

THE TRUTH ABOUT VISION ZERO

Cities around the country are adopting the Vision Zero initiative. Vision Zero implements **road diets** and traffic calming measures that reduce speeds, **eliminate or narrow lane miles for cars**, and create a “pedestrian scale” transportation network. Vision Zero tactics **delay emergency vehicles** and **make drivers, pedestrians, and cyclists less safe**.

Despite the stated purpose being to eliminate all traffic fatalities on our roadways, a deceptively worthy goal, Vision Zero is an anti-data, anti-engineering, and anti-car agenda. They don't always call it Vision Zero, instead it's masked with terms like “complete streets,” “safe systems,” “streetscaping,” “walkable communities,” “transit-oriented development,” and many others.



Vision Zero is Funded by The Progressive Left, Corporate Opportunists & Pete Buttigieg

Vision Zero is underwritten by Community Initiatives, a nonprofit out of the Bay area which acts as a clearinghouse for liberal causes, many disguised to appear non-ideological. It receives money from a hoard of corporate sponsors that stand to benefit from having fewer personally owned vehicles on the road and is subsidized by taxpayers through billions in grants from the USDOT. (See page 2)

Vision Zero is Driven by Radical Ideology

Secretary Pete Buttigieg compared road fatalities to “gun violence,” with the implied solution being to take cars off the road. According to a resource on Vision Zero's website Untokening1.0.com, “oppressive systems such as ableism, toxic masculinity and white supremacy undermine the free expression of marginalized communities and perpetuate narrow approaches to streets safety that fuel inequities and exclusion – and must be abolished.” In other words, roads are racist.

Vision Zero = Zero Vision

The data collected and analyzed shows Vision Zero makes streets LESS safe in the cities that have adopted it.



Denver, Colorado adopted their Vision Zero plan in 2017 and in the five years since then, traffic fatalities have increased 33%.



Los Angeles, California adopted Vision Zero in 2015, but in 2021 they experienced a 20-year high in fatalities on their roadways.

Vision Zero also adversely impacts emergency response times. According to an article in the New York Post from 2019 the NYC Uniformed Fire Association made the statement,

“Vision Zero is fully intended to save lives from traffic accidents, but by [the city] adding in concrete barriers and flowerpots and everything else... you're basically eliminating the ability for emergency service vehicles to get around.”

VISION ZERO IS HERE IN ARIZONA



Cities including Prescott, Flagstaff, Tolleson, Scottsdale, Phoenix, Mesa, and Glendale have all received millions this year to fund Vision Zero projects to rip out and narrow roads, add bike and pedestrian paths and subsidize transit projects.

HOW YOUR TAX DOLLARS ARE WASTED

TO FUND VISION ZERO

Instead of rational and effective transportation projects, the U.S. Department of Transportation spends billions providing local grants to advance their woke ideologies and a politicized agenda. Watch out for these grants in your city!

1 Safe Streets and Roads for All (SS4A)

Up to \$5 billion funneled to local governments who take the Vision Zero pledge and funds projects that increase congestion and make roads less safe. For example, in Louisville-Jefferson County, KY, \$21.4 million was given to put people on road diets —narrowing lanes to add more bike paths, roundabouts, sidewalks, and more.

2 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Alots \$12 billion for “equitable” infrastructure projects. Transportation Secretary Pete Buttigieg said RAISE will “help communities...realize their visions for new infrastructure projects, fighting climate change, advancing equity... and more.” This year, \$25 million was awarded to New York City for 173 electric micro-mobility (electric scooters) charging and storage stations. This is to “encourage” the use of micro-mobility, discourage driving, and exacerbates homelessness.

3 Reconnecting Communities Pilot Program

Gives away \$1 billion over the next five years for projects to “reconnect” cities that were “disconnected” by freeways and roads, because “freeways are barriers.” \$5.35 million was awarded to Tampa, FL for new bike and pedestrian paths to “reconnect” the city that was “eroded by I-275.” This will supposedly heal the “social isolation” for the black communities created by roads and freeways that the administration has called racist.

4 Federal Transit Administration (FTA)

Administers up to \$108 billion to bailout bankrupt public transit systems across the country and fund failed projects like light rail, commuter rail, trolleys, streetcar, and electric buses. Nationally, \$1.7 billion has been distributed for low or no emissions “green” buses and charging infrastructure. King County, WA alone received \$33.5 million to purchase electric buses that will cost more to operate and strain the grid.

5 Multimodal Project Discretionary Grant Opportunity

Gives away up to \$5.5 billion for various multimodal projects, which is essentially a slush fund for wasteful projects that bureaucrats want but people will never use. This year \$78 million was sent to Philadelphia to “proactively address[ing] racial equity” by building “pedestrian refuge islands,” creating additional pedestrian and bike paths, adding transit lanes, and more.

6 Strengthening Mobility and Revolutionizing Transportation (SMART)

Grants \$100 million a year to local governments to integrate new technology into transportation infrastructure such as license plate readers, red light cameras, and unmanned ticketing systems to track drivers and automate enforcement. In 2022, Arizona received \$1.75 million for Vehicle-to-Everything technology and “digitizing roadways” which facilitates the government’s access to private information with invasive sensors, cameras, and real-time data collected from your vehicle.

Despite the diverse geography, varied local needs and unique problems, these grants all offer the same “solution:” fund projects that reduce driving in an effort to manufacture environments that facilitate only walking, biking, and taking public transit. That’s how you know it is an agenda being pushed, not localized, rational transportation planning.



HELP US STOP VISION ZERO!

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