

Vision Zero Draft Action Plan Public Comment Responses

Comment Number	Comments Received via online Draft Action Plan Comment Form	Vision Zero Response
1	This project needs to be drastically scaled down. Stop the war on motorists.	Noted.
2	As a pedestrian commuter who uses the South Street Bridge to travel between Southwest Center City and the University of Pennsylvania every day, I often bear witness to dangerous driving behavior like speeding or failing to yield to pedestrians who have a relatively short walking signal for a wide crossing. The steep grade and sharp angles of the left and right turns at that corner seem to exacerbate the speed and aggression drivers use to approach the intersection, evidenced by the impatient honking directed at me and other pedestrians who dare to cross their path. I propose therefore that the entrance to the South Street Bridge on the eastern shore of the Schuylkill River be one of the Phase 1 target areas for a Vision Zero Philadelphia traffic calming intervention. This summer, I will be conducting fieldwork observations as part of my graduate thesis for the Master of Liberal Arts - Urban Studies degree at Penn. My goal is to identify low-cost traffic calming design improvements for this intersection, to be shared with the Vision Zero Task Force by late December.	Noted.
3	Given the death of Peter Jacsivas this can't happen soon enough. On our street, a walking route for school children and commuters, cars regularly speed and don't stop at the stop sign, and large trucks use it as a through route. We need traffic calming like Chestnut Hill. It's an accident waiting to happen. Cresheim Rd 7100-7200. Allen's Lane at the Cresheim corners are unbelievably dangerous and need all-way stops. Commuters and kids cross there as well, plus drivers don't know the rules and are texting or talking holding cell phones half the time. (I once counted.)	Noted - the plan's Traffic Calming Toolkit describes some of the traffic calming tools that may be used in the city. Safety improvements will be prioritized based on the High-Injury Network.
4	While every city resident deserves to have their neighborhood and block free from traffic violence the VZ Program should start and focus on traditionally underserved neighborhoods. Traffic calming programs in other cities have proven to not only reduce speeding and crashes but also improve quality of life measures that these neighborhoods so desperately need. These improvement correspond with increased business investment in retail and residential development. So any public project dollars investments are far exceeded later by the private sector-studies have shown that municipal ROI for traffic calming projects are give the highest returns of any investment the city can make (10:1 and more). Transportation experts have determined that one of the leading factors (#1 or #2) for why European countries are so far ahead of the US in reaching their Vision Zero goals is the large number of Modern Roundabouts that these countries have installed compared to the US. That makes sense because a high percentage of crashes occur at intersections. The Philadelphia Vision Zero Program should accelerate the city's retrofit of intersections with Modern Roundabouts if they are really sincere about reducing serious crashes involving injuries and fatalities while also dramatically reducing congestion. Action Item 1.10, one rndbt in FY'20-that's both a joke and an insult.	Vision Zero is driven by data, and investments will be prioritized along the High-Injury Network. The City and Vision Zero Task Force recognize that traffic crashes disproportionately affect Philadelphia's low-income neighborhoods. We are committed to data-driven decision-making that prioritizes investments in places with the most need for traffic safety improvements. Other comments are noted.

5	<p>install on average TWO major pedestrian intersection improvements per year Streets/ PennDOT. FY18 Two???</p> <p>"Install Philadelphia's first protected intersection. FY20"</p> <p>Three years from now???</p> <p>"• A pedestrian and bicycle safety action plan; FY 19 and FY 20"</p> <p>"• A prioritization process for street improvement projects including paving, Automated Red Light Enforcement (ARLE) projects and solicitation packages for grant funding; FY 19 and FY 20"</p> <p>Come up with a PLAN for pedestrian and bicycle safety two or three years from now???</p> <p>My main feedback is that this action plan seems entirely too slow. These improvements are needed immediately. It's incredibly dangerous for pedestrians every day in Philadelphia. And that's absurd and unacceptable.</p> <p>The city should prioritize a lot the recommended actions immediately. Additional comments:</p> <ul style="list-style-type: none"> - Enforce and fine moving violations that cause traffic and injuries: speeding, blocking the box, illegal turns, blocking bike lanes, idling, etc. -- use revenue to fund visionzero improvements. - Install red light and speeding cameras. -- use revenue to fund visionzero improvements. - Bump-outs are needed on street corners direly. Drivers treat city left and right turns like they're on a highway on-ramp, regularly going up right against or on the curb instead of making a safe 90-degree turn. - Paint crosswalks at all intersections and maintain them better so they're not constantly faded. - Install more crosswalks and more mid-block crosswalks and traffic slowing measures. Install "state law - yield to pedestrians within crosswalk" signs everywhere. Penn has them. why aren't they all over the city? - Protected bike lanes - leading pedestrian intervals should be installed at double or triple the recommended rate. - slow the speed limit on residential streets from 25 to 20 or 15 in some instances rather than having a blanket 25mph rule for all streets. 	<p>See the "Safety Six" on page 35. Traffic safety enforcement will be focused on these six violations that result in severe injuries and death. The existing Automated Red Light Enforcement (ARLE) program revenue is utilized for traffic safety improvements. A pilot speed camera program is proposed for Roosevelt Boulevard. The plan's Traffic Calming Toolkit describes some of the traffic calming tools that may be used in the city. Other comments have been noted.</p>
6	<p>Artificially low posted limits and efforts to strangle commerce are not safety programs - they are car hater programs that are overall negative.</p>	<p>A core Vision Zero Principle is that people are inherently vulnerable and speed is a fundamental predictor of crash survival. Our transportation system should be designed for speeds that protect human life.</p>
7	<p>Vision Zero is a ripoff of safe drivers. The city should be ashamed of itself with red-light cameras and the proposed speed cameras. A total joke! How about setting 85th percentile speed limits, making longer yellows, and only using stop signs where they are really warranted?</p> <p>This attempt to make money and get people to stop driving is not fooling anyone!</p>	<p>Noted.</p>
8	<p>Hello,</p> <p>I have not read the entire plan but anything is better than nothing. I would like to get a hard copy to study. There are a number of factors that will help in making our street safer. I am sure some are addressed in the plan but I need to spend some time looking it over. Just two examples: The simple habit of using turn signals would be of great help and getting people to respect the speed zones around our schools in the city and not just in Glenside, Wyncote and the surrounding communities.</p> <p>I think this is a good thing if it is for real.</p>	<p>Noted.</p>

