

# VISION ZERØ

CITY OF PHILADELPHIA

## Annual Report 2022



City of  
Philadelphia





# LETTER FROM THE MAYOR

James F. Kenney

Fellow Philadelphians,

After a tragic spike in traffic deaths in 2020, we had hoped for a dramatic decrease in 2021. This was not the case. 121 traffic deaths made 2021 the second-deadliest year for traffic crashes since 1999. These deaths are felt throughout Philadelphia. Each one underscores an important point: traffic deaths are never normal; they are unacceptable and preventable. Philadelphians deserve safe streets and transportation options. Philadelphians deserve zero traffic fatalities and serious injury.

This year, the Vision Zero Task Force continued to work towards this goal. This team has built, paved, and painted new safety infrastructure across Philadelphia. We installed the first two Neighborhood Slow Zones, strengthening these communities by improving traffic safety for students, parents, and residents. High Injury Network corridors were not only repaved, but reimaged as roadways designed for everyone, no matter how they choose to travel. Countless details like red painted bus lanes, or early sanitation collection times, all add up to strengthen Philadelphia's transportation infrastructure.

Each of these transformative projects, and many more in the years ahead, depend on a foundation of data analysis, planning, and community engagement. Knowing the details of traffic violence in Philadelphia is absolutely necessary to directing time, energy, and funding where it is needed most. This year, new data and analysis from the Vision Zero Task Force has shown what we, and many others, have thought to be true. Traffic violence is an equity issue. Individuals and communities of color, older adults, people walking, biking, or riding a motorcycle, and neighborhoods living on lower incomes all face disproportionate rates of traffic deaths and serious injuries.

From day one, Vision Zero has focused on making our city's transportation network safer for its most vulnerable users. This past year's work has made it clear that progress is possible, and the need is greater than ever. The work ahead will not be easy, but the Vision Zero Task Force is more dedicated—and better equipped—to implement system-wide changes than ever before. Together, we can save lives.

Mayor James F. Kenney





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# ONE DEATH IS TOO MANY

A serious injury has lasting effect on a family, a death has a lasting effect on a community. Traffic violence is felt unequally by underserved communities in Philadelphia, with fatal or serious injury crashes three times more likely to occur in areas of the city where most residents are on low incomes. With the fourth highest rate of traffic-related deaths among major cities,<sup>1</sup> Philadelphia has a long way to go.

We as a city can and are taking responsibility. Our approach looks beyond individual crashes and behavior and addresses risks on a system-wide level. The City is actively working to reduce traffic speeds, design, and build safe roads, and encouraging safe and healthy modes of transportation like walking, biking, and transit. We are working with communities to ensure Philadelphians are engaged in the development of safety projects and programs, and we are advocating for policies that embed the goal of Vision Zero across all sectors and levels of government.

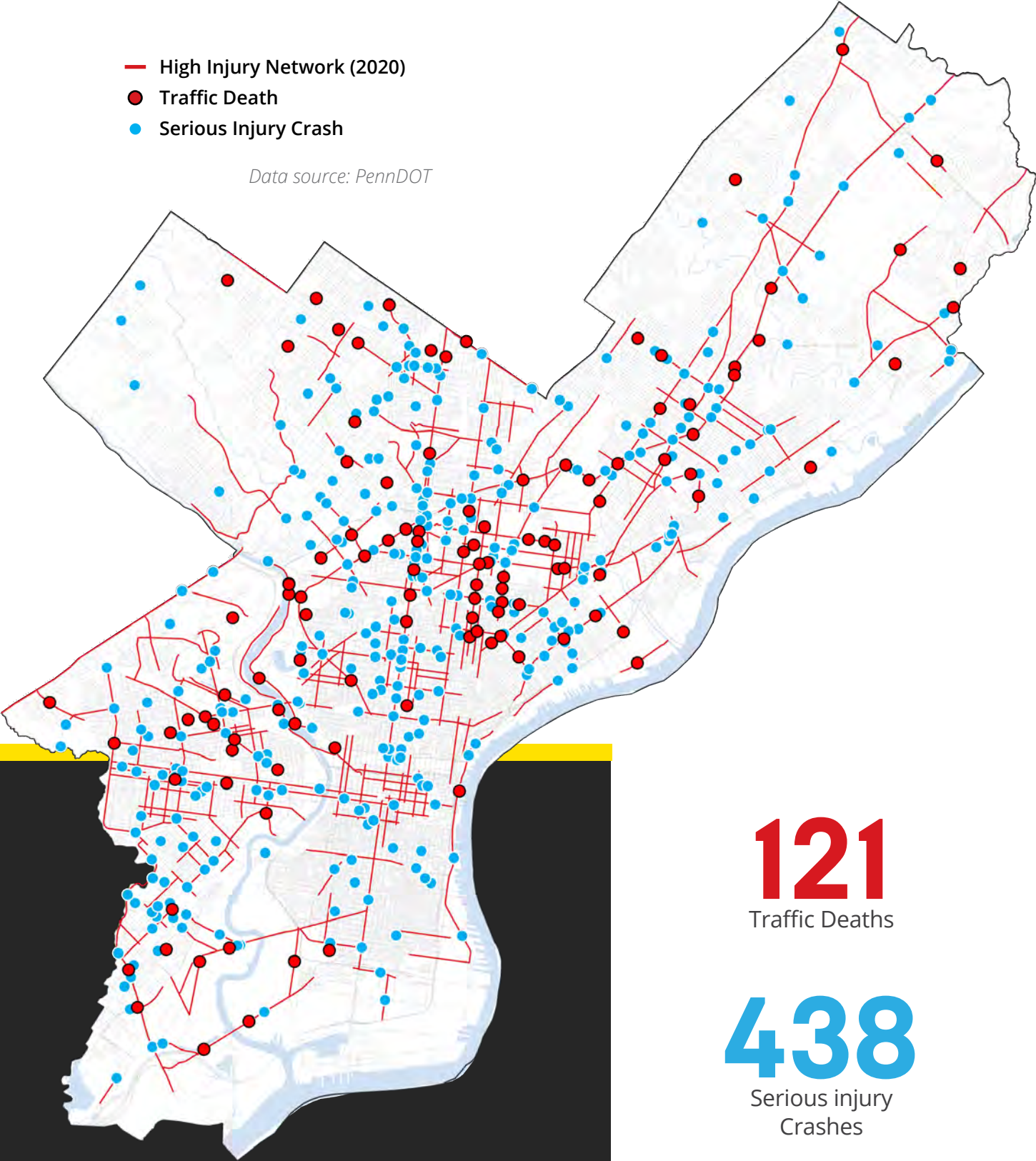


**Angela  
Kee**

## More than a statistic

Angela Kee, 64 years old, was getting off the bus at the 6300 block of Crescentville Avenue in the Oak Lane neighborhood, when a hit and run driver hit and killed her on January 7, 2022. She was a teacher at a private kindergarten program. Angela had just started taking the bus for transportation since her car was undergoing repairs. Angela's only son, Stanley, has been advocating for improvements to this bus stop, which does not have sidewalks, stoplights or crosswalks. Stanley misses talking to his mom. She always said "Don't worry, things will get greater later."

## Traffic Deaths and Serious Injuries in Philadelphia in 2021

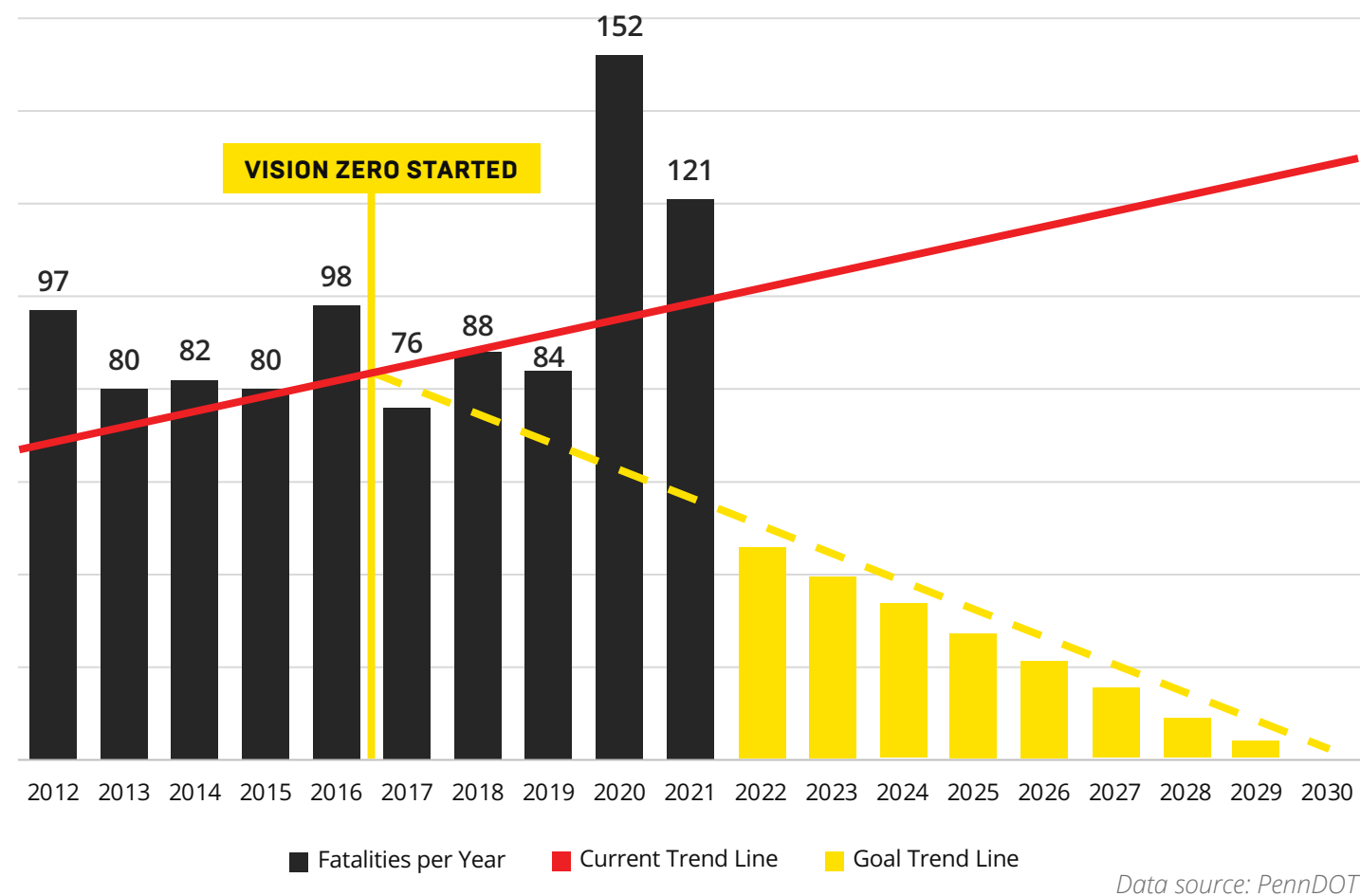




# WHERE WE ARE NOW

Philadelphia saw a dramatic increase in the number of fatal crashes in 2020 at the onset of the COVID-19 pandemic and has yet to return to pre-2020 levels. In 2021, 121 people were killed on Philadelphia streets in traffic crashes. Philadelphia rejects the current trend line of fatal crashes and we stand committed in our work toward zero deaths.

## Current and Goal Trend Lines for Vision Zero in Philadelphia (2012-2021)<sup>1</sup>



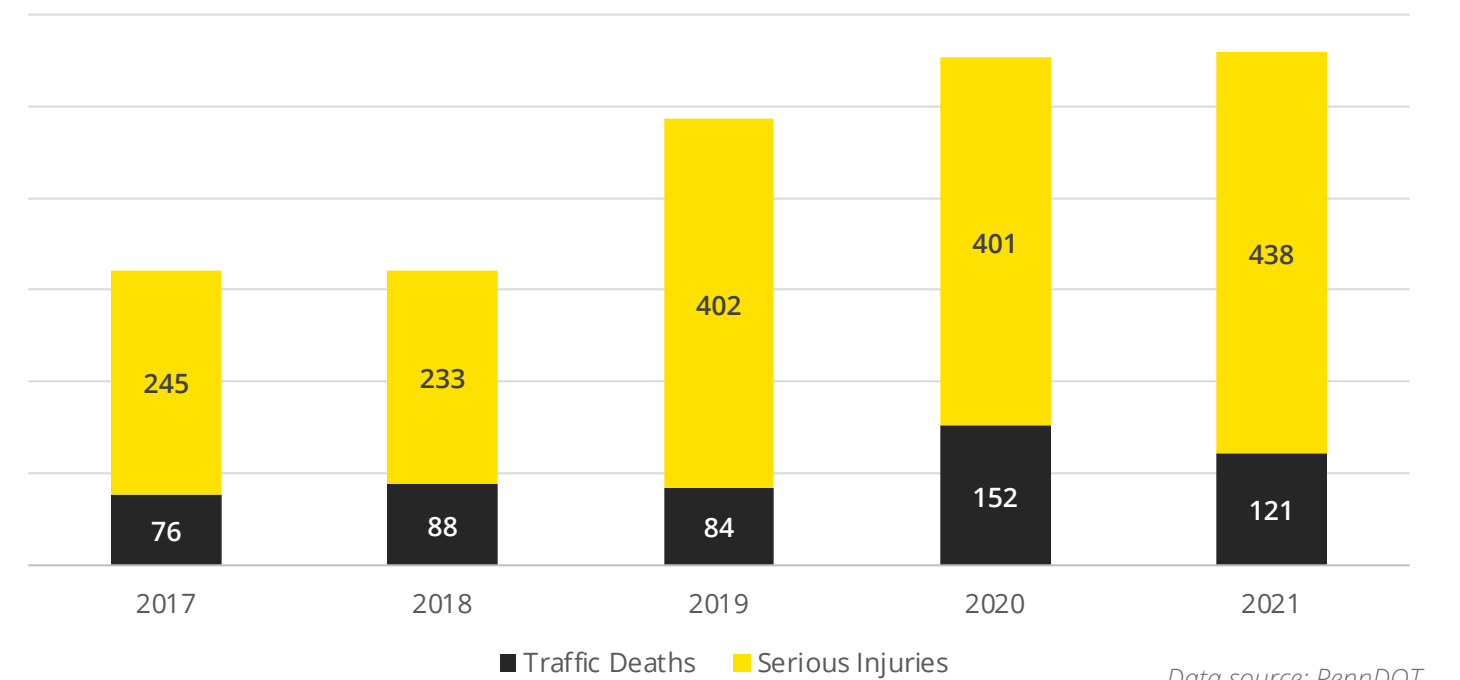
6 1. In 2022, the City started using a new methodology to analyze crash data. Like our peer cities, Philadelphia's Vision Zero reporting has always focused on crashes that occur on surface streets and not interstates that run through the city. Previous reports used a spatial method to filter out these crashes, but that is no longer necessary due to new PennDOT data reporting methods. As a result, there may be slight differences between numbers shown in this year's report and previous years' reports. For more details on our new methodology, see page 53.

