



City Council Meeting  
June 6, 2023





# COEP Strategic Plan

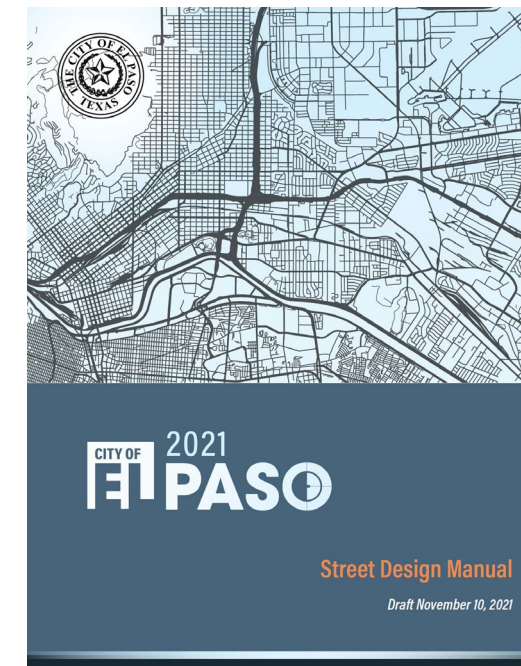


**Goal 2: Set the Standard for  
A Safe & Secure City**

**Goal 7: Enhance & Sustain El  
Paso's Infrastructure  
Network**

**Goal 8: Nurture & Promote a  
Healthy, Sustainable  
Community**





**NTMP**



**ISIP**

# COEP Actions for Safer Streets



## Enforcement and Education

- HQ Traffic: Motors & High-Performance Vehicle Unit (HPVU)
  - 5 officers in 2021, 5 more in 2022
- EPPD Public Educational Awareness Campaigns:

## Intersection Safety Improvement Program

- Focuses on intersections with high # of crashes
  - Tier 1 – Re-Striping/Signage/Signals - \$447,622
  - Tier 2 – Enhanced Striping/Signal Flashers/Mast Arms - \$762,000
  - Tier 3 – Complete Streets - \$2,941,000 (unfunded)

## Vision Zero examines the *type* of collisions for a proactive approach

- Focuses on intersections and **segments**.
- Includes education, outreach, engagement and awareness.
- Crash profiling for proactive countermeasures
- Priority intersection concepts



# Overview

- Vision Zero 101
- Project Overview
- Systemic Safety Analysis
- Community Engagement
- Action Plan
- SS4A Application
- Next Steps





# Vision Zero 101







From 2017 to 2022,  
El Paso had

**262 FATAL INJURIES**

and **881 SUSPECTED  
SERIOUS INJURIES.**

**\$11.8M PER FATALITY**

**\$564K PER SERIOUS INJURY**

**\$3.59 BILLION**

# Safe System Approach



## TRADITIONAL

## SAFE SYSTEM

Prevent crashes



Prevent deaths and serious injuries

Improve human behavior



Design for human mistakes/limitations

Control speeding



Reduce speed

Individuals are responsible



Share responsibility

React based on crash history



Proactively identify and address risks



# Our Charge

The El Paso City Council unanimously **approved a Vision Zero resolution** that sets an aggressive goal to eliminate all traffic deaths and serious injuries and rethink street design to protect the most vulnerable road users.



**YOU'RE INVITED!**

Join us to launch **Vision Zero El Paso**, an initiative to prevent fatal and severe crashes. Learn about the program and how to take the Vision Zero pledge.