	<p>Reviewing Vision Zero (VZ) Draft:</p> <p>1)What, if anything, distinguishes “resurfacing” from “street design” projects (see 2.2 and 2.3 pg. 18 below). Will “Complete Street Guidelines” apply for ALL future street resurfacing projects - both “routine” and “during the development process? Will sidewalk pedestrian safety improvements be part of each resurfacing project? Will the final plan include VZ street resurfacing guidelines or a Complete Streets Guidelines revision? (Timeline for integration of guidelines? Amend Multi-Modal Funded job descriptions to reflect that curb-cut surfaces that cross busy pedestrian sidewalks are safer using a different color (red concrete) or surface material (pavers).</p> <p>2)Determine if resources are needed by PCPC (see 1.9 pg. 21 below).</p> <p>3)Inform Public with signage - use “V = Z” Logo and place signage at City Gateways and mayor arterial entrances (See District Plan Lists).</p> <p>4)Will the final plan include “improved impacted agency coordination process” for “V Z Era” infrastructure improvements?</p>	<p>1)Engineering Strategy 2.2 was updated to include development of a Vision Zero/Complete Streets checklist for all resurfacing projects. 2) Noted. 3)Education Strategy 2.3 will result in the creation of a Vision Zero public education campaign, and Education Strategy 2.4 will result in research about the most effective communications messages. 4) Policy Strategy 1.4 will result in a streamlined procurement process for implementation of safety improvement projects. In addition, Engineering Action 2 seeks to establish plans and processes to internalize Vision Zero principles within department operations.</p>
10	<p>I don't see any intervention to poor driving, speeding, and not paying attention while driving. I also don't see proposed enforcement of any interventions you are going to take. Don't reinvent the wheel. Look at Denmark. Look at cities where bikes are replacing 50% of cars. This has been done in so many places in the world. Why ask me what I THINK is safe. Do the research and execute a plan proven to work elsewhere. Denmark..No car can drive faster than a bike (15mph) in the city, etc. Stop trying to make everyone happy and use Data Analysis as to best interventions and make them pretty :)</p>	<p>The "Safety Six" are dangerous behaviors that will be prioritized for increased traffic enforcement, with a goal that 50% of Philadelphia Police Department violations be focused on these six dangerous behaviors. Distracted driving has been identified as one of the "Safety Six". The plan also aims to expand automated enforcement (see Policy Action Items 2.1 and 2.6). Throughout the Vision Zero Action Plan drafting process, best practices from cities in the U.S. and around the world were reviewed. Vision Zero is a data-driven approach.</p>
11	<p>There is a very dangerous corner at 31st and Spring Garden street that needs attention. There are frequent accidents there, and on this corner is a preschool and infant daycare center. Please pay attention to this corner before there is an accident involving a child!</p>	<p>Safety improvements will be prioritized based on the High-Injury Network.</p>
12	<p>Good Draft!</p>	<p>Noted.</p>
13	<p>I think the plan is great! I think there needs to be buy in from all members of the community, including police officers. Where I live at 11th and Federal, the precinct will illegally park, for instance, parked front-in in spaces that are designated "back-in" only. This increases likelihood of accidents when the officer goes to back out. When I report it to city hall through 311, they tell me to call the police to report illegally parked cars. The problem is, the cops are the ones illegally parking! When people walk around the neighborhood and see officers engaging in such behavior, it enables others to do the same dangerous action.</p>	<p>Noted.</p>
14	<p>With the recent news that cities are using a formula to set yellow lights too short, and the past info that an Ohio judge called speed cameras a scam, the city has NO credibility and its' engineers should go back to school. Correct speed limits, longer yellows, and a BAN on cameras would be smart, but too logical for the city of the soda tax!</p>	<p>Noted.</p>