## The Past Five Years in Philadelphia

The start of the COVID-19 pandemic caused sweeping changes for many people and sectors. Understanding how these changes affect traffic fatalities is still a work in progress. However, there are known predictors for traffic deaths - like vehicle speed - that the City is continuing to work on. Although the City did see a decrease in traffic deaths from 2020 to 2021, when we include serious injuries, we see that there was essentially no change in serious crashes from 2020 to 2021.

It is important to look at both deaths and serious injury when working towards traffic safety. The tragedy of a traffic death cannot be overstated, and a serious injury crash can emotionally and financially destabilize an individual - or an entire family.

## Traffic Deaths and Serious Injuries in Philadelphia (2017-2021)<sup>2</sup>



From 2017 to 2021 Philadelphia has seen an average of **104 Traffic Deaths** and **344 Serious Injury Crashes** each year.<sup>3</sup>

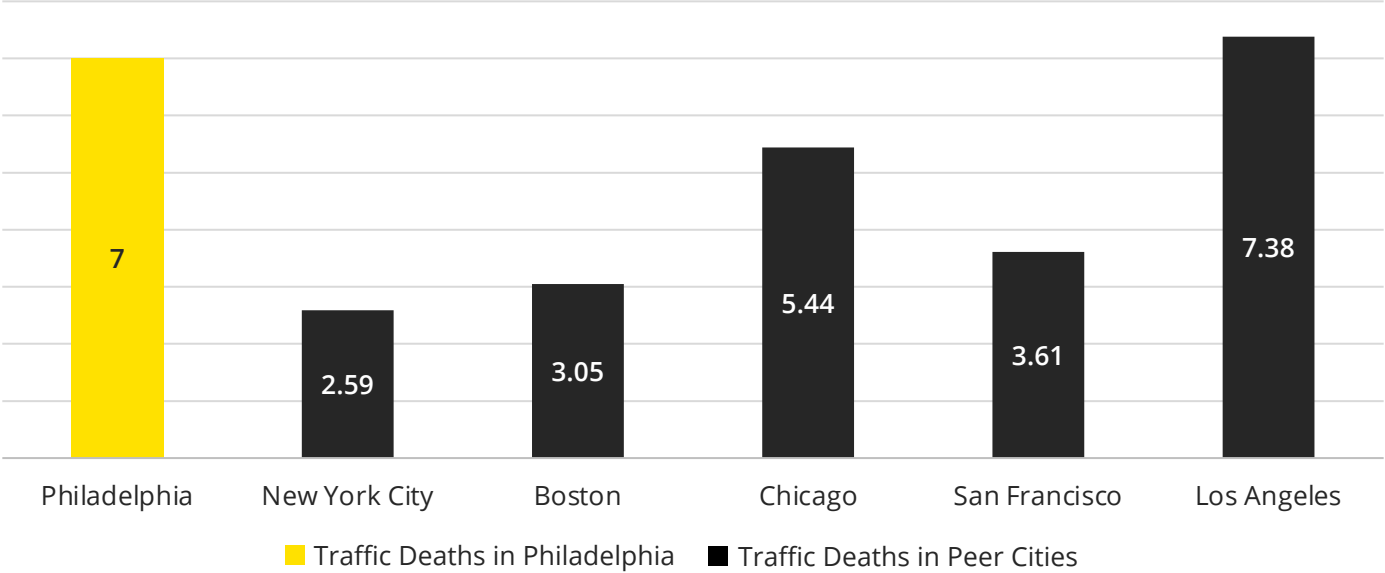
2. In 2019, Philadelphia adopted new statewide standards in how injury types are coded and reported, leading to an increase in serious injuries reported that year. For more information on PennDOT reporting practices, [click here](#)

3. Data Source: PennDOT Crash Data (2017-2021)

7



Traffic Deaths per 100,000 Residents in Philadelphia and Peer Cities



Cities across the US experienced a spike in traffic deaths due to the COVID-19 pandemic, but Philadelphia continues to have one of the highest rates of traffic fatalities compared to its peer cities.

This is all the more reason to continue to utilize best practices and improve traffic safety for all Philadelphians.

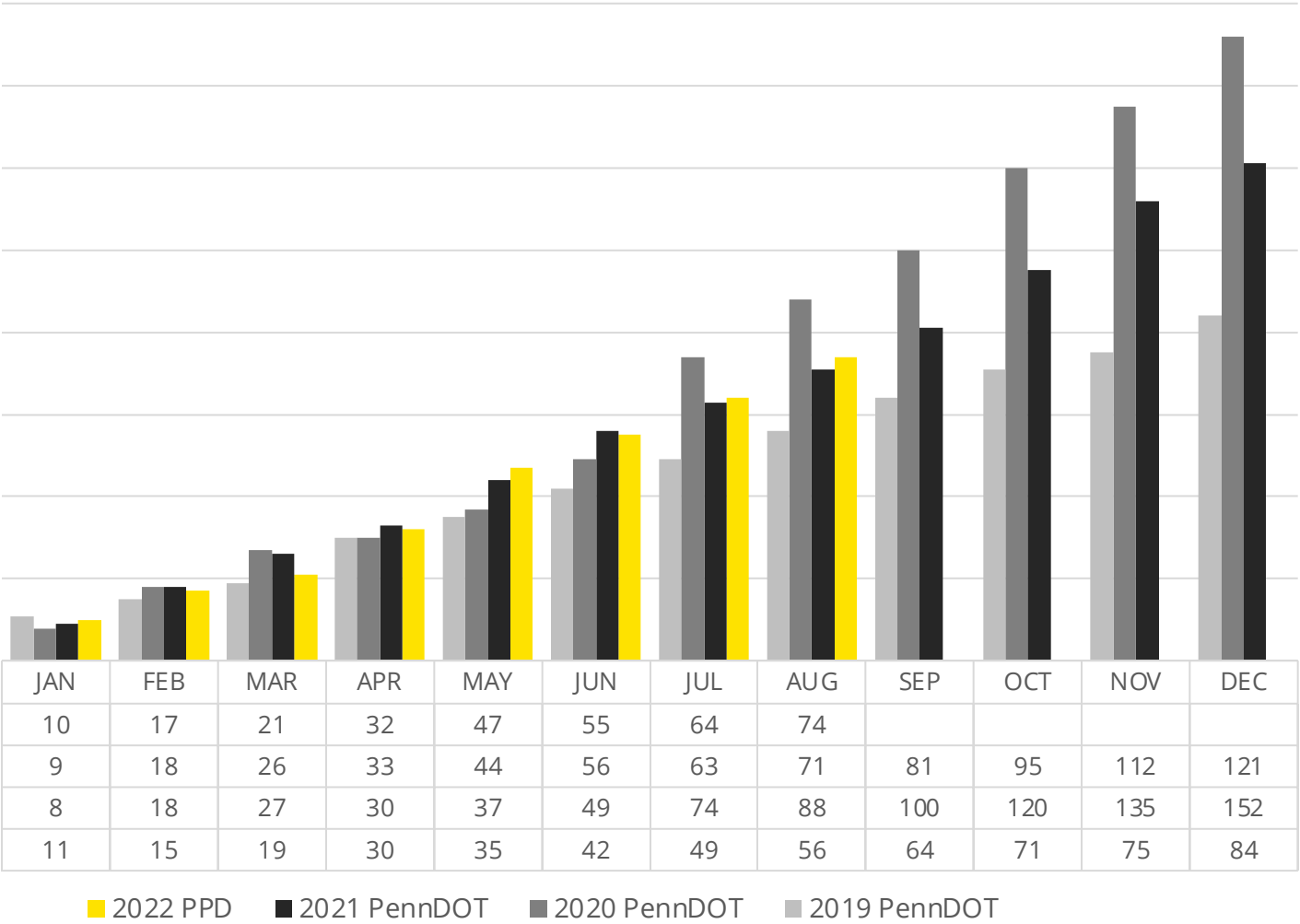


2022 Traffic Deaths, January to August

While PennDOT’s annual crash data is the official source Vision Zero uses for analysis and decision making, its annual release cycle means the most recent crashes are not included. For the most up to date information the Philadelphia Police Department (PPD) internally reports monthly summaries of crashes resulting in traffic deaths. Coordinating with PPD better equips Vision Zero to study the details of crashes and their immediate impact on Philadelphia communities.

This initial look shows that traffic deaths in the first 9 months of 2022 have remained consistent with 2021. This perpetuates the increase over pre-pandemic rates of traffic deaths and shows more must be done in order to understand and reverse this trend.

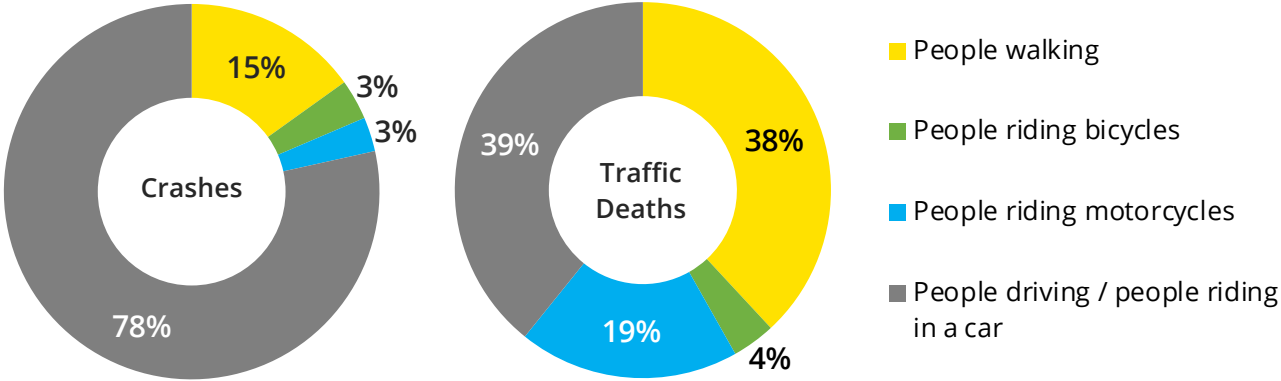
Cumulative Traffic Deaths per Month In Philadelphia (2019 - August 2022)<sup>1</sup>



1. Data sources: PennDOT Crash Data (2019-2021), PPD Data (January 2022 - August 2022)



Crashes and Traffic Deaths by Mode in Philadelphia (2017-2021 Average)<sup>1</sup>

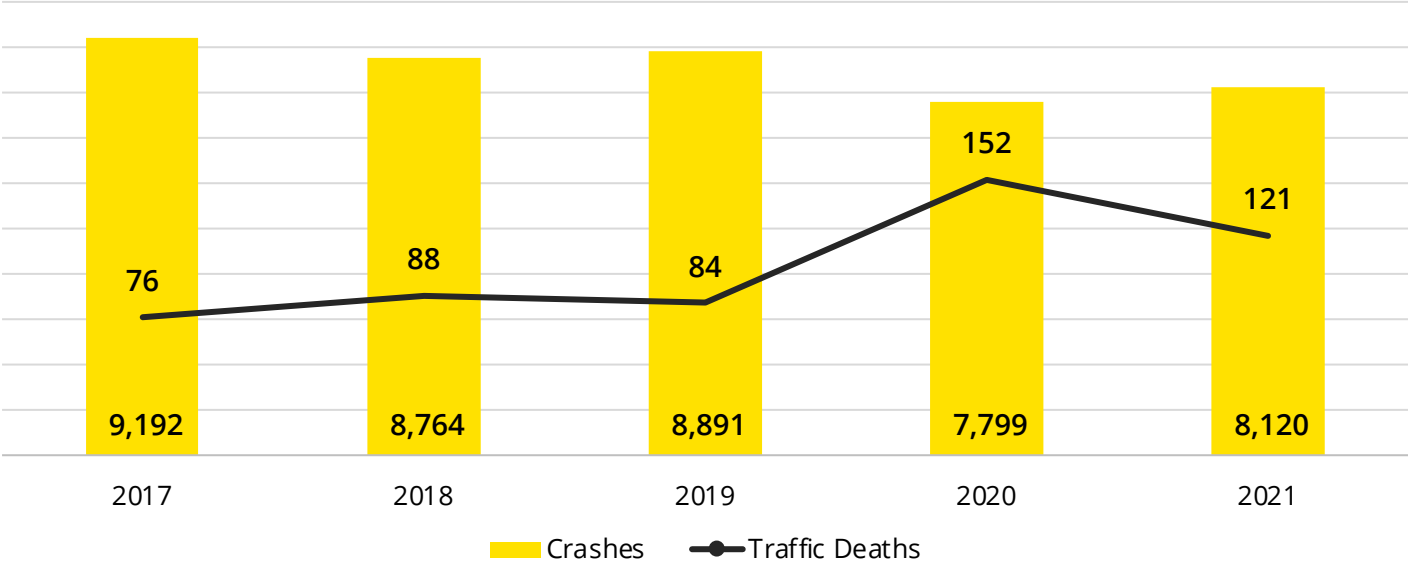


People walking are involved in 15% of all crashes but represent 38% of all traffic deaths.<sup>1</sup>

In addition to looking at 5-year averages, it is important to discern between all crashes and deadly crashes. Above, we can see that people walking, riding bicycles, and riding motorcycles die at a higher rate in traffic crashes than people in cars. Below, we see the relationship between all crashes and deaths from crashes.

