Vision Zero
Reducing Fatal and Serious Injury Crashes to Zero

Visioning Workshop
June 19, 2018
2-vehicle crash kills one person in Tempe

1 dead after SUV with 3 teens hits man on Tempe sidewalk

Woman on scooter killed in Tempe crash involving semitruck

Tempe police investigating deadly rollover crash near Kyrene/Baseline roads

Two killed in Tempe crash, police say

Mother who lost her son in a deadly crash gets help from her friends

ASU doctoral student, renowned pianist Xiaoying Wen killed in Tempe crash
My Friend
In the past six years, more than **60 people** lost their lives in vehicle crashes on Tempe streets.

...in addition more than **400 people** were seriously injured.
**TEMPE CITY COUNCIL**

**STRATEGIC PRIORITIES**

**PERFORMANCE MEASURES**

- Quality of Life
- Strong Community Connections
- Financial Stability & Vitality
- Sustainable Growth & Development
- Safe & Secure Communities

**AUGUST 3, 2016**

---

**CITY COUNCIL PRIORITY #1**

Ensuring a safe and secure community through a commitment to public safety and justice.

**PERFORMANCE MEASURES**

1. Achieve turn out and travel times to advanced life support (ALS) incidents of 5 minutes or less in 90% of calls for service.
2. Achieve cardiac arrest survival rates greater than the national average as indicated by the American Heart Association.
3. Achieve total time from Tempe Fire Medical Rescue’s (TFMR) contact with patient to transfer of care to the hospital for stroke and heart attack patients of less than or equal to national standards as established by the American Heart Association.
4. Achieve ratings of “Very Satisfied” or “Satisfied” with the “Quality of Local Fire Services” greater than or equal to the national benchmark cities as measured in the Community Survey and the TFMR Customer Service Survey.
5. Achieve ratings of “Very Satisfied” or “Satisfied” with the “Safety of the City” greater than or equal to the national benchmark cities as measured in the Community Survey.
6. Receive a response rate from those who responded that they have been a victim of crime and “did not report it to the police” less than or equal to the national benchmark cities as measured in the Community Survey.
7. Achieve ratings of “Very Satisfied” or “Satisfied” with the “Quality of Local Police Services” greater than or equal to the national benchmark cities as measured in the Community Survey.
8. Maintain the number of traffic accidents in relationship to traffic volume less than or equal to the Valley benchmark cities’ average.
9. Achieve ratings of “Strongly Disagree” or “Disagree” from those who responded that “I have been a victim of a crime which occurred in Tempe, committed either by someone they knew or someone unknown to them” greater than or equal to the Valley cities as measured by the Arizona Criminal Justice Commission.
8. Maintain the number of traffic accidents in relationship to traffic volume less than or equal to the Valley benchmark cities' average.
8. Maintain the number of traffic accidents in relationship to traffic volume less than or equal to the Valley benchmark cities’ average.
Vision Zero

- Started in Sweden in the late 1990s
- It’s a traffic safety policy that takes an ethical approach toward achieving safety for all road users.

Key principles:
- Traffic deaths and severe injuries are preventable.
- When crashes do occur, severity can be reduced.
- Safety is everybody’s responsibility.
Strategies

Adoption of the “Vision Zero” framework includes:

- Setting a clear goal of eliminating traffic fatalities and severe injuries.
- The Mayor and Council publicly, officially committing to Vision Zero.
- A Vision Zero plan or strategy is in place, or the city commits to doing so in a clear time frame.
- Key city departments (including police, transportation, fire) and community stakeholders (ASU, school districts, public health agencies), are engaged.
New Performance Measure (2018):

1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.
RESOLUTION NO. R2018.13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA AUTHORIZING THE MAYOR TO ADOPT THE VISION ZERO FRAMEWORK ON BEHALF OF THE CITY COUNCIL.

WHEREAS, Tempe aspires to reduce the number of fatal and serious injury crashes on its streets to zero;

WHEREAS, Vision Zero is a traffic safety policy that takes an ethical approach toward achieving zero for all road users;

WHEREAS, in the past six years more than 60 people have lost their lives and more than 400 people were seriously injured on Tempe streets;

WHEREAS, traffic related deaths and serious injuries are preventable;

WHEREAS, the severity of motor vehicle related crashes can be reduced;

WHEREAS, transportation safety is everybody’s responsibility;

WHEREAS, City departments including Public Works, Police and Fire Medical & Rescue are actively employing programs to improve safety and response time, and

WHEREAS, Vision Zero builds upon those existing programs with new strategies to help meet the Council’s adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA as follows:

That the Mayor is authorized to sign a commitment to the Vision Zero framework on behalf of the City Council.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, the 8th day of February, 2018.