15	<p>As a cyclist, I support the Vision Zero idea, but I am concerned about the disproportionate impact of increased policing on communities of color. I hope that countering this problem is kept as an active, ongoing effort during the Vision Zero implementation process.</p>	<p>The City of Philadelphia is committed to Racial Equity. Racial Equity Vision Statement: “The City of Philadelphia is committed to building a government that mirrors, throughout its breadth and hierarchy, the diversity of its community, instills principles of racial equity in its policies, and that leverages opportunities for people of color in order to create equitable outcomes for all Philadelphians. As a unified community, we will face and dismantle the institutional and structural barriers that have held back many of our racially and ethnically diverse residents for far too long. The government and community, as partners, are dedicated to putting in place bold and courageous policies and practices that will permanently eliminate racial disparities, transform the City into a more racially equitable environment, and achieve social progress in promoting opportunities so that every Philadelphian thrives.” This is something that has been considered and Vision Zero will take these conversations very seriously moving forward. For more information on the City's Racial Equity Action Plan here: https://beta.phila.gov/posts/office-of-the-chief-diversity-and-inclusion-officer/2017-08-03-philadelphia-moves-forward-with-racial-equity-action-plan/</p>
16	<p>As a long term resident of 19143 in the Clarke Park neighborhood I am so glad this survey is being done and fully support this effort. I walk to work with my husband daily and have had several near misses on the way. Twice in 2017 I was almost hit by a car that ran the red at 40th and Baltimore.</p> <p>That intersection is heavy with pedestrian traffic going to the 40th St Trolley Portal. Since 40th "dead ends" into Baltimore Ave cars just ignore the red. Just yesterday an older gentleman crossing 40th going west was almost run over by a car that made a full speed LEFT ON RED! That intersection is poorly lit but hopefully the Green Streets project for the portal will help that.</p> <p>I would also like to suggest a traffic light for Springfield and Baltimore (insert cringe emoji here). I know traffic lights cause congestion (thanks to Professor Ben Amos who worked for MOTU!) but that is a very treacherous intersection and cars often try to "beat the trolley" making the left onto Springfield. This is heavily traveled by both bikes and pedestrians on the way to the farmers market on Saturday with children in tow. The new lane dividers and road shift have helped the right turn onto Baltimore from Springfield but have not addressed the issue of left turns from Baltimore onto Springfield.</p> <p>Thank you for doing this!</p>	<p>Safety improvements will be prioritized based on the High-Injury Network.</p>
17	<p>Vision Zero is a hoax being perpetrated upon people who do not know how to do research. Trying to slow traffic to a crawl and ticket safe drivers to make money is disgusting, and the city should be embarrassed. Then again, the city has no shame!</p>	<p>Noted.</p>

18	<p>Major improvement need to begin with the Police Accident Investigators which I see no mention of in the plan. The Philadelphia Police Department Accident Investigation Unit is not equipped or trained in any manner to which they can process, investigate or reconstruct crashes. The unit personnel are completely consumed with court from DUI testing and only a few officers are trained to reconstruct accident and nobody in the rank structure has any knowledge of crash reconstruction and cannot peer review or ensure crashes are reconstructed properly. For years that unit has been insufficient and not being used as it should; like many other major departments do.</p>	Noted.
19	<p>I looked up Vision Zero and saw that it is a slick move to get rid of cars, which is a bad idea. Why is the city focused on causing problems and using ticket cameras to nail safe drivers for profit? It is a sad day in the city. This stuff should be banned, but that would take courage, which is lacking in city hall.</p> <p>How about worrying about distraction and bikes/walkers who break the law?</p>	Noted.
20	<p>Enforcing existing traffic laws would be a great start. I've nearly been killed several times on my bicycle by drivers who cut me off in a turn, having failed to use their turn signals, for example; if I'd seen a turn signal, I would have been able to know their intention. As it was, it's only my quick reflexes and experience riding in traffic that kept me from getting hit.</p>	<p>The "Safety Six" are dangerous behaviors that will be prioritized for increased traffic enforcement, with a goal that 50% of Philadelphia Police Department violations be focused on these six dangerous behaviors. The plan also aims to expand automated enforcement (see Policy Action Items 2.1 and 2.6)</p>

The plan is a great start. Kudos to the city for not only initiating this plan, but also hiring someone to oversee the implementation. Here are a few comments to consider for the final plan, or for ways to implement particular pieces of the plan.

Consider instituting a curb-painting program, similar to San Francisco, to delineate no parking areas near corners & bus stops, loading areas, etc. This program could start as a pilot in Center City, and work its way out, first hitting areas on an as-needed basis.

FHWA has started utilizing the term “separated” bike lanes rather than “protected” bike lanes beginning with its Separated Bike Lane Planning and Design Guide (released in 2015). The use of the term “separated” is broader-based when describing various types of bike lanes that have a vertical separator, and does not give the public a false sense of full protection from automobiles (unless the “protection” term is used to describe a bike lane separated by planters, Jersey barriers, or a concrete island). The City (Streets & OTIS) and the Bicycle Coalition could take the lead in utilizing the appropriate term (separated or protected) when describing bike lanes that are utilizing a vertical delineation.

Change signal timings to 20 mph speeds (green wave) in specific corridors where high speed crashes are an issue.

Advertise as such with signs, like those on Spruce and Pine Streets.

Empower RCOs, CDCs, and other neighborhood non-profits to institute simple, low cost, and standardized tactical urbanism projects along streets and intersections. The city could create a simple guide to allowable and standardized installations, such as curb bumpouts and intersection paintings, that will not change the volume or flow of traffic, but encourage slower behavior. Any neighborhood group that wants to install these projects would be required to send one-two volunteers to a one-day training which would educate members of these groups on proper materials and installation techniques. After training, and local identification of projects, the tactical urbanism installations are approved by the Streets Department. The neighborhood group utilizes volunteers to install the projects according to the aforementioned manual. After projects are installed, the Streets Department inspects the projects, and approves, or disapproves with changes to be made by the neighborhood group. I realize this is close to the current Pedestrian Plaza Guidelines, but these guidelines require insurance policies and are only catered to business districts.

There is an existing curb-painting program in place. Other comments have been noted and will be considered in the future.