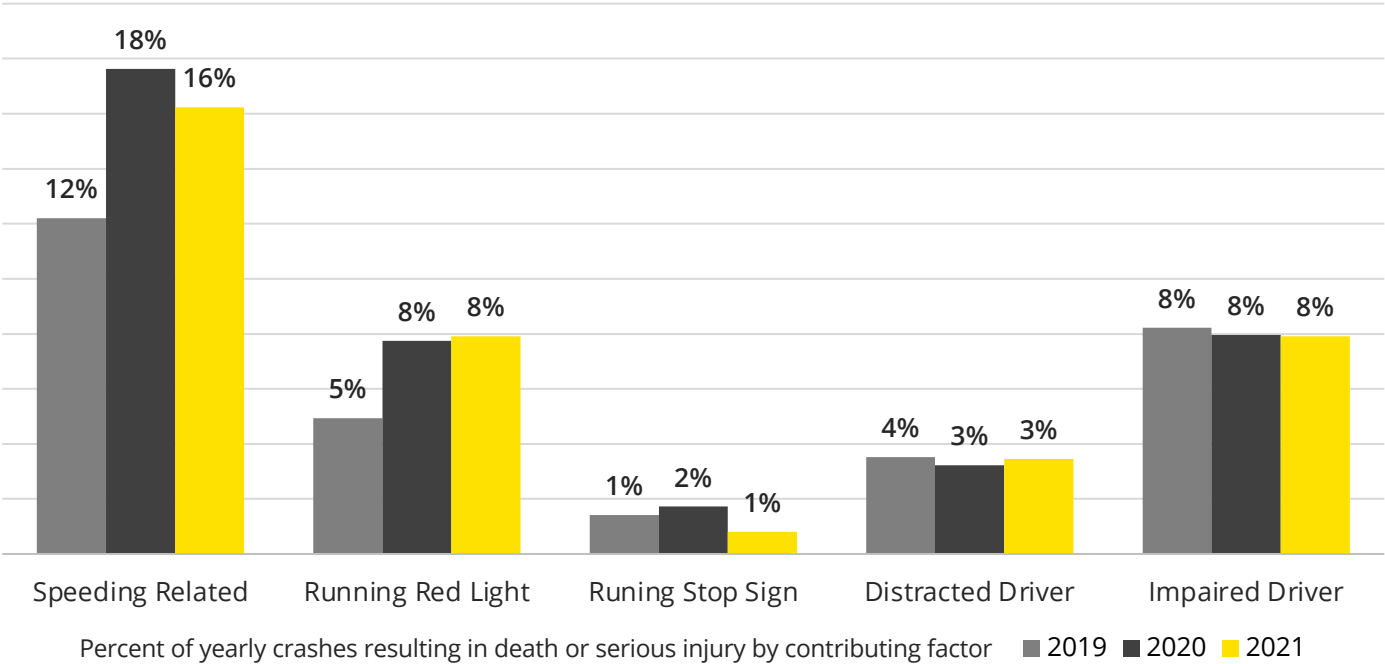
Total traffic crashes in Philadelphia have been experiencing a mostly downward trend since 2016 - and actually dropped significantly in 2020 and 2021. But traffic deaths do not follow the same pattern. Instead, we are seeing the severity of crashes increase.

Comparison of Crashes and Traffic Deaths in Philadelphia (2017-2022)<sup>1</sup>



CONTRIBUTING FACTORS IN TRAFFIC CRASHES

Contributing Factors in Fatal and Serious Injury Crashes in Philadelphia (2019-2021)



Data source: PennDOT Crash Data 2017-2021

In 2021, aggressive driving<sup>2</sup> was a contributing factor in 43% of fatal and serious injury crashes

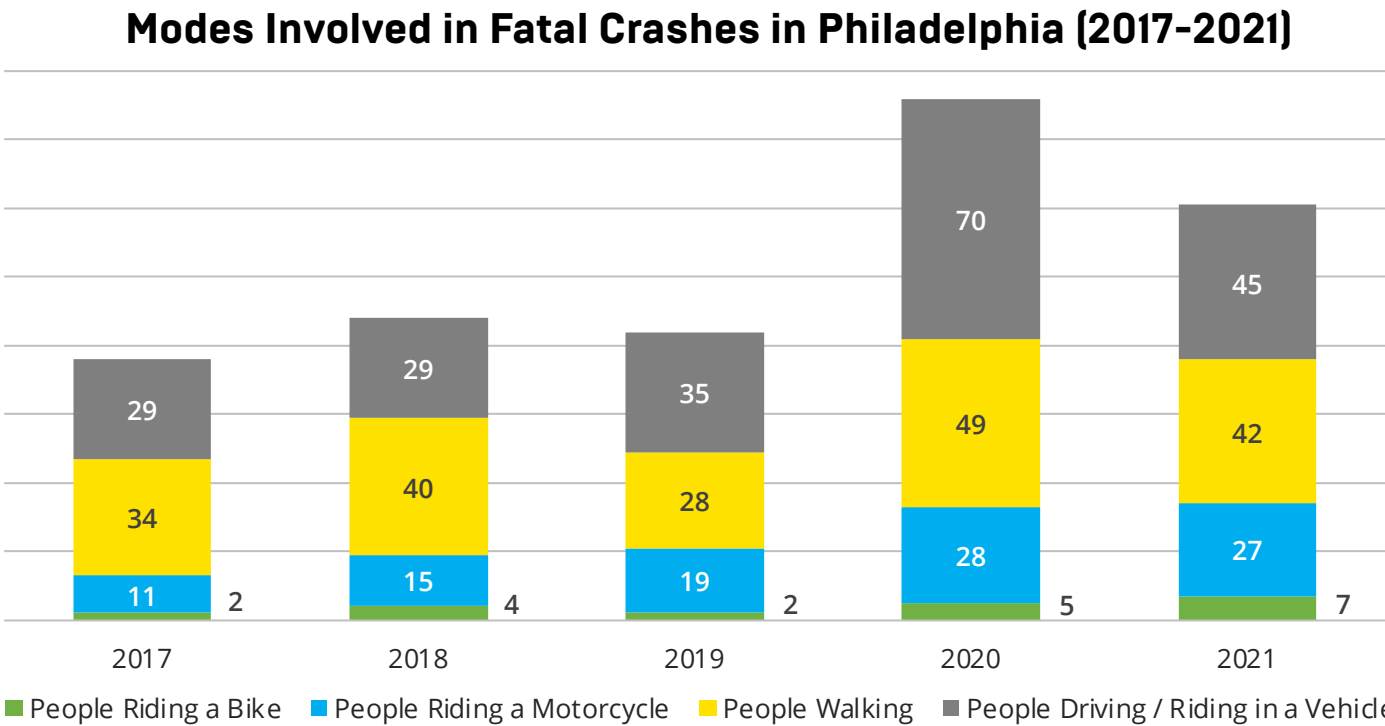
Speed remains the number one reason for deaths and serious injuries from traffic crashes on Philadelphia streets. Running red lights also increased as a contributing factor in 2020 and 2021.

While these data are still a good indicator of how fatal and serious injury crashes occur, PennDOT crash data uses reports from first responders to a crash, and factors like speed, distracted driving, and impaired driving can be difficult to discern from the scene of a crash.



# GROUPS MOST AFFECTED BY FATAL CRASHES

It is important to analyze the mode of transportation people are using at the time of a crash. Typically, we see that people not in cars - people walking, people bicycling, and people riding motorcycles - are more likely to be victims of fatal crashes (see page 10). However, by looking at annual data on crashes by mode from 2017 to 2021, we see that 2020 was especially deadly for people inside a car. Also, we see that Philadelphia had a reduction in every type of fatal crash from 2020 to 2021 - except bicyclists.



Data source: PennDOT Crash Data, 2017-2021

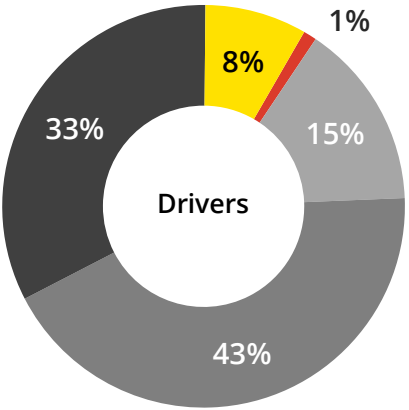
From 2020 to 2021, traffic deaths increased for people biking while decreasing for all other travel modes.

Every year **4 Children** are killed in traffic crashes.<sup>1</sup>

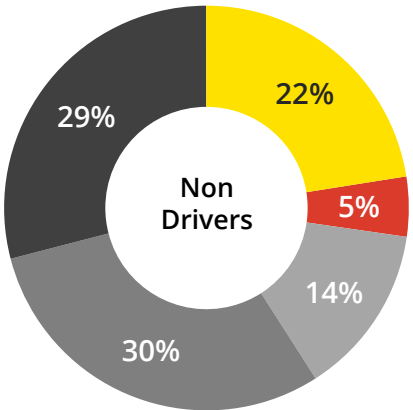
Every year **13 Older adults** are killed in traffic crashes where they are not driving.<sup>2</sup>

The burden of traffic violence falls unequally on some road users. Comparing the age of drivers and non-drivers involved in fatal crashes shows that kids (<16), young adults (16 - 24), and older adults (>65) are more likely to be involved in fatal crashes. For the very youngest victims, these numbers include passengers in vehicles of fatal crashes. This only reinforces the fact that traffic safety is a concern for everyone - not just drivers.

### Age of Driver Killed in Crash (2017-2021)<sup>3</sup>



### Age of Non-Driver Killed in Crash (2017-2021)<sup>3</sup>



■ < 16 ■ 16 to 24 ■ 25 to 40 ■ 41 to 64 ■ ≥ 65

## More than a statistic

Jayanna Powell was 8 years old on November 18, 2016, when she was walking home from Lewis C. Cassidy Elementary School with her three siblings when a speeding driver went around the trolley that was stopped at a red light at the corner of 63rd Street and Landsdowne Avenue and hit and killed Jayanna and injured her older brother. Jayanna loved to sing Beyonce songs and she was a very loving little girl," says Ayeshia. Jayanna loved going to school, and she wanted to be the first Black woman President! (or a lawyer!)

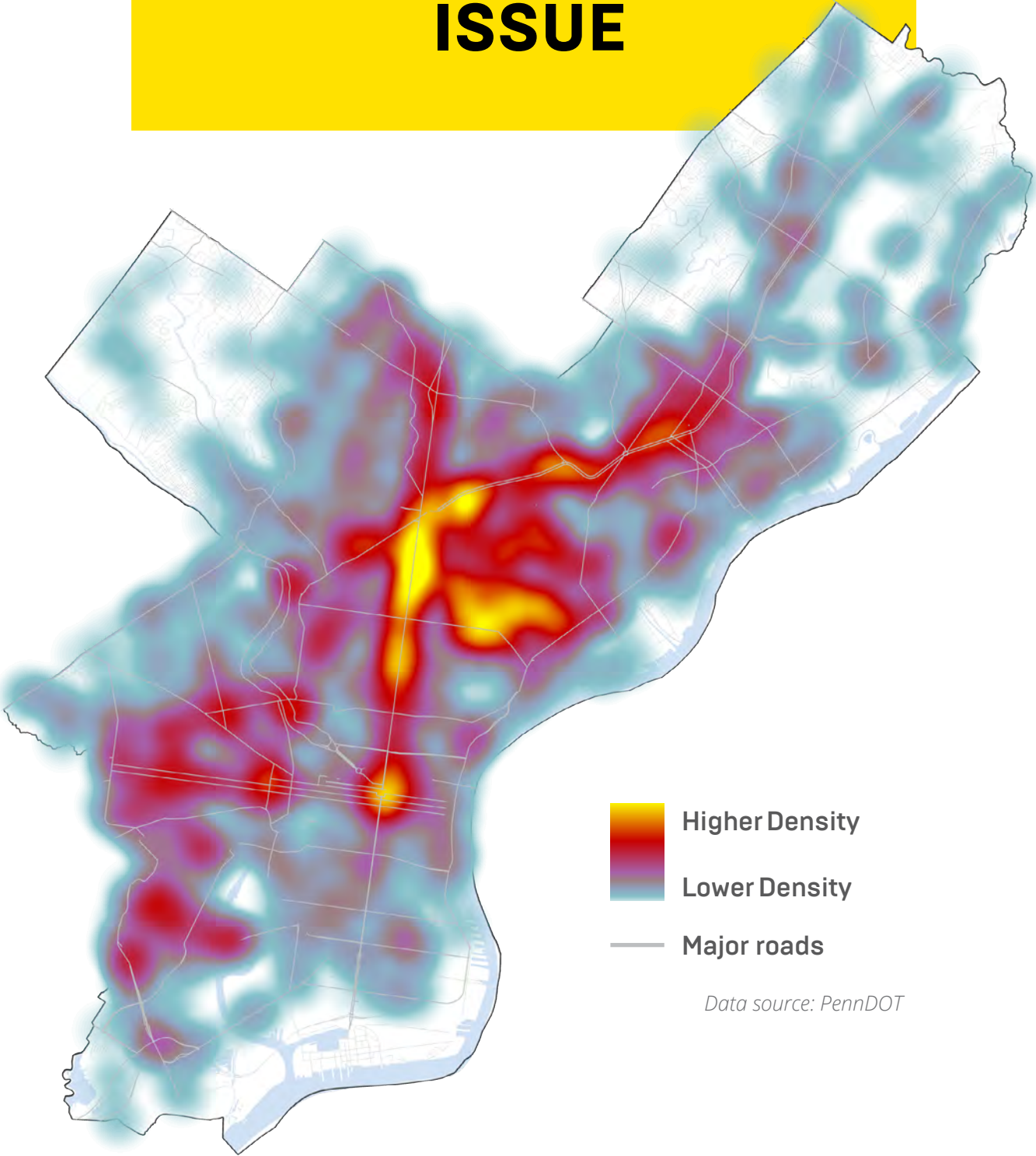


**Jayanna Powell**

1. 16 years or younger, 2017 - 2021 average, Data Source: PennDOT Crash Data 2017-2021  
 2. 65 years or older, 2017 - 2021 average, Data Source: PennDOT Crash Data 2017-2021  
 3. Data Source: PennDOT Crash Data 2017-2021



