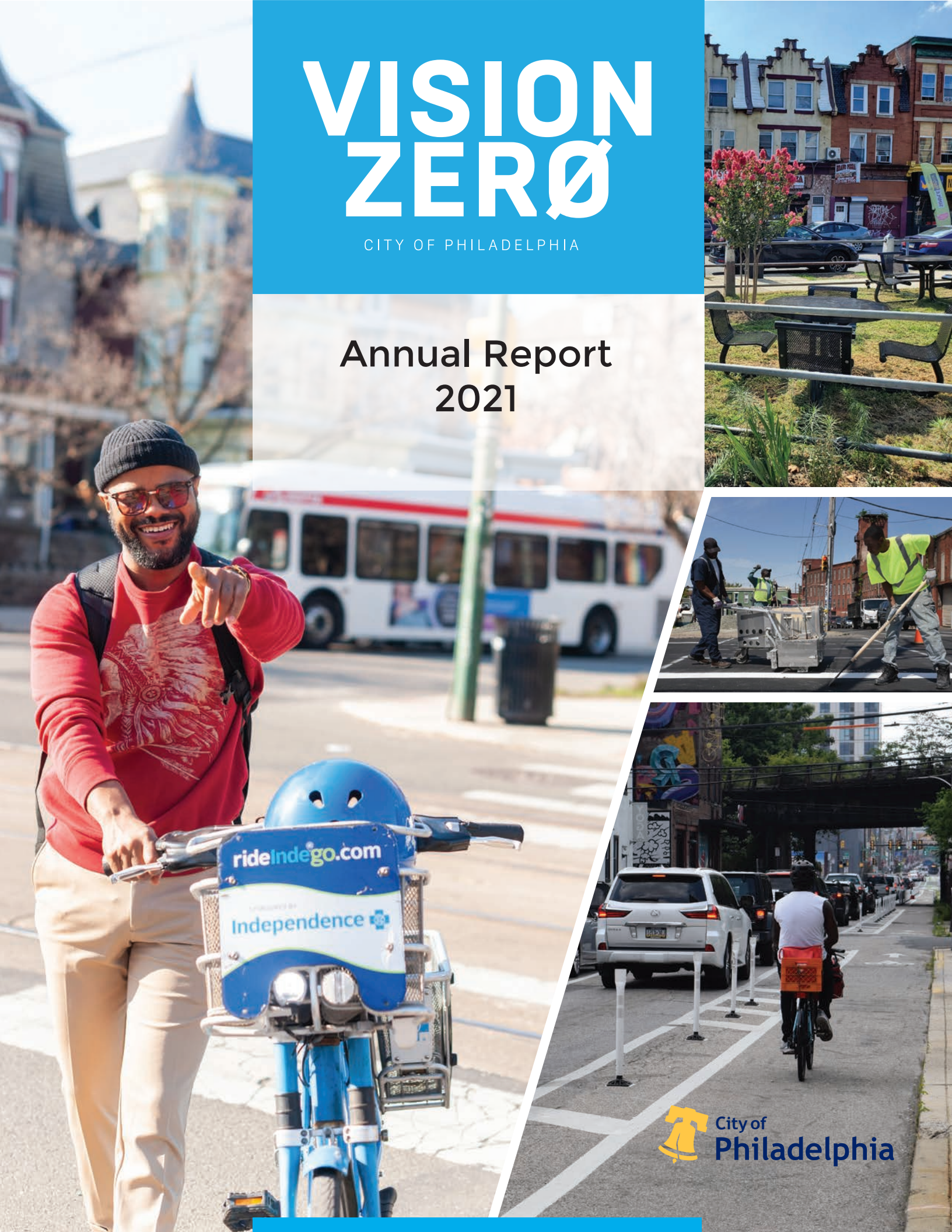


# VISION ZERØ

CITY OF PHILADELPHIA

## Annual Report 2021



City of  
Philadelphia





# Letter from the Mayor

JAMES F. KENNEY

Fellow Philadelphians,

We have cheered successes and faced challenges over the past year of working toward our Vision Zero commitment to end traffic deaths in Philadelphia. Both represent the urgency and importance of our continued efforts to make our streets safe and accessible for all, regardless of age, physical ability, or choice of transportation.

In 2020, amid the COVID-19 pandemic, the number of fatal crashes spiked. In total, 156 people died due to traffic violence in Philadelphia, an 82% increase from the previous five years. Each loss is devastating. We thank the families and loved ones touched by these tragedies for sharing some of their stories in this report. It is imperative we double down on our efforts to prevent deadly and serious injury crashes. We must understand the reasons behind this increase, so we can affect long-term, equitable change. One year does not make a trend and we need to put 2020 into context with a span of several years in order to inform systemic rather than reactionary change. This report includes some of these analyses, which will help inform our continued commitment to systemic change.

We are already on our way. Since the end of 2020, the City has installed 5.3 miles of new protected bike lanes and 22 Indego stations, rolled out new educational materials through the Safe Routes Philly program, and reached 321,139 impressions on social media with traffic safety messaging. Automated Speed Enforcement has resulted in a 93% decrease in recorded speed violations on Roosevelt Boulevard and the Route for Change program to transform the boulevard was launched this spring.

The Vision Zero Task force will continue to work alongside state and local elected officials, advocacy groups and community members to prioritize safety on our streets. Traffic deaths are unacceptable and preventable. Change won't happen overnight, but together we can improve safety for everyone living, working, and traveling on Philadelphia roads.

Sincerely,

A handwritten signature in cursive script that reads "James F. Kenney".

Mayor James F. Kenney





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# Vision Zero Overview

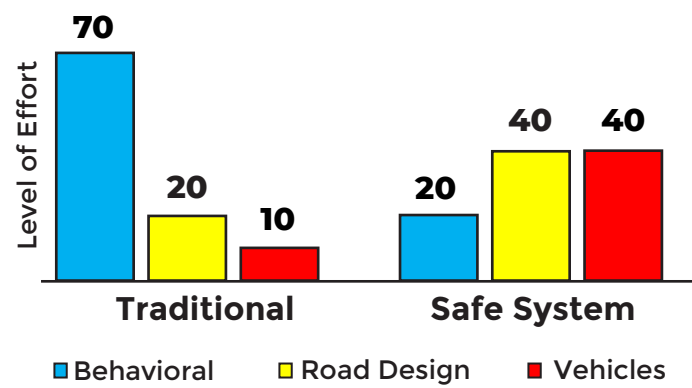
## 2021

# VISION ZERO IN PHILADELPHIA

Traffic deaths and serious injuries are preventable and unacceptable. More than ever, we need solutions. In 2020, traffic-related fatalities in Philadelphia increased 82% over the previous 5-year average. People are killed in crashes in Philadelphia at a higher rate than our peer cities—and disproportionately in neighborhoods with a high proportion of residents on low-incomes or people of color. By intensifying our Vision Zero efforts, we can end fatal crashes by 2030 and ensure equitable access to safer streets.

### Safe Systems approach

In November 2020 the City announced a shift to using a safe systems framework with the release of the Vision Zero Action Plan 2025. This approach looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.



**EQUITY** Ensure equitable traffic safety investments in neighborhoods needing them most

**SAFE SPEEDS** Prevent fatal crashes by managing vehicle speeds

**SAFE STREETS** Create roads that are predictable and aren't confusing to anyone using them

**SAFE PEOPLE** Empower Philadelphians to spread Vision Zero messaging, take community action, and promote a culture of safe driving, walking, and biking

**SAFE VEHICLES** Support all Philadelphians to use the safest vehicles possible for daily trips - with transit, biking, and walking as the priority

**SAFETY DATA** Use quality data and the latest analytical tools to prioritize actions and track Vision Zero progress

**VISION ZERO FOR YOUTH** Invest in the transportation safety of young Philadelphians as they grow in schools and neighborhoods

Attendees gather at Philadelphia City Hall for the 2021 Ride of Silence to honor people killed while cycling.

Photo Credit: Katie Burns

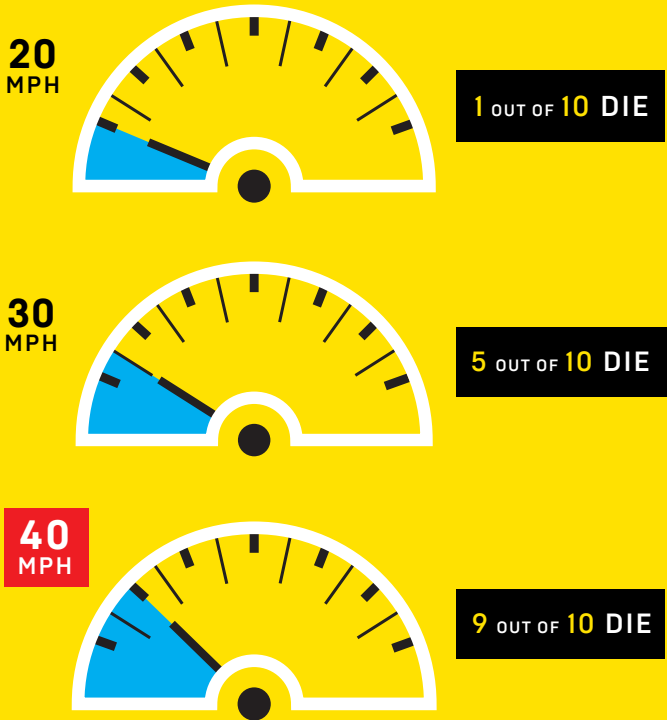


# Where We Are Now

Philadelphia saw a dramatic increase in the number of fatal crashes in 2020 even while the total number of crashes decreased. Best practice tells us not to look at a single year in isolation, but instead trends over multiple years. Over the past 5 years, including 2020, the number of fatal and serious injury crashes are on the rise. The start of the COVID-19 pandemic caused sweeping changes for many people and sectors. The long-term impacts of these changes are still being understood. However, to save lives and meet the goal of zero traffic deaths by 2030, we must reverse this trend.

# WHEN A PERSON IS HIT BY A DRIVER AT...

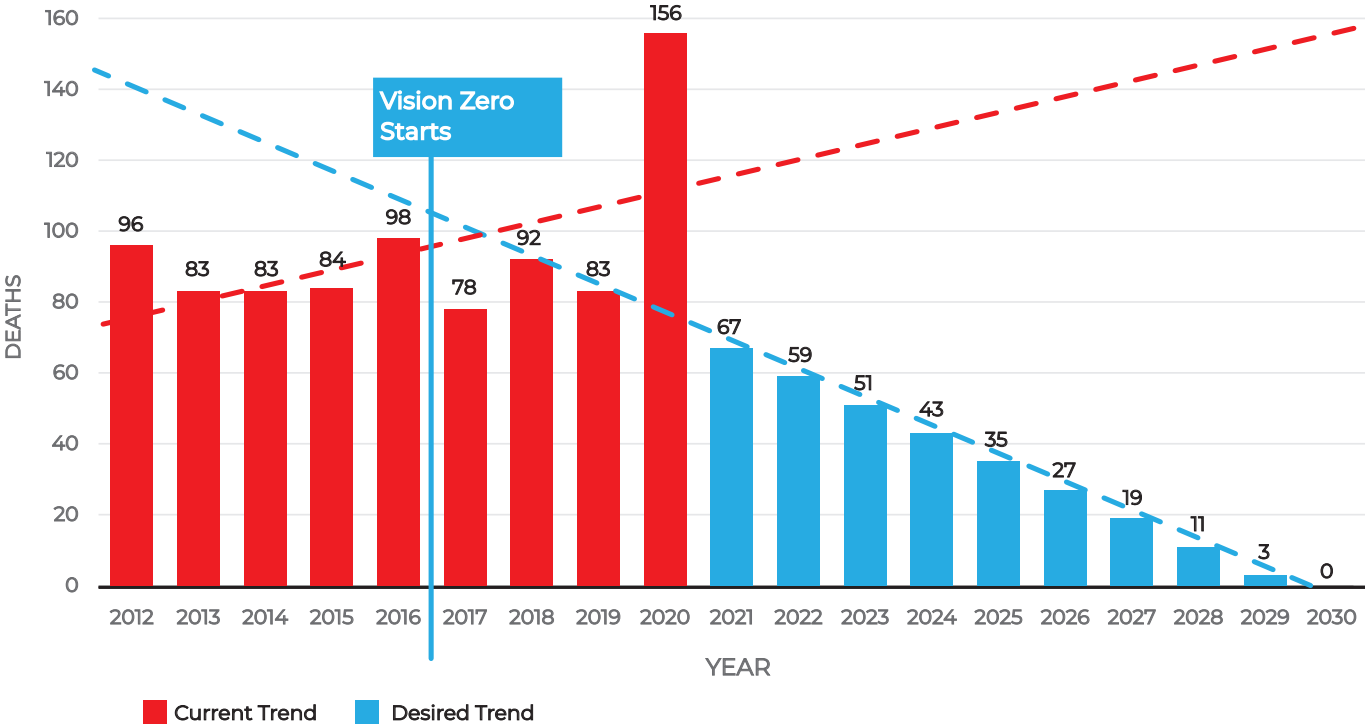
Where We Are Now



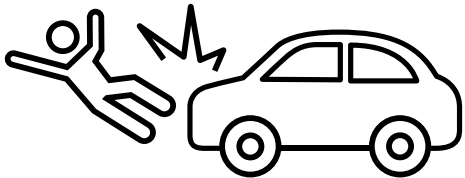
**Speed is the number one** contributing factor in determining if a crash is fatal.