21 Thank you for your time! Keep up the good work!

22	<p>I think this is a great start and very encouraging. The plan could be improved by emphasizing the importance of being very careful with how enforcement strategies are implemented so as not to lead to racial profiling or other types of unjust harrassment, particularly against those who are walking, biking, and taking transit. Additionally, the plan should continue to push for community ownership of the philosophy and actions to achieve Vision Zero by reaching out specifically to businesses, churches, schools, and RCOs. Prioritizing parking spaces for those with physical disabilities and difficulty, and getting neighborhoods to invest in car-sharing would go a long way to building coalitions that prioritize the best use of cars, rather than the overuse of cars. Finally, I think a structured framework for rolling out pilot programs with tactical urbanism approaches should be created to allow the city and citizens to collaborate on trial protected bike lanes, plazas, and traffic calming measures to change public perception. That change is essential to pushing local politicians to support previously controversial proposals, but it has to start on the ground first by giving people something tangible to physically experience first. And this can be done cheaply with temporary materials like cones, paint, and signs.</p>	<p>The City of Philadelphia is committed to Racial Equity. Racial Equity Vision Statement: “The City of Philadelphia is committed to building a government that mirrors, throughout its breadth and hierarchy, the diversity of its community, instills principles of racial equity in its policies, and that leverages opportunities for people of color in order to create equitable outcomes for all Philadelphians. As a unified community, we will face and dismantle the institutional and structural barriers that have held back many of our racially and ethnically diverse residents for far too long. The government and community, as partners, are dedicated to putting in place bold and courageous policies and practices that will permanently eliminate racial disparities, transform the City into a more racially equitable environment, and achieve social progress in promoting opportunities so that every Philadelphian thrives.” This is something that has been considered and Vision Zero will take these conversations very seriously moving forward. Community organizations were included in outreach during the initial outreach period, and will continue to be engaged in an ongoing way. Other comments are noted.</p>
23	<p>As a cyclist, I support increased protections in the form of buffered bike lanes, modified traffic patterns, and other logistical and infrastructure mechanisms to create as much space between cyclists and motorists. However, where this plan loses my support is in its increased policing. Statistics and history show us that any plans that involve increased police activity in any form will disproportionately affect people of color and people living in poor neighborhoods. Right now both cyclists and motorists of color are increasingly stopped for supposed traffic infractions. Reading through this plan and the city agencies and community partners that were involved, it is apparent that advocates for minorities who work specifically in the field of criminal justice and police enforcement were excluded. This city and its police do not need another excuse to profile and harass minorities on the streets. I do not have faith that this plan will be executed fairly, and for that reason, it does not have my support.</p>	<p>The City of Philadelphia is committed to Racial Equity. Racial Equity Vision Statement: “The City of Philadelphia is committed to building a government that mirrors, throughout its breadth and hierarchy, the diversity of its community, instills principles of racial equity in its policies, and that leverages opportunities for people of color in order to create equitable outcomes for all Philadelphians. As a unified community, we will face and dismantle the institutional and structural barriers that have held back many of our racially and ethnically diverse residents for far too long. The government and community, as partners, are dedicated to putting in place bold and courageous policies and practices that will permanently eliminate racial disparities, transform the City into a more racially equitable environment, and achieve social progress in promoting opportunities so that every Philadelphian thrives.” This is something that has been considered and Vision Zero will take these conversations very seriously moving forward.</p>
24	<p>This is a way to stick it to safe drivers. You are already doing that now, with the red-light cameras, which are no different than bandits next to the road. Now we want asinine speed limits, speed cameras, stop-arm cameras, and other nonsense? How about engineering the roads the proper way, instead of trying to make money off the backs of the taxpayers? Did you not learn from that stupid soda tax? Guess not.</p>	<p>Noted.</p>

25	Did not see speed bumps in residential neighborhoods or rumble strips near intersections (engineering)	The Plan proposes Neighborhood Slow Zones, which will apply traffic calming measures on a neighborhood scale. See page 41.
26	Good job overall, but increased enforcement should not be delayed until the second or third year -- especially regarding red light running and blocking the box, which lead to a sense of lawlessness on the streets. Also, need to add the improved synchronization of traffic signals. Currently, lights turn red every block or two (especially on the north-south streets) which leads to driver frustration and speeding. Instead, lights should be timed together for at least a half-mile stretch at a time. This would also reduce auto emissions from idling.	Enforcement Action 1.3 is planned for the first year of Vision Zero, and will focus 50% of traffic safety enforcement on the "Safety Six", which are dangerous violations that result in deaths and severe injuries.
27	You are trying to keep good people out of the city, so they should take note. What will you do when revenue dries up? Ticket cameras, such as red-light cameras, speed cameras, and stop-arm cameras have been called a form of legalized theft. I think you should do some more homework on this, as you are either inside the revenue stream or clueless. How about using correct roadway design?	Vision Zero's engineering priority emphasizes engineering streets to reduce risk of crashes. Other comments are noted.
28	<p>As a traffic engineer I have to say requiring transit signal priority at all upgraded traffic signals is a gimmick, one of the latest toys for traffic engineering. It is not a safety improvement. The City and SEPTA did a study on the Route 66 along Frankford Ave from FTC to the city line. The study compared travel times with and without TSP activated. The travel time differences were virtually non-existent. In the event TSP did work, why would we herald a, say, 1 minute decrease in travel time for a SEPTA bus as a safety improvement?</p> <p>Emergency pre-emption risks being another "good in theory only" traffic toy in our case. I say that because in the City, we run our side street signals on pedestrian recall meaning pedestrians most of the time do not need to push a button for the walk signal to appear when crossing a major street. This is a good thing. However, in terms of emergency pre-emption it means that the main street signal cannot turn green for the approaching emergency vehicle until the side street pedestrian signal cycles through its flashing hand. Say the flashing hand is 10 seconds, the yellow & all red intervals sum to 7 seconds. 17 seconds before the emergency vehicle sees a green light. By that time, the emergency vehicle will likely be through the intersection. Suburban municipalities do not have this problem because they tend to ignore pedestrians in their signal cycles unless a button is pushed. I don't think we want to go that route.</p> <p>Even in the suburbs, I spoke with a volunteer fireman who does not like emergency pre-emption the way it's being implemented in District 6 because it first turns all traffic signals red before turning green for the emergency vehicle thus exacerbating the traffic queue.</p> <p>There are numerous better ways to spend our limited dollars. The goal of ped countdowns signals at every intersection in the city is still a long way off. We could divert the money there and be better serving the public interest. I'd go so far as to say it'd be better to save our pennies and do nothing until we can afford real improvements than to pat ourselves on the back for expenditures that will most certainly fail to deliver results.</p>	Noted.