# TRAFFIC DEATHS ARE AN EQUITY ISSUE



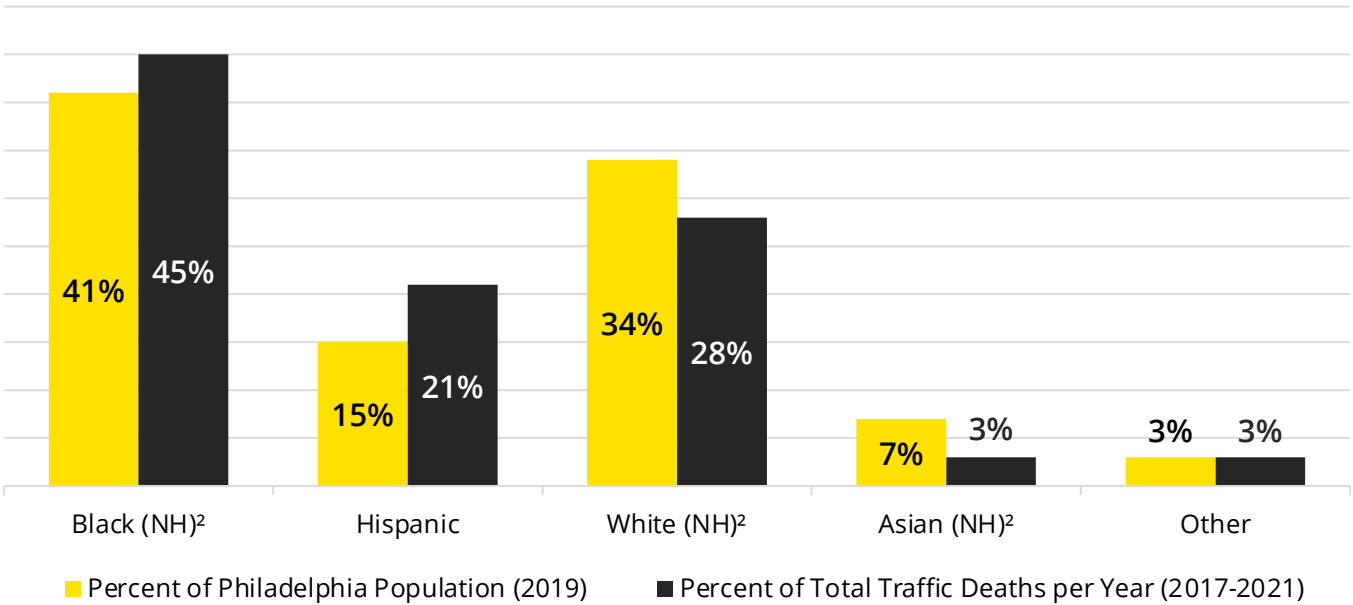
Density of Fatal and Serious Injury Crashes in Philadelphia (2017-2021)

## Equity is at the core of Vision Zero.

In 2022 the Philadelphia Department of Public Health analyzed Pennsylvania Vital Statistics and reviewed the race/ethnicity and zip codes of Philadelphia residents killed in traffic crashes in Philadelphia from 2012 to 2021. This data, analyzed for the first time, was compared to

Census data about the overall demographic makeup of Philadelphia. The results show that fatal crashes disproportionately impact Philadelphians that are Black or Hispanic, and disproportionately impact Philadelphians that live in predominantly low-income zip codes.

Percent of Philadelphia Population (2019) compared to Percent of Traffic Deaths (2017-2021)



Looking at the most recent five years, Black and Hispanic Philadelphians were overrepresented and white Philadelphians were underrepresented in traffic fatalities compared to the demographics of Philadelphia.

Department of Public Health, following data reporting best practices, suppresses certain data counts to maintain confidentiality on aggregate data. Therefore, in this analysis, data for Asian victims of traffic fatalities is available for the five-year total and for some but not all years analyzed.

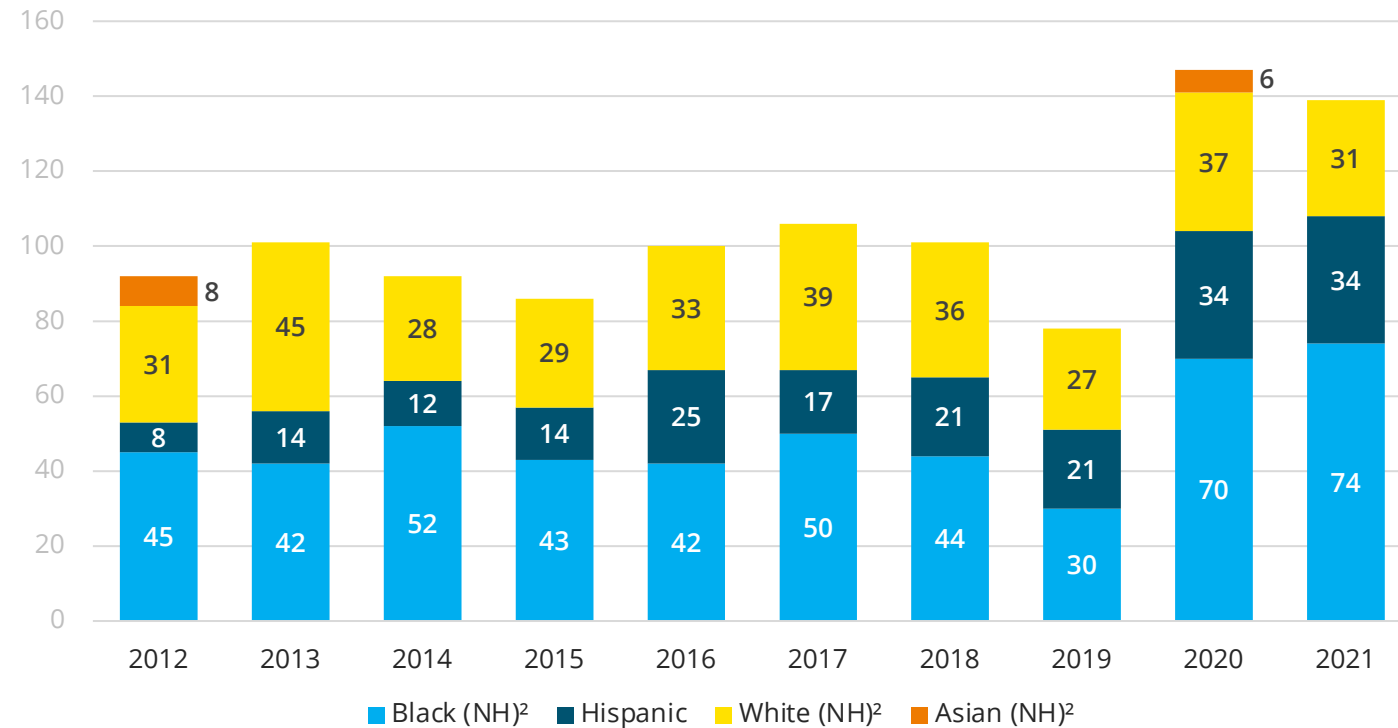
**Black Philadelphians represent 41% of the city's population<sup>3</sup> and an average of 45% of total traffic deaths.<sup>4</sup>**

**Hispanic Philadelphians represent 15% of the city's population<sup>3</sup> and an average of 21% of total traffic deaths.<sup>4</sup>**

1. Data sources: U.S. Census Bureau; American Community Survey (ACS) 2019, Pennsylvania Vital Statistics  
2. NH = Non-Hispanic  
3. Data source: U.S. Census Bureau; American Community Survey (ACS) 2019  
4. Total Traffic Deaths per year 2017-2020. Data source: Pennsylvania Vital Statistics



## Traffic Deaths per Year by Race/Ethnicity in Philadelphia (2012-2021)<sup>1</sup>



Vision Zero's safe system approach seeks to look beyond any assumptions that traffic crashes are the responsibility of dangerous drivers. Instead, it addresses uneven historical investment by using an equity lens to prioritize safety improvements to transportation infrastructure. This initiative

aims to be transparent and proactive when it comes to racial and economic inequality in traffic violence, and in doing so, drive equitable traffic safety in the neighborhoods that need it the most.

**From 2016 to 2020, an average of 47 Black Philadelphians were killed in traffic crashes each year.**

**In 2021, 74 Black Philadelphians were killed in traffic crashes.<sup>3</sup>**

**From 2016 to 2020, an average of 24 Hispanic Philadelphians were killed in traffic crashes each year.**

**In 2021, 34 Hispanic Philadelphians were killed in traffic crashes.<sup>3</sup>**

1. Following data reporting best practices, the PDPH suppresses certain data counts to maintain confidentiality on aggregate data. Data sources: Pennsylvania Vital Statistics

2. NH = Non-Hispanic

3. Data source: Pennsylvania Vital Statistics



Broad St, Germantown Ave, Erie Ave intersection, OTIS 2022

The Department of Public Health analysis also found the rate of dying from traffic crashes among residents of Philadelphia's lowest-income ZIP codes is 57% higher than the rate

of dying from traffic crashes among residents of Philadelphia's highest-income ZIP codes. This finding is statistically significant ( $p < 0.01$ ).

**Rates of traffic deaths are 57% higher for residents living in Philadelphia's lowest-income ZIP codes compared to the city's highest-income ZIP codes.<sup>4</sup>**

4. Data source: Pennsylvania Vital Statistics, U.S. Census Bureau; American Community Survey (ACS) 2020



# FUNDING OVERVIEW

The City, State, and other Vision Zero partners are continuing to aggressively pursue local, state, and federal funds to reduce traffic deaths in Philadelphia. Over the past year, the City has used funding from Automated Red Light Enforcement to fund safety improvements to transportation infrastructure on priority corridors. The City was also awarded a significant RAISE program

grant as part of the Bipartisan Infrastructure Law - leveraging \$29.3 million to design and construct critically needed transportation safety improvements, accessibility enhancements, and state of good repair upgrades along seven high-crash corridors totaling nearly five miles located in historically disadvantaged communities and areas of persistent poverty.



The City has also worked with community organizations to win grants to conduct targeted Vision Zero projects. Safe Routes Philly worked with community members of Overbrook Educational Center to successfully apply for a federal Transportation Alternatives Set-Aside grant of nearly \$1 million to implement street safety improvements in the area surrounding

the school. An additional \$70,000 was awarded to the City through the Transportation and Community Development Initiative to conduct a Neighborhood Bikeway Study in Strawberry Mansion, Lower Germantown, and Fishtown with an emphasis on outreach programs to underserved areas.

**\$58**  
**MILLION**  
for projects in USDOT  
Communities of Concern

**\$17**  
**MILLION**  
Budgeted in Capital  
Program funding towards  
Vision Zero-related  
initiatives for FY23.

**\$11**  
**MILLION**  
In operating funds budgeted  
for Vision Zero



# ACTION PLAN PROGRESS YEAR FIVE HIGHLIGHTS

## City receives grant awards for more than \$6 million in Transportation Alternative Set-Aside Grants

Split across 6 projects ranging from a community-led planning process at Overbrook Community School to improved safety infrastructure along South Broad Street.

## Broad & Locust Intersection Improvement Project Breaks Ground

A project to improve pedestrian safety at the Broad and Locust Streets intersection began in May, raising the roadway surface and crosswalks to the same elevation as the adjacent sidewalk.

## Construction Begins on Chestnut Street Repaving & Safety Project

PennDOT begins work on safety upgrades to Chestnut Street between 34th and 63rd streets, which is on the High Injury Network.

## Construction Begins on Washington Avenue Repaving and Improvement Project

The City breaks ground on repaving and safety upgrades to Washington Avenue. The project includes a new roadway alignment and parking regulations between 11th and 4th Streets. Traffic calming elements are also installed on Washington Avenue and on blocks off Washington at 12th and 5th Streets.



## 22nd Street Street Resurfacing and Safety Improvements Completed

Between Snyder Avenue and Benjamin Franklin Parkway, new intersection treatments like green paint and flex posts increase predictability and awareness for all travelers on this High Injury Network corridor.

## Grand Opening for New Delaware River Trail

Delaware River Waterfront Corporation completed 3.3 miles of safe pedestrian and bicycle infrastructure connecting from Pier 70 in South Philadelphia to Penn Treaty Park in Fishtown.

## Fairhill Slow Zone Completed

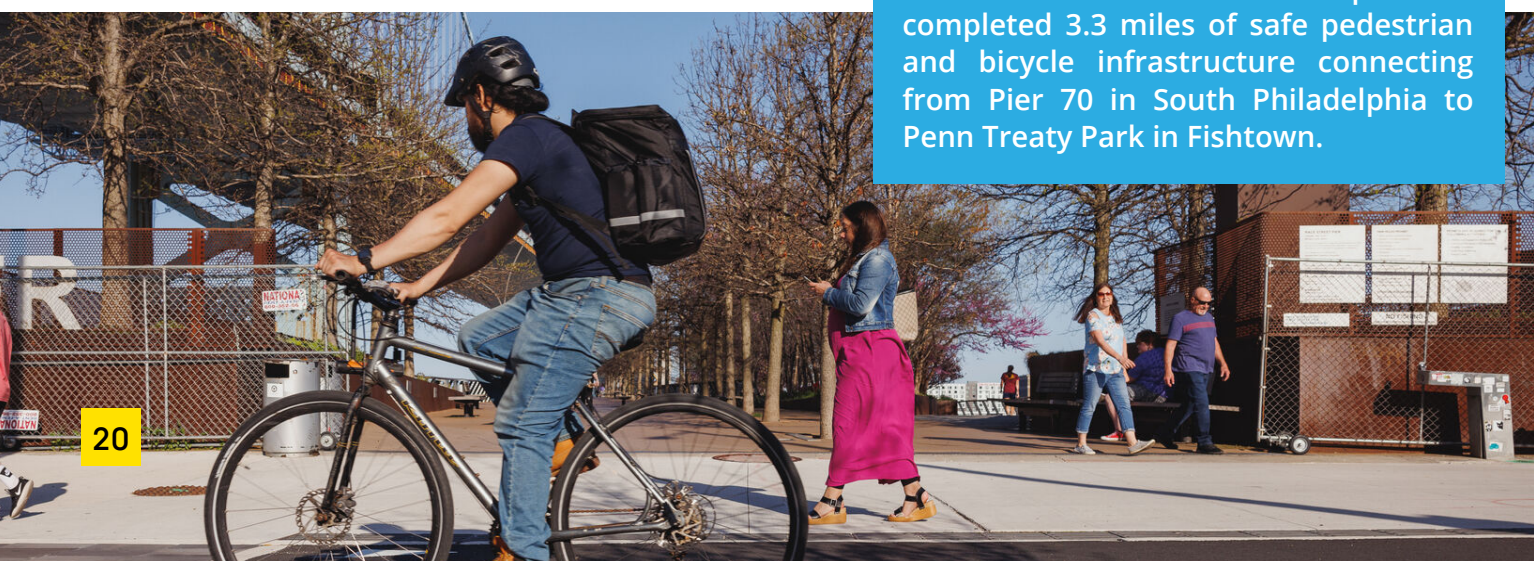
The Fairhill Neighborhood Slow Zone was completed, marking it as the first completed project of the Neighborhood Slow Zone program which launched in 2018.