Mark W. Mitchell, Mayor

APPROVED AS TO FORM:

Judith A. Burtman, City Attorney
A Vision Zero Action Plan

Our Schedule

- June 19th (TODAY): Visioning Workshop
- August: Working Group Meetings – Goals & Strategies
- October: Working Group Meetings – Goals & Strategies
- January 2019: Follow-Up Workshop
- March 2019: Vision Zero Action Plan
Key City Departments and Community Stakeholders are Engaged

THIS IS EACH OF YOU!

- COT Fire & Medical
- COT Manager’s Office
- COT Mayor & Council
- COT Neighborhood Services
- COT Police
- COT Sustainability
- COT Transportation
- AARP
- ADOT
- Advocacy Groups (TBAG, etc.)
- ASU
- Healthcare & Hospitals
- Large Employers (SRP, etc.)
- MAG
- Neighboring City Staff
- Neighborhood Groups
- Non-Profits
- Public Health
- Schools
- Transportation Commission
- Tempe Residents
Vision Zero
Reducing Fatal and Serious Injury Crashes to Zero

Visioning Workshop
June 19, 2018

Tempe
Crashes happen every day and are reported to the Police Department.
Crash severities are recorded as fatal, serious injury, minor injury, possible injury and property damage only.

Crashes that involved fatal and serious injuries (2012-2017):
- 2012: 3 Fatal, 88 Serious Injury
- 2013: 8 Fatal, 96 Serious Injury
- 2014: 14 Fatal, 81 Serious Injury
- 2015: 6 Fatal, 65 Serious Injury
- 2016: 16 Fatal, 76 Serious Injury
- 2017*: 12 Fatal, TBD Serious Injury

(Data Source: 2012-2016 data is from ADOT Crash Records; 2017* data is from Tempe PD)
Enforcement alone cannot solve the problem

Traffic Bureau
- 4 Sergeants
- 11 Motor Enforcement Officers on the Street
- 1 Hit and Run Detective
- 6 DUI Officers
- 2 Collision Reconstructionist Detectives
### Top 20 Collision Locations: 2015-2017