**VISION ZERO LAUNCH WITH FAMILY FRIENDLY ACTIVITIES!**

SAT, SEPTEMBER 17, 2022

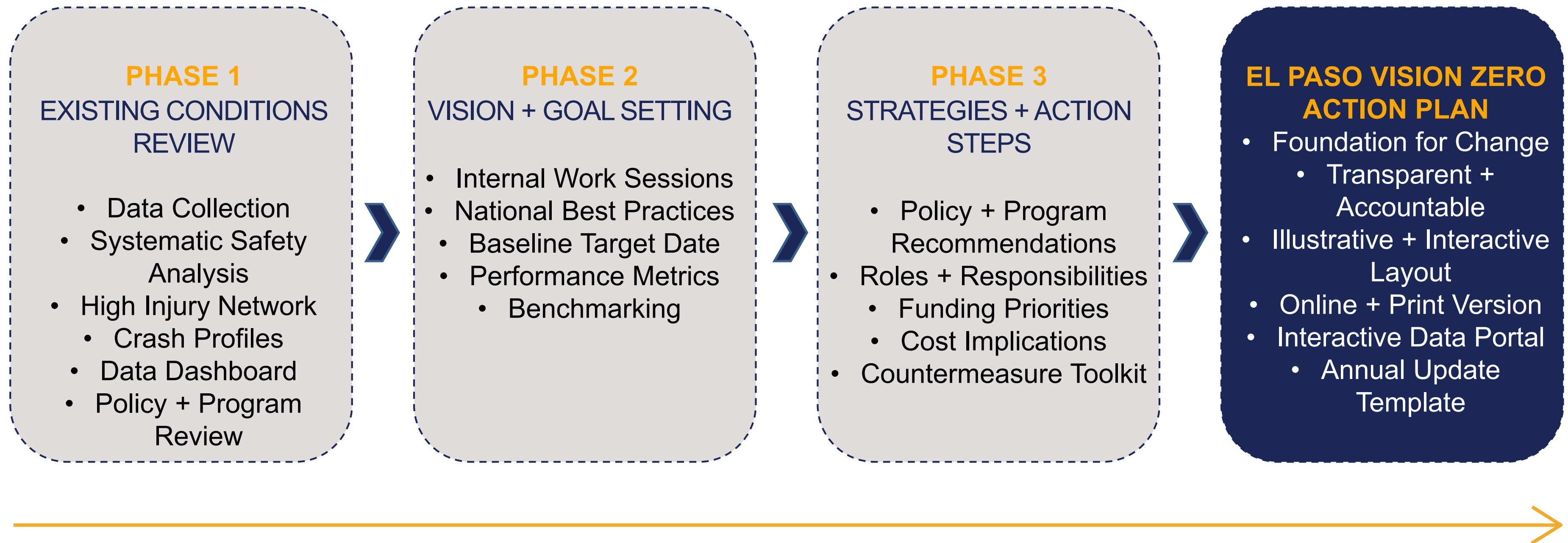
**STARTS AT 10:00AM**

Tom Lea Upper Park  
900 Rim Road, El Paso, Texas, 79902





# Project Phases





# Task Force Meetings





# Community Engagement





# Vision Zero Launch

Sept. 17, 2022

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# Glow in the Park

Oct. 21, 2022

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# Community Open House

Dec. 8, 2022

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# Love Your Heart Walk

Feb. 5, 2023

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# Univision Health Fair

Mar. 18, 2023

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# 2023 El Paso Neighborhoods USA Conference

May 24-27, 2023

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**983**

Online Survey  
English and Spanish  
Responses (27 Spanish)



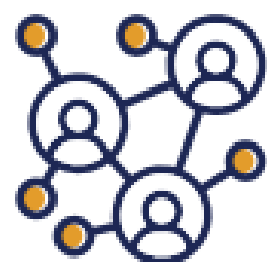
**111**

In-person  
Survey Responses



**300+**

Individual  
Vision Zero Pledges



**250+**

Stakeholders Engaged



**7**

Community Events



**500+**

People Engaged



**3**

Neighborhood Events



# Key Outcomes





# Overview



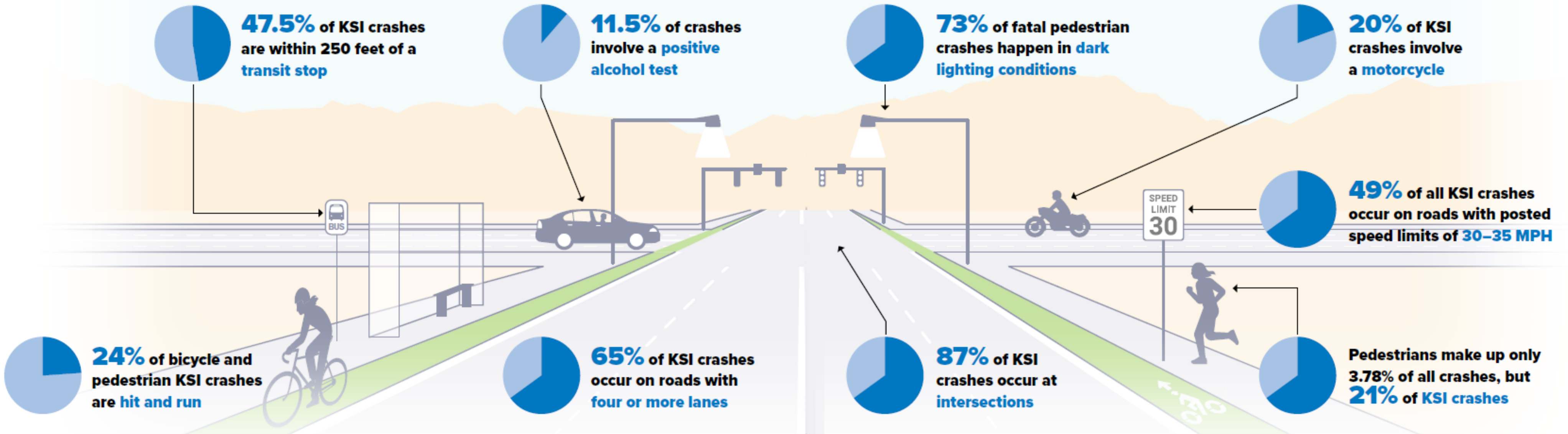
- **Systemic Safety Analysis:** Looking beyond hot spots to understand common trends among collisions throughout the network, allows for a proactive approach
- **Contextual Data:** Roadway, land use or other characteristics related to where a collision occurred and the related built environment factors
- **Big Data:** Replica and Wejo data provide data on trips and non-collision incidents using cell phone and vehicle data
- **High Injury Network (HIN):** A relatively small percentage of cities' street network that account for a disproportionately higher portion of traffic deaths and serious injuries
- **Crash Profiles:** Uncover combinations of collision factors and contextual factors lead to most severe collisions