## Construction Begins on Lehigh Avenue Repaving & Safety Project

PennDOT provides safety improvements to a segment of Lehigh Avenue that had a crash rate of 28 crashes per mile per year (PennDOT, 2016-2020). These crashes included injuries to 127 people, and 1 fatal crash.

## Red Bus Only Lane on Chestnut Street, First of Many in Philadelphia

In partnership with SEPTA and PennDOT, OTIS rolled out red paint on the Chestnut Street bus-only lanes between Broad Street and 2nd Street in Center City Philadelphia.





# SAFE SPEEDS

## Highlight Project: Automated Speed Enforcement on Roosevelt Boulevard

Since cameras were deployed in June 2020, there have been large reductions in speeding and crashes on Roosevelt Boulevard. Speeding Violations were down 92% at the end of 2021 compared to the first month of the program.







## Roosevelt Boulevard Automated Speed Enforcement

### Background

Act 86 was passed in 2018 to create a 5-year pilot program for Automated Speed Enforcement (ASE) on Roosevelt Boulevard and Automated Work Zone Speed Enforcement (AWZSE) statewide. 1/3 of Philadelphians live within one mile of the Roosevelt Boulevard corridor and it is used by thousands daily.

### Program Goals

The AWZSE and ASE goals are to reduce speeding, traffic deaths and serious injury crashes on Roosevelt Boulevard and on roadways near active work zones. The programs are focused on safety and are not punitive; violations result in no points on driving records.

### Results

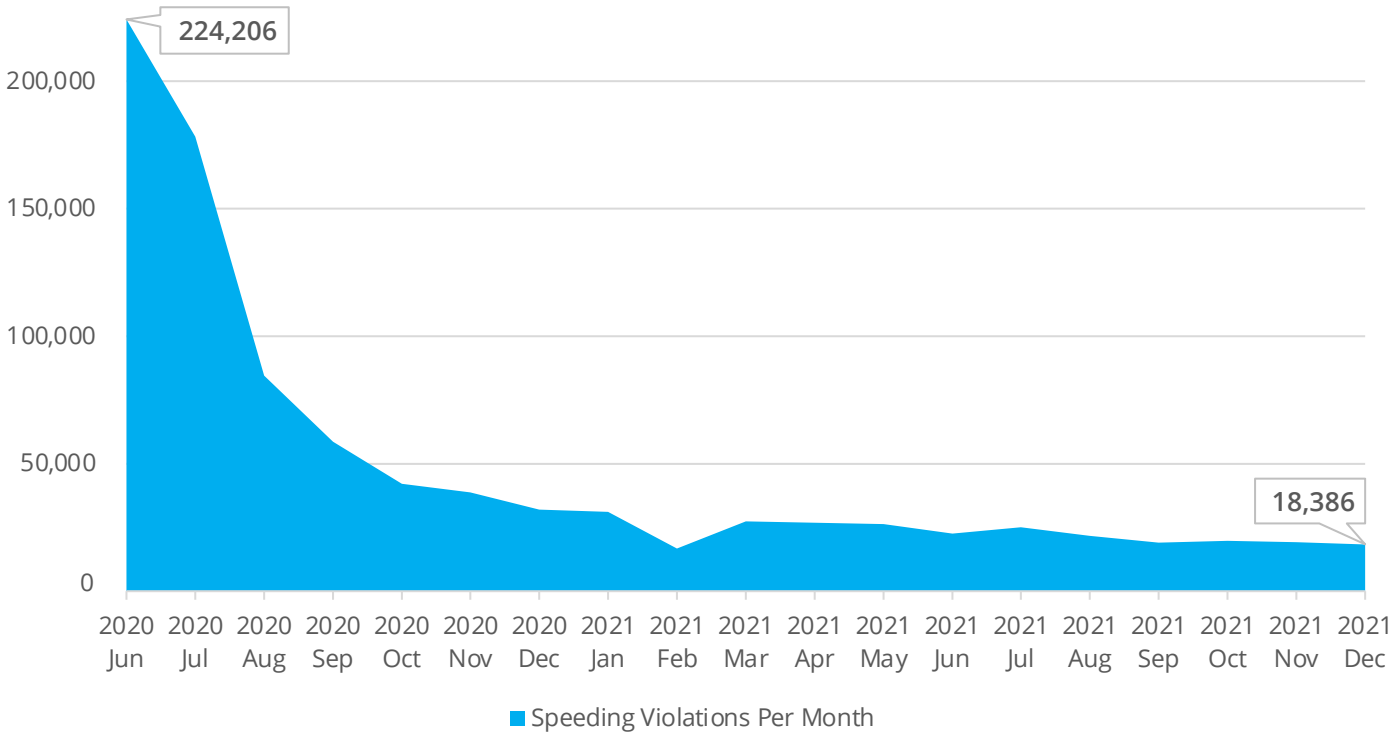
Since the cameras were deployed in June 2020, there have been large reductions in speeding violations issued, crashes and traffic deaths. Dr. Erick Guerra at University of Pennsylvania

provided analysis showing the reduction in speeding violations lead to 44% fewer crashes and 49% fewer traffic deaths over the first year and a half of the program.

## 92% FEWER SPEEDING VIOLATIONS

speeding violations on Roosevelt Boulevard from June 2020 to January 2022<sup>1</sup>

### Speeding Violations Issued per Month (June 2020 - December 2021)<sup>1</sup>



## 44% FEWER CRASHES

compared to other major roads from June 2020 to December 2021<sup>1,2</sup>

## 49% FEWER TRAFFIC DEATHS

compared to other major roads from June 2020 to December 2021<sup>1,2</sup>

1. Data Source: PPA Roosevelt Boulevard Automated Speed Camera Annual Report, April 2022  
2. Source: Dr. Erick Guerra, University of Pennsylvania (2022)



## NEIGHBORHOOD SLOW ZONES

The Neighborhood Slow Zone Program re-imagines traffic safety infrastructure investment with resident involvement front and center. In 2019 two community driven applications were selected, the Fairhill neighborhood and the residential streets surrounding Willard Elementary. These communities have spent the last four, complicated, years engaging with project staff to set priorities and inform budget and design decisions. In 2022, both inaugural Slow Zones were constructed.

### Slow Zone Application Process

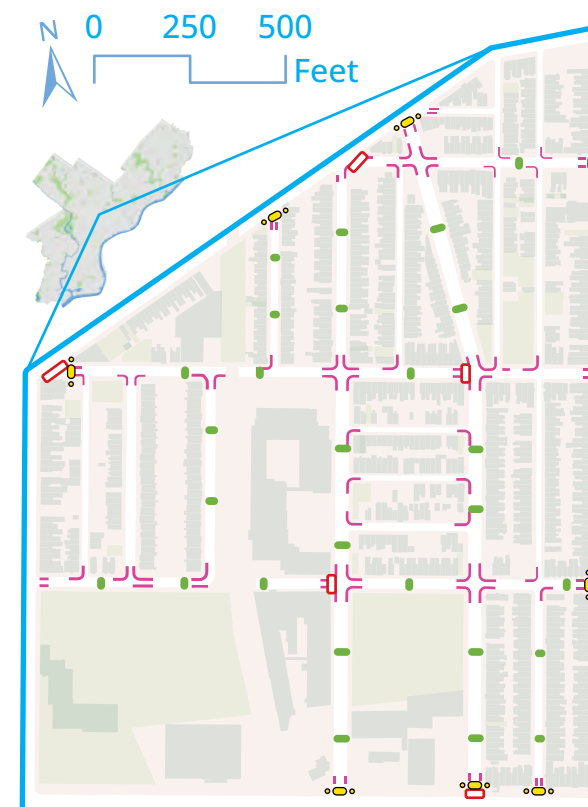
Community applications are selected based on crash concerns as well as equity variables. Then, through a co-design process, residents learn about traffic safety improvements and work directly with project staff to set priorities and pick improvements that best fit their streets.

### Neighborhood Slow Zone Applications

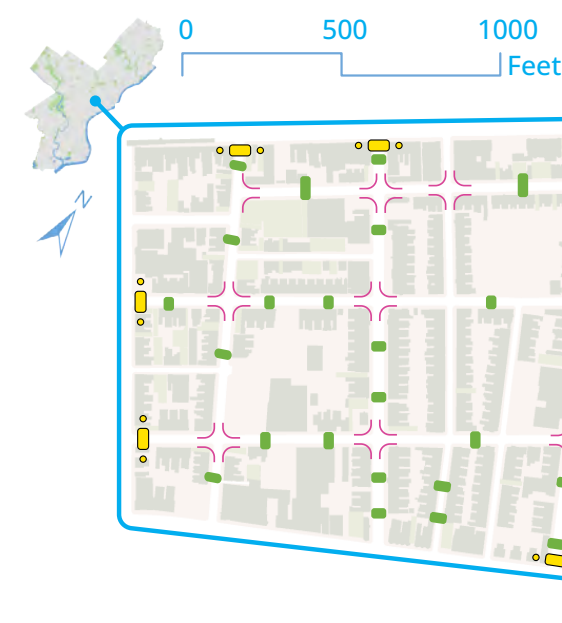
For the first time since January 2019, the Slow Zone Program will begin accepting a new round of application in 2022. The application process has been updated to be more accessible to community applicants. Like in 2019, submissions will be reviewed and prioritized based on safety and equity criteria with new Slow Zone projects selected and co-design processes starting in 2023 and 2024.



FIND OUT MORE ONLINE



- Corner Clearance
- Speed Cushion
- Raised Crosswalk
- Gateway



### Fairhill Slow Zone Completed: March 2022

The Fairhill co-design process culminated in March 2022 with a ribbon cutting for Philadelphia's first Slow Zone. In addition to a reduced 20 MPH speed limit and refreshed pavement marking, representatives from HACE Community Development Council (CDC) and Fairhill neighborhood residents helped design speed cushions, corner clearances, and painted curb extensions throughout their neighborhood.

### Willard Slow Zone Completed: July 2022

The Willard Slow Zone was installed in early 2022 following community co-design process.

2019: "I get here first thing and the crosswalks are blocked up so we have to walk the kids into the street. It has definitely made a difference.

2022: "People aren't parking up to the corner all the time, and the cars have to turn way slower. It's better now."

- Miss Sally, Crossing Guard



# SAFE STREETS

## Highlight Project: Cobbs Creek Parkway

In 2021, PennDOT installed traffic calming improvements to address safety and speeding issues on Cobbs Creek Parkway. Before and after studies show the improvements significantly reduced typical speeds where they were installed.





COBBS CREEK PARKWAY

Cobbs Creek Parkway has a history of speeding and aggressive driving issues. In 2021, PennDOT installed many improvements to slow drivers and improve safety. This included speed tables at the intersections with Catherine Street and Springfield Avenue. Lane narrowing, center-line rumble strips, and painted buffer medians were also added. High-friction surface treatments were also constructed at curves in the roadway. These changes have helped make the corridor more accessible for all road users.

It's too early to analyze how crash data has improved, but speed data shows promising results. Before the project, typical speeds were often between 35-45 mph. After the improvements, typical speeds dropped to 10-20 mph at the new speed table sites. Drivers are also going slower as they approach these sites. Typical speeds approaching the speed tables were between 20-30 mph.

35-45  
MPH

Vehicle speeds before  
the project

20-30  
MPH

New vehicle speeds  
approaching the  
speed table sites

10-20  
MPH

New vehicle speeds at  
the speed table sites



Avante  
Reynolds

More than a statistic

Avante Reynolds was 25 years old when on August 21, 2020, two cars hit her as she was crossing Cobbs Creek Parkway. The first driver to hit her drove away, and the driver of the second vehicle remained on the scene. Neither driver has been charged with any crime. Avante was killed on the 600 block of Cobbs Creek Parkway, one of the City's deadliest thoroughfares. Advocates from the Cobb Creek Neighbors RCO have been requesting traffic calming measures and other upgrades to this state road for years. Avante was a mother at the time of her death, and left behind a son, now two years old, being raised by her father, Cravante. Cravante says "My lil diva; when Avante walks in to a room you knows she there; she was the life of the party. I miss her so much; a piece of me went with her."

What Comes Next

The results so far are promising, but more change is necessary. Cobbs Creek Parkway continues to be a challenging place for people to walk, bike, or drive. Fortunately, PennDOT has started a \$26.8 million project to make the corridor safer. Construction will occur in phases between 2024-2026. The initial phase will include curb bump outs and, potentially, raised pedestrian crossings. These strategic

pedestrian crossings will help connect residents to the park and trail. Traffic signals will also be upgraded. Other planned improvements include center median islands and bus boarding islands as part of the future phases. Meanwhile, the City will be replacing guide rail and upgrading lighting between Springfield Ave and Woodland Ave.



**CHESTNUT STREET BRIDGE**

The Chestnut Street Bridge over the Schuylkill River in Center City Philadelphia reopened in March 2022, marking the substantial completion of PennDOT's \$105.1 million project that included repairs to eight other nearby structures on both sides of the river. The bridge had been closed to through traffic since August 2019.

Crews repaired and repainted the bridge's steel superstructure; placed a new concrete deck; installed wider sidewalks; replaced the bridge's decorative lighting, parapets and railings; and created a dedicated, parking-protected bicycle lane that extends along Chestnut Street between 34th Street and 22nd Street.

Structural repairs also were completed on historic stone arch bridges carrying Chestnut Street over the CSX Railroad and over 24th Street on the east side of the Schuylkill River. 24th Street will remain closed at Chestnut Street until the masonry stone facades of both bridges are rehabilitated.

On the west side of the river in the vicinity of 30th Street Station, the structural components of two Schuylkill Avenue viaducts over Interstate 76 (Schuylkill Expressway) between Market Street and Chestnut Street, and between Chestnut Street and Walnut Street, were repaired, repainted and redecked.



**UNIVERSITY AVENUE SAFETY IMPROVEMENTS PROJECT**

PennDOT reconfigured the eastbound I-76 off-ramp at University Avenue to improve safety. The right turn lane from the ramp had been controlled by a yield sign. It was also aligned in a way that allowed drivers to make the turn at high speeds. The reconfigured ramp moved the right turns closer to the intersection. Right turning drivers are now controlled by the traffic signal. This allows for a much safer pedestrian experience.

To improve safety for drivers, University Avenue received High Friction Surface Treatment (HFST). The project also included reconstruction of ADA curb ramps, sidewalks, and guide rail.



