$34,962,745	$10,000,000	$10,000,000	$8,000,000
						$108,682,710

Additional Educational Resources

HOW DO I USE A HAWK SIGNAL?

CLICK HERE

Phoenix is home to 110 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 2025 & ADDITIONAL RESOURCES AT PHOENIX.GOV/STREETS