# Crash Trends



## El Paso Crash Trends





# Crash Profiles



	Pedestrian traffic deaths at nighttime near areas with high pedestrian activity
	Pedestrian traffic deaths at nighttime near transit stops
	Pedestrian traffic deaths at unsignalized intersections
	Alcohol-related pedestrian traffic deaths
	Cyclists traffic deaths
	Motorcyclist traffic deaths at nighttime
	Left-turn related motorcyclist traffic deaths
	Motorcyclist deaths related to impact with other objects on the roadway or departing the roadway
	Speeding-related vehicular traffic deaths on arterials
	Fatal vehicular angle crashes at unsignalized intersections



# Operational Safety Countermeasures



- ★ Leading Pedestrian Interval (LPI)
- ★ Pedestrian Phasing and Cycle Lengths
- ★ Coordinated Signal Timing
- ★ Transportation Systems Management & Operations (TSM&O)
- ★ No Right Turn on Red (RTOR) Signs
- ★ Rectangular Rapid Flashing Beacon (RRFB)
- ★ Variable Speed Limit (VSL) Signs





# Design Safety Countermeasures



- ★ Curb Extensions
- ★ Truck Aprons
- ★ Signalized Pedestrian Crossings
- ★ Protected Left Turning Movements
- ★ Mini Medians, Medians & Pedestrian Refuge Islands
- ★ Raised Crosswalks
- ★ Lighting
- ★ Roundabouts
- ★ “Multimodal” Speed Limits





# Vision Zero Safety Action Plan





# Safe System Elements



## Safe Roads

Design roads so that a human error does not result in the loss of human life.



## Safe Speeds

Slower travel speeds help save lives and reduce the risk of a life-altering injury or death.



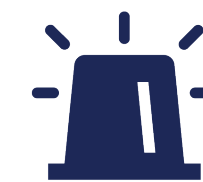
## Safe Road Users

People living, working, or traveling in El Paso should be safe walking, biking, rolling, taking transit, or driving.



## Safe Vehicles

Promote vehicle designs and regulation that minimize crashes, reduce severity, and incorporate safety measures using the latest technology.



## Post-Crash Care

When crashes do occur, reduce harm through rapid access to emergency medical care and analyze data to support system improvements.

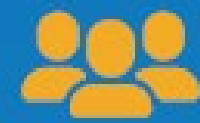


# El Paso's Guiding Principles



## **Death and severe injuries are unacceptable.**

El Paso will prioritize actions that eliminate crashes that result in a severe injury or death.



## **Everyone deserves to be safe.**

Actions and strategies must prioritize vulnerable communities who are disproportionately affected by traffic deaths and serious injuries.



## **Humans make mistakes.**

We know humans make mistakes, but one mistake should not end a life. Design of our streets should anticipate these risks and minimize harm.



## **Humans are vulnerable.**

The impact of heavy, fast-moving vehicles is often too much for our bodies. El Paso's streets should prioritize human life and community health.



## **Responsibility is shared.**

Everyone who lives in, works in, and visits El Paso shares responsibility for the safety of our streets. This includes the government, advocates, the vehicle industry, and all members of the public.



## **Safety is proactive.**

Creating safe streets requires that we identify and mitigate risks proactively. Using data to identify dangerous conditions, we can create safer streets before a crash occurs.



## **Redundancy is critical.**

Much like how humans make mistakes, it's inevitable that parts of the system will fail. Under Vision Zero, when one part fails, the other parts must still protect people.