# WASHINGTON AVENUE REPAVING & IMPROVEMENT PROJECT

For years, the Administration has worked with Council, advocates, and neighbors to make Washington Avenue safer and more accessible for all. Throughout the engagement process in 2020-2022 we reached over 12,000 people through 67 public meetings, 2 surveys, 4 online videos, as well as conversations via phone, text, mail, email, and social media amounting to the largest engagement process for any street improvement process to date in Philadelphia. In 2020 the City published all materials and videos in four languages - English, Spanish, Chinese, and Vietnamese.

Repaving Washington Avenue began in August 2022. A new lane configuration will be installed from 4th Street to 11th Street. Traffic calming will also be installed on Washington Avenue and 5th and 12th Streets. The City remains committed to creating safe streets and we will

continue to evaluate Washington Avenue after initial repaving to explore the possibility of implementing other safety improvements on the West side in the future.

Through this process, we have learned lessons that we are carrying forward and will continue to implement to our processes. Digital engagement methods advanced substantially in 2020 due to COVID stay-at-home orders. And, in 2022, we are glad to get back to in-person engagement, which allows for different types of dialogue and access than digital engagement. As we move forward, we will continue to adapt including using a combination of engagement platforms. We are steadfast in our continued commitment to improving our engagement processes to meet the needs of every Philadelphian throughout our city.



# LEHIGH STREET REPAVING & SAFETY PROJECT

In July 2022 PennDOT repaved Lehigh Avenue from Ridge Avenue to Richmond Street. As part of this project, PennDOT partnered with the City to install safety improvements. Lehigh Avenue between Aramingo Avenue and Kensington Avenue is part of the City's High Injury Network. From 2016 and 2020 crashes here injured 127 people and included a fatal crash.<sup>1</sup>

This project gives Kensington and Port Richmond a high-quality bike connection. Construction is ongoing and anticipated to finish by the end of 2022.

Safety improvements include:

- Upgrading existing bike lanes to new parking separated bike lanes.
- Narrowing vehicle lanes to calm traffic and reduce vehicle speeds.
- Shortening crossing distances for people walking across Lehigh Avenue.

1. Data source: PennDOT Crash Data, 2016 to 2020

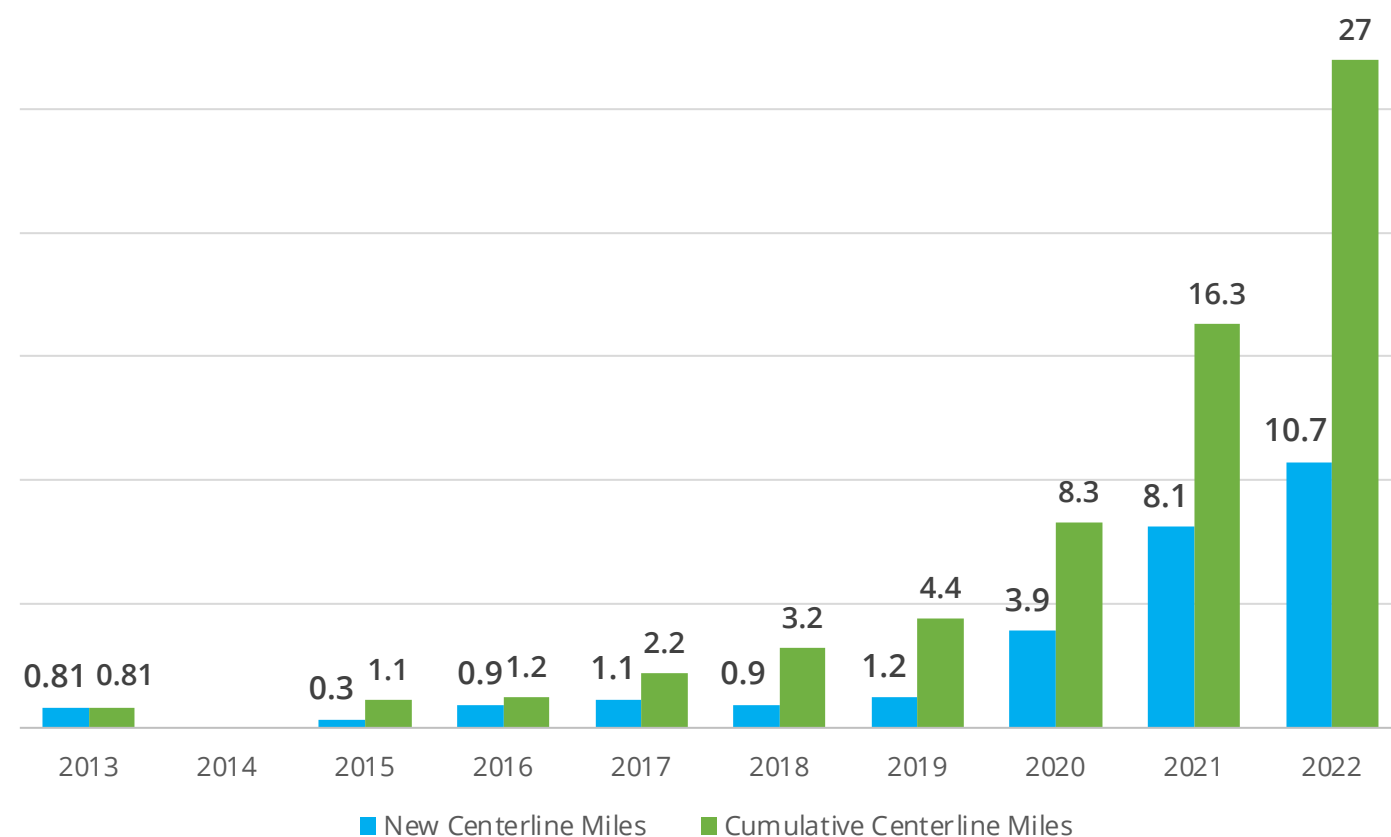


# ON ROAD HIGH QUALITY BIKE NETWORK VISION

The High Quality Bicycle Network (HQBN) is a planning vision for the year 2040. The goal is to create a network of safe and comfortable bike routes within ¼ mile of every Philadelphian. High quality refers to bikeways that prioritize the safety of those who bicycle, whether for transportation or recreation. High quality facilities include separated bikeways, off-road trails and sidepaths, and neighborhood bikeways.

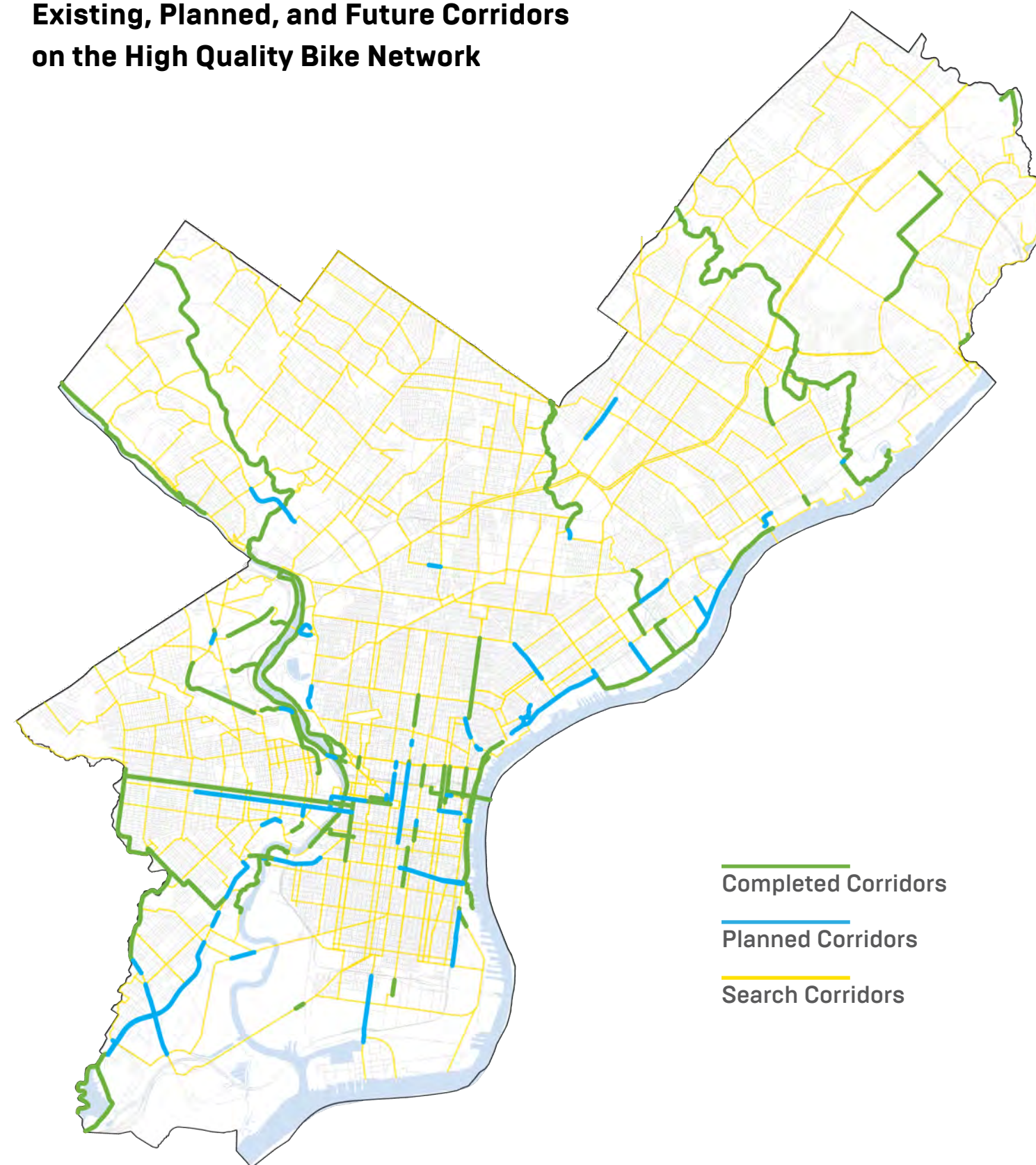
Today, there are 20 miles of separated bike lanes, over 280 miles of painted bike lanes, and more than 100 miles of bikeable trails. As of 2020 people in Philadelphia traveling to work chose to bicycle at a higher percentage than in any other large city in the United States. However, gaps in the network are barriers for those who may not be "confident" while riding a bike. The High Quality Bike Network will build on Philadelphia's strong bicycle ridership and culture.

## High Quality Bike Network Growth by Year



**The on road High Quality Bike Network has grown 70% in the past two years and we are on track to reach 40 Miles in 2024.**

## Existing, Planned, and Future Corridors on the High Quality Bike Network









COMMUNITY-LED SAFER STREETS PLANNING PROCESS WITH  
OVERBROOK EDUCATIONAL CENTER AND SAFE ROUTES PHILLY

In addition to outreach and educational resources, the SRP program had an opportunity to help facilitate the planning process for traffic calming improvements around the Overbrook Educational Center (OEC). This public K-8 school with nearly 300 students (27 percent of whom are visually impaired) approached the City in 2020 looking for ways to improve safety and accessibility for students traveling nearby streets. Two years of collaboration with the community produced a plan that will address speeding, cut-through traffic, and pedestrian

safety through the design and installation of speed cushions, concrete curb bump-outs, upgrades to curb ramps (including detectable warning surfaces). This project is currently in design with construction anticipated in late 2023 to early 2024.

This project is an example of how Safe Routes Philly does more than education. SRP also works directly with school communities to implement traffic safety improvements in neighborhoods where students travel.



*"I'm super happy for the school about this. OEC is a model school in terms of community and partnerships and this will benefit not only them, but many of the neighboring schools around it as well."*

- Sophia Peake, former OEC staff member and parent of an 8th grader at OEC



COMMUNICATIONS & MEDIA AWARENESS

In 2022, the City worked with a consultant to develop branding and transportation safety messaging to target teenagers in Philadelphia. After conducting focus groups to craft effective messaging, the City will work with a professional video firm to produce short-form videos utilizing the tested concepts and messaging for placement via social media to reach teens throughout Philadelphia. Look out in fall 2022 for the video's debut and share with your community!

The City is working with a professional design and marketing firm to launch a Safe Routes Philly awareness campaign in fall 2022. Digital ads targeting educators, parents and caregivers will be placed via social media highlighting the curriculum resources and educational materials offered through Safe Routes Philly.

Learn more about Safe Routes Philly!  
 FIND OUT MORE ONLINE



VISION ZERO  
AMBASSADOR PROGRAM

Our inaugural cohort of Vision Zero Community Ambassadors worked in summer 2022 to canvas across Philadelphia to promote education around Vision Zero Philadelphia and pedestrian safety. The goal of this cohort was to empower Philadelphians with the tools they need to advocate for safer streets in their neighborhoods. Eight Ambassadors engaged communities about traffic safety across Philadelphia, from Wynnefield to the Northeast. In total Ambassadors reached at least 450 people at 22 events.

*"The Vision Zero Ambassador program was a great fit for what I have been doing in the Philadelphia community over the past 3 decades, particularly in North-Central Philadelphia."*

- Brother Yumy Odom, Vision Zero Community Ambassador



HIGH INJURY NETWORK



HIGH INJURY NETWORK

**Vision Zero is data-driven.** The High Injury Network identifies corridors with the highest rates of fatalities and severe injuries per mile. It addresses 80% of citywide traffic deaths and severe injuries that occur on just 12% of Philadelphia streets (PennDOT, 2014-2018; excludes interstates).

EQUITY IN VISION ZERO

In Philadelphia, we recognize that traffic crashes do not impact everyone equally.

Fatal or serious injury crashes are...

- **30% more likely** to occur in areas of the city **where most residents are people of color** compared to areas where most residents are white.
- **Three times more likely** to occur in areas of the city **where most residents are living on low incomes** compared to areas where fewest residents are living on low incomes.

One of Vision Zero's priorities is to ensure equitable traffic safety investments in neighborhoods needing them most.

WHY VISION ZERO MATTERS

Traffic crashes resulted in **435 deaths** and **1,208 severe injuries** in Philadelphia (2014-2018).

**329**

PEOPLE

KILLED OR SEVERELY INJURED EVERY YEAR (AVG. FROM 2014-2018)

CITY FACTS

**183** people walking were killed due to traffic crashes in the city (2014-2018).

**381** people walking were severely injured due to traffic crashes in the city (2014-2018).

**19** people were killed while riding a bike in the city (2014-2018).

**64** were severely injured while riding a bike in the city (2014-2018).

PHILADELPHIA IS PROUD TO ADOPT VISION ZERO.

