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Introduced by
Senators Werner: Angius, Carroll, Gowan, Shope

A CONCURRENT MEMORIAL

URGING THE PRESIDENT AND CONGRESS OF THE UNITED STATES TO ELIMINATE THE VISION ZERO APPROACH TO TRANSPORTATION PLANNING AND INSTEAD PRIORITIZE SOUND ENGINEERING AND SAFE OUTCOMES.

(TEXT OF BILL BEGINS ON NEXT PAGE)

1 To the President and Congress of the United States of America:
2 Your memorialist respectfully represents:
3 Whereas, Vision Zero and the safe systems approach originated in
4 Sweden in the 1990s and have since been adopted internationally, including
5 in the United States since 2016; and
6 Whereas, Vision Zero is promoted as a framework for eliminating
7 traffic fatalities and serious injuries through a safe systems approach,
8 but its implementation in cities in the United States has not cured
9 traffic fatalities but rather has increased serious injuries and
10 fatalities and caused delays in emergency response vehicles; and
11 Whereas, the Vision Zero safe systems approach diverts from sound
12 transportation engineering methodologies and instead employs a
13 one-size-fits-all approach that requires the adoption in all circumstances
14 of lower speed limits, fewer and narrower roads and draconian traffic
15 enforcement measures; and
16 Whereas, Vision Zero prioritizes a uniform roadway design,
17 regardless of local geography, traffic patterns or historical crash data,
18 compromising tailored context-specific engineering solutions; and
19 Whereas, Vision Zero's design philosophy integrates multiple
20 transportation modes in ways that create conflicts between motor vehicles,
21 bicycles and pedestrians rather than separating these uses for improved
22 safety; and
23 Whereas, Vision Zero policies subordinate the needs of drivers,
24 which is the majority mode of transportation in the United States, to
25 walking, biking and public transit, often reducing roadway speeds and
26 capacity. This diminishes efficiency and accessibility for the majority
27 of travelers; and
28 Whereas, Vision Zero emphasizes equity and ideological goals over
29 traditional engineering-based safety approaches, shifting the focus of
30 transportation planning away from pragmatic, data-driven solutions; and
31 Whereas, major cities in the United States have implemented Vision
32 Zero in recent years with the goal of eliminating traffic fatalities, but
33 suffered the opposite effect. New York City experienced the highest
34 traffic fatalities in a decade, Los Angeles sustained a 22-year record
35 high in fatalities in 2023 and Seattle has been subject to a steady
36 increase in fatalities; and
37 Whereas, after adopting Vision Zero, Denver, Colorado's traffic
38 fatalities increased by 33% in the next five years compared to the
39 previous five years, with motorcyclists, pedestrians and cyclists
40 experiencing the highest fatality rates; and
41 Whereas, Portland, Oregon's 2024 city auditor report attributed a
42 doubling of fatalities to Vision Zero policies, despite reduced speed
43 limits, stricter enforcement, intersection reconfigurations and improved
44 lighting, raising concerns about its real-world safety outcomes; and

1 Whereas, Vision Zero's traffic calming measures and design changes
2 can impede emergency response times for public safety vehicles,
3 potentially endangering lives; and

4 Whereas, Vision Zero has been supported and funded by organizations
5 motivated by anti-car and anti-sprawl ideologies, diverging from
6 established engineering standards; and

7 Whereas, the safe systems approach begins with the premise that
8 America's transportation infrastructure has systemic inequities that must
9 be corrected, an assertion that may not align with practical safety
10 objectives; and

11 Whereas, the free movement of goods and people is essential to the
12 American economy and way of life, particularly for the commercial trucking
13 industry, which relies on efficient and reliable roadways; and

14 Whereas, the Vision Zero safe systems approach mandates lower speed
15 limits that conflict with roadway design and natural operating speeds,
16 leading to increased speed variation, reduced safety and a higher
17 incidence of speed violations; and

18 Whereas, a core element of the Vision Zero strategy is to reduce
19 single-occupancy vehicle miles traveled, restricting individual freedom,
20 disrupting personal travel flexibility, increasing commute times and
21 limiting access to jobs, essential errands and daily activities; and

22 Whereas, safety improvements can and should be achieved without
23 sacrificing freedom of movement or imposing a rigid framework that limits
24 alternative solutions; and

25 Whereas, Vision Zero proponents acknowledge that achieving zero
26 fatalities may ultimately require eliminating or controlling private
27 vehicle use; and

28 Whereas, Vision Zero's underlying philosophy assumes that driving
29 culture and human behavior must be reshaped, which is impractical; and

30 Whereas, this state and its cities are compelled to implement the
31 deeply flawed Vision Zero program as a condition of receiving federal
32 grant funding tied to transportation projects, leading to wasteful removal
33 of existing road infrastructure that is still serviceable and functional.

34 Wherefore your memorialist, the Senate of the State of Arizona, the House
35 of Representatives concurring, prays:

36 1. That the President and Congress of the United States eliminate
37 Vision Zero and the safe systems approach to transportation planning and
38 funding, and instead promote transportation solutions that prioritize
39 sound engineering methods, reliable safety outcomes, flexibility and
40 engineering innovation without compromising individual freedoms or
41 economic efficiency.

42 2. That the Secretary of State of the State of Arizona transmit
43 copies of this Memorial to the President of the United States, the
44 President of the United States Senate, the Speaker of the United States
45 House of Representatives and each Member of Congress from the State of
46 Arizona.