# Plan Organization

- 1 What is Vision Zero?**  
Introduction to Vision Zero
  - 2 Safety in El Paso Today**  
Where and who is impacted by current network
  - 3 Your Voice Matters**  
Task force and community input
  - 4 Improving El Paso Streets**  
Crash profiles and countermeasures
  - 5 Reaching Zero Traffic Deaths**  
Guiding principles and plan strategy
  - 6 Transparent Implementation**  
Funding, priority actions and performance measures
- A Appendices**
- SS4A Eligibility
  - Community Engagement Summary
  - Policy + Programs Gap Assessment
  - Crash Profiles
  - Annual Progress Report Template
  - Countermeasure Toolkit



**MAP 3**  
**Vehicle HIN**

— Motor Vehicle  
High Injury Network

**67%** of all fatal and serious injury crashes involving someone **driving or riding as a passenger** occur on



**7%** of El Paso's  
local streets



Take a closer look at this data  
at [elpasotexas.gov/visionzero](https://elpasotexas.gov/visionzero)





**MAP 4**  
**Bicycle and Pedestrian HIN**

— Bicycle/Pedestrian High Injury Network

**68%** of all fatal and serious injury crashes involving someone walking or biking occur on



**5%** of El Paso's local streets



Take a closer look at this data at [elpasotexas.gov/visionzero](https://elpasotexas.gov/visionzero)





# TxDOT Roadways & Coordination



**MAP 7**  
Crashes on  
TxDOT Roadways

- High Crash Intersections
- High Crash Roads



## INTERSECTIONS WITH THE HIGHEST FREQUENCY OF SEVERE CRASHES

- 1 Joe Battle – Montwood
- 2 Gateway West – Yarbrough
- 3 Gateway West – McRae
- 4 Mesa – Shadow Mountain – Sunland Park
- 5 Montwood – Zaragoza
- 6 Vista Del Sol – Zaragoza
- 7 Gateway West – Lee Trevino
- 8 Country Club – Doniphan – Mesa
- 9 Crested Quail – Saul Kleinfeld – Zaragoza
- 10 Diana – Dyer

## ROADWAYS WITH THE HIGHEST FREQUENCY OF SEVERE CRASHES

- 1 **Dyer St.**  
*Sun Valley Dr. – US 54*
- 2 **Zaragoza Rd.**  
*Azogue Ave. – Don Haskins Dr.*
- 3 **Mesa St.**  
*Alto Mesa Dr. – Doniphan Dr.*
- 4 **Zaragoza Rd. / George Dieter Dr.**  
*North Loop Dr. – Zaragoza Rd.*
- 5 **Gateway Blvd.**  
*Yarbrough Dr. – Hunger Blvd./ Viscount Blvd.*
- 6 **Montana Ave.**  
*Wedgewood Dr. – Hawkins Blvd.*
- 7 **Montana Ave.**  
*Rich Beem Blvd. – Joe Battle Blvd.*
- 8 **Mesa St.**  
*Mesita Dr. – Montana Ave.*
- 9 **Mesa St.**  
*Confetti Dr. – Alto Mesa Dr.*
- 10 **Paisano Dr.**  
*Cotton St. – Coldwell St.*

# Recommendation Framework

## B: Safe Vehicles

Promote vehicles that are designed and regulated to minimize the occurrence and severity of crashes using safety measures that incorporate the latest technology.

Action Item	Timeline <i>Short, Mid, Long</i>	Lead Agency	Supporting Partners	Performance Target	Implementation Needs				Rationale for Recommendations			
					Funding	Staff Capacity	Relationship Building	Legislation	Crash Profiles	Systemic Analysis Finding	HIN	Policy Assessment
<b>STRATEGY 1: Improve safety technology on publicly owned vehicle fleets</b>												
<b>B-1a.</b> Work to equip all City, University of Texas El Paso, El Paso Independent School District, and public institution fleet vehicles with safety related devices, designs, and technology that record dangerous driving behaviors.	▶▶▶ Mid	City of El Paso - Capitol Improvement Department	University of Texas at El Paso, El Paso Independent School District	Retrofit all existing vehicles with safety monitoring technology in the next five years.	\$	👥	🤝	✍️			★	
<b>B-1b.</b> Work with Sun Metro to install safety monitoring technology on current transit vehicles and implement new transit vehicle engineering principles (such as rear-of-vehicle chevrons, right-side illumination during turns, and lane departure technology) to reduce collisions with new transit vehicles.	▶▶▶ Mid	Sun Metro		Ensure that all future additions to the transit fleet are equipped with the most up-to-date vehicle safety components. Retrofit all existing vehicles with safety monitoring technology in the next five years.	\$	👥	🤝	✍️			★	
<b>STRATEGY 2: Advance autonomous/safe driving vehicle technology</b>												
<b>B-2a.</b> Partner with technology companies and UTEP to advance autonomous/safe driving vehicle technology around El Paso.	▶▶▶ Mid	City of El Paso - Capitol Improvement Department	University of Texas at El Paso, Technology Companies			👥					★	



# Priority Actions

## Top 10 Actions

1. Apply for Safe Streets for All Implementation Funding.



2. Appoint a permanent Vision Zero Task Force.



3. Identify/Hire a Vision Zero coordinator tasked with overseeing Vision Zero implementation.



4. Hire a Safe Routes to School Coordinator and develop a Safe Routes to School Program.



5. Collaborate with TxDOT to begin addressing top safety areas identified within the Action Plan.



6. Update the Street Design Guidelines focusing on vulnerable roadway user safety.



7. Create a Quick Build Toolkit.



8. Expand the Neighborhood Traffic Calming and “Love Your Block” programs.



9. Launch a Vision Zero safety campaign focusing on key safety issues identified by the Action Plan.



10. Prepare the first annual Vision Zero Progress Report and update the Dashboard to track progress and provide transparency.