It's simple. Slowing down saves lives.

# Current and Desired Trendline for Vision Zero In Philadelphia



Source: PennDOT (2012-2020)



**100** People every year are killed in traffic crashes.

Source: PennDOT (2016-2020)



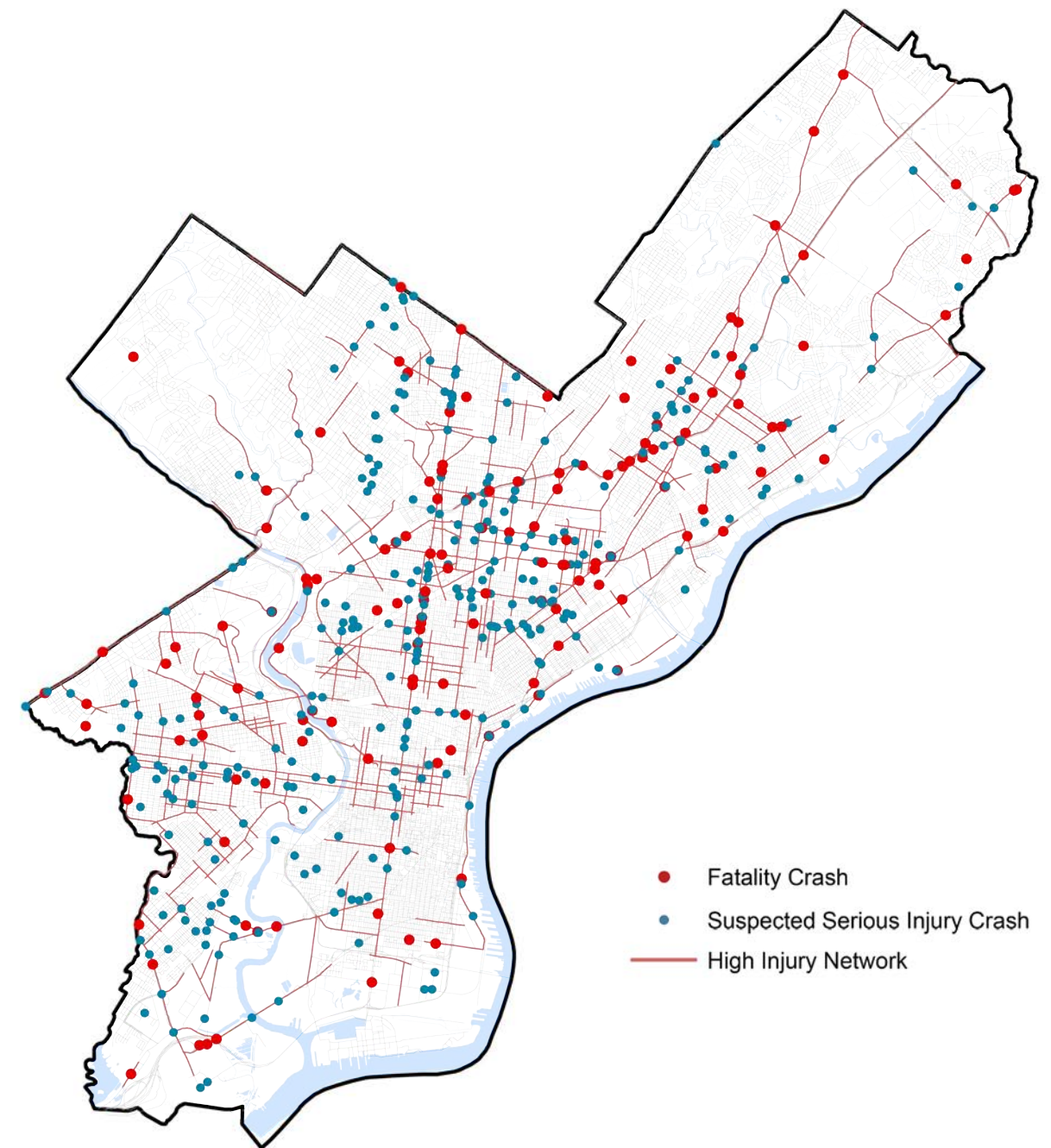
# Fatal and Serious Injury Crashes in 2020

Traffic violence is not felt equally throughout Philadelphia. Only 12% of roads account for 80% of traffic deaths and serious injuries. The High Injury Network (HIN) identifies the most dangerous roads and is used to help prioritize investments that can save lives and prevent injuries.

In 2020, some notable crash clusters on the HIN included North Broad Street (Oxford to Erie Streets), Frankford Avenue (Allegheny Avenue to Castor Avenue), Allegheny Avenue (Frankford Avenue to North 6th Street), Erie Avenue (North 22nd Street to Frankford Avenue), and Hunting Park Avenue (North 9th Street to I Street).

In other areas of the HIN, fatal and serious injury crashes appeared to decrease in 2020, such as areas of Center City, likely due to changed travel patterns related to COVID-19. There appeared to be new areas of fatal and serious crash clusters in 2020 not on the current HIN, including the Germantown/East Germantown/West Oak Lane area and the Strawberry Mansion area.

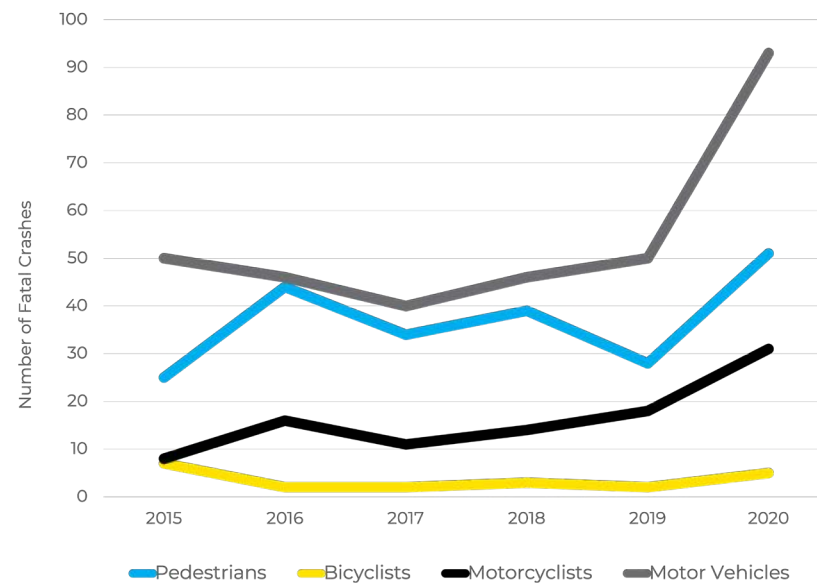
## The High Injury Network in 2020



Source: PennDOT (2015-2020)



## Fatal Crashes by Mode 2015-2020



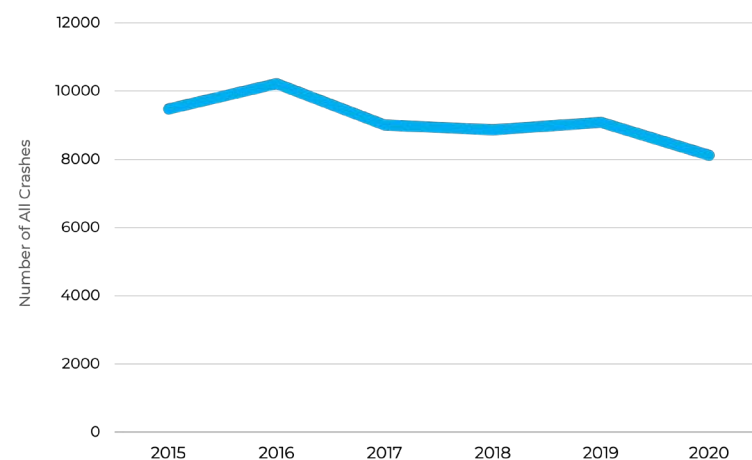
Source: PennDOT (2015-2020)

**Fatal  
crashes  
increased  
across all  
modes in  
2020**

## All Crashes Decreased and Fatalities Increased Dramatically

Crashes overall went down (potentially related to reductions in vehicle traffic due to pandemic restrictions), but fatalities increased dramatically across all modes (potentially related to increases in vehicle speeds).

## All Crashes 2015-2020

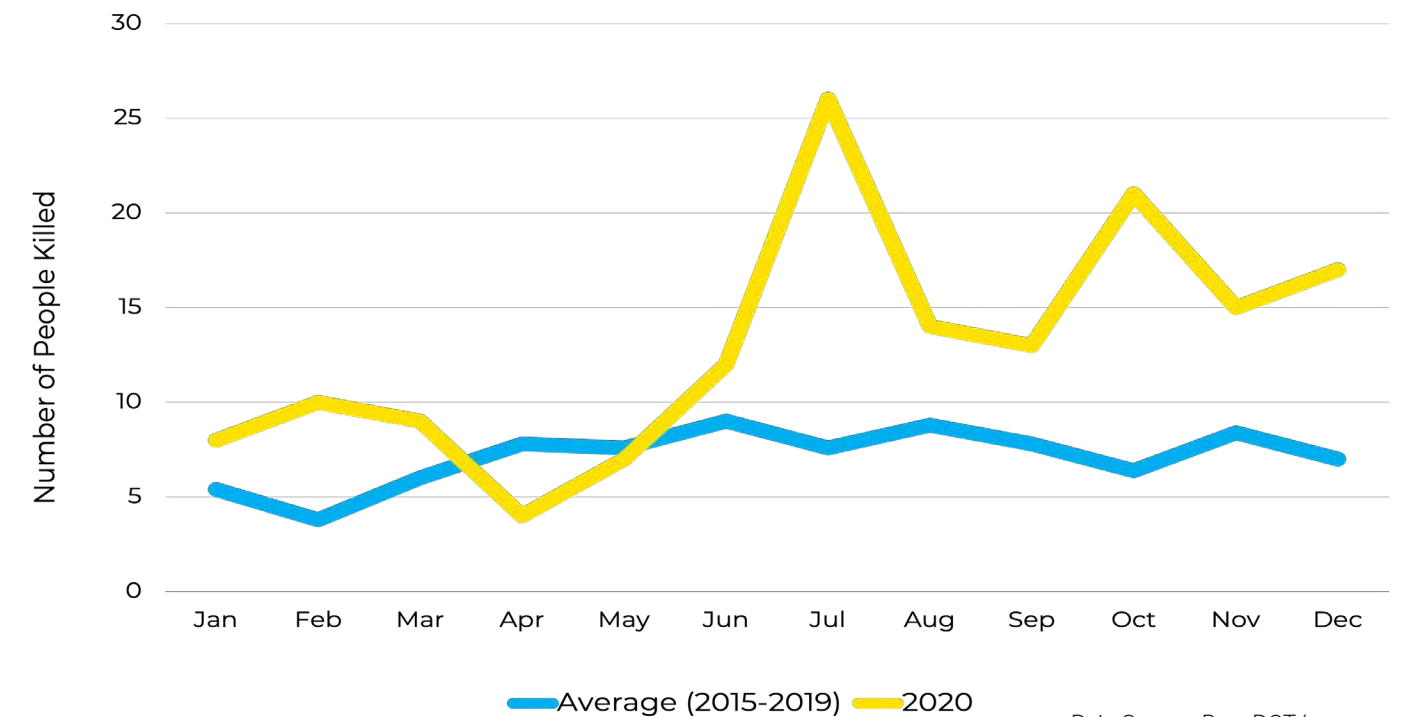


Source: PennDOT (2015-2020)

Philadelphia's overall decrease in crashes was also experienced by peer cities (New York, Los Angeles, and Pittsburgh) and surrounding Pennsylvania counties. However Philadelphia was unfortunately unique in its increases in crash fatalities across all modes. Presumably, peer cities and the region saw a similar reduction in vehicle traffic and increase in speeds, yet they did not experience the same increases in fatalities across all modes, indicating there may be additional factors involved.