29	<p>The plan has many great elements, including bike lanes and sophisticated intersection redesigns. While there may be justification for certain limited speed zones with critical safety issues like areas near schools, the narrow focus on slowing cars to 25-mph to reduce injury severity is the wrong way to go about improving traffic safety. Subtle Vision Zero changes like subtle lane narrowing to discourage excessive speeds by a small minority--yes. But focusing narrowly on 25-mph on streets where faster speeds are safe and won't be the primary cause of a crash is foolish. Speed is not the cause of most car-pedestrian crashes. A broader focus that improves alertness by all parties and more practical and less obtrusive improvements like better lighting should be where we make our changes. We don't need to sacrifice mobility when smarter work driven by an objective look at crash causes and working on preventing crashes altogether with benign solutions will be far more acceptable and infinitely less likely to result in a well-deserved motorist backlash.</p>	<p>A core Vision Zero Principle is that people are inherently vulnerable and speed is a fundamental predictor of crash survival. Our transportation system should be designed for speeds that protect human life.</p>
30	<p>I do NOT support what seems to be an effort to fleece drivers. You may want to send city engineers to school again, so they can learn more about traffic engineering and how to do stuff right. I am also vehemently opposed to ticket cameras and will vote against any city official who supports them.</p>	<p>Noted.</p>
31	<p>Adding language around reducing crash fatalities being a public health issue would increase the number of stakeholders and individuals engaged in vision zero.</p> <p>Alcohol related crash fatalities had the largest increase from 2014-2015 going from 18 to 28. More emphasis on reducing these types of crash fatalities would aid reaching vision zero's goals. In addition, focused attention on senior driving and occupant safety would be beneficial.</p> <p>Under the Building on our Foundation section, can add that Public Health Management Corporation's PennDOT funded Street Smarts city-wide public information and education campaign to reduce crash fatalities and injuries has been operating since 1984.</p>	<p>Language about crash fatalities as a public health issue has been added. Education Action Item 4.1 was added in reference to PHMC's Street Smarts program. Other comments have been noted.</p>
32	<p>The above is misleading, as VZ will cause crashes, just like the red-light cameras led to more crashes. If you cared about safety, you would not be trying to take money from safe drivers, and use proper roadway science and enforcement. How about ticketing mistakes?</p> <p>When you see things like ticket cameras being banned in other places, we can't be dumb enough to repeat those mistakes here.</p>	<p>Noted.</p>
33	<p>Vision Zero has many intelligent features. But, as a lover of and frequent visitor to Philadelphia, I strongly recommend a Vision Zero plan less narrowly focused on speed--especially the narrow idea of holding vehicles to 25-mph almost everywhere. Data suggests that speed is a far less frequent cause of crashes than other unsafe acts. While subtle means of discouraging speeding like slightly narrowing lanes may be smart, aggressively enforcing 25-mph on streets that are designed for slightly higher speeds is counter-productive. The focus, as car-pedestrian crash studies reveal, should be far broader and focused on crash prevention, not mere crash severity reduction. Lest we forget, the pure form of Vision Zero comes from Sweden, a welfare state where the government takes far more responsibility for individuals than here in the US. We need a kinder, gentler, Americanized and democratized Vision Zero.</p>	<p>A core Vision Zero Principle is that people are inherently vulnerable and speed is a fundamental predictor of crash survival. Our transportation system should be designed for speeds that protect human life.</p>
34	<p>Vision Zero is more or less a ripoff of drivers. When you set things up to guarantee that safe drivers are cited, what else is it? How about the errors with ticket cameras that are documented on sites like the Maryland Drivers Alliance? Did they make all that up? Was the Baltimore Sun newspaper lying? How about more crashes occurring, as was documented over and over again in many areas with incorrect engineering and ticketing? You insinuate that people are stupid, which is quite insulting. We are onto the true intent here. Where is responsible engineering the ticketing? You should also remove those stupid red-light cameras, which the Inquirer said at least 2x are leading to MORE crashes! Speed cameras and stop-arm cameras are also a BIG NO!</p>	<p>Noted.</p>