TAKE THE PLEDGE:

[WWW.VISIONZEROPHL.COM](http://WWW.VISIONZEROPHL.COM)

#VISIONZEROPHL

Example communications material used by Vision Zero Ambassadors in 2022



# SAFE VEHICLES

## HIGHLIGHT PROJECT: INDEGO EXPANSION

Since its launch in 2015, the City's bikeshare system Indego has grown to over 190 stations and 1900 bikes (mixture of classic and electric). In 2021 Indego started a system expansion. Between 2021 and fall 2022 Indego installed 45 new stations as it works towards a goal of 350 total stations over the next 5 years.

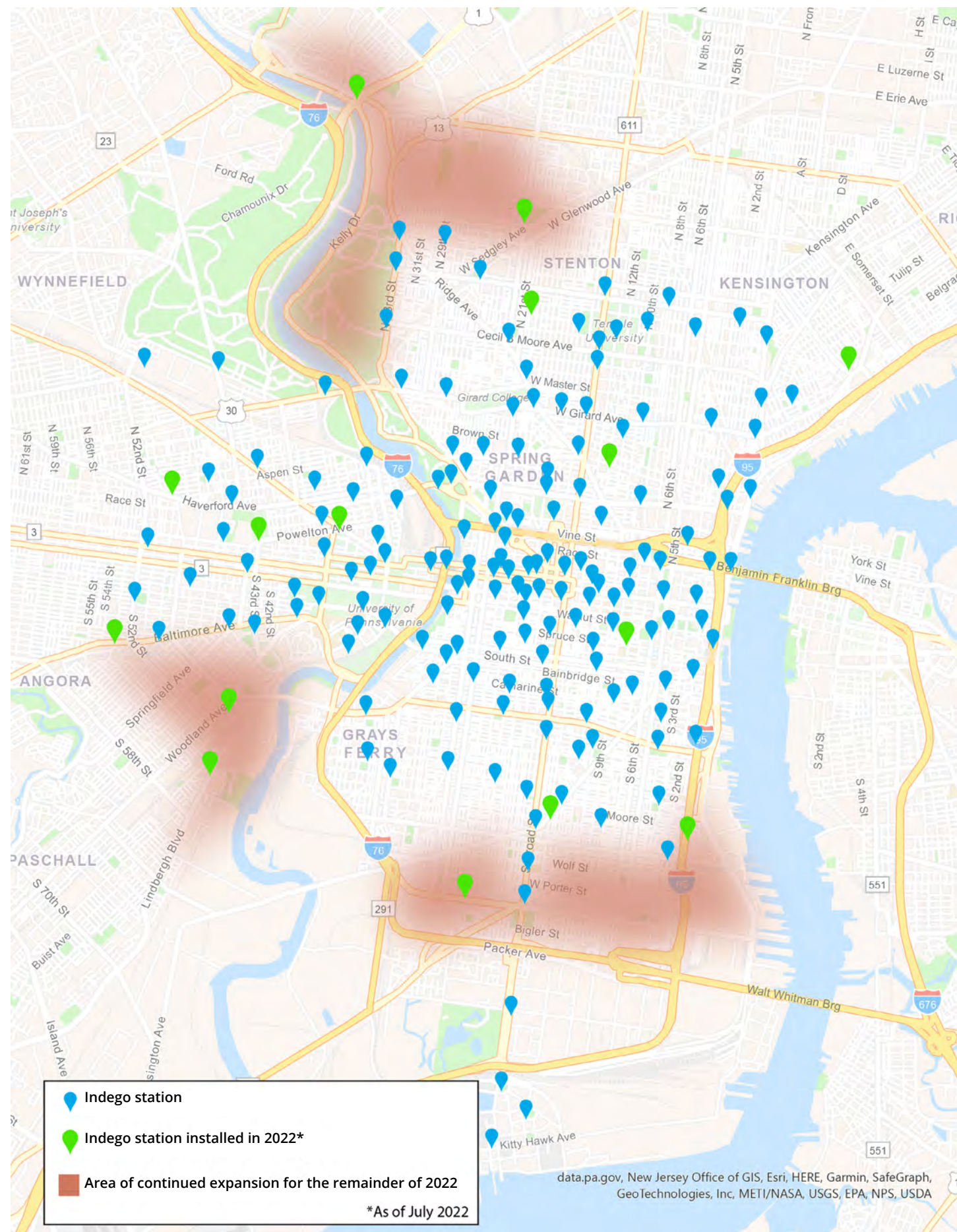




## COMMUNITY INPUT DRIVES BIKE SHARE

As a nationally recognized leader in bike share equity and community engagement through its work with the Better Bike Share Partnership, community input has been and will continue to be the cornerstone of Indego's approach to expansion.

Visit [RideIndego.com](https://rideindego.com) to provide suggestions for new stations and view additional riding resources.







## EXPANDING AND IMPROVING BUS-ONLY LANES

In partnership with the Southeastern Pennsylvania Transportation Authority (SEPTA) and Pennsylvania Department of Transportation (PennDOT), The City of Philadelphia has rolled out red paint on the Chestnut Street bus-only lanes between Broad Street and 2nd Streets in Center City Philadelphia, and started a pilot of bus-only lanes on Market Street and John F. Kennedy Boulevard.

Roughly half of all users of Market Street and JFK Boulevard get around on buses. In fact, over 23,000 trips per day are made by bus. With 13 different bus routes, there are 43 buses per hour during rush hour. By prioritizing transit, traffic congestion will be reduced along these streets.

For Chestnut Street, red paint has been shown to be an effective treatment for improving the compliance of bus lanes by making it very clear for drivers where a vehicle should be traveling.

“We value this opportunity to partner with the City and SEPTA on this pilot program,” said PennDOT Acting District 6 Executive Louis Belmonte. “We anticipate the red bus lane will help encourage the use of public transit, enhance safety and make for an overall better experience for all road users.”

'Red carpet' bus-only lanes have shown a  
**30-50%**  
 reduction in vehicles blocking the lane<sup>2</sup>

2. Source: *Manual on Uniform Traffic Control Devices*, 2009 Edition. Federal Highway Administration (2013)

## TRANSIT PLAN PROGRESS

Over the last year, the City and SEPTA have made significant progress on a range of transformational initiatives identified in the Philadelphia Transit Plan (2021). Bus Revolution, the first ever redesign of Philadelphia's bus network, is moving forward. Trolley Modernization, a major overhaul of Philadelphia's trolleys, has advanced towards vehicle procurement and station design. Lastly, SEPTA has launched its Reimagining Regional Rail study.

This work, first imagined in the Philadelphia Transit Plan, aims to transform Regional Rail to better match the trip patterns of the 21st Century, better serve city residents and reverse commuters, and ultimately grow ridership significantly. All of these efforts will work together to shift trips to transit, which is at least 10 times safer than driving.<sup>1</sup>

Riding Transit is  
**10x SAFER**  
 than riding in a motor vehicle<sup>1</sup>





# SAFETY DATA

## HIGHLIGHT PROJECT: INTERDISCIPLINARY COLLABORATION

Preventing traffic deaths requires coordination across a wide set of organizations. This report, and every new Vision Zero project that gets implemented, is informed by data that is collected and analyzed by community-based organizations, City departments, regional associations, and state agencies. In 2022 the Philadelphia Department of Public Health (PDPH) was instrumental in analyzing never-before-published data on the racial/ethnic makeup of traffic deaths in Philadelphia.







## NEW FILTERING METHODOLOGY FOR HIGHWAY CRASHES

In 2022, The City adopted a new methodology for filtering out limited-access highway crashes. Previously the City used a spatial approach and is now using filtering attributes. These attributes weren't initially provided in 2017 - so the spatial approach was used. The attribute approach is preferred as an easier and more consistent method. It also doesn't exclude surface street crashes that occur near limited-access highways. This is the reason for a slight difference in numbers reported in this year's report and previous years. If this approach had

been used last year, it would've resulted in a reported count of 465 fatal and serious injury crashes instead of 473.

This does not mean that there were less people killed or seriously injured in any year. Instead, this change in methodology results in a more accurate capture of crashes on surface roads in Philadelphia, which can include or exclude a crash from the dataset.<sup>1</sup>

## PENNDOT SAFETY IMPROVEMENT PROJECTS

PennDOT continues to construct a variety of safety improvement projects around the City. For each project, they measure before and after data to determine success. Reduction in crashes is usually reviewed after three years of data are available. This means 2018 projects can now be reviewed. The Kelly Drive Novachip project and the Ridge Avenue ISIP project are two examples. On Kelly Drive, PennDOT installed a special pavement surface to improve drainage. The project limits were from 25th Street to Hunting Park Avenue. The goal was to reduce ponding on the road from rainstorms. So far, crashes have reduced 19% on this part of Kelly Drive.

On Ridge Avenue, PennDOT added traffic signal equipment upgrades. The project limits were Spring Garden Street to Jefferson Street. This included adding pedestrian countdown signal heads and overhead signals on mast arms. LED lighting was also added, among other equipment upgrades. A 24% reduction in crashes has occurred on the corridor in the three years after installation.

1. PennDOT 2020 Pennsylvania Crash Facts and Statistics. See the [full booklet here](#).



# APPENDICES



# APPENDIX A: GRANTS TABLE

## NEW VISION ZERO GRANT AWARDS

Grant Program	Project Name	Grant Award	Project description
Automated Red Light Enforcement (ARLE)	Bike Network Curb Separation	\$1,500,000	Bike network curb separation at various locations throughout the city. <i>Lead Agency: City of Philadelphia</i>
	Intersection Transit Safety	\$1,500,000	Intersection transit safety improvements. <i>Lead Agency: City of Philadelphia</i>
	Priority Corridor Safety Improvements	\$1,500,000	Priority safety corridors will improve to streetscape and design to improve safety for all users through streetscape and design upgrades. <i>Lead Agency: City of Philadelphia</i>
	Bus Boarding Islands	\$1,500,000	City of Philadelphia - Bus boarding islands will be constructed at priority locations throughout the city. <i>Lead Agency: City of Philadelphia</i>
Automated Speed Enforcement (ASE)	Boulevard and Parallel Corridor ITS and Emergency Preemption	\$1,500,000	Design and construction of emergency preemption along corridors as well as make-ready signal upgrades needed for the introduction of red light running cameras by PPA at select intersections on Roosevelt Boulevard and nearby corridors. <i>Lead Agency: City of Philadelphia</i>
	2025 Route for Change Intersection Modification Design	\$6,000,000	Designing intersection modifications identified as 2025 improvements in the Roosevelt Boulevard Route for Change program in the City of Philadelphia, including curb extensions to shorten pedestrian crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations. <i>Lead Agency: City of Philadelphia</i>
	Boulevard Local Bus Stops	\$1,000,000	For delivering safer, more accessible, and more comfortable bus stops to transit riders along Roosevelt Boulevard in the City of Philadelphia as identified in the Roosevelt Boulevard Route for Change report. <i>Lead Agency: City of Philadelphia</i>



NEW VISION ZERO GRANT AWARDS (CONTINUED)

Grant Program	Project Name	Grant Award	Project description
Automated Speed Enforcement (ASE) <i>(Continued)</i>	Castor Avenue Complete Streets	\$3,000,000	Safety improvements on Castor Avenue which will implement a range of complete streets tools to a 2.3 mile segment of minor arterial roadway in Northeast Philadelphia. <i>Lead Agency: PennDOT</i>
	Cottman Avenue Corridor Safety	\$4,000,000	Safety improvements on Cottman Avenue in the City of Philadelphia between Roosevelt Boulevard and Castor Avenue <i>Lead Agency: City of Philadelphia</i>
	Spring Garden Corridor Improvement Design	\$500,000	Improvements to Spring Garden Street between Columbus Boulevard and 23rd Street in the City of Philadelphia, including both streetscape and cartway improvements at 22 intersections <i>Lead Agency: City of Philadelphia</i>
Community Conservation Partnerships Program - DCNR	Spring Garden Corridor Improvement Design	\$1,000,000	Design roadway improvements to Spring Garden Street between Columbus Boulevard and 23rd Street in the City of Philadelphia, including both streetscape and cartway improvements at 22 intersections. <i>Lead Agency: City of Philadelphia</i>
Community Transportation Safety Project (CTSP) - PennDOT	Community Traffic Safety Project	\$250,700	Programs and projects to engage Philadelphia communities in Vision Zero and a culture of traffic safety. The grant supports staff salary and implementation activities including We Meet in the Street campaign, a walking school bus best practice review, and focus groups on motorcycle safety and effective campaign strategies. <i>Lead Agency: City of Philadelphia</i>
	Equity in Transportation	\$53,000	The CTSP team will work collaboratively with Vision Zero Community Ambassadors who will in turn be responsible for implementing their own traffic safety outreach throughout the season to spread messaging on traffic safety to their community. <i>Lead Agency: City of Philadelphia</i>
FTA	Route Restoration Planning Grant	\$500,000	Improve service and safety for transit riders <i>Lead Agency: SEPTA</i>

Grant Program	Project Name	Grant Award	Project description
Green Light Go	Washington Avenue Signal Improvements	\$2,296,800	Design and construction for signal modernization on Washington Avenue from Columbus Boulevard to 4th Street <i>Lead Agency: City of Philadelphia</i>
	Oregon Avenue Signal Improvements	\$5,551,200	Design and construction for signal modernization on Oregon Avenue from Passyunk Avenue to Front Street. <i>Lead Agency: City of Philadelphia</i>
	2nd Street Signal Improvements	\$5,130,000	Design and construction for signal modernization on North 2nd Street from Callowhill to Lehigh Avenue. <i>Lead Agency: City of Philadelphia</i>
Multimodal Transportation Fund - DCED	Broad, Germantown, and Erie Transportation Safety Project	\$900,000	Transportation safety upgrades to improve traffic safety for all modes of transportation and enhance public space to increase commercial and recreation activity. The project area includes Erie Avenue from 15th Street across Broad Street and Germantown Avenue to Old York Road. This intersection is one of Philadelphia's busiest and a major multimodal hub, facilitating over 20,000 transit trips per day. <i>Lead Agency: City of Philadelphia</i>
Multimodal Transportation Fund - PennDOT	Parkside Ave - Safe Access to Parks	\$3,000,000	Construct two roundabouts on Parkside Ave at N 53rd Street and at Bryn Mawr Ave to improve safety, calm traffic, and enhance multimodal connectivity to the adjacent park. <i>Lead Agency: City of Philadelphia</i>
	N. 5th Street Corridor Streetscape	\$3,000,000	Transform street, bicycle, and pedestrian transportation infrastructure on N. 5th Street in Philadelphia's Hunting Park neighborhood, advancing ongoing economic development by creating a safer, pedestrian-friendly corridor. <i>Lead Agencies: City of Philadelphia, Esperanza</i>
Operations Transformation Fund	Reducing Barriers in the City's Traffic-Calming Request Program	\$300,000	Improve the service experience for residents and workflow for City staff of the Traffic Calming Request program by evaluating, redesigning, and streamlining it to be more accessible, inclusive, and transparent for residents. <i>Lead Agency: City of Philadelphia</i>