## Fatal and Serious Injury Crashes in 2020

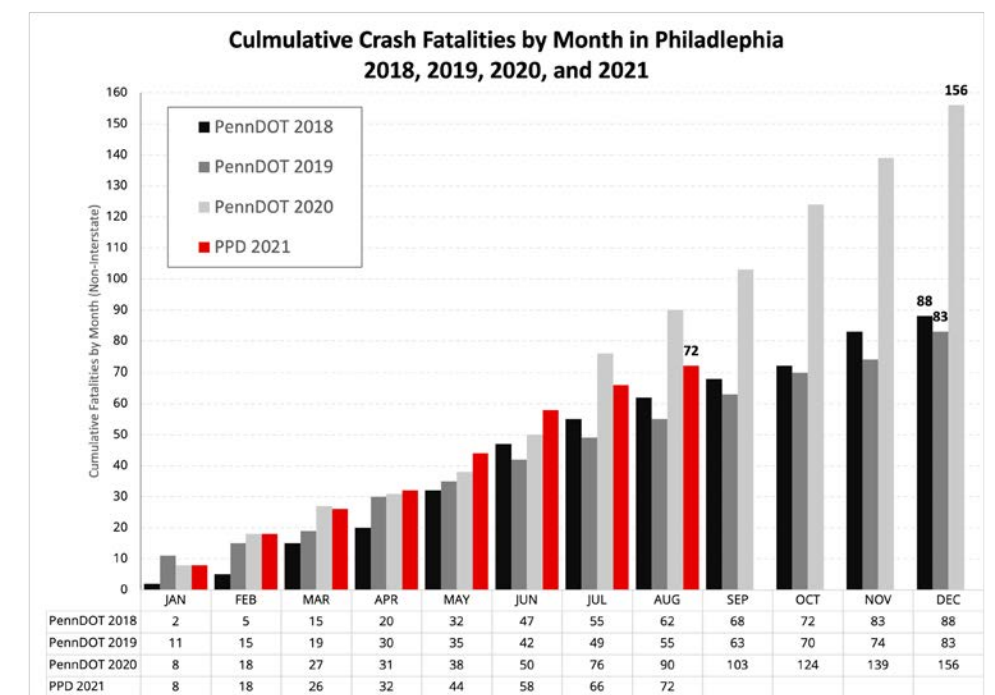
### Fatalities By Month 2020 vs. 5 Year Average



Data Source: PennDOT (2015-2020)

## Vision Zero in 2021

Unfortunately, over the months of 2021, traffic fatalities in Philadelphia have nearly kept up with the disturbing rate of 2020. Starting in July and August of this year, fatalities have begun to return to pre-2020 levels. However, no number of fatalities is acceptable. One life lost is too many.



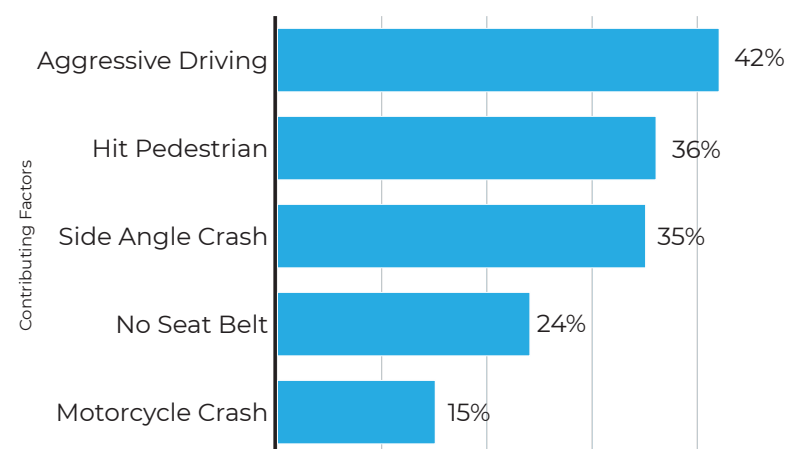
Source: PennDOT (2015-2020); PPD (2021)



# Why did fatal crashes increase in 2020?

There is no single, simple answer in the data that explains why Philadelphia saw increases in fatal crashes across all modes in 2020. However, it is clear that **speed and aggressive driving** were a significant factor. In 2020, **42%** of fatal and serious injury crashes were flagged as aggressive driving crashes, which includes speeding. Given the connection between speed and injury severity, the number of speeding crashes likely leads to higher rates of fatal crashes across all modes. Serious injuries remained steady and all crashes decreased by -13% in 2020, indicating that higher speeds may have 'tipped' what might have been a serious injury into a fatality.

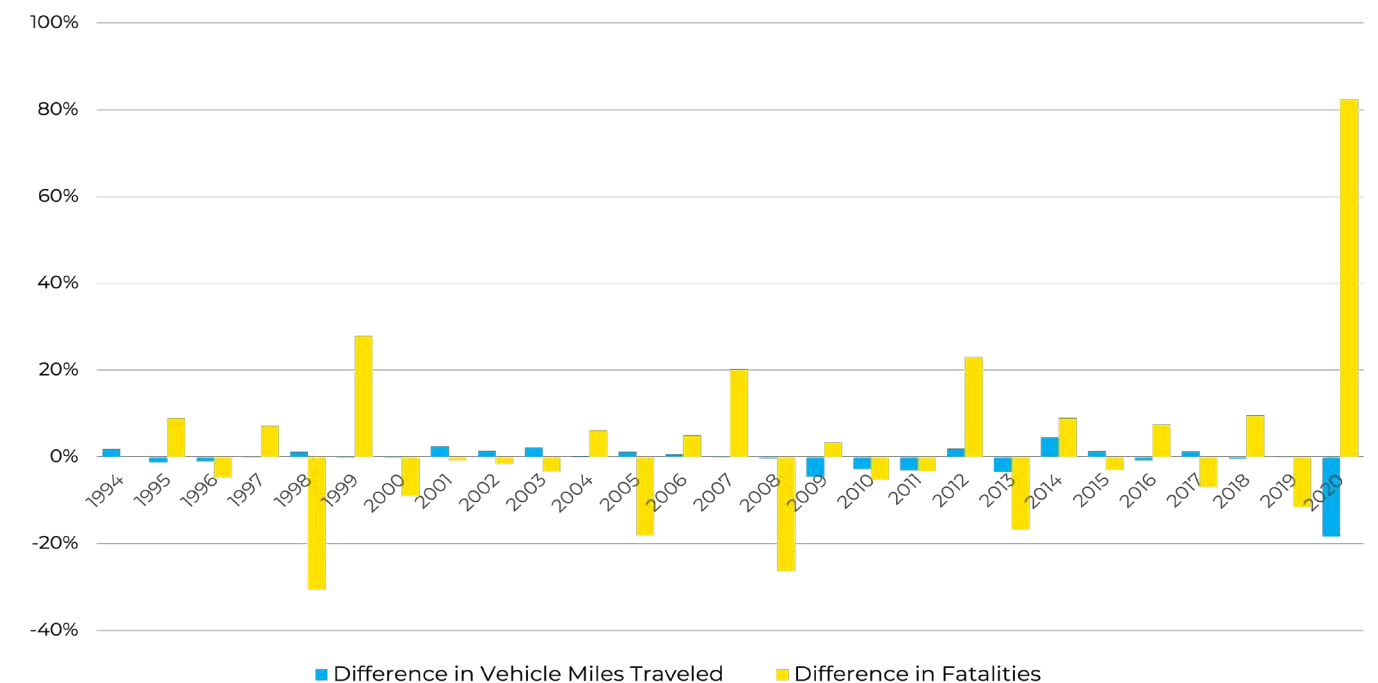
## Top Contributing Factors in Fatal and Serious Injury Crashes



Percent of fatal or serious injury crashes flagged for each contributing factor

Source: PennDOT (2020)

## Annual Change in Traffic Volumes & Fatalities



Source: PennDOT (1994-2020)

## How Travel Patterns May Have Affected Crash Rates

Due to COVID-19, Philadelphia saw an 18% reduction in vehicular volumes, the single greatest change from the previous year on record. It also saw an unprecedented 82% increase in fatalities from crashes. Wider, open city streets are linked to driving behaviors like speeding and reckless driving. Congestion, while unpleasant for drivers, often acts as 'natural' crash reduction.

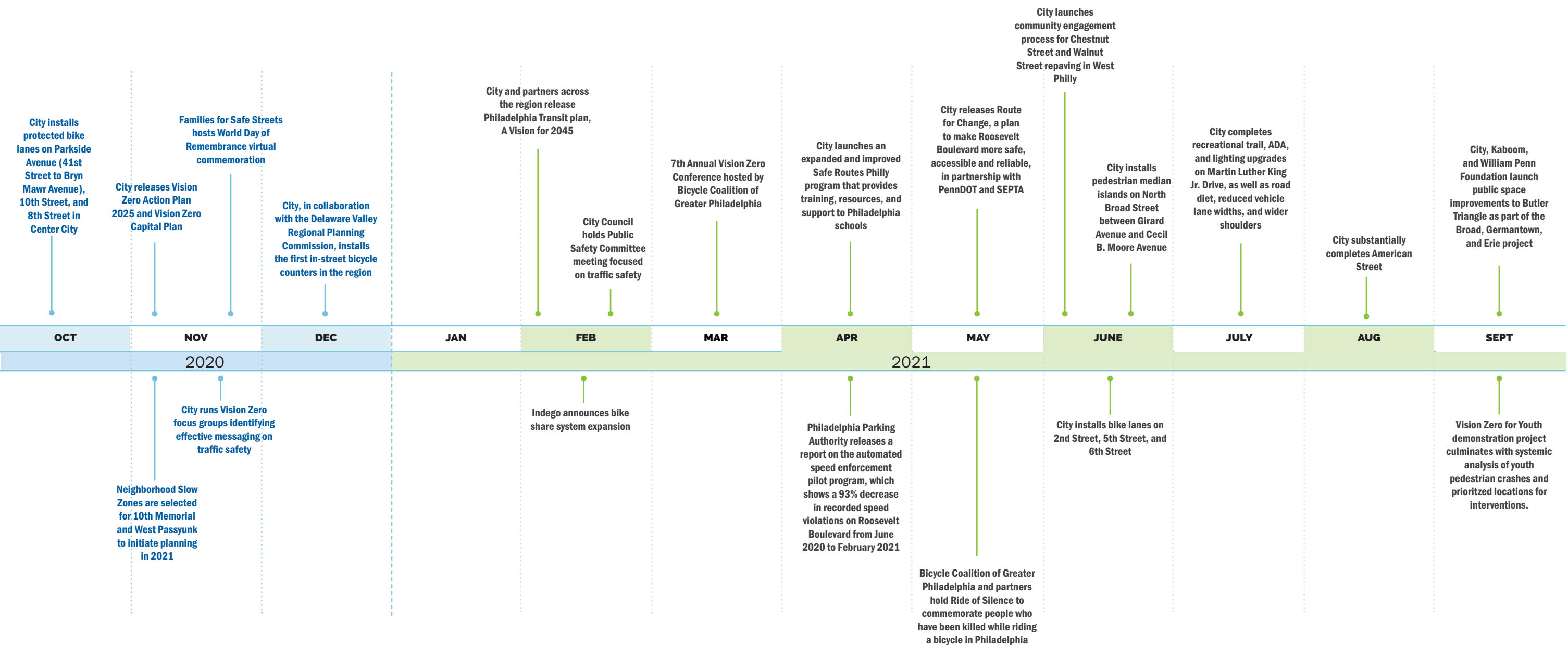
The stay-at-home orders in March, April, May seems to have dampened fatal crashes, but in July they skyrocketed to the most fatalities in any single month on record.

