

# ATTACHMENT A

## CITIZEN PETITION

Submitted by Nicole Rodriguez  
Phoenix Resident, Council District 4  
Date: May 7, 2025

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Pursuant to the City of Phoenix Charter, Chapter 4, Section 22, I, Nicole Rodriguez, am a resident of Phoenix, Arizona, this citizen petition requests the full City Council to take action on this matter within 15 days at a formal city council meeting and this petition is not duplicative of a prior request in the past year duly acted on by City Council. I hereby petition the Mayor and Council to enact within 15 days resolutions, ordinances, or measures that will:

1. Direct the Street Transportation Department to update city policy and design guidelines to require the use of high visibility crosswalk markings (e.g., zebra or perpendicular bar striping) at all signalized and unsignalized pedestrian crossings, in accordance with Federal Highway Administration (FHWA) guidance and the City's adopted Complete Streets guidelines.
2. Require stop bars at all pedestrian crossings, including intersections with signals, stop signs, and HAWK crossings, to improve visibility and safety for pedestrians and reduce driver encroachment into crosswalk zones.

### Background & Justification

- On September 7, 2022, Phoenix City Council adopted the Vision Zero Road Safety Action Plan, committing to eliminate traffic deaths and serious injuries by 2050. In support of this, the City Council allocated \$10 million annually for safety improvements and established the Vision Zero Community Advisory Committee.
- On October 23, 2024, the Vision Zero Community Advisory Committee recommended for the City to discontinue the use of low-visibility transverse crosswalk markings and instead adopt high-visibility markings along with stop bars at all pedestrian crossings. These recommendations are aligned with both national best practices and the Committee's mandate to advise the City on safety-related ordinance and design changes.
- The 2022/2023 Annual Road Safety Action Report, published by the City of Phoenix, reveals alarming statistics:
  - Over 30,000 crashes annually, with two serious injury crashes every day.
  - 190 deaths annually, with over 100 pedestrians killed by vehicles.
  - 44% of fatal crashes involve pedestrians, and 40% of killed or seriously injured (KSI) crashes occur at signalized intersections.
- Despite these trends, Phoenix continues to rely heavily on non-standard transverse lines for crosswalks, which do not meet FHWA guidelines for high visibility crosswalks. Most intersections also lack stop bars, resulting in vehicles blocking pedestrian pathways.
- The City's own Complete Streets Policy, adopted in 2014, calls for context-sensitive design and

the implementation of infrastructure that supports safe, accessible, and convenient travel for users of all ages and abilities—yet crosswalk markings remain outdated and inconsistent with these goals.

- In March 2025, the City of Phoenix agreed to pay \$3 million to the family of a woman who was struck and killed in a crosswalk by a City of Phoenix trash truck in 2024.

### **Why Council Action is Needed**

Though departmental guidelines shape engineering decisions, only City Council has the authority to adopt policies that mandate citywide design standards and prioritize life-saving changes. These updates require clear direction and codification, particularly as Phoenix implements its High Injury Network (HIN) improvements.

I thank the Council for its consideration and for its commitment to building safer, more equitable streets for all Phoenix residents. Your actions can save lives.

Respectfully submitted,

Nicole Rodriguez



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