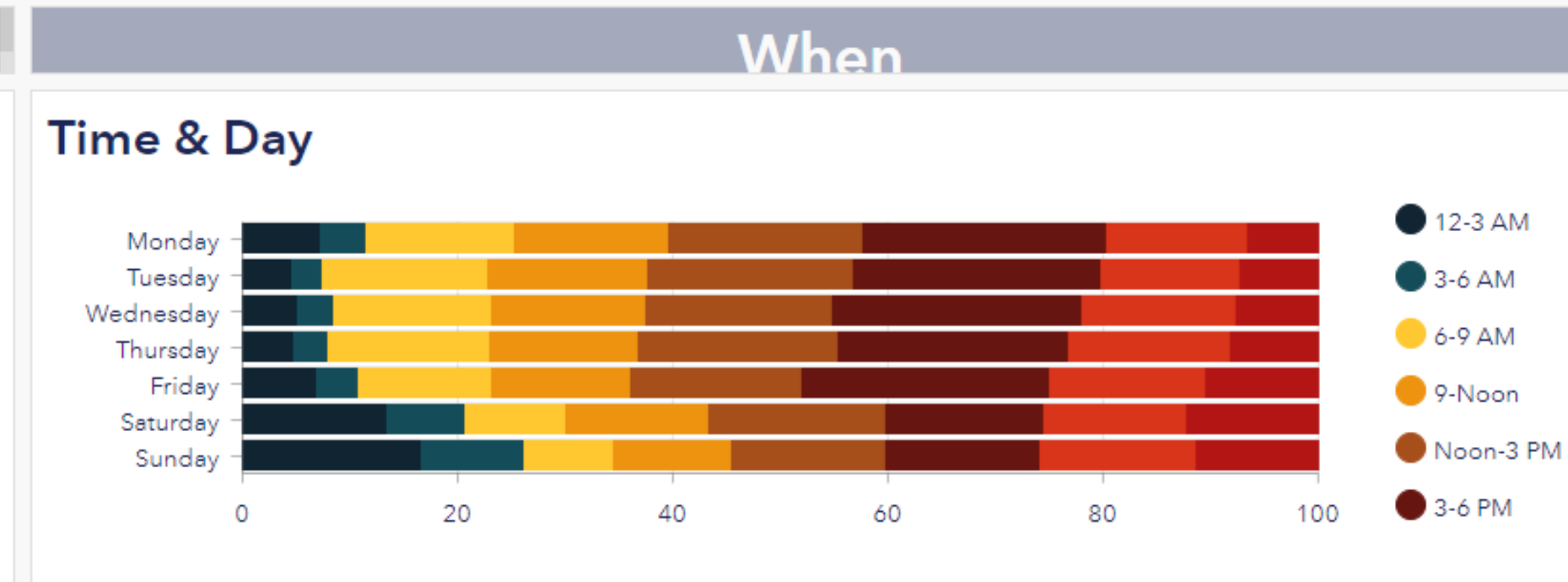
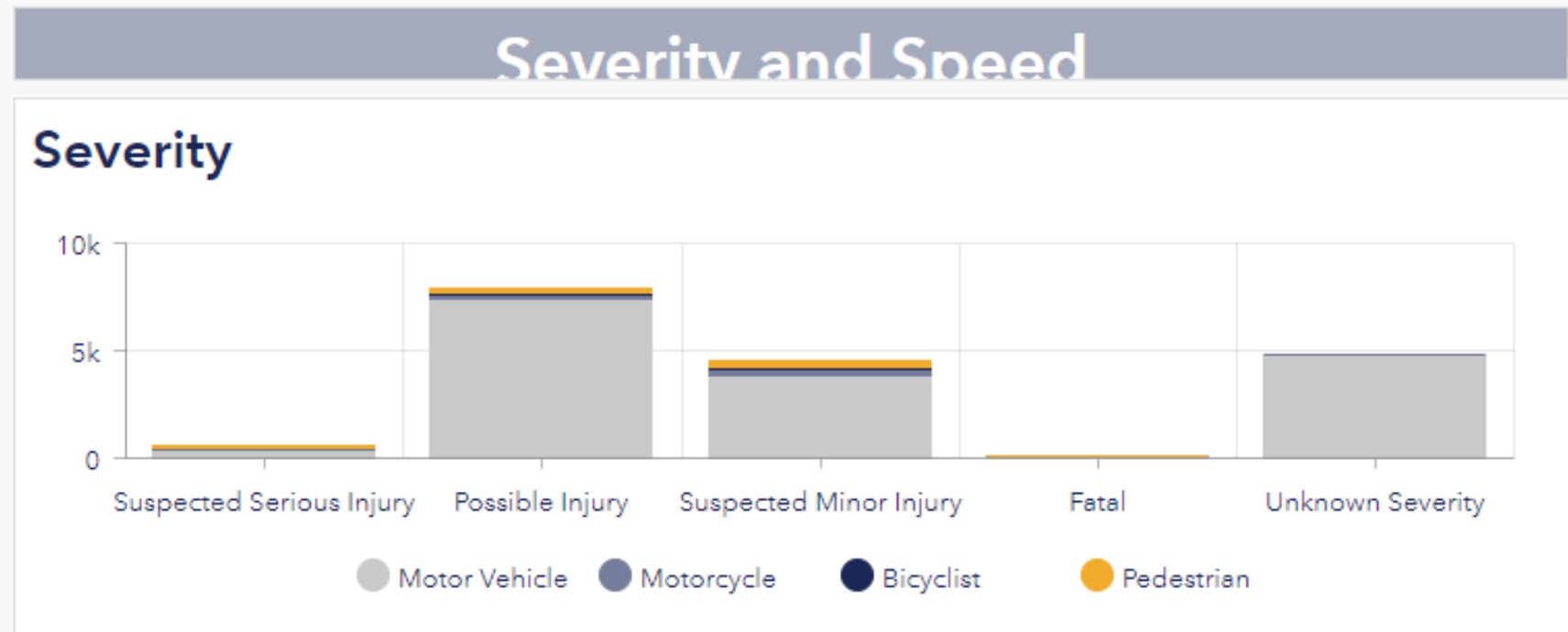