35	The plan is comprehensive and thorough. I hope it receives enough priority and resources to be implemented, so we can all enjoy its benefits.	Noted.
36	As a cyclist and pedestrian, I appreciate any attempts to protect my life and right to the streets.	Noted.
37	Should of been done years ago	Noted.
38	Vision Zero is a plan well-due and I commend it's efforts. Will there be more stringent conditions on DUI drivers, distracted drivers, careless, dangerous, and negligent drivers who disregard bike-lanes, traffic lights, stop signs etc.? Thanks	See policy action items 1.2 and 2.5, which both relate to studying the impacts of implementing stricter consequences for certain violations. In addition, traffic safety enforcement will focus on the "safety six", violations that result in severe injuries and deaths. See page 35.
39	I live in New Jersey (Collingswood, Camden County) and often ride my bike in Philadelphia, either riding over the bridge to my job on Broad Street, or taking my bike on PATCO and riding around the city. Philadelphia is the perfect city for riding a bike in; it's compact and flat. Unfortunately, so many streets are hostile to people on bikes even though they don't really have to be. For that reason, I'm so happy to see a Vision Zero plan for the city. Right now, riding in the city is either very nice or completely terrifying. For instance, riding your bike in the lanes on Pine and Spruce is fantastic. You get around the city so quickly. But any time you try and ride outside of those lanes, on a street without accommodation, it's terrifying because cars are so close to you. On some tight streets, there might not be much that can be done. But on larger streets, it would be so good to have bike lanes (protected, if possible!). This really has the potential to transform Philadelphia into America's Amsterdam. When the pope came to town and cars were essentially absent from Center City, there were so many more people out on bikes than normal. All that has to be done is to give people who ride bikes a little bit of room, to make us feel protected, and you'll see an explosion of bike riding. In a city that's generally considered unhealthy and overweight, that has some not so great health outcomes, this could be really great.	Increasing safety for bicyclists is an important element in the Plan. Several strategies address this, including: Evaluation & Data strategy 2.2, and Engineering strategies 1.1, 1.11, 1.17, 2.2, and 2.6.
40	The most glaring omission in this report is the failure to require--absolutely require, as does New York City--that constructions maintain open passageway through a construction site. This does NOT mean forcing pedestrians to cross to the other side of the street, or as I've seen in some cases, long detours back to a corner. It means, as in NYC, scaffolding constructed to allow pedestrians to pass safely through the construction site. As one who moved here from NYC in 2003, I have always been amazed at how little is required of construction companies by way of safe passage for pedestrians. So many people wind up walking in what is an active lane of street traffic--I have seen it and even done it--because for no good reason a construction site takes over a sidewalk. Sometimes they just park trucks on a sidewalk, with no effort for or thought of pedestrians. And they do not display permits that allow them to close the sidewalk. In short, the City of Philadelphia has consistently shown it is more interested in helping big construction companies and the corporations behind the projects than pedestrians--many senior citizens like myself--stay safe.	See Enforcement Action Item 1.2, which increases traffic safety enforcement and penalties for illegal sidewalk closures and obstructions. In addition, Engineering Action Item 1.6 will allow for better collection and reporting of data related to obstructions to the Right-of-Way.
41	The Philadelphia Police Department must improve traffic law enforcement and increase ticketing of violations (INCLUDING bicyclists who routinely violate traffic laws). This is the foundation of any improvements to safety - the police must start doing their jobs, which they are not doing now.	See the "Safety Six" on page 35. Traffic safety enforcement will be focused on these six violations that result in severe injuries and death.
42	This is more or less a fleecing of people who drive, which is why other areas are ceasing it. What will Philly do when the cameras are deemed illegal? Will you have the money to pay people when all of the tickets have been invalidated? I doubt it.	Noted.
43	Poorly thought out. Does not address the problem. It will just cause havoc.	Noted.
44	Vision Zero is a waste of resources!	Noted.

45	<p>Vision Zero has failed in NYC and will fail here. Crashes go up, safe drivers cited, and many ticketing devices make errors. I am 100% opposed to red-light cameras, speed cameras, stop-arm cameras, etc. The engineering and enforcement are poor and predatory! An Ohio judge called speed cameras a SCAM!</p> <p>The city should instead seek to get 85th percentile speed limits, longer yellow lights, and stop signs only where needed.</p> <p>Just be honest with the people are say you despise cars and want to rake in a lot of money. I can respect that, but telling the people untrue things is not cool. The major NYC media said VZ is a disaster there, so I guess they are lying then. We are NOT stupid, the truth will get out.</p>	Noted.
46	<p>People enjoy the freedom of driving. Harassing drivers with speed restrictions will create angry and frustrated drivers. Try to keep people away from cars -- encourage use of highways not local roads. Watch for drunken pedestrians and bicyclists who do not obey traffic light and rules of the road.</p>	Noted.
47	<p>This is absolutely necessary especially making the streets safer for children / the elderly.</p>	Noted.
48	<p>Too much focus on a handful of big budget steps. More important would be comprehensive steps across the city. Most important step is more lighting at intersections. The 50 LED lights a year is too few, and all should be focused on intersections (not mid-block). PPA should enforce illegal parking at intersections to daylight them.</p>	Noted. Lighting will be prioritized along the High-Injury Network and will follow lighting expert guidance. Parking enforcement on or within 20' of crosswalks, on a sidewalk, or in a bike lane is included in the "Safety Six" - which will focus traffic safety enforcement on violations that result in severe injuries and deaths. See page 35.
49	<p>Thanks for all your efforts in crafting this plan. Heartily support the improvements outlined in the plan—I hope they can be implemented as quickly as possible!</p>	Noted.
50	<p>The City of Philadelphia cannot maintain our existing infrastructure. Our sidewalks are crumbling because neither PPA nor PPD will enforce traffic regulations outside of Center City. Our best bike assets - Spruce and Pine buffered bike lanes have never been restriped or resurfaced. Outside Center City, our streets are littered with trash because Mayor Kenney lacks the political will to implement street sweeping, and our sanitation budget is severely in the red. I strongly support the goals of Vision Zero and the new Action Plan, but I'm extremely skeptical that we'll be able to make any substantial progress, given the city's shameful state of disrepair.</p>	Noted. The Plan includes a goal for 50% of traffic safety enforcement citations to be focused on the "Safety Six", which are dangerous violations that result in severe injuries and death. See page 35.
51	<p>Woo! Let's make it happen.</p>	Noted.
52	<p>Sounds great! Now the hard part -- convincing City Council.</p>	Noted.
53	<p>1) Audible traffic signals in Center City are difficult for people with visual disabilities to listen to and the voice is muffled. 2) Curb Cuts are in disrepair in the city of Philadelphia (along with sidewalks) and this is why many wheelchair users would rather go in the street than to try to navigate sidewalks. There also needs to be proper slope, good construction of curb cuts, and tactile bumps need to go at all curb cuts. 3) Also, construction makes it impossible for people with disabilities to navigate sidewalks and getting from point a to point b. Many times the lanes that they create for pedestrians are narrow and difficult for people who use mobility devices and wheelchairs to navigate. 4) Also, sidewalk cafes make it difficult for people who use wheelchairs and mobility devices to go on the sidewalk. Wheelchair users emulate in different ways and planning needs to recognize that not one size fits all. Sidewalk cafes also makes it extremely difficult for people with visual disabilities to navigate. 5) Also, include in the map access needs of people with disabilities, such as the curb cuts and sidewalks in disrepair and inaudible traffic signals and sidewalk closures and sidewalk cafes that make it extremely difficult for people with disabilities to navigate and choose instead to go in the street. In the future, include people with disabilities in the city planning process and in vision zero planning. Nothing about us without us EVER!</p>	These comments have been noted and considered. Future engagement opportunities will be explored.

