VISION ZERO UPDATE **April 8, 2025**

1. **EMERGENCY VEHICLE PREEMPTION**
   Traffic engineering identified 13 signalized intersections at which EVP capability need to be evaluated and worked with the maintenance team to get them online.

2. **DISTRACTED DRIVING**
   Tempe was the first City to implement an ordinance banning phone use while driving. It is now a state law.

3. **SIDEWALK INVENTORY**
   Traffic engineering is overseeing a project, as part of Vision Zero, to inventory the sidewalks throughout the city.

4. **REFLECTIVE TAPE ON SIGNAL HEADS**
   On the singular silver poles and arms, signal heads tend to be less visible. Retroreflective tape has been installed around their borders.

5. **SPEED LIMIT SIGNAGE**
   Speed limit signs have been increased in the size to meet current standards and ensure consistent placement. Missing signs have been replaced.

6. **LEFT TURN ARROWS AND PHASING**
   City staff have completed an analysis of serious and fatal left-turn crashes at intersections where protected-only left-turn phasing is not currently provided. Four intersections were submitted to ADOT and succesfully funded.

7. **LEADING PEDESTRIAN INTERVALS**
   Leading pedestrian intervals are a type of phasing that allows the pedestrian phase, when the button is pushed, to begin several seconds before the vehicle movements get a green light. This has been implemented at 6 intersections.

8. **SOUTHERN AVENUE INTERSECTIONS WITH FAIR LANE AND POTTER DRIVE**
   In response to recent resident requests and data showing left-turn crashes, the City has a project to construct improvements at two adjacent intersections on Southern Ave. The project includes installing a median and striping modifications to provide positive offsets for visibility.

9. **ONGOING EDUCATIONAL EFFORTS**
   As safety is everyone’s responsibility, public information officers for the engineering team and the police department have been working together to enact a calendar of outreach efforts using social media, tempe today, and other media outreach options. They are using a variety of social media outlets to get the message out.

10. SAFETY CORRIDOR BANNERS

The safety corridor program started in the beginning of 2022. PD has adjusted their enforcement strategy to include focused enforcement in the corridors to the primary safety corridors. The corridors are identified with yellow banners that say “Safety Corridor; Strict Enforcement”. The corridors are moved to new locations every quarter.

11. SPEED FEEDBACK SIGNS

Speed feedback signs have been installed at 11 locations. The signs indicate the speed of travel and include a speed limit sign. The messaging “Slow Down” is displayed as needed.

12. STREET LIGHTING UPGRADES

The City has completed a program to change the street lighting fixtures to LED fixtures. The fixtures produce better light and last longer than the previous lighting.

13. SIGNALIZED CROSSINGS

The City is installing signalized crossings at four mid-block locations including Warner Road at the Country Club Way Path, Guadalupe Rd at the Western Canal, Warner Road at the Kyrene Canal, and McClintock Dr near Caroline Ln.

Can we add the new ped bridges over theI-10?

14. HIGH SCHOOL SPEED ZONE FLASHERS

High School speed zone signs have been installed at five high schools across the city. The flashers are set to operate during school hours.

15. HIGH VISIBILITY CROSSWALKS

The City updated its Crosswalk Guidelines to include the installation of high visibility crosswalks at locations as needed. Notable locations that have been marked are school crossings (non-staffed) and trail crossings.

16. WORLD DAY OF REMEMBRANCE

World Day of Remembrance is a global event to remember the many millions who have been killed and seriously injured on the world’s roads. Signs are placed at the locations of the fatal crashes that occurred during the previous year.

17. BIKE LIGHTS AND BELLS

The City purchases and distributes Vision Zero bike lights and bells to assist with the visibility of non-motorized road users.

18. **INTERSECTION SAFETY CAMERAS**
    Intersection safety cameras will be deployed at 14 intersections around the city to capture speed on green and red-light running violations. The program includes four mobile units that will be deployed at various locations as needed.

19. **SIGNAL TIMING AND PHASING**
    City staff continually reviews signal timing and phasing to ensure safe crossings and operations for all transportation system users. A specific example includes implementing lead-lag phasing.

20. **CONTINUALLY ANALYZE DATA**
    Crash data analysis is an ongoing task that includes updating serious and fatal crash heat maps.

21. **ACTIVE TRAFFIC MANAGEMENT**
    Members of the traffic engineering team are monitoring high-volume intersections around the city in real time during every weekday AM and PM peak hour. When a congestion issue arises, the team can respond by changing intersection timing. This is also used during large events such as ASU football games, political rallies, etc.

22. **MULTI-DEPARTMENT MEETINGS**
    For the past 3 years, representatives from police department, traffic engineering, and communications staff have met bi-weekly to review the circumstances of any serious or fatal crashes, discuss on-going efforts, and identify opportunities for new strategies.

23. **PEDESTRIAN SAFE CROSSINGS SIGNAGE**
    The City developed signage that provided pedestrians with tips on how to stay safe while crossing streets. These signs were placed on all Tempe buses in 2023.

24. **NEAR MISS ANALYSIS**
    The City contracted with Street Simplified to conduct a near-miss analysis at 5 signalized intersections along Baseline Road. The results were used to identify treatments to include in a Safe Street and Roads for All grant application, which was awarded in 2024.

25. **SCOTTSDALE ROAD MEDIAN**
    Traffic engineering and PD worked to identify median treatments Scottsdale Road that was experiencing a high number of vulnerable road user crossings. The number of serious and fatal pedestrian crashes at this location has since been reduced to zero.

26. **PRIEST AND GROVE SAFETY IMPROVEMENTS**
    Due to an elevated number of crashes occurring at the southbound entrance to the Priest and Grove roundabout, traffic engineering identified minor improvements that would enhance the awareness of drivers entering the intersection. This included transverse rumble strips, reflective pavement markers, and updates to signage.