# Data Dashboard

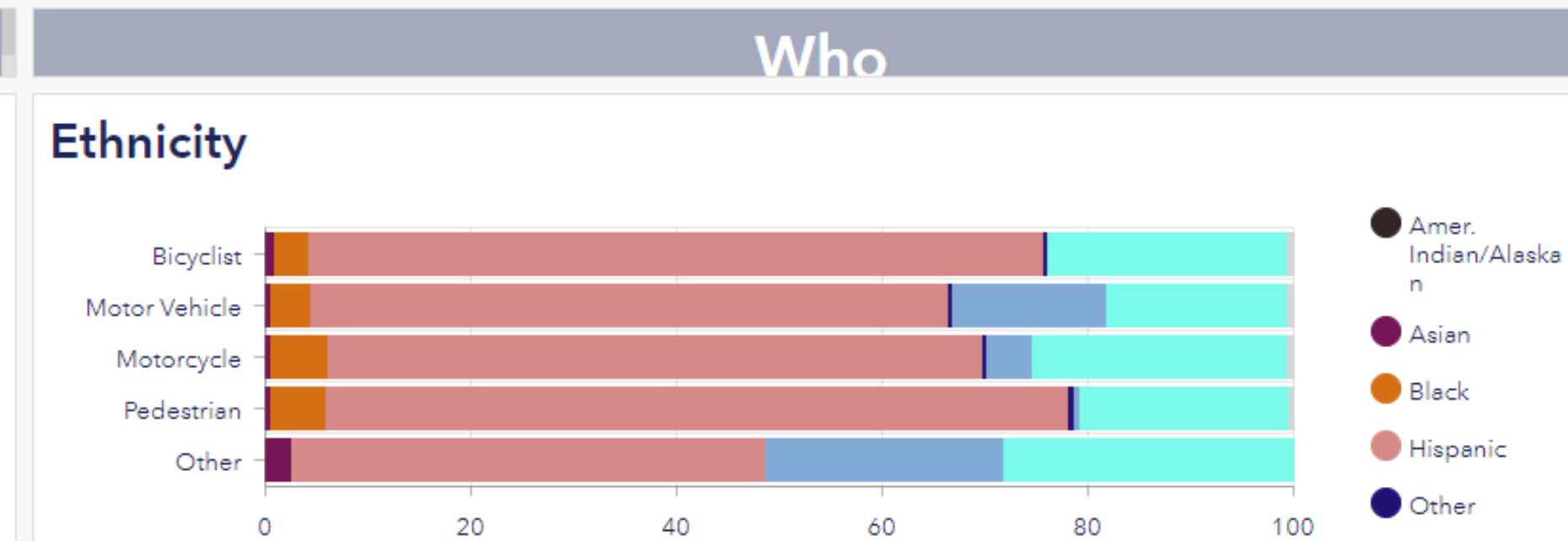
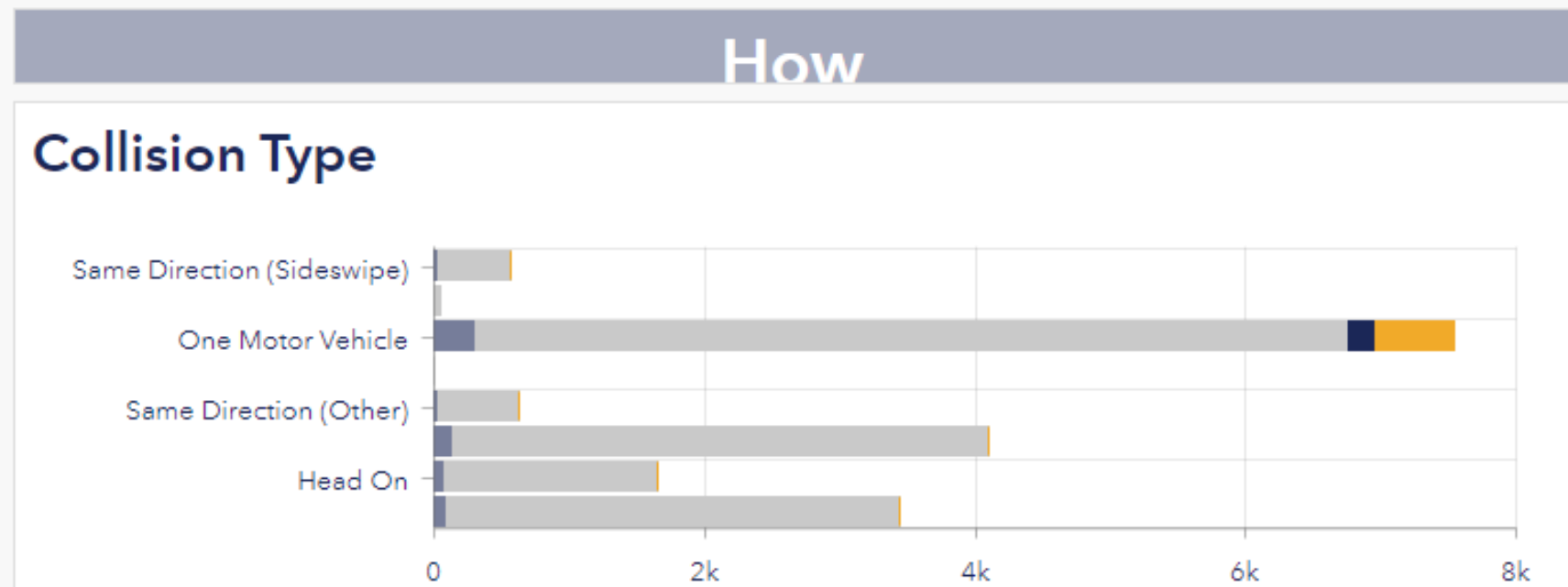
- Data Filters**
- Filter by Collision Mode  
No category selected
  - Filter by Severity  
No category selected
  - Filter by Posted Speed  
No category selected
  - Filter by Year  
No category selected
  - Filter by Day of Week  
No category selected
  - Filter by Time of Day  
No category selected
  - Filter by Collision Type  
No category selected
  - Filter by Positive Alcohol Test Result  
No category selected
  - Filter by Hit & Run  
No category selected
  - Filter by Lighting Conditions  
No category selected