2020 was a year of unprecedented fatalities

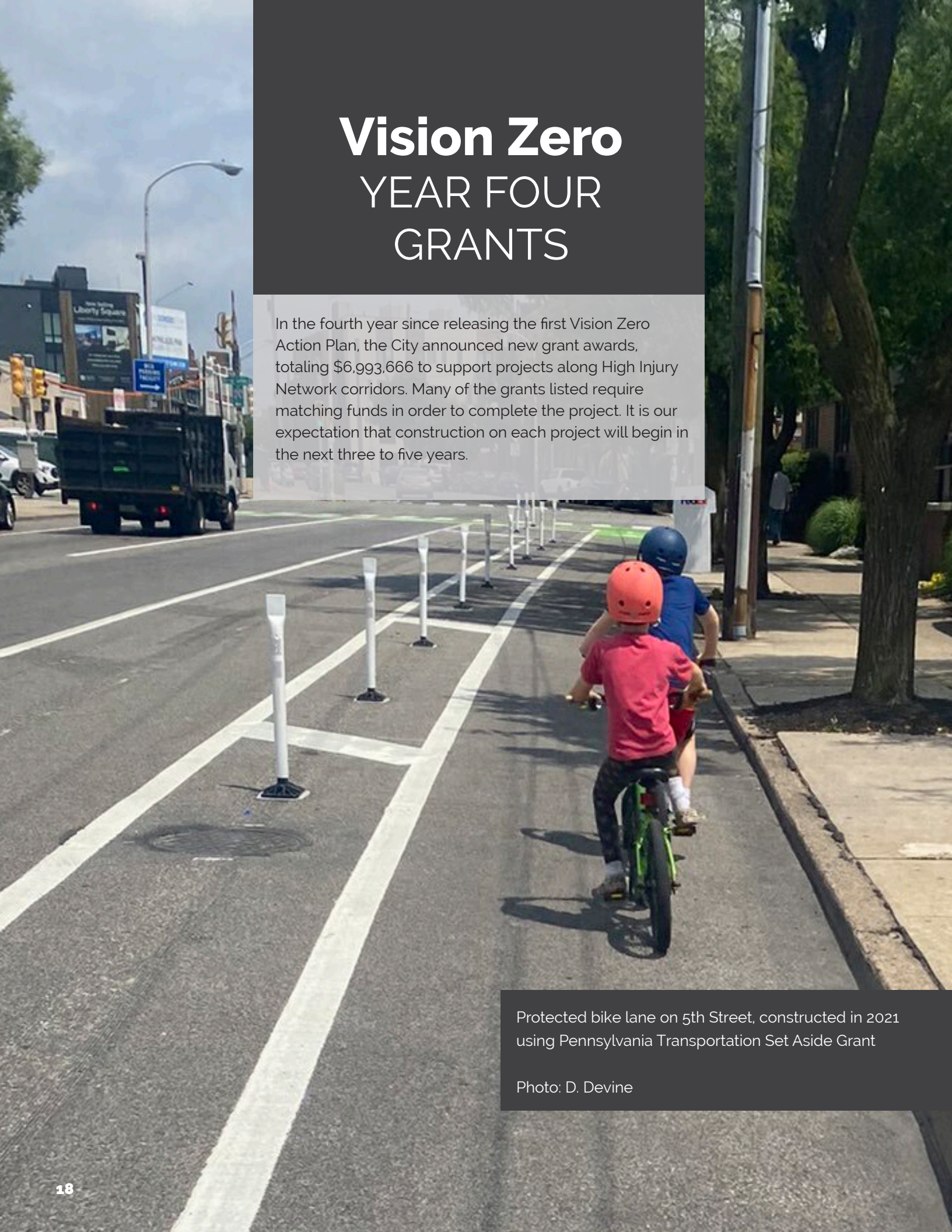


# Action Plan Progress

## YEAR FOUR HIGHLIGHTS







# Vision Zero YEAR FOUR GRANTS

In the fourth year since releasing the first Vision Zero Action Plan, the City announced new grant awards, totaling \$6,993,666 to support projects along High Injury Network corridors. Many of the grants listed require matching funds in order to complete the project. It is our expectation that construction on each project will begin in the next three to five years.

Protected bike lane on 5th Street, constructed in 2021 using Pennsylvania Transportation Set Aside Grant

Photo: D. Devine

## Vision Zero Grants

In Year Four, the City announced new grant awards, totaling \$6,993,666 to support projects along High Injury Network corridors.

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Citywide Vision Zero Intersection Modifications	Streets/OTIS	2020 Automated Red Light Enforcement (ARLE)	\$500,000	Low-cost safety improvements for corridors and intersections citywide.
High Quality Bike Network	OTIS	2020 Automated Red Light Enforcement (ARLE)	\$1,000,000	Construct new miles of protected bicycle lane network
Broad, Germantown, Erie Transportation Safety	OTIS	2020 Automated Red Light Enforcement (ARLE)	\$1,500,000	Construct traffic safety and complete streets improvements at Broad, Germantown, Erie
Citywide Neighborhood Slow Zones	OTIS	2020 Automated Red Light Enforcement (ARLE)	\$1,000,000	Construct two new Slow Zones
Cobbs Creek Trail Segment B1/ Construction	PPR/OTIS	PA DCED Greenways, Trails and Recreation Program	\$85,000	Complete design/construction of next phase of Cobbs Creek/East Coast Greenway project.
Schuylkill River Trail Christian to Crescent	Streets	DCED MTF	\$710,857	Construct the Christian to Crescent trail segment - the final link in an off-road route between Center City and the Grays Ferry Crescent for people walking and biking.
			\$800,000	
Better Bike Share Partnership	OTIS	The JPB Foundation	\$300,000	Equitable access to Indego bike share including bike safety classes, community bike rides, technical support and assistance to peer cities and organizations.
Better Bike Share Partnership	OTIS	William Penn Foundation	\$300,000	Engagement and activation of newly installed Indego bike share stations at Rebuild sites. Activities include "Indego Community Ambassadors", bike rides, and safety classes.
Indego Passes	Clean Air Council	TOP Grant	\$128,000	Promotion of Indego during Ozone Action in 2021 and 2022. Targeted advertising to potential users to encourage bike ridership. Update of online bike-route mapping in coordination with PCPC.



Vision Zero Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Wissahickon Gateway Design	PPR/OTIS	Regional Trails Program - William Penn Foundation/ DVRPC	\$300,000	Complete high priority gap in trail network and Schuylkill River Trail.
Schuylkill River Trail feasibility for Bartram's to Passyunk Phase 2	Schuylkill River Development Corporation	Regional Trails Program - William Penn Foundation/ DVRPC	\$75,000	Reconstruct four miles of existing trail along the Schuylkill River from Fall Bidge to MLK Drive Bridge.
Trails and Sidepath Maintenance Plan for City of Philadelphia	PPR/OTIS	TCDI/DVRPC	\$60,000	Create Trails/Sidepath Maintenance Plan for City of Philadelphia and non-profit partner agencies.
Vision Zero Traffic Safety Education	OTIS	Community Traffic Safety Grant Program (CTSP)	\$234,809	Promote awareness about Vision Zero

In Progress Safe Streets Grants

There are forty-three infrastructure projects in progress, totaling \$97,338,606 of investment to support projects along High Injury Network corridors. It is our expectation that construction on each project will begin in the next three to five years.

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Roosevelt Boulevard Cross Over Lanes	PennDOT	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$1,500,000	Modifying crossover lanes at six (6) locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road Off Ramp to Roosevelt Boulevard northbound.
Old City Market Street Enhancements	City	Multimodal Transportation Fund - DCED	\$350,000	Create complete street with protected bike lanes on Market Street in Old City.
		Multimodal Transportation Fund - PennDOT	\$2,650,000	
		2019 Automated Red Light Enforcement (ARLE)	\$1,500,000	
Low Cost Safety Improvements 3	City	2019 Automated Red Light Enforcement (ARLE)	\$750,000	Install low cost traffic safety improvements and traffic calming measures at high-crash intersections and along high-crash corridors.

In Progress Safe Streets Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
High Quality Bicycle Network	City	2019 Automated Red Light Enforcement (ARLE)	\$750,000	Install protected bicycle lanes and neighborhood bikeways along key bicycle network corridors throughout the City.
Modern Roundabouts 3	City	2019 Automated Red Light Enforcement (ARLE)	\$1,200,000	Install roundabouts, an FHWA proven safety countermeasure, at high-crash intersections.
Intersection Modifications 4	City	2019 Automated Red Light Enforcement (ARLE)	\$1,000,000	Construct intersection modifications, including curb extensions, at high-crash intersections.
LED Street Lighting 4	City	2019 Automated Red Light Enforcement (ARLE)	\$1,000,000	Install LED street lights along high-crash corridors.
5th St: Spring Garden-Hunting Park	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$4,793,814	Install traffic safety countermeasures and modernize traffic signals on 5th Street between Spring Garden Street and Hunting Park Avenue.
63rd St: Cobbs Creek-Lancaster	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$6,432,400	Install traffic safety countermeasures on 63rd Street/ Cobbs Creek Parkway from Lancaster Avenue to 62nd Street including modernized signals and a single-lane roundabout at Cobbs Creek Parkway and Spruce Street/ Marshall Road.
Broad St: Alleghany-Roosevelt	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$1,075,782	Install traffic safety countermeasures on North Broad Street between Alleghany Avenue and Roosevelt Boulevard including concrete medians with pedestrian refuges.
Castor Av: Comly-Rhawn	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,676,000	This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.
Castor Ave. Roundabout	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,145,400	Roundabout installation at Castor Avneue (SR 1005) and Wyoming Avenue.



In Progress Safe Streets Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
E Washington Ln: Stenton-Cheltenham	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$4,259,844	Install traffic safety countermeasures on E. Washington Lane from Stenton Avenue to Cheltenham Avenue including curb bumpouts, raised crosswalks, flashing beacons, and traffic signal upgrades.
Frankford Av: Phase 1	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,533,182	Install traffic safety countermeasures on Frankford Avenue from Girard Avenue to Knights Road including including signage, pedestrian countdown timers, pavement markings, ADA ramps and intersection lighting.
Frankford Av: Phase 2	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$7,806,669	Install traffic safety countermeasures on Frankford Avenue from Oxford Street to Convent Lane including including modernized signals, curb extensions, and interection lighting.
Henry Ave Corridor Safety Improvements 1	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$16,503,000	Install traffic safety countermeasures on Henry Avenue from Lincoln Drive to Port Royal Avenue.
Henry Ave Corridor Safety Improvements 2	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$5,952,000	Install traffic safety countermeasures on Henry Avenue from Abbotsford Avenue to Hermit Lane.
University Ave. Safety	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,457,528	Intersection improvements including re-aligning the ramp coming off I-76 EB, pedestrian improvements, and upgrades to mast arms.
Veree Rd: Bloomfield-Red Lion	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$1,731,458	Install traffic safety countermeasures and modernize traffic signals on Verree Road from Bloomfield Avenue to Red Lion Road.

In Progress Safe Streets Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Vine St: 7th-Broad	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$1,634,286	Install traffic safety countermeasures on Vine Street from 7th Street to Broad Street including a road diet, curb protected bike lanes, and traffic signal improvements.
Welsh Rd: Alburger-Kismet	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,290,309	Install traffic safety countermeasures on Welsh Road from Alburger Avenue to Kismet Road including a road diet, pedestrian countdown timers, and signal traffic signal upgrades.
Wyoming Ave.: Roosevelt-Whitaker	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$2,847,000	Install traffic safety countermeasures on Wyoming Avenue from Roosevelt Boulevard to Whitaker Avenue.
Adams/Summerdale Avenues & Roosevelt Boulevard	City	Multimodal Transportation Fund - PennDOT	\$1,100,000	Improve signal timing and intersection geometry at Adams/ Summerdale Avenues & Roosevelt Boulevard.
Adams/Summerdale Avenues & Roosevelt Boulevard	City	Multimodal Transportation Fund - DCED	\$500,000	Improve signal timing and intersection geometry at Adams/ Summerdale Avenues & Roosevelt Boulevard.
Andrew Hamilton School Vision Zero Safety Improvements	City	Multimodal Transportation Fund - DCED	\$500,000	Install Safe Routes to School safety improvements around Andrew Hamilton Elementary in West Philadelphia.
Roosevelt Boulevard Pedestrian Safety & Direct Bus Improvements	City	Transportation Alternatives Set-Aside Program	\$1,000,000	Sidewalk improvements at six future Direct Bus stations and construction of one Direct Bus station for northbound service at North Broad Street & Roosevelt Boulevard.
South Broad & Locust Streets Modified Urban Intersection	City	Transportation Alternatives Set-Aside Program	\$1,000,000	Construction of modified raised intersection at Broad and Locust Streets featuring ADA access and improved crosswalks.
Cramp Elementary School Vision Zero Safety Improvements	City	Transportation Alternatives Set-Aside Program	\$995,000	Install Safe Routes to School safety improvements around Cramp Elementary in North Philadelphia.



In Progress Safe Streets Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
South Broad Street Sidepath, Phase 1	City	Transportation Alternatives Set-Aside Program	\$997,000	Design and construction of the first phase of a sidepath on the west side of South Broad Street, between Pattison Avenue and the Navy Yard.
Neighborhood Slow Zone Program	City	Automated Red Light Enforcement (ARLE)	\$1,000,000	Citywide program to implement low cost strategies in neighborhoods to slow driver speeds and encourage safe driving behaviors.
Roosevelt Boulevard Pedestrian Safety Improvements	City	Automated Red Light Enforcement (ARLE)	\$500,000	Support critical pedestrian safety improvements along Roosevelt Boulevard to promote safe transit access.
Citywide Sidepaths	City	Automated Red Light Enforcement (ARLE)	\$500,000	Design and construction of citywide sidepaths.
Roosevelt Boulevard Direct Bus, Phase B	City	Multimodal Transportation Fund - PennDOT	\$900,000	Build eight new bus plazas at four key intersections along Roosevelt Boulevard.
Chestnut Hill Lighting Project	City	Multimodal Transportation Fund - DCED	\$225,000	Update street and pedestrian lighting on in Chestnut Hill on Germantown Ave from Mermaid to Chestnut Hill.
Old City Market Street Vision Zero Improvements	City	Multimodal Transportation Fund - PennDOT	\$3,000,000	Create complete street with protected bike lanes on Market Street in Old City.
Parkside Avenue Vision Zero Corridor Project	City	Multimodal Transportation Fund - PennDOT	\$2,682,934	Improve traffic safety and mobility on Parkside Avenue from Girard Avenue to Bryn Mawr Avenue and install protected bike lanes.
Haverford Avenue Intersection Improvements	City	Multimodal Transportation Fund - DCED	\$600,000	Install signals and curb extensions on Haverford Avenue at Rhoades Street and Sherwood Road.
Neighborhood Slow Zone Program	City	2018 Automated Red Light Enforcement (ARLE)	\$1,500,000	Continue the citywide program to implement low cost strategies in neighborhoods to slow driver speeds and encourage safe driving behaviors.