Comment Number	Comments on specific action items	Vision Zero Response
Core Principles	A couple of the bulleted points use the term "transportation system." We recommend using the term streets and sidewalks so we can encourage other uses for example; play streets.	Noted.
Core Principles	Add: include a statement alongside the statement that addresses how Philadelphia's Vision Zero enforcement efforts will not result in racial or ethnic profiling.	Noted.
Engineering	Prioritize improvements in areas/neighborhoods identified as where high KSI (killed and severe injury) crashes are concentrated, and at intersections and corridors where the rate of pedestrian crashes to pedestrian volume is higher than average: 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.10, 1.16, 1.18, 1.19	Safety improvements will be prioritized based on the High-Injury Network.
Engineering	We think that many of the good ideas and concepts could be presented collectively and tested in concentrated areas. Could facilitate communications with communities if part of a corridor or neighborhood approach	The Plan proposes Neighborhood Slow Zones, which will apply traffic calming measures on a neighborhood scale. See page 41.
Engineering	1.1 Install Leading Pedestrian Intervals (LPI's) at 50 intersections per year; continue to increase the number of intersections with LPI's.	Noted. This will be contingent on budget.
Engineering	1.3 Define what is meant by "major". Will the intersections be major? Or will the improvements be major?	Noted. Capital improvements to an intersection are considered major improvements.
Engineering	1.8 Consider installing low-cost safety improvements at 25 intersections per year.	These safety improvements will be focused both on corridors and intersections along the High-Injury Network.
Engineering	1.12 Commit to a mileage of protected bike lanes that will be installed by FY20	The Kenney Administration has committed to building 30 miles of protected bike lanes by 2021.
Engineering	1.15 Commit to 10 slow zones to populate one in each of the 10 Council Districts. Develop a toolkit and application process that invites community participation in proposing slow zones. The tool kit could include self evaluation - safe routes concepts as well as applications for more active program development.	Safety interventions will be prioritized based on the High-Injury Network.
Engineering	Add: Consider piloting a shared street/slow street/super block weekend policy for Spruce and Pine from Front to 22nd that limits speeds to 10 MPH as a way to accommodate both religious institution parking and bicycling.	Noted. We will take this under consideration as we assess the High-Injury Network priorities.
Engineering	1.17 - Commit to 6 neighborhood bikeways over three years	Engineering strategy 1.13 commits to installing neighborhood bikeways along two corridors and evaluation future routes for installation in the next 2+ years.
Engineering	1.18 - PennDOT has committed to creating two raised intersections at Walnut & Chestnut and Broad streets. We recommend that the City also commit to installing raised crossings on arterial streets adjacent to large Corridors (ex. Lehigh) - 2-3 intersections / year.	Noted.
Engineering	1.19 - Commit to two Woonerf (streets without curbs) by FY20	Engineering strategy 1.19 commits to installing two curbless streets as a long term goal.
Engineering	1.20 - Add - Address line of sight issues more consistently throughout the city, but particularly where crash and incident data suggests the city improve sightlines.	This is addressed by Engineering Strategies 2.4 and 2.9
Engineering	2.2 - Commit to a target mileage of new or upgraded priority bike lanes that will be installed by FY20 to help complete the bikeway network that was proposed in 2010-2012.	Noted.
Engineering	2.7 - Make the sidewalk inventory publicly viewable. Crowd-source reports of sidewalk gaps to enhance the inventory.	This will be explored in the future.
Engineering	2.8 - Accelerate the study to identify best practices for sidewalk repair and enforcement programs in construction zones so that it is completed by FY18. Add: Implement findings to improve ROW Unit permitting requirements of sidewalk and lane closures and how pedestrian movements are managed during such closures to maximize public safety by FY19.	Noted.

