

Phoenix streets have become among the **most dangerous** in the country. Every day there are reports of dangerous behavior by drivers.

"With preliminary pedestrian and bicyclists' fatalities making up over 26 percent of Arizona's total traffic fatalities last year, we have to do a better job of enforcing and educating the public on our traffic laws," Gutier said.

<https://www.azcentral.com/story/news/local/phoenix-breaking/2018/03/13/arizona-official-10-pedestrian-deaths-week-show-major-crisis/422808002/>

Every other day someone dies in a car crash in Phoenix. How is this acceptable? In 2016, there were 202 fatalities: 5.5 fatalities every 10 days! There were 30,349 car crashes in 2016. That is more than 83 car crashes every day.

Maricopa County had the **second highest number of pedestrian fatalities in the USA in 2016**. The City needs to make more of a commitment to complete streets projects, and stop prioritizing motor vehicles above all other modes of transport. <https://www.ghsa.org/sites/default/files/2018-02/pedestrians18.pdf>

From the city's report on **2016 bicycle-involved collisions** (515 collisions, 468 injuries, 8 deaths): <https://www.phoenix.gov/streetssite/Documents/2016%20Bicycle%20Collision%20Summary.pdf>

- Nearly seven out of ten collisions occurred at or within 150 feet of an intersection.
- More than eight out of ten non-intersection-related collisions occurred on an arterial street.
- More than a third of collisions occurred while the motorist was making a right-hand turn.
- Only eight percent of bicyclists involved in a collision are not injured.

In 2016,

- Bicycle collisions in 2016 accounted for nearly 2% of all traffic collisions, 3% of all injuries, and 4% of all fatalities.
- Almost 15% of bicyclist in collisions were children below the age of 18.
- 36% of all collisions occurred in an intersection crosswalk and 20% at driveways.
- 33 school-age bicyclists (5 to 17 years old) were in crashes during school hours (Monday - Friday, 7 AM - 4 PM).
- Only 23% of all bicycle collisions occurred at night, including twilight, but 63% of all bicyclist fatalities occurred at night.

- Bicycle collisions occurred most frequently between the hours of 3 PM and 6 PM and on Tuesdays.
- September had the highest number of bicycle collisions (57).
- Only 13 bicyclists and two drivers were found to be under the influence of alcohol or drugs.
- 45% of all bicycle collisions occurred at uncontrolled locations.
- There were 90 hit and run collisions involving bicycles.

A project at ASU (BikeMaps.org) has begun to collect crowdsourced information about cycling safety (collisions, near misses, hazards, and more). The data points for downtown Phoenix are all too familiar to regular cyclists:

Type: **Near collision** with moving object or vehicle

Date: 4 Oct, 2016 5:35 PM

Details: A pedestrian ran across the crosswalk against the traffic light directly into my path (didn't look before crossing) and then stopped in my path when he saw me. I swerved to avoid hitting him.

Type: **Near collision** with moving object or vehicle

Date: 2 Apr, 2018 9:30 AM

Details: Oncoming driver failed to yield when making left turn. I had to jump on the breaks and swerve to avoid her. She was on her cell phone and didn't appear to see me.

We want the city of Phoenix to prioritize **safety for all road users, including cyclists** (and there are lots of us):

“According to a recent survey, 44 percent of commuters use alternative modes at least one day a week, including bicycling.”

<http://downtownphoenixjournal.com/2018/03/29/celebrate-valley-bike-month-throughout-april/>

Phoenix **should be a great place to ride a bike**: it's sunny, dry, flat, built mostly on a grid, easy to navigate. But it's not.

What does safety look like to a cyclist?

- physical buffer (space or barrier) between vehicles and bikes
- visibility (bike boxes at intersections)
- slower vehicle speeds
- well-maintained streets that are free of potholes and other debris

Lack of planned protected bike lanes

The first page of the summary budget states: FOCUSING ON SAFETY

<https://www.phoenix.gov/budgetsite/Budget%20Books/SummaryBudget2017-18.pdf>

Yet the plans for 2018 include zero protected bike lanes.

APPENDIX B,

<https://www.phoenix.gov/streetssite/Documents/Draft5YrBicycleProgram.pdf>

What does convenience look like to a cyclist?

- ability to connect point A with point B as a driver might
- sensors in the pavement or call buttons adjacent to the bike lane that indicate the presence of a cyclist, creating limited waiting times at intersections
- ability to park the bicycle safely, within a reasonable distance from one's destination

What can the city do?