In Progress Safe Streets Grants (Continued)

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Modern Roundabouts	City	2018 Automated Red Light Enforcement (ARLE)	\$2,000,000	Install roundabouts, an FHWA proven safety countermeasure, at high-crash intersections.
LED Street Lighting	City	2018 Automated Red Light Enforcement (ARLE)	\$1,000,000	Install LED street lights along high-crash corridors.
"Cobbs Creek Safety Improvements"	City	2018 Automated Red Light Enforcement (ARLE)	\$1,500,000	Improve traffic safety and mobility along Cobbs Creek Parkway.

In Progress Safe Streets Grants (Planning)

There are five projects and programs in progress, totaling \$1,250,00 of investment to support projects along High Injury Network corridors and citywide safety initiatives.

Project name	Lead Agency	Grant program(s)	Grant Award	Project description
Philadelphia Complete Streets Delivery Program	City	Transportation and Community Development Initiative (TCDI)	\$85,000	Update and align key resources guiding the design for Great Streets in Philadelphia: the Complete Streets Design Handbook and the City's Traffic Standards.
Philadelphia Trail and Sidepath Maintenance	City	Transportation and Community Development Initiative (TCDI)	\$60,000	Develop best practices and strategies for maintenance of existing and future trails.
25th Street Corridor Concepts	City	Transportation and Community Development Initiative (TCDI)	\$65,000	Evaluate 25th Street from Washington Avenue to Passyunk Avenue.
North Philadelphia Transit Improvements	City	Transportation and Community Development Initiative (TCDI)	\$90,000	Develop plans for Complete Streets improvements for Olney Avenue.
SR 0001 Roosevelt Blvd IHSDM Study	PennDOT	PennDOT Highway Safety Improvement Program (HSIP)	\$950,000	Interactive Highway Safety Design Model (IHSDM) study of two sample sections. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road. Sections were selected as representative of the north end and south end of Roosevelt Boulevard. These two selections have curves and high vehicle volume intersections.





# Safe Speeds

## **Roundabout Frankford & Trenton Aves. & York St.**

This complex intersection in the Riverwards area is made safer for all users with a modern roundabout. This type of intervention can reduce speeds and, in the case of a crash, the angles vehicles are traveling are less dangerous. When compared to a signalized intersection, roundabouts have been shown to reduce total crashes by 21% and fatal crashes by 100% in Pennsylvania. (Source: PennDOT roundabout data, 2020)



Automated Speed Enforcement

Speed cameras installed at eight locations on Roosevelt Boulevard began recording speeding violations in June 2020. A report released by the Philadelphia Parking Authority this spring found recorded speeding violations dramatically decreased – by 93% – between the start of the program and February 2021. Drivers traveling at extremely high speeds (over 100 mph) also significantly decreased during the two-month warning period; the number of high speed violators reduced from 75 in June 2020 to seven in February 2021.

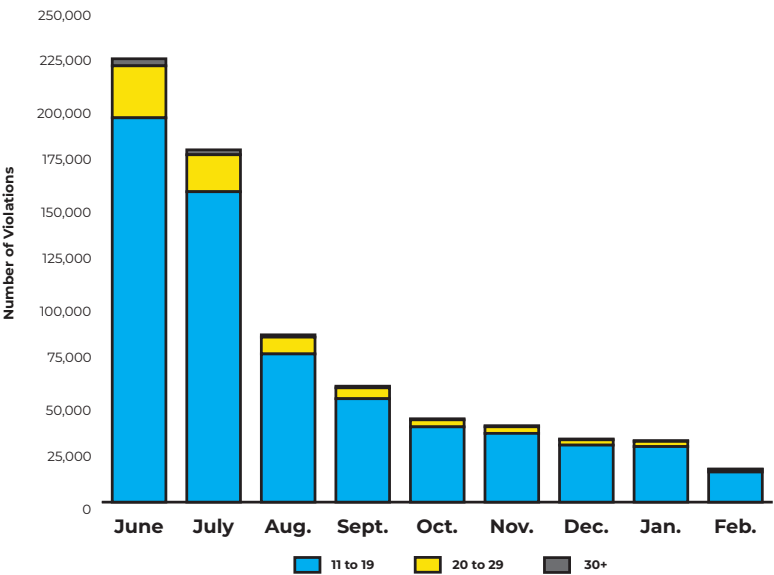
These findings demonstrate how automated speed enforcement can serve as a tool for reducing dangerous driving behaviors without increasing police-led enforcement. An automated approach saves police time and largely eliminates potential officer bias and interactions with drivers.

The cameras are part of a five-year pilot program authorized in 2018 by the Pennsylvania state legislature with the support of the Philadelphia City Council and in partnership with the Philadelphia Parking Authority. Based on the safety impact of the program, the City is seeking state approval to expand the program beyond the 2023 sunset date.



Boulevard Speed Camera

Automated Speed Enforcement Violations Issued by Miles Per Hour Over the Speed Limit



Source: PPA, 2021-2021

Speeding violations decreased

**-93%**  
between June 2020 -  
February 2021.

**VISION ZERO**

**Cramp Elementary School**  
Neighborhood Slow Zone concept design  
*Diseño conceptual de zona con tránsito más lento*

**INSTRUCTIONS:** We want to know what you think will make your streets safer. The questions below will help us learn from you. Please answer the questions below. When you finish, turn this page over and follow the instructions on the other side of the page. When you finish both sides of the page, please mail it back to us using the return envelope provided.  
**To answer these questions online, visit [bit.ly/crampslowzone](http://bit.ly/crampslowzone)**

**INSTRUCCIONES:** Queremos saber qué cree que hará que sus calles sean más seguras. Las preguntas de abajo nos ayudarán a aprender más de usted. Por favor, responda a las siguientes preguntas. Cuando termine, dé vuelta a esta página y siga las instrucciones del otro lado. Cuando termine ambos lados de la página, por favor envíela por correo en el sobre de retorno provisto. Para responder a estas preguntas en línea, vaya a [bit.ly/crampslowzone](http://bit.ly/crampslowzone)

1. Had you heard of the Neighborhood Slow Zone program before you got this letter?  
*¿Había oído hablar del programa de la Zona Lenta del Barrio antes de recibir esta carta?*  
☐ Yes / Sí  
☐ No / No

2. Did you go to the meeting about this project at Cramp Elementary School on 01/29/2020?  
*¿Fue a la reunión sobre este proyecto en la Escuela Primaria Cramp el 01/29/2020?*  
☐ Yes / Sí  
☐ No / No

3. Did you go to the meeting about this project at HACE on 01/29/2020?  
*¿Fue a la reunión sobre este proyecto en HACE el 01/29/2020?*  
☐ Yes / Sí  
☐ No / No

4. Do you live with any children who go to Cramp Elementary School?  
*¿Vive con algún niño que vaya a la Escuela Primaria Cramp?*  
☐ Yes / Sí  
☐ No / No

5. Do you live with any children who go to Muñoz-Marin Luis Elementary School?  
*¿Vive con algún niño que vaya a la Escuela Primaria Muñoz-Marin Luis?*  
☐ Yes / Sí  
☐ No / No

6. If you could change one thing about your street, what would it be?  
*Si pudiera cambiar una cosa de su calle, ¿qué sería?*

7. What is difficult about walking in your neighborhood?  
*¿Qué es lo más difícil de caminar en su barrio?*

8. What is difficult about driving in your neighborhood?  
*¿Qué es lo más difícil de conducir en su barrio?*

9. What is difficult about riding a bicycle in your neighborhood?  
*¿Qué es lo más difícil de andar en bicicleta en su barrio?*

10. Do you have any other comments or thoughts about the project?  
*¿Tiene algún otro comentario o idea sobre el proyecto?*

**City of Philadelphia** Questions/Preguntas: [visionzero@phila.gov](mailto:visionzero@phila.gov) **Vision Zero PHL** [www.visionzerophl.com](http://www.visionzerophl.com)

Outreach transitioned to remote methods in 2020 with new tools, like this mailed survey in English and Spanish.

**VISION ZERO**

**Cramp Elementary School**  
Neighborhood Slow Zone concept design  
*Diseño conceptual de zona con tránsito más lento*

**INSTRUCTIONS:** This map shows changes the City wants to make on streets in your neighborhood. These changes will make the streets safer, especially for people walking. Please look at the map, add anything you think is missing, and cross out anything you don't want with an X. When you finish, turn this page over and follow the instructions on the other side. When you finish both sides of the page, please mail it back to us using the return envelope provided.  
**To answer these questions online, visit [bit.ly/crampslowzone](http://bit.ly/crampslowzone)**

**INSTRUCCIONES:** Este mapa muestra los cambios que la Municipalidad quiere hacer en las calles de su barrio. Estos cambios harán que las calles sean más seguras, especialmente para la gente que camina. Por favor, mire el mapa, agregue lo que cree que falta, y señale lo que no quiere con una X. Cuando termine, dé vuelta a esta página y siga las instrucciones del otro lado. Cuando terminen ambos lados de la página, por favor envíela por correo en el sobre de retorno provisto. Para responder a estas preguntas en línea, vaya a [bit.ly/crampslowzone](http://bit.ly/crampslowzone)

**LEGEND**  
**LEYENDA**

- Concrete Curb Bump-Out  
*Buñolito de concreto extendido hacia afuera*
- Speed Cushion  
*Baldosa*
- Raised Intersection  
*Intersección de calles elevadas*
- Signs at entrances to the slow zone  
*Señales en las entradas de la zona lenta*
- Parks and recreation centers  
*Parques y centros de recreación*
- Slow Zone Boundary  
*Límite en zona con tránsito más lento*
- Existing Direction of Traffic  
*Flujo de tránsito actual*

**CRAMP ELEMENTARY SCHOOL**

**City of Philadelphia** Questions/Preguntas: [visionzero@phila.gov](mailto:visionzero@phila.gov) **Vision Zero PHL** [www.visionzerophl.com](http://www.visionzerophl.com)

This map was included in the mailed bilingual survey.

Neighborhood Slow Zone Progress

Construction on the first two Neighborhood Slow Zones—in Fairhill and near Willard Elementary School—is expected by the end of this year. The Neighborhood Slow Zone Program is a community-driven process that aims to co-create traffic safety improvements in historically underserved communities. The program expands residents' traffic calming options from single-block solutions to entire zones of residential streets.

Two additional, grant-funded Slow Zones around Cramp Elementary School and Hamilton Elementary School are currently in final design and are expected to be installed in 2022.

The City plans to begin outreach for two additional projects—the West Passyunk Neighborhood Slow Zone and the Tenth Memorial Way Neighborhood Slow Zone—in fall 2021.



# Safe Streets

## North Broad Medians

This project installed raised full medians on North Broad Street from Poplar Street to Cecil B. Moore Avenue to create pedestrian refuges at the intersections and made overall traffic safety improvements along the corridor. The medians connect the existing concrete pads built for light poles and provide a safe refuge for people walking across North Broad Street.

At select intersections, the concrete medians extend towards the intersection to guide the vehicle turning movements. The project includes accessibility improvements, new granite curb installation, setting manholes to grade, asphalt restoration, pavement marking installation, crosswalk marking and traffic sign installation.



**“I miss his smile. Everything about him,”**  
said William’s father.

## More than a Statistic

It was while cycling on the night of July 12, 2020, that William Lindsay was hit and killed in the 3800 block of Ridge Avenue in Philadelphia’s Strawberry Mansion neighborhood. The 32-year-old skilled cyclist was going to meet up with his girlfriend when he was hit less than a mile from her house. This section of Ridge Avenue is an untamed road where motorists feel comfortable breaking the speed limit and can do so with impunity.

The driver left the scene and police are still searching for a white 2010–2015 Chevy Camaro with a moonroof and red stripes on the hood and trunk.

The fact that the driver did not stop makes the situation even more heartbreaking for William’s family. “I miss his smile. Everything about him,” said William’s father, Bill. William Lindsay’s memorial service drew more than 900 people online and in person. His family says it shows what an impact he had.



## High Quality Bike Network

Philadelphia's network of safe, protected bike lanes grew to a total of 13.5 miles by September 2021. From January to September, 5.3 miles were completed.

Projects installed include upgrades in Center City on 2nd Street, 5th Street, 6th Street, 16th Street, 22nd Street, and Race Street. The Delaware River Trail off-street shared use path was also completed (see next page). In West Philadelphia, a protected bike lane was installed on Parkside Avenue from 41st to Bryn Mawr Avenue. In Southwest Philadelphia, protected bike lanes were installed on 49th Street, Grays Ferry Avenue, and Lindbergh Avenue. Finally, a safe bike connection was completed at Torresdale Avenue. These new and upgraded bicycle facilities create a network that enables more Philadelphians to bicycle for commuting, transportation, and recreation.