<table>
<thead>
<tr>
<th>Location</th>
<th>2015</th>
<th>Location</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RURAL RD / UNIVERSITY DR</strong></td>
<td>99</td>
<td><strong>RURAL RD / UNIVERSITY DR</strong></td>
<td>100</td>
</tr>
<tr>
<td><strong>RURAL RD / SOUTHERN AVE</strong></td>
<td>85</td>
<td><strong>ARIZONA MILLS CIR</strong></td>
<td>84</td>
</tr>
<tr>
<td><strong>I10 / BASELINE RD</strong></td>
<td>85</td>
<td><strong>MILL AVE / SOUTHERN AVE</strong></td>
<td>83</td>
</tr>
<tr>
<td><strong>RURAL RD / BROADWAY RD</strong></td>
<td>82</td>
<td><strong>I10 / BASELINE RD</strong></td>
<td>79</td>
</tr>
<tr>
<td><strong>ARIZONA MILLS CIR</strong></td>
<td>78</td>
<td><strong>PRICE RD / BROADWAY RD</strong></td>
<td>78</td>
</tr>
<tr>
<td><strong>MILL AVE / SOUTHERN AVE</strong></td>
<td>76</td>
<td><strong>RURAL RD / UNIVERSITY DR</strong></td>
<td>74</td>
</tr>
<tr>
<td><strong>PRICE RD / BROADWAY RD</strong></td>
<td>76</td>
<td><strong>RURAL RD / BASELINE RD</strong></td>
<td>67</td>
</tr>
<tr>
<td><strong>MCCLINTOCK DR / UNIVERSITY DR</strong></td>
<td>59</td>
<td><strong>RURAL RD / BROADWAY RD</strong></td>
<td>66</td>
</tr>
<tr>
<td><strong>MCCLINTOCK DR / APACHE BLVD</strong></td>
<td>58</td>
<td><strong>MCCLINTOCK DR / SOUTHERN AVE</strong></td>
<td>64</td>
</tr>
<tr>
<td><strong>MCCLINTOCK DR / GUADALUPE RD</strong></td>
<td>58</td>
<td><strong>RURAL RD / APACHE BLVD</strong></td>
<td>62</td>
</tr>
<tr>
<td><strong>RURAL RD / APACHE BLVD</strong></td>
<td>57</td>
<td><strong>RURAL RD / RIO SALADO PKWY</strong></td>
<td>62</td>
</tr>
<tr>
<td><strong>KYRENE RD / BASELINE RD</strong></td>
<td>57</td>
<td><strong>MCCLINTOCK DR / GUADALUPE RD</strong></td>
<td>62</td>
</tr>
<tr>
<td><strong>MCCLINTOCK DR / BROADWAY RD</strong></td>
<td>56</td>
<td><strong>MCCLINTOCK DR / BROADWAY RD</strong></td>
<td>61</td>
</tr>
<tr>
<td><strong>RURAL RD / BASELINE RD</strong></td>
<td>55</td>
<td><strong>KYRENE RD / BASELINE RD</strong></td>
<td>60</td>
</tr>
<tr>
<td><strong>MCCLINTOCK DR / SOUTHERN AVE</strong></td>
<td>55</td>
<td><strong>MCCLINTOCK DR / APACHE BLVD</strong></td>
<td>57</td>
</tr>
<tr>
<td><strong>PRICE RD / UNIVERSITY DR</strong></td>
<td>55</td>
<td><strong>48TH ST / BROADWAY RD</strong></td>
<td>56</td>
</tr>
<tr>
<td><strong>48TH ST / SOUTHERN AVE</strong></td>
<td>53</td>
<td><strong>PRIEST DR / ELLIOT RD</strong></td>
<td>55</td>
</tr>
<tr>
<td><strong>RURAL RD / GUADALUPE RD</strong></td>
<td>52</td>
<td><strong>PRIEST DR / SOUTHERN AVE</strong></td>
<td>53</td>
</tr>
<tr>
<td><strong>PRIEST DR / ELLIOT RD</strong></td>
<td>52</td>
<td><strong>PRICE RD / UNIVERSITY DR</strong></td>
<td>52</td>
</tr>
<tr>
<td><strong>LOOP 202 / PRIEST DR</strong></td>
<td>50</td>
<td><strong>PRIEST DR / UNIVERSITY DR</strong></td>
<td>51</td>
</tr>
</tbody>
</table>

*The data included represents calls cleared by an accident report.
Both injury and non-injury accidents include all final case types.
2017 YTD includes data from January 1st to December 26th.
Each location includes N/S and E/W within each intersection.
### Driver Violations Involved in Vehicle Crashes
1/1/2013 - 8/31/2017

<table>
<thead>
<tr>
<th>Violation</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Too Fast For Conditions</td>
<td>1,075</td>
<td>1,351</td>
<td>1,687</td>
<td>1,743</td>
<td>1,119</td>
<td>6,975</td>
</tr>
<tr>
<td>Failed To Yield Right Of Way</td>
<td>720</td>
<td>881</td>
<td>1,012</td>
<td>1,065</td>
<td>739</td>
<td>4,417</td>
</tr>
<tr>
<td>Disregarded Traffic Signal</td>
<td>297</td>
<td>312</td>
<td>321</td>
<td>339</td>
<td>232</td>
<td>1,501</td>
</tr>
<tr>
<td>Unsafe Lane Change</td>
<td>256</td>
<td>248</td>
<td>284</td>
<td>379</td>
<td>295</td>
<td>1,462</td>
</tr>
<tr>
<td>Inattention Distraction</td>
<td>630</td>
<td>308</td>
<td>6</td>
<td>2</td>
<td></td>
<td>946</td>
</tr>
</tbody>
</table>

*Note: These numbers are for the primary driver involved in the crash.*
How does the Police Department address collisions?

- Enforcement
- Education
- Engineering
- Evaluation

As you can see, enforcement alone is not the answer.
Snapshot of Traffic Bureau Enforcement for 2018

- 760 Lidar/Radar citations
- 2,895 Hazardous moving violation citations
- 281 DUI arrests
- 277 SEMS citations

Patrol Bureau enforcement not included