- install more buffered bike lanes, now
- ticket vehicles parked in bike lanes
- enforce laws (speeding, red-light running, distracted driving)
- reduce the speed limits ("20 is plenty")
- red-light cameras
- change the timing of lights to slow traffic
- restripe roads to narrow vehicle lanes, slowing vehicle speeds
- plant shade trees
- connect cycle paths
- (re)design streets for 8-80
- All city departments need to prioritize safety when considering the work they do. If they are bringing jobs to the city (Community & Economic Development Department), they should work to ensure that there are multiple paths for future workers in those jobs to get to work (mass transit, carpooling, cycling, walking). If they are developing the undeveloped portions of the city (Planning & Development Department), they should insist on roads that connect. No more gated communities, full of cul-de-sacs, no more superblocks. If they are building and maintaining our roads (Streets Department), they should (re)design our streets with safety, not speed, as the top consideration. If they are bringing visitors, tourists, conventioners to the city (

When Amazon was looking for its second headquarters, it wanted included in proposals:

- "For each proposed site in your region, identify all transit options, including bike lanes and pedestrian access to the site(s)."
- "Also, include connectivity options: sidewalks, bike lanes, trams, metro, bus, light rail, train, and additional creative options to foster connectivity between buildings/facilities."
- https://images-na.ssl-images-amazon.com/images/G/01/Anything/test/images/usa/RFP_3._V516043504_.pdf

Whether you believe it would have been good for the city or not, our lack of nomination isn't surprising. **Phoenix ranked below every Amazon-nominated city in a 2015 bike friendliness survey.** <http://betterdoctor.com/blog/bike-friendly-cities/>

40 space parking lot = 1/4 of the bike budget

In December 2017 the City requested **\$500,000** to build **40 parking spaces**.
Item No. 5, Page 30: <https://www.phoenix.gov/cityclerk/site/City%20Council%20Meeting%20Files/171206008.pdf>

That's a **quarter** of the **annual** CIP budget for bikes: "Through the city's public budget hearings process, two million dollars is set-aside annually in the Street Transportation Department's Capital Improvement Program to complete the thirty-nine identified projects"
Page 2: <https://www.phoenix.gov/streetssite/Documents/Draft5YrBicycleProgram.pdf>

What does the **Community & Economic Development (CED) Department** do to promote traffic safety, travel reduction, and fewer car crashes?

CED is the most powerful department in the City of Phoenix. While CED's main function is to bring jobs to the City, **many of the jobs require people to drive cars because there is no requirement for bike lanes or bus lines to be added to the streets leading to these jobsites.** This means more driving and more car crashes; more collisions such as the Uber crash in Tempe that recently killed a pedestrian walking her bicycle across the street. Another company in Phoenix is Amazon with huge parking facilities and lots of delivery vehicles zooming around Phoenix. Has the City performed any crash analyses after such a large employer builds a gigantic warehouse that can only be reached by driving a car?

What does the **Planning & Development (PDD) Department** do to promote traffic safety, travel reduction, and fewer car crashes?

They fail to follow the general plan which calls for **connectivity** throughout the city. This is because developers contribute to City Councilpersons campaigns to ensure that they get sweetheart deals. While staff works to implement the general plan, developers get variances and zoning adjustments that directly contradict the general plan even though they are required by Phoenix City Code 32-25 to follow the general plan. 32-25 states Every subdivision shall conform to the requirements and objectives of the City General Plan, or any parts thereof, as adopted by the City Council, to the Zoning Ordinance, the Planning and Development Department Development Review Guidelines, and to other ordinances and regulations of the City, and to the Arizona Revised Statutes. These developers are failing to build an **even more vibrant downtown**. And it's not just downtown, it's nearly everywhere that a gated community is built and there is no way to ride a bicycle on a safe, public, residential street. The South Mountain Freeway loop 202 is a complete disaster for pedestrian and bicycle connectivity. There is only one pedestrian bridge in the entire 21-22 mile corridor. We have documents from Planning and Development that show Freeway Specific plans for the SR51 freeway, Squaw Peak

Parkway, Black Canyon Freeway, and Outer Loop Freeway. Is there a plan for the loop 202 freeway? Has this topic even come before the Planning Commission?

What does the **Street Transportation Department** do to promote traffic safety, travel reduction, and fewer car crashes?

Every other day someone dies in a car crash in Phoenix. 202 fatalities in 365 days in 2016. That's 5.5 fatalities every 10 days! Oh and there were 30,349 car crashes in 2016. That is more 83 car crashes every day.

What the hell is going on with City Council and the City Manager that this mayhem is allowed to happen? We are continuously told that "Safety is Number 1" this is obviously false. City Council fails to raise taxes to provide the resources necessary to hire more police officers and the budget committee fails to provide more red light running cameras and speeding cameras in Phoenix. Paradise Valley has speeding cameras, why not Phoenix? Why is this budget so large and so little of it is spent on building safer roads? We need 10 foot travel lanes, more abundant enforcement and higher financial penalties for people who create mayhem and destruction on our streets. There are articles that refer to Phoenix and Arizona as worst city in the United States for people walking. Isn't that embarrassing? These huge roads such as Indian School, Camelback, 19th Ave and Bell Road need better sidewalks, better street lights and yes of course bike lanes. **The City of Phoenix needs to prioritize safety over convenience.**

Why does Street Transportation operate unsafe streets? Our streets are not being designed or retrofitted for safety, but instead for convenience.

Why are people killed every other day by illegal drivers?

What is the City going to do in this budget to reduce car crashes with people walking and riding bicycles? **What is leadership going to do to create a culture of safety instead of speeding?**