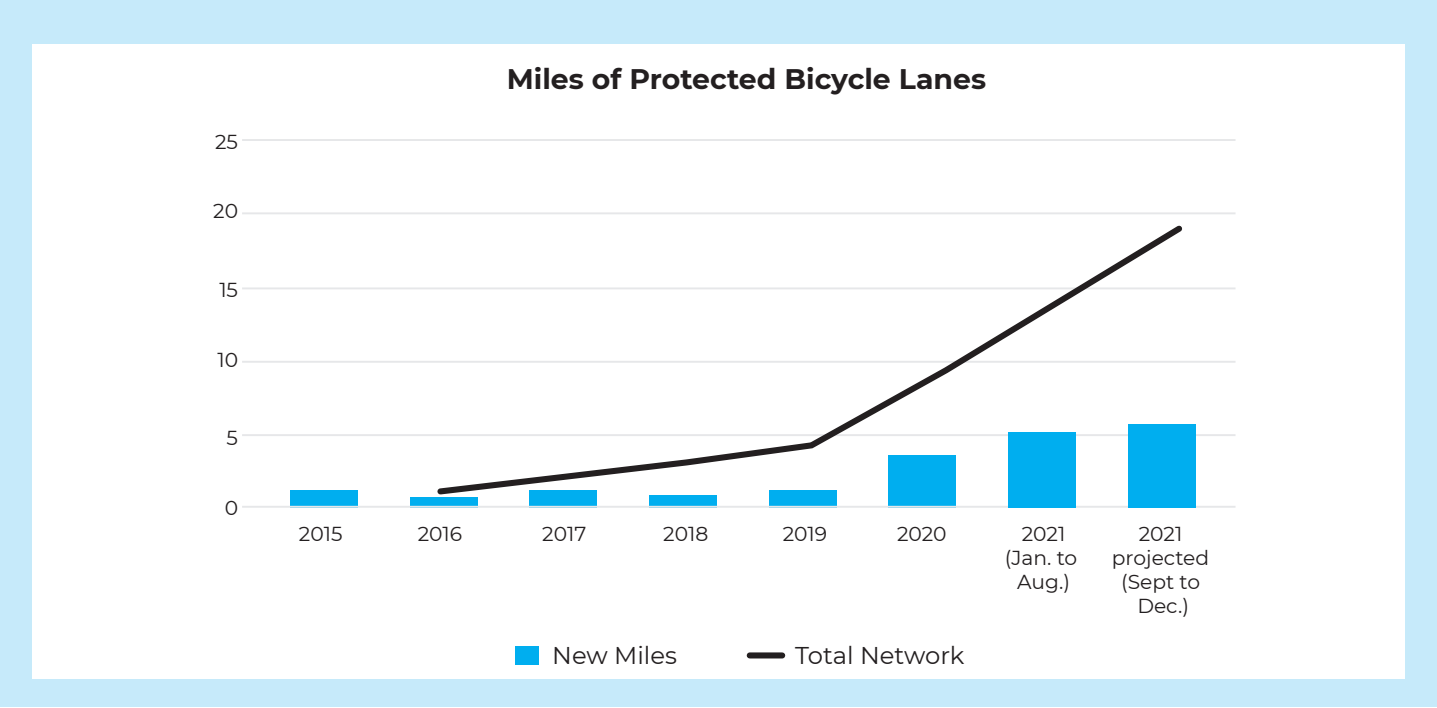
**29%**  
reduction in drivers going  
over the speed limit

*2nd Street from Spring Garden Street to Race Street*  
A new protected bike lane was installed where before there had not been any previous bike lanes. Following installation, a study of vehicle speeds on this roadway demonstrated a 29% reduction in drivers going over the speed limit compared with.



## Bike Lanes Help Reduce Vehicle Speeds

Protected bike lanes are effective traffic calming and safety tools – they have been shown to reduce total crash rates by about 50% compared to streets with no bike lanes<sup>1</sup>. Philadelphia is committed to meeting the goal of building 40 miles of protected bike lanes by 2025.



## American Street

The reconstruction of the two-mile corridor of American Street between Girard and Indiana Avenues was completed in 2021. This project removed old trolley tracks in the roadbed and reimagined the use of the wide roadbed by reallocating space to different uses. Upgrades include new sidewalks, extended curb bump outs, shorter and safer pedestrian crossings, bike lanes,

angled parking, and pavement. New green stormwater infrastructure (GSI) includes trees in a center median, plantings in bump outs, a large rain garden.

American Street now provides a safe multimodal connection on the historically industrial corridor between Northern Liberties and Fairhill neighborhoods.







In West Philadelphia, a protected bike lane was installed on Parkside Avenue from 41st to Bryn Mawr Avenue



### ***Parkside Avenue from 41st Street to Bryn Mawr Avenue***

Multiple safety projects are planned or installed on Parkside Avenue. This project installed protected bicycle lanes from 41st Street to Bryn Mawr Avenue. A study of vehicle speeds on this roadway demonstrated a 6% reduction in drivers going over the speed limit after the protected bike lane was introduced.



### ***Columbus Boulevard Trail***

Completed in fall 2021, the central segment of the Delaware River Trail along Columbus Boulevard from Spring Garden Street to Washington Avenue is a significant milestone in creating a more walkable and bikeable waterfront. The trail's design pares down the eastern side of Columbus Boulevard by shifting curblines closer to existing travel lanes on portions of a High Injury Network roadway (Race to Snyder). This shift allowed the installation of two miles of a fully-separated, two-way bike path and concrete pedestrian walkway. New, safer crossings were installed where the trail intersects streets or driveways as a final phase.



Direct Bus station on Roosevelt Boulevard

### **Roosevelt Boulevard: Route for Change**

Tens of thousands of people use Roosevelt Boulevard each day, but with 12-lanes of high-speed traffic, the road is also one of the city's most dangerous. The Boulevard accounts for 14% of all fatal crashes in Philadelphia with Black and brown communities disproportionately impacted.

In May 2021, the City launched the Route for Change Program for Roosevelt Boulevard. Based on years of planning, community engagement, and collaboration with PennDOT and SEPTA the program outlined a vision for a safer, more reliable, and more accessible corridor.

Immediate solutions identified in the planning process have already been implemented, such as improved high-frequency bus service through Boulevard Direct Bus, and speed camera automated speed enforcement.

Over the next five years, Roosevelt Boulevard will see improved local bus stops, business access transit lanes (BAT) and a new phase of Direct Bus to connect the

Frankford Transportation Center to the Wissahickon Transportation Center. In the long-term, by 2040, the program sets out to reduce posted speed limits, improve sidewalks and sidewalk connections, introduce two-way bike lanes and create a dedicated transit lane for buses.

Families for Safe Streets member Latanya Bird speaking at the Route for Change on Roosevelt Boulevard press event





# Safe People

Principal Logan (left) and two staff from Cramp Elementary at the launch of Safe Routes Philly



## Safe Routes Philly: New and Improved

On April 12, the Mayor was joined by Dr. Hite and Councilmember Maria Quiñones-Sanchez at Cramp Elementary with Principal Deanda Logan to launch the new Safe Routes Philly program.

Safe Routes Philly materials are available to all educators and residents who wish to use them. In Philadelphia, there are 215 schools that are district-run schools, 86 charter schools, and 25 alternative schools. The Safe Routes Philly team will provide technical assistance to schools with the highest need as determined by the School Stress Index (see page 44).

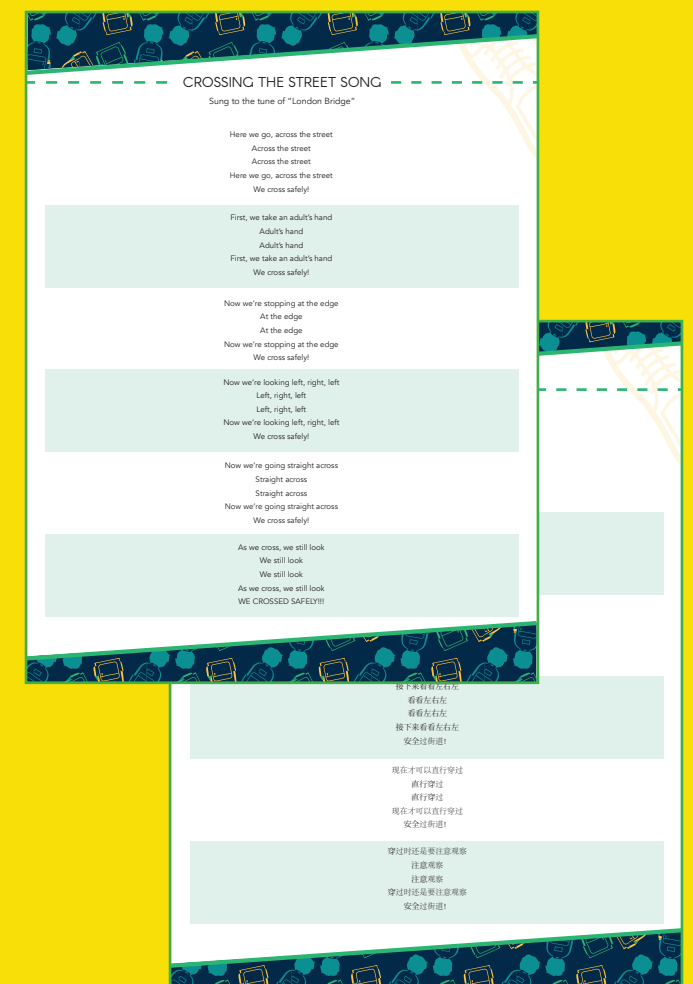
In the 2021-2022 school year, the Safe Routes Philly team is working directly with 12 schools to implement Safe Routes Philly and provide additional support.

## Vision Zero Youth Ambassadors

In 2021, the Safe Routes Philly team developed the Vision Zero Youth Ambassador program expected to launch in 2022. The Vision Zero Youth Ambassador program is designed to engage older students in traffic safety education and Vision Zero by incorporating transportation safety into project-based learning.

## Language Access in Safe Routes Philly

With the support of the Pennsylvania Department of Health's Preventative Health and Health Services Block Grant, the City translated Safe Routes Philly materials in to six different languages in addition to English: Spanish, Simplified Chinese, Vietnamese, Russian, Arabic, and French.







### Communications & Media Awareness

In 2020, the City conducted focus groups to test the effectiveness of past communications campaigns for Vision Zero. Based on the results, in 2021 a "We Meet In The Street" campaign was released to include 108 bus tail ads on SEPTA buses and garner 11,000 impressions over six weeks.

Vision Zero social media communication included a number of messages about NHTSA safety calendar. In total, these messages resulted in 321,139 number of impressions over Facebook, Twitter, and Instagram.

### Safe Routes Philly Videos

The City worked with a professional film company to produce three videos to garner attention and interest in the new curriculum and program. These videos are part of the effort to generate content that Philadelphians can identify with. Easy to share, the are aimed at spreading the word online about safe streets.

Look out in late 2021 for the videos debut and share with your community! [www.phila.gov/safe-routes-philly](http://www.phila.gov/safe-routes-philly)



### More than a Statistic

Samuel Forest Ozer, 17, was killed on June 21, 2020, when his bike was struck by a car on Henry Avenue in Roxborough.

Sam, who had just graduated from AIM Academy in Conshohocken where he was co-captain of his mountain bike team, was bound for the University of Vermont, to study mechanical engineering. He is described by those who knew him as kind, funny, intrepid and passionate...

Two days after his death, hundreds of mourners joined Sam's parents, Sid Ozer and Mindy Maslin, for a silent memorial bike ride up and down Martin Luther King Drive. Two projects were created to keep Sam's memory alive. Sam's Place, where students from AIM and the community will come to learn the art of bike technology and repair, and Sam's Forest, a grove of 75 trees planted with the Wissahickon Restoration Volunteers.

Sam's memory will be kept alive; his loss cannot be measured.