Engineering	2.9 - Expand the scope of developing a pick-up and drop off safety program to include working with the City to review and develop routing and drop off locations for each school to reduce local traffic congestion.	Noted.
Evaluation & Data	Goals are ambitious but we recommend showing how evaluation & data will impact the work of the Engineering and Education sections - having data influence where investment is made.	Safety improvements will be prioritized based on the High-Injury Network, and follow up evaluations will be conducted for safety improvements
Evaluation & Data	1.1 - Include public citizens on Crash Analysis Team (Wash DC does this)	Noted. This will be considered in the future.
Evaluation & Data	1.3 - We recommend revising the wording on this recommendation. PennDOT and DVRPC already categorize crashes and causes this every year for motorists. The plan should call out behaviors and contributing environmental factors that cause crashes.	The "Safety Six" was based on analysis of crash data and community input.
Evaluation & Data	2.9 - We recommend developing processes so that Hospital Trauma departments use similar methodology to collect and report crash victim injury data to the City (either Otis or Public Health)	Noted.
Evaluation & Data	2.12 - Establish regular pedestrian and bicyclist counts at high crash locations, so that the crash rates (per exposure) can be used in targeting interventions.	Noted.
Evaluation & Data	3.2 - Ensure that this public web-based application for public access to traffic crashes includes a process where the neighborhood or precinct-level data is communicated at regularly scheduled community meetings, such as Policy District Advisory Council (PDAC) meetings and to Block Captains.	Noted.
Evaluation & Data	Add: Work with the School District of Philadelphia to systematize collection of data on how students travel to and from school.	Noted.
Evaluation & Data	Add: Report annually to public on crash analysis team findings	An annual Vision Zero progress report will be released (see Evaluation and Data Action Item 1.2)
Evaluation & Data	Add: Maintain City's VZ website crowdsource portion past the initial comment period	The crowdsource Vision Zero Safety Map is still live on the website, and will remain up unless technical issues arise.
Evaluation & Data	Add: PPD should report on fatal and severe injuries crashes in real time on their website - just as they report homicides.	Noted.
Evaluation & Data	Add: City should formally ask PennDOT to revise its "Police Crash Reporting Form" per recommendations made in Appendix C 2010 Bicycle/Pedestrian Master Plan. - Improve the coverage and detail of bicycle and pedestrian crash reporting; - Improve the precision of crash analysis for better focus on countermeasures;	Data & Evaluation Action Item 2.10 was added, which entails revising the crash reporting form to improve data collection and accuracy.
Education and Engagement	Overall: Ensure tight coordination between SRP schools, Community Schools, and VZ data to have the highest level of impact.	Noted.
Education and Engagement	1.6/3.4 - Ensure partnerships with PPD include sensitivity around implicit bias and anti-discrimination	Noted.
Education and Engagement	2.3 - Set annual targets for how many people will be reached and what the campaign budget will be. Ensure that a media campaign has a wider, deeper and longer impact than "Road Safety Not Rocket Science" and "Give Respect, Get Respect". - Research similar campaigns in other cities and states to gauge how large Philadelphia's has to be to have a measurable impact. - Work in partnership with private companies to make the campaign larger.	Noted.
Education and Engagement	Add: Ensure the media/education campaign is placed on all Philadelphia taxis regulated by the PPA with screens and on PennDOT driver centers screens.	Noted. This will be considered in the future.
Education and Engagement	3.4 - Ensure that traffic safety trainings are also combined with messaging and curriculum from PPD about implicit bias and anti-discrimination.	Noted.

Education and Engagement	Add language about Messaging: - Culturally competent education materials in many languages. (learn ebst practices from other states that have been doing this for longer) - Make sure messaging about Vision Zero is wider than just transportation, safety, and health. Tell the story of Vision Zero's succes would transform a community for the better. - "What number is acceptable" - zero is the only acceptable one. - Media campaign needs to be everything from grassroots (neighborhood newspapers), social media, to billboards and bus wrapping. There needs to be a news outlet that is dedicated to this kind of stuff to partner with the City for a year-long campaign (KYW, WHYH Plan Philly, etc.) - AARP is willing to help amplify the VZ media messaging.	This will be considered in conjunction with Education Action Item 1.1
Education and Engagement	Engagement: This is not a law enforcement effort, it is a community effort that takes multiple stakeholders.	Noted.
Education and Engagement	Programming: PHMC's Highway safety work paid for by PennDOT should be incorporated into the Action Plan more prominently.	Education Action Item 4.1 has been added to reflect this.
Enforcement	Consider using another word than "Enforcement" in public facing messaging. As you know, enforcement has a negative connotation - people think it is just about the City collecting money or worse, targeting certain vulnerable populations. We recommend re-imagining this word to find another way to explain its place in VZ.	Noted. We will continue to have an open dialogue about this moving forward.
Enforcement	Add: introductory page language that indicates how PPD will approach traffic safety enforcement with sensitivity around the implicit bias and anti-discrimination. Enforcement should always be "education first, enforcement later"	Noted.
Enforcement	Add: Evaluate laws meant to protect vulnerable users and work with communities to develop strategies to increase compliance. This should involve more education and outreach strategies to protect the most vulnerable road users.	Policy action items have been added to address this, including 1.2 and 2.5. In addition, see education action item 1.5
Enforcement	Develop online searchable webpage to access sidewalk and street/lane closures so that citizens or government representatives (PPD, PPD, L&I inspectors) can check them, and better understand detours and temporary access arrangements as per the permit. Assign inspector to each permit and make inspector's name and contact information available to the public.	Noted.
Enforcement	Create a position of Right of Way Unit Ombudsman to work on trouble-shooting and resolving ROW permit issues.	Noted.
Fleet Management	Add: Focus fleet management should be extended to include any and all fleets oeperating in the city, be it municipal, state or federal. It should also be extended to private fleet operations (for example Uber, Lyft, PECO, PGW, UPS, Verizon, Comcast, etc.) - Careful study of all crash patterns within any specific agency or private entity fleet. This would be helpful to designing overall safety strategies citywide. - City fleet drivers are the models. - Pushing out best practices. Surveying drivers of fleets to get their input.	Noted.
Fleet Management	3.2: DVRPC's downtown delivery guide - focus on pedestrian safety concerns in areas with chronic illegal parking, double parking or blocking of crosswalks and bike lanes.	Noted.
Fleet Management	3.2: Add discussion of how the DVRPC downtown delivery guide will be implemented by City/State	Noted.
Policy	Add: Re-orient public dialogue about "accidents". We encourage that all City government agencies purposefully talk about "crashes" not "accidents". Changing the name of the PPD's "Accident Investigation Division" to the "Division of Crash Investigation" would be a publicly positive way to communicate the City's overall policy.	Noted.
Policy	Add: include incidents that address Vision Zero in the Philly 311 reporting platform.	Noted.
Policy	Add: Create a rapid response policy that empowers the Streets Department and community leaders to expedite requests to improve the safety of any intersection or location where repeated crashes, deaths or serious injuries occur.	Noted.
Policy	Add: Conduct a city-wide parking study in order to adopt a comprehensive parking policy to address safety and congestion.	This will be addressed by the forthcoming Transportation Action Plan.