Welcome to the City of El Paso collision landscape. All summaries are based on a 5-year range of collisions from 2017-2021. Collisions that did not include coordinates, had a "Not Injured" severity, or were on [Collision Map](#)



Severity | Posted Speed

Year | Month | Day/Time | Lighting



Collision Type | Hit & Run | Alcohol | Movement | Contributing Factor

Age | Ethnicity | Gender | Person Type

Select on a single filter or multiple filters to create a subset of the collision landscape.



# Annual Progress Report

## Annual Progress Report 2023



### Introduction

This section would provide:

- a brief introduction to El Paso Vision Zero Program
- the purpose of this annual progress report (transparency)
- a high-level overview of progress and wins over the past year

Below the introduction paragraph, a graphic similar to the sample would remind readers of the Safe Systems approach. This will guide the reader as they continue to the next parts of the report.

On the right side of the page, there would be a snapshot of new crash data showing year-over-year data. The data will compare either fatalities and severe injuries or broken down as shown here by number of deaths by user mode. Key statistics will be located below the graph.

### Our Approach

**The Safe System Approach**

**SAFE ROAD USERS**

People living, working, or traveling in El Paso should be safe walking, biking, rolling, taking transit, or driving.

**SAFE VEHICLES**

Promote vehicle designs and regulation that minimize crashes, reduce severity, and incorporate safety measures using the latest technology.

**SAFE SPEEDS**

Slower travel speeds help save lives and reduce the risk of a life-altering injury or death.