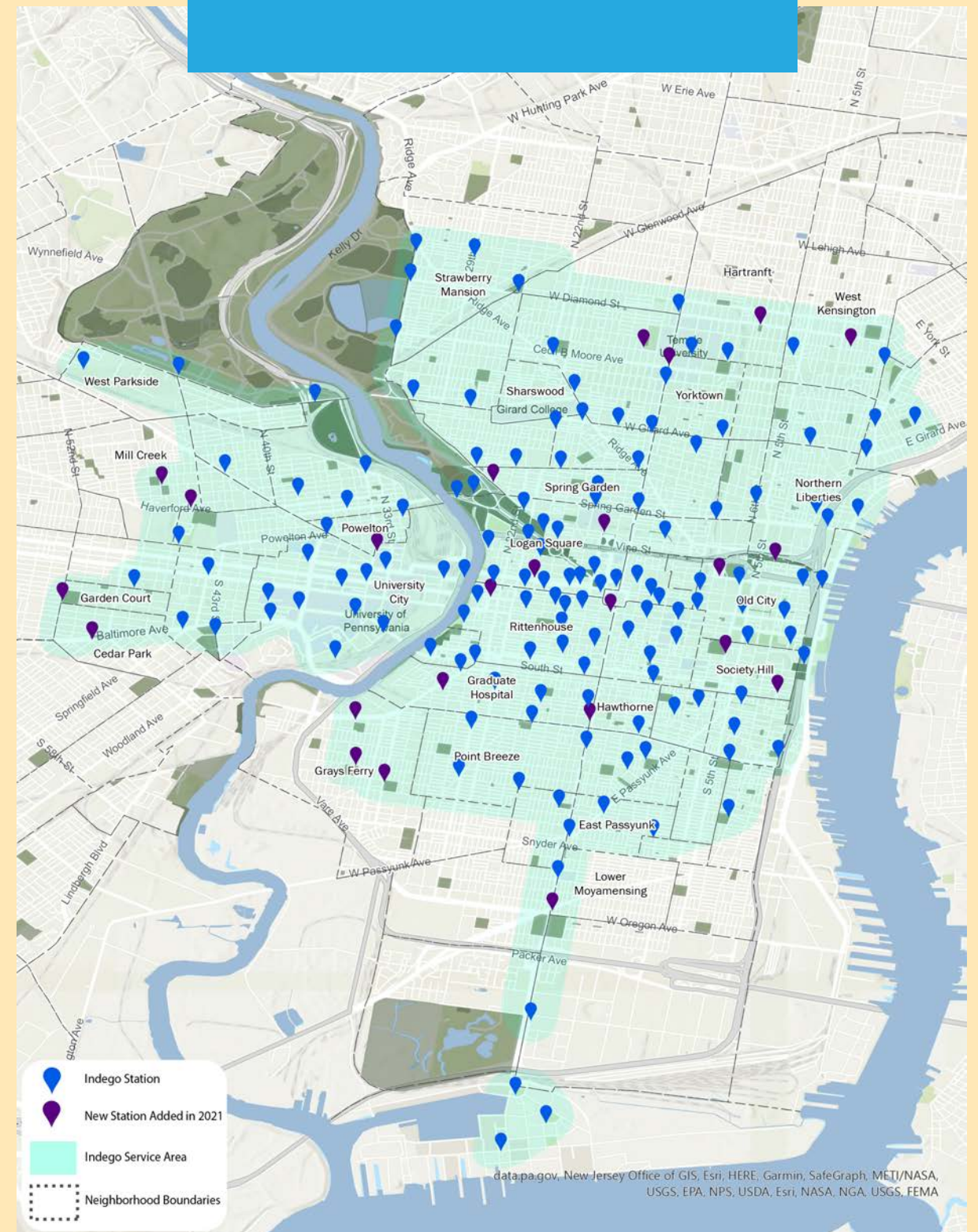


# Safe Vehicles

Safe Vehicles are an essential part of a safe transportation system. Building a safe system means making it easy for people to choose to walk, bike, or take transit whenever possible. One way the City leads is as the owner of vehicle and bike fleets, like Indego Bike Share.



## 2021 INDEGO EXPANSION AREAS







Safe Vehicles

Indego bike share system connects Philadelphians to where they want to go.

Indego Bike Share Growth

Indego Bike Share is on track to reach its goal of adding **30 new stations and 300 new electric assist bicycles** to the system in 2021. As of September, Indego has installed 22 additional Indego stations and has added an additional 200 electric assist bikes to the fleet for a total bike share system size of 164 stations, 1100 classic bicycles and 350 electric assist bicycles.

Community input has been and will continue to be the cornerstone of Indego's approach to expansion. This spring, Indego and OTIS worked closely with seven Expansion Liaisons, a diverse group of community leaders and residents from the different expansion zones.

Community Members Lead the Way Forward for Indego

Indego unveiled two new projects to make it easier for community members to get around their neighborhoods using the bikes. The local Better Bike Share Partnership (BBSP) team worked in collaboration with organizations from communities to gather the content for new, location-specific signage. In addition to featuring the



New Indego station installed in 2021

history of these communities, the signage provides information on suggested bike routes to connect residents to other parts of the city and points out a variety of green spaces, resources, and hidden gems these communities have to offer.

Additionally, Indego partnered with Bicycle Coalition of Greater Philadelphia to develop Neighborhood Ride guides, where community members can discover new ways to get around their neighborhood by bike while learning information about local history. Printed guides have been created for Mantua, Parkside, Point Breeze, Strawberry Mansion, plus a Spanish version for both North and South Philadelphia.

Philadelphia Transit Plan

Transit is 10 times safer than riding in a motor vehicle<sup>2</sup>. A key step towards achieving Vision Zero is making transit a reliable, efficient, and accessible mode of transportation for everyone. In February 2021, the City released the Philadelphia Transit Plan, which will guide public transit improvements through 2045. The first transit plan in over 100 years, this documents policy initiatives like developing a low-income fair program, expanding the frequent bus network, achieving full ADA accessibility, and partnering with SEPTA on its Comprehensive Bus Network Redesign. Improving bus corridors and investing in high-capacity transit, such as trolley modernization and more frequent regional rail, are also priorities.

Bus only lanes were installed on Market Street and JFK Boulevard as an early implementation step of the Transit Plan in 2021.



Safe Vehicles

SEPTA Piloting Collision Avoidance Technology

SEPTA's vehicle crash trends have decreased over the past 5 years, but SEPTA remains proactive in looking at creative solutions to continue to mitigate risk and further reduce crash incidents.

Vehicle Collision avoidance technology and Operator behavior monitor systems are starting to make their way into the mass transit industry. Starting in the fall of 2021, SEPTA is embarking on a series of pilot programs to test and evaluate this technology and determine if there is reliability and efficacy that would justify fleet wide investments.

Example of the technology that SEPTA is testing a collision avoidance system on four of their City Light Rail Trolleys.



Over the next year SEPTA is conducting assessments of a variety collision avoidance technology on buses, trolleys and Customized Community Transportation/ Paratransit fleet. Collision avoidance technologies include cameras and real time warning systems for forward collisions and blind spot avoidance for pedestrians and cyclists. Operator performance monitoring systems use video analytics, predictive analytics, and performance programs to monitor driver's performance and improve their skills, lowering crash risk and costs.



# Safety Data

## Using Data to Prioritize Youth Pedestrian Crashes

In 2019, Philadelphia was selected for a two year demonstration project in partnership with the Pedestrian and Bicycle Information Center, with support from Toole Design Group and funded by the Federal Highway Administration. In 2021, as part of the final phase of the project, the team conducted a systemic analysis of youth pedestrian injury crashes in Philadelphia.

The analysis revealed that one-half of youth pedestrian crashes happen at mid-block locations (compared to one-third of adult pedestrian crashes). The team then looked at roadway risk factors for these crashes across the system. Finally, locations were screened for safety and equity criteria to produce prioritized list of locations for interventions based on the analysis.

This project is an example of advancing a safe system approach to Vision Zero because it uses data to prioritize interventions on a system-wide scale.

Actors on set at Safe Routes Philly filming day

## PRIORITY LOCATIONS FOR YOUTH PEDESTRIAN CRASHES

### Prioritized High-Volume Roads for Mid-Block Youth Pedestrian Systemic Safety Countermeasures

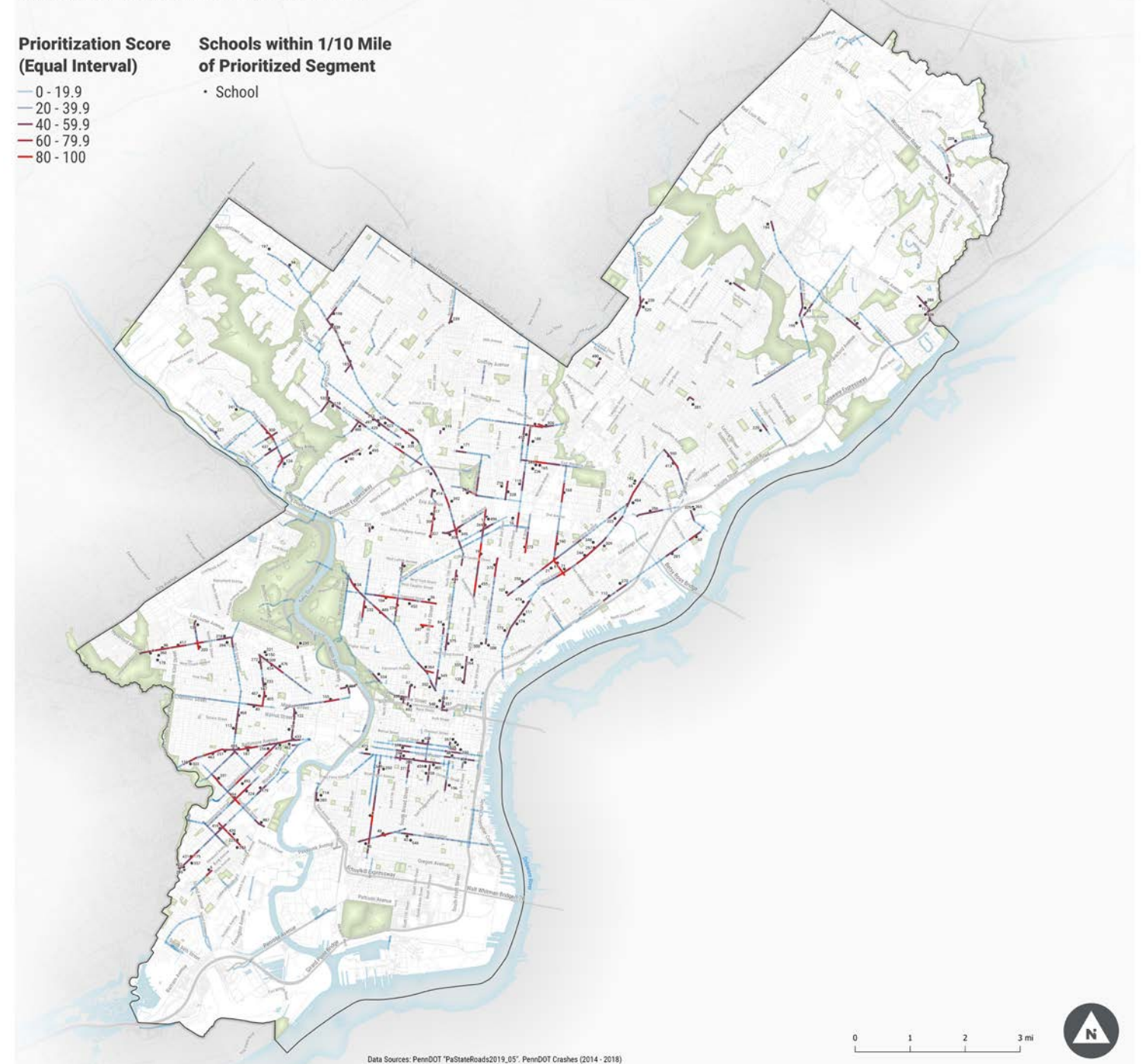
AADT > 5000, Posted Speed Limit <=25 mph, Not Multilane

#### Prioritization Score (Equal Interval)

- 0 - 19.9
- 20 - 39.9
- 40 - 59.9
- 60 - 79.9
- 80 - 100

#### Schools within 1/10 Mile of Prioritized Segment

- School







The City is using crash and health equity data to prioritize staff and program support for Safe Routes Philly.

School Stress Index

The School Stress Index is a spatial analysis of Philadelphia’s crash and health data that helps determine which schools in Philadelphia should be prioritized for technical assistance. This dataset factors in the amount of crashes involving youth during school hours, health outcomes, and other demographic factors. In Philadelphia, crashes do not affect all neighborhoods equally. By prioritizing technical assistance using the school stress index, the City uses equity as a foundation to support our goal of zero traffic deaths by 2030.