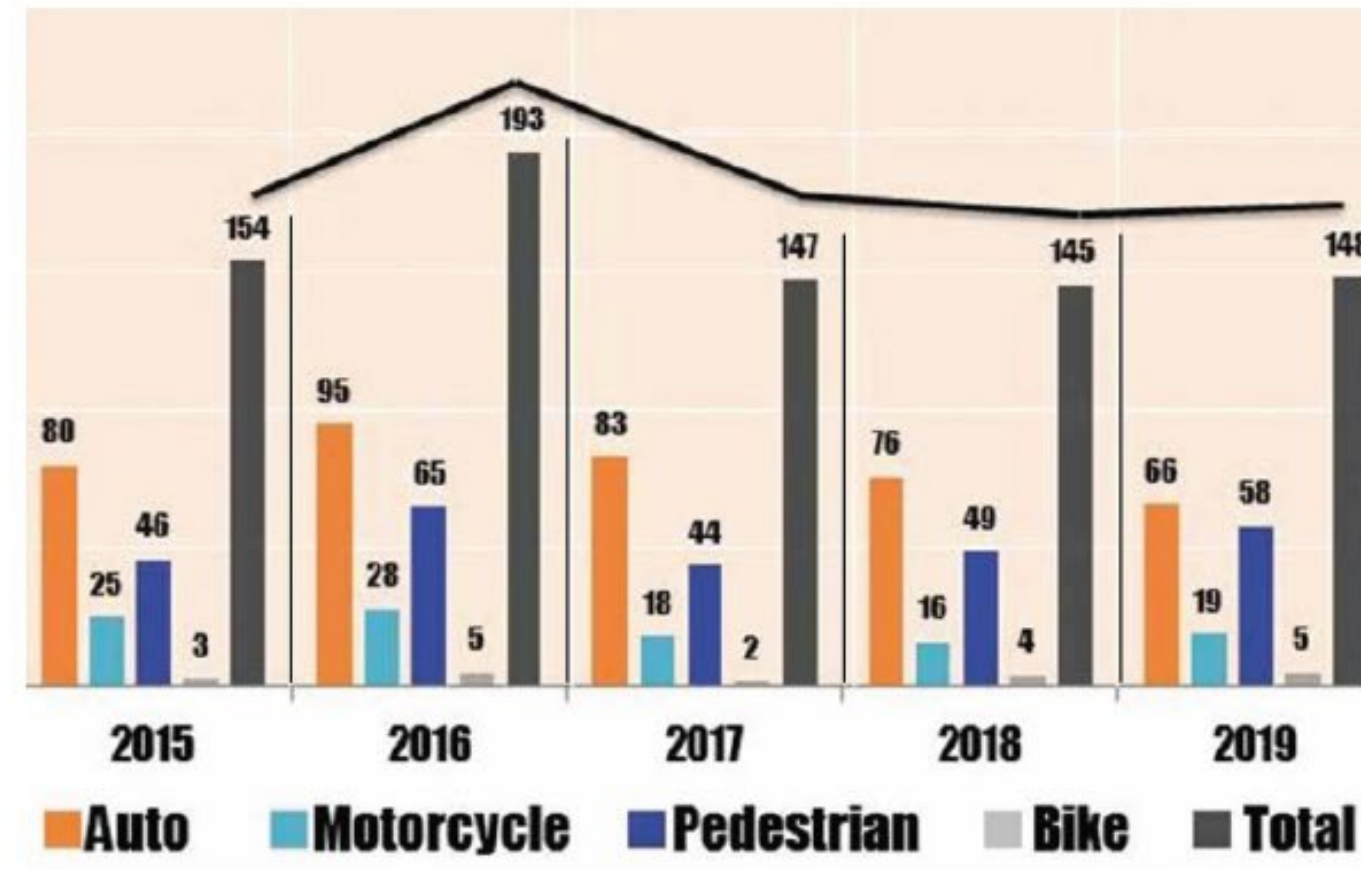
**SAFE ROADS**

Design roads so that human error does not result in the loss of human life.

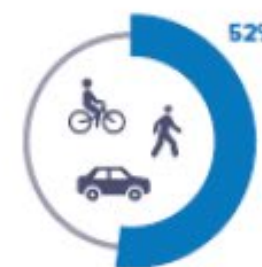
**POST-CRASH CARE**

When crashes do occur, reduce harm by providing rapid access to emergency medical care and analyzing data to support system improvements.

### Crash Statistics 2023



**16%** of bicycle and pedestrian KSI crashes occurred near schools.



Vulnerable communities bear a disproportionate share of traffic deaths in El Paso with **52%** of all fatalities and serious injuries occurring in areas identified by USDOT as **disadvantaged**.

**92%** of local high injury intersections are **signalized**.

# Council Requested Action



Adopt a resolution formally adopting the El Paso Vision Zero Action Plan.



# Next Steps

- Council adoption
- Prepare SS4A grant application (June)
- Submit SS4A application (due July 10<sup>th</sup>)
- Priority project conceptual design (June – September)
- Finalize appendices (June – September)
- Get to work!





**Thank you!**