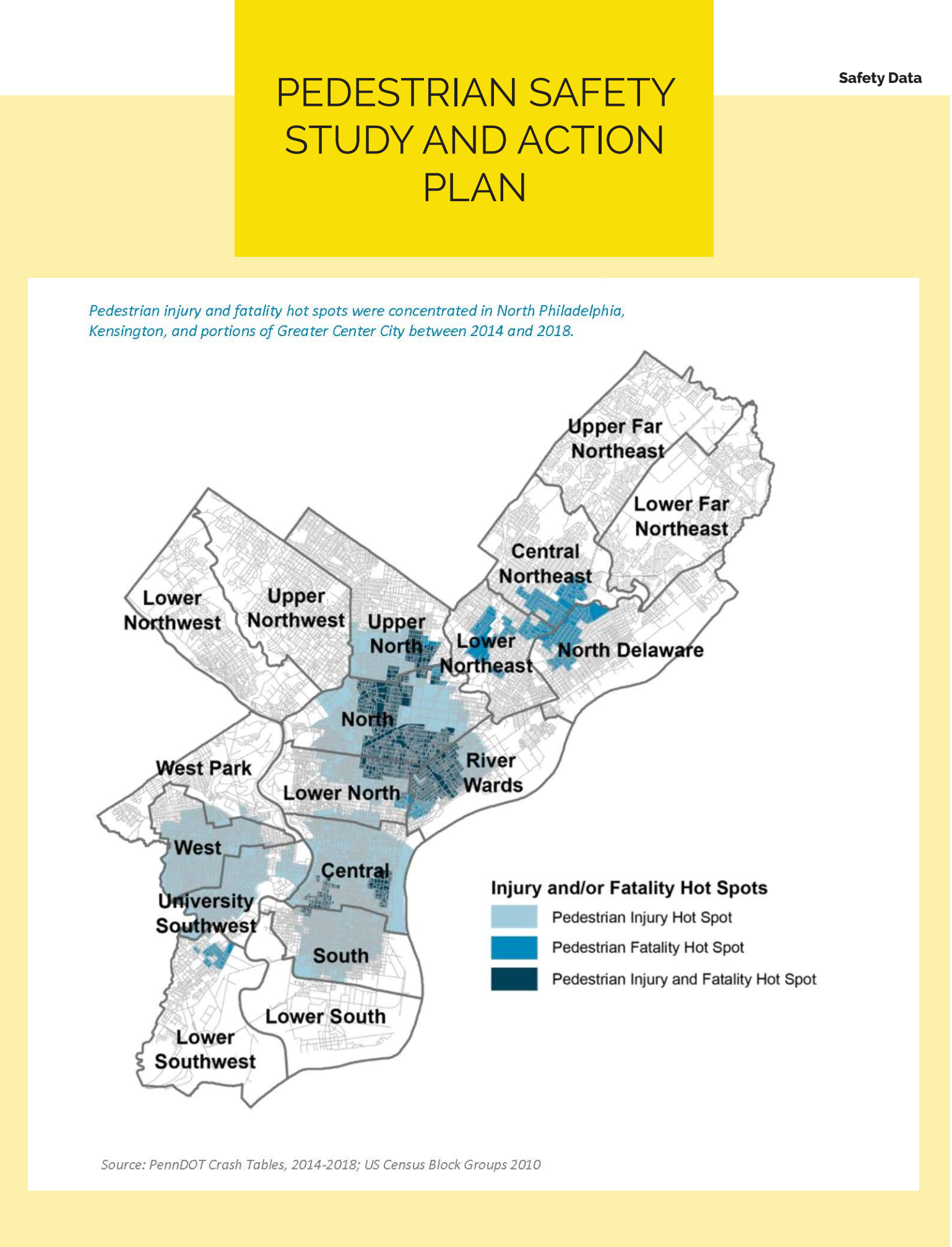
Vision Zero Pedestrian Safety Study & Action Plan

Walking in Philadelphia is often a wonderful experience, but it can also be challenging and sometimes even deadly. A pedestrian is injured or killed in the City every six hours. Compared to similar U.S cities, Philadelphia has a higher number of pedestrian fatalities per resident. In 2019 the City undertook a study to better understand pedestrian crashes and actions to prevent them. Key actions coming from this study inform the work the City is undertaking to achieve Vision Zero. These include reducing vehicle speeds, increasing visibility, reducing pedestrian crossing widths, and reducing conflicts between people walking and people driving. The study used crash data to identify hot spots for pedestrian fatalities and serious injuries (see opposite page).

USDOT Equity/Data Comments

The Vision Zero Safety Data Subcommittee weighed in on federal practices related to transportation equity data in 2021. Following an executive order from President Joe Biden, the United States Department of Transportation announced it would assess whether and in what ways its programs and policies perpetuate systemic barriers for people of color and other underserved groups. The City provided recommendations including:

- Greater collection of self-reported race and ethnicity data as well as equity metrics for multiple protected classes, like ADA disability and age range.
- The gathering of experiential data to understand how people feel about their transportation options.
- The development of a tool to determine historic levels of investment or disinvestment in an area by all levels of government.





# Appendix

## STRATEGIES TABLE

### Implementation Progress Summary on Vision Zero Actions for 2021:

Safe Streets			
1.1.2	Design residential streets for 20 mph target speeds using traffic-calming measures	OTIS/Streets/PCPC	Delayed/ Partial
Update - Traffic calming designed for Slow Zones and other streets			
1.1.3	Complete a review of traffic calming request processes, including communications and user experience evaluation and work with partners to incorporate recommended improvements based on the findings	OTIS/Streets/311	Stalled
Update - Progress delayed on identifying partners and funding.			
1.1.4	Evaluate the relationship between traffic violence, community safety, and gun violence to determine relationships and potential solutions	OTIS/Mayor's Office/Health	Ontrack
Update - Heath & OTIS initiated project; staff resources allocated			
1.2.1	Expand automated speed enforcement program to within ¼ mile of all schools and all HIN streets, upon passage of State enabling legislation	OTIS/Streets	Ontrack
Update - Temple MPP program completed; policy stakeholders convening in fall 2021			
1.2.2	Analyze priority locations for expanded automated speed enforcement	OTIS	Ontrack
Update - Oversaw Temple University MPA students in creating a plan for advocating for legislative action and the expansion of CASE			
1.2.3	Implement local control of speed limits, upon passage of State enabling legislation	OTIS/Streets	Delayed/ Partial
Update - City completed initial peer city research with NACTO on speed limit setting and planning batch study			
1.3.1	Continue Neighborhood Slow Zone program with regular opportunities for neighborhoods to apply	OTIS	Ontrack
Update - Program continuing; design discussions initiated on Tenth Memorial & West Passyunk			
Safe Speeds			
2.1.1	Seek funding for the planning or construction of at least two High Injury Network corridors every year, using the Vision Zero Capital Plan as a prioritization tool	OTIS	Ontrack
Update - Lehigh Avenue funding secured; DVRPC work program includes Cecil B. Moore Avenue			
2.2.1	Engage with community members in planning for at least two High Injury Network corridors every year for construction in future years, using the Vision Zero Capital Plan as a prioritization tool	OTIS	Ontrack
Update - Planning and engagement for HIN corridor in 2020-2021 included Washington Avenue, Route for Change Roosevelt Boulevard, Chestnut/Walnut Streets			

Safe Speeds			
2.2.2	Building on the successes of COVID-19 street closures to streamline the existing parklet/pedestrian plaza programs and expand community led street improvement opportunities	OTIS/Streets	Ontrack
Update - Program incorporated in eCLIPSE; working group collaborating with City Council and Mayor's Office to determine 2022 programs			
2.4.7	Release a map of the long-term vision for the High Quality Bike Network	PCPC/OTIS	Delayed/ Partial
Update - In review by PCPC			
2.4.9	Implement one roundabout, mini roundabout, or neighborhood traffic circle a year	Streets	Ontrack
Update - Frankford/Trenton/York completed; Moyamensing in design			
2.4.14	Integrate implementation of multi-modal safety improvements into paving of State roads and reconstruction of State bridges through PennDOT Connects	Streets	Ontrack
Update - Projects include XYZ			
2.4.16	Evaluate TOD Overlay District for ways to strengthen mode shift especially transit, biking, and walking	PCPC/OTIS	Delayed/ Partial
Update - Goal included in Transit Plan			
Safe People			
3.1.4	Conduct at least two Safe Routes Philly training sessions for educators, school champions, and community leaders each year	OTIS	Ontrack
Update - PSD PE Teachers completed; Partnership initiated with Library system			
3.2.2	Build a Vision Zero Philadelphia network to share resources and take action, partnering with at least two organizations per year such as: health groups, hospitals, insurance companies, faith-based communities, or neighborhood businesses	Safe People Subcommittee	Delayed/ Partial
Update - Subcommittee re-convening fall 2021. Look to initiate this in 2022/2023; focus for 2021/2022 is youth and SRP			
3.2.3	Organize two trainings per year on innovative traffic safety topics for City staff involved in roadway safety efforts	OTIS	Delayed/ Partial
Update - NACTO Speed Limit Setting workshop			
3.3.1	With regional partners, develop workshop and toolkit for professional media on how to best communicate information about traffic crashes and Vision Zero	OTIS/Regional Safety Task Force	Stalled
Update - Staffing delay; goal to initiate in 2022.			
3.3.2	Continue to provide accurate and timely crash data to local press to aid appropriate reporting on traffic crashes	OTIS/PPD/Mayor's Office	Ontrack
Update - Ongoing			
3.3.3	Continue to promote traffic safety communications messages citywide and in the context of specific projects	OTIS/Mayor's Office	Ontrack
Update - Traffic safety messaging promoted in Slow Zones and corridor planning e.g. Spring Garden St.; MLK Bridge.			



Safe People			
3.3.4	Continue to incorporate research on effective messaging into Vision Zero communications including campaign analytics to track performance and adjust for effectiveness	OTIS	Ontrack
Update - Analytics tracked; focus group results influenced 2021 bus tail ad campaign			
3.3.5	Support transition of crossing guard program to School District and provide crash data to prioritize guards at high youth pedestrian crash intersections	OTIS/MDO/SDP	Ontrack
Update - Initial discussions with Streets, MDO, OTIS			
3.3.6	Based on crash data, roll out yearly Vision Zero public education campaigns to raise awareness about dangerous driving behaviors such as aggressive driving and speeding	OTIS	Ontrack
Update - Campaign rolled out in 2021			
3.3.7	Publish a quarterly Vision Zero newsletter	OTIS/Safe People Subcommittee	Stalled
Update - Staffing delay; goal to initiate in 2022.			
3.3.8	Produce all public Vision Zero education campaigns bi-lingually, in English and Spanish, and any other languages whenever possible/whenever reflecting the neighborhood languages	OTIS/Office of Immigrant Affairs	Delayed/Partial
Update - Blogs and portion of social media in Spanish; Bus tail ads English only			
3.3.9	Honor traffic violence victims by including their stories in Vision Zero communications messaging in partnership with Families for Safe Streets	OTIS/Families for Safe Streets	Ontrack
Update - Victims stories included in annual report; Partnership for World Day of Remembrance observance			
3.3.11	Create a mode shift toolkit and implement with at least three large employers in Philadelphia's Transportation Management Associations (TMAs) and Mobility Alternative Program (MAP) to incentivize active transportation	Clean Air Council/Bike Coalition of Greater Philadelphia/Safe People Subcommittee	Delayed/Partial
Update - Clean Air Council initiated work; Staffing delay			
3.4.2	Expand Automatic Red Light program at highest red light running crash locations	OTIS/PPA	Ontrack
Update - Report new ARLE installs - check with Chris; Analysis of the locations			
Safe Vehicles			
4.1.5	Work with Council to expand commercial trash hauling hours as part of the Congestion Omnibus Bill	OTIS	Ontrack
Update - Pilot part of Omnibus Bill			

Safe Data			
5.1.1	Complete three before/after studies each year to analyze the effectiveness of Vision Zero corridor or intersection safety projects	OTIS/Streets/Safety Data Subcommittee	Ontrack
Update - Speed studies conducted on Parkside Avenue, 2nd St., 10th St.			
5.1.2	Continue to release annual Vision Zero progress reports	OTIS	Ontrack
Update - Completed and ongoing			
5.1.4	Continue to input Vision Zero projects into public-facing GIS layer	OTIS/Streets	Delayed/Partial
Update - Partially complete.			
5.2.1	Consistently collect, record, and report race/ethnicity data for all people involved in a crash	PPD/PennDOT	Delayed/Partial
Update - Comments to USDOT for equity and data collection			
5.2.2	Evaluate crashes with more precise data for time of crash (precise date) and people involved (zip codes)	OTIS/PennDOT	Delayed/Partial
Update - Data obtained; staffing delay; goal to intiate in 2022.			
5.2.3	Create new database layers of physical street characteristics such as street width and number of lanes to better understand the relationship between crashes and street geometry	OTIS/Streets	Stalled
Update - Not initiated			
5.2.4	Evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes	Jefferson University Hospital	Ontrack
Update - Research partner received institutional review board approval; students and staff assigned to project.			
5.3.2	Continue to report analysis of annual PennDOT crash data and identify ways to expedite the release of crash data on an ongoing basis	OTIS/PennDOT	Ontrack
Update - 2020 crash data in report; ongoing conversations with PennDOT			
5.3.3	Continue to report monthly City crash data in a publicly accessible database	OTIS/PPD	Ontrack
Update - completed by PPD and Open Data Philly			
5.3.4	Develop an interactive, user-friendly, web-based application using standardized metrics for internal and external crash analysis	OTIS	Delayed/Partial
Update - Project initiated; additional staff support needed.			

1 Reynolds, Conor, et al. "The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature | Environmental Health | Full Text." Environmental Health, 2009, <https://doi.org/10.1186/1476-069X-8-47>.

2 American Public Transportation Association; Vision Zero Network. Public Transit Is Key Strategy in Advancing Vision Zero, Eliminating Traffic Fatalities. 2018, <https://www.apta.com>.



# VISION ZERØ

CITY OF PHILADELPHIA

**SPEED CAMERAS SAVE LIVES**

**SLOWER = SAFER**

*Over 140 people have been killed or seriously injured  
in crashes on Roosevelt Boulevard since 2013.*


To learn more about how speed cameras save lives,  
visit [VisionZeroPHL.com](http://VisionZeroPHL.com).



**VISION  
ZERØ**



City of  
**Philadelphia**

 **Intersection**

215