NEW VISION ZERO GRANT AWARDS (CONTINUED)

Grant Program	Project Name	Grant Award	Project description
SHSIP - PennDOT	Systemic Improvements - Lane Departures	\$4,000,000	Improve the service experience for residents and workflow for City staff of the Traffic Calming Request program by evaluating, redesigning, and streamlining it to be more accessible, inclusive, and transparent for residents. <i>Lead Agency: City of Philadelphia</i>
	Systemic Improvements - Vulnerable Users	\$4,000,000	Implement roadway context appropriate traffic calming strategies with specific focus on speed management to address non-motorized roadway user safety in urban and urban-core areas. <i>Lead Agency: PennDOT</i>
Surface Transportation Block Grant	N. 5th Street Corridor Streetscape	\$10,000,000	Design and construction for signal modernization from Spring Garden Street to Lycoming Street. Construction funds are programmed for FY 2029. <i>Lead Agency: City of Philadelphia, PennDOT</i>
TA Set-Aside	Safe Routes Philly: Middle School	\$450,000	Project coordinator for a middle school pedestrian and bicycle safety curriculum including developing parent/caregiver materials, a bicycle and pedestrian safety learning e-module for students, creating conceptual design plans that create safety improvements to around schools. <i>Lead Agency: City of Philadelphia</i>
	Overbrook Educational Center	\$985,000	Speed cushions, bump-outs, and other traffic calming devices surrounding Overbrook Educational Center. <i>Lead Agency: City of Philadelphia</i>
	Chestnut Street Pedestrian Islands	\$1,000,000	Replace painted pedestrian areas on Chestnut Street with concrete pedestrian islands to elevate pedestrian safety along the corridor and expand the project area west to 63rd Street. <i>Lead Agency: City of Philadelphia</i>
	Logan Square Sidewalk Modernization at Swann Memorial Fountain	\$1,000,000	Sidewalk modernization including eight outdated ADA ramps and replacing approximately 18,000 square feet of deteriorated concrete sidewalk and granite curb matching work surrounding the improved areas of the Benjamin Franklin Parkway. <i>Lead Agency: City of Philadelphia</i>

Grant Program	Project Name	Grant Award	Project description
USDOT RAISE	Great Streets PHL: Revitalizing Philadelphia's Neighborhood Roadways	\$25,000,000	Sidewalk modernization including eight outdated ADA ramps and replacing approximately 18,000 square feet of deteriorated concrete sidewalk and granite curb matching work surrounding the improved areas of the Benjamin Franklin Parkway. <i>Lead Agency: City of Philadelphia</i>
William Penn Foundation	Spring Garden Corridor Improvement Design	\$2,000,000	Design roadway improvements to Spring Garden Street between Columbus Boulevard and 23rd Street in the City of Philadelphia, including both streetscape and cartway improvements at 22 intersections. <i>Lead Agency: City of Philadelphia</i>



APPENDIX B:  
STRATEGIES TABLE

IMPLEMENTATION PROGRESS SUMMARY ON VISION  
ZERO ACTIONS FOR 2022

Safe Speeds		
1.1.1	Implement signal progression to support a 25 mph citywide speed limit.	Streets
Update:	Vision Zero Safe Streets Subcommittee gathering benchmark data.	Initiated
1.1.2	Design residential streets for 20 mph target speeds using traffic-calming measures.	OTIS / Streets / PCPC
Update:	Implemented at Fairhill and Willard Slow Zones; in design for Cramp, Hamilton, Tenth Memorial, and West Passyunk Slow Zones.	Initiated
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
Update:	Grant awarded for Operation Transformation Fund for FY22-FY23.	On Track for completion by 2025
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
Update:	Philadelphia Dept. of Public Health completed analysis of co-location of gun violence and traffic violence.	Completed & Monitoring
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
Update:	Policy stakeholders and advocates advancing draft legislation and building support to maintain ASE on Roosevelt Boulevard beyond 2023. Goal to enable additional locations with new legislation. Press event held Aug. 16, 2022.	Initiated

Safe Speeds		
1.2.2	Analyze priority locations for expanded automated speed enforcement.	OTIS
Update:	Analysis completed of PennDOT crash data for 2017-2021 speed-related crashes to identify top corridors.	Completed & Monitoring
1.2.3	Implement local control of speed limits, upon passage of State enabling legislation.	OTIS/Streets
Update:	International best practices focus of Vision Zero Conference 2022. Engaging DVRPC in technical study for FY24.	Initiated
1.3.1	Continue Neighborhood Slow Zone program with regular opportunities for neighborhoods to apply.	OTIS
Update:	Planning underway on Tenth Memorial & West Passyunk; New round of applications announced.	Completed & Monitoring
1.3.2	Pilot a School Slow Zones program to design safer streets in partnership with students, caregivers, teachers, and school administrators.	OTIS/Streets/311
Update:	Overbrook Education Program plan completed and construction funding programmed for 2024; Logan Elementary concept plan completed; funding received for planning & design on 3-4 new schools.	On Track for completion by 2025



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safe Streets		
<b>2.1.1</b>	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
Update:	US DOT grant applications submitted for planning and construction on HIN; Vision Zero Capital Plan used as prioritization tool for SS4A; Spring Garden Street.	On Track for completion by 2025
<b>2.2.1</b>	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
Update:	Planning and engagement for HIN corridors in 2021-2022 include Cecil B. Moore Avenue, Washington Avenue, Chestnut & Walnut Streets, Hunting Park Avenue, 34th Street, Broad/Germantown/Erie.	On Track for completion by 2025
<b>2.2.2</b>	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/PCPC
Update:	Current parklet/pedestrian plaza program continues at small scale; staff resources allocated in 2023 to update program materials and application process.	Initiated
<b>2.3.1</b>	Update the Philadelphia internal and external street design guidance documents to ensure alignment and provide guidance on safety improvements such as: Design standards for protected bike lanes and protected intersections; Design standards for hardened centerlines; Other innovative roadway treatments in conjunctions as they are developed and evaluated.	Streets/OTIS
Update:	Phase one of Complete Streets Design Guide underway; phase two Complete Streets Delivery Program to begin FY23	On Track for completion by 2025
<b>2.3.2</b>	Upgrade two protected bike lanes to more permanent materials along High Injury Network.	OTIS / Streets
Update:	Franklin Square Phase 2 (Race Street between 8th Street and 6th Street) construction start anticipated 2023, will upgrade existing parking separated bicycle facility. Pilot underway for concrete curb treatments for existing bicycle facilities on Essington Avenue, Ryan Avenue, and two additional corridors to be determined.	On Track for completion by 2025

Safe Streets		
<b>2.3.3</b>	Reduce effective pedestrian crossing distances on at least five High Injury Network intersections per year using proven countermeasures such as: median islands/pedestrian refuge islands, corner radius reductions, narrowed lanes/roadway reallocation, curb extensions.	Streets/OTIS
Update:	Pedestrian crossing distances reduced on Parkside Avenue intersections, Chestnut Street intersections, Washington Avenue intersections, Lehigh Avenue intersections.	Ontrack for completion by 2025
<b>2.4.1</b>	Install Leading Pedestrian Intervals on all pedestrian priority and safe routes priority corridors and intersections where possible.	Streets/OTIS
Update:	Vision Zero Safe Streets Subcommittee determining baseline metrics and locations.	Initiated
<b>2.4.2</b>	Convert at least 75% of all citywide street lights to LED.	Streets/Philadelphia Energy Authority
Update:	Agreement in development for Ameresco to install LED upgrades citywide.	Ontrack for completion by 2025
<b>2.4.3</b>	Continue to install pedestrian countdown timers at all signalized intersections over 34 feet wide.	Streets
Update:	Installations underway; Vision Zero Safe Streets Subcommittee determining baseline metrics and locations.	Ontrack for completion by 2025
<b>2.4.4</b>	Install 40 miles of protected bicycle lanes on the High Quality Bike Network.	Streets/OTIS
Update:	Total of 27 miles expected by the end of paving season 2022.	Ontrack for completion by 2025
<b>2.4.5</b>	Install four more neighborhood bikeways on the High Quality Bike Network.	Streets/OTIS
Update:	Study programmed with DVRPC for FY23-FY24.	Initiated
<b>2.4.6</b>	Implement a bike green wave program to create prioritization for people biking at safe speed via traffic signal timing on at least two High Quality Bike Network corridors	Streets/OTIS
Update:	Not initiated as of fall 2022.	Not Initiated



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safe Streets		
<b>2.4.7</b>	Release a map of the long-term vision for the High Quality Bike Network.	PCPC/OTIS
Update:	HQBN long-term vision map included in annual report	Completed & Monitoring
<b>2.4.8</b>	Continue the routine Streets Department resurfacing program and include pedestrian/bicycle improvements, as informed by CONNECT priorities.	Streets, OTIS
Update:	65 miles repaving by end of 2022	On track for completion by 2025
<b>2.4.9</b>	Implement one roundabout, mini roundabout, or neighborhood traffic calming circle a year	Streets
Update:	Penrose Roundabout in design in 2022; Frankford/Trenton/York roundabout installed in 2021	On track for completion by 2025
<b>2.4.10</b>	Pilot bus/trolley boarding islands on at least two High Injury Network corridors.	Streets, OTIS, SEPTA
Update:	Three corridors in design in 2022 (22nd & Hamilton, Broad/Germantown/Erie, Castor Avenue, Parkside Avenue); one corridor anticipated to start design in 2023 (Washington Avenue). Projects will upgrade corridors with protected bike lanes and bus service to fully separate bus passenger facilities from bike facilities.	On track for completion by 2025
<b>2.4.11</b>	Install and evaluate a protected intersection.	Streets
Update:	Not initiated as of fall 2022.	Not initiated
<b>2.4.12</b>	Install at least three curbless streets following recommendations from the development review process.	PCPC, OTIS
Update:	Two constructed: Maplewood Mall, Ludlow Street (11th - 12 Sts.); two under construction/permits approved: Canal Street (Laurel - Poplar Sts.), Germantown Ave (2nd - Hancock Sts.); additional locations in review.	On track for completion by 2025

Safe Streets		
<b>2.4.13</b>	Install one segment of sidewalk level protected bike lane on the High Quality Bike Network each year via the development review processes.	PCPC, OTIS, Streets
Update:	Girard Avenue & 2nd Street; Germantown Avenue additional City-led bike lane upgrades	Not initiated
<b>2.4.14</b>	Integrate implementation of multi-modal safety improvements into paving of State roads and reconstruction of State bridges through PennDOT Connects.	Streets
Update:	State Road Paving: Chestnut Street (63 - Schuylkill, 23 - 22), Lehigh (Kensington - Aramingo), Market (20 - 23, 30 - 34), Passyunk/Essington (61 - Bartram), 49/Grays/Lindbergh (Paschall - Elmwood), Belmont (Monument - Parkside), Castor (Richmond - N Delaware). Bridges: Grays Ferry Avenue Bridge, Chestnut Street Bridge, Market Street Bridge.	On track for completion by 2025
<b>2.4.15</b>	Update the City's Complete Streets Checklists and make a consistent review tool for development review processes, including Civic Design Review.	PCPC, OTIS, Streets
Update:	PCPC in process to create new online tool; forthcoming complete streets guidance will be coordinated with CDR.	Initiated
<b>2.4.16</b>	Evaluate TOD Overlay District for ways to strengthen mode shift especially transit, biking, and walking.	PCPC/OTIS
Update:	PCPC working with Council to map TOD stations. Six stations were mapped in 2022 (a total of 10 stations have been mapped). Evaluation of curen TOD Overlay District not initiated as of 2022.	Not initiated



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safe People		
<b>3.1.1</b>	Expand Safe Routes Philly program to 25% of Philadelphia schools by 2025 prioritizing schools near locations with high rates of crashes involving youth.	OTIS
Update:	Safe Routes Philly is ramping up to reach more schools in 2022-2023 school year. In 2021-2022 school year staff worked with Gideon Elementary, Gompers Elementary, Pennell School, Overbrook Educational Center, Logan Elementary School, and Chester Arthur Elementary.	Initiated
<b>3.1.2</b>	Develop a Vision Zero Youth Ambassador program within Safe Routes Philly that promotes traffic safety in neighborhoods with high rates of crashes involving youth.	OTIS
Update:	Preliminary program framework developed in 2022.	On track for completion by 2025
<b>3.1.3</b>	Develop and deliver training to school principals on how to implement safe pick-up and drop-off safety training for School District schools.	OTIS/SDP
Update:	Not initiated as of fall 2022; Outreach to SDP initiated.	Not initiated
<b>3.1.4</b>	Conduct at least two Safe Routes Philly training sessions for educators, school champions, and community leaders each year.	OTIS
Update:	Training delivered in 2022 to Philadelphia Free Librarians, School District PE teachers professional-development.	On track for completion by 2025
<b>3.2.1</b>	Develop a Vision Zero Leader multilingual toolkit with specific recommendations on how to take action in communities.	OTIS/Safe People Subcommittee
Update:	Materials developed for Vision Zero Community Ambassador pilot program in 2022; expanded materials in progress for citywide neighborhoods.	On track for completion by 2025
<b>3.2.2</b>	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
Update:	Community Ambassador pilot program implemented in 2022 with eight ambassadors. To develop additional network, subcommittee re-convening fall 2022 and will focus on this in 2022-2023.	On track for completion by 2025

Safe People		
<b>3.2.3</b>	Organize two trainings per year on innovative traffic safety topics for City staff involved in roadway safety efforts.	OTIS
Update:	Guest speakers from New Zealand and Australia presented on speed limit setting to Vision Zero Safe Streets/Speeds Subcommittee.	Initiated
<b>3.2.4</b>	Seek partnerships to develop STEM traffic safety curriculum for middle school and high school levels for Safe Routes Philly.	OTIS
Update:	Staff time allocated for partnership development in 2022-2023.	Initiated
<b>3.2.5</b>	Offer Vision Zero module to Citizens Planning Institute course at least twice	PCPC, OTIS, Streets
Update:	OTIS working with PCPC to offer module in 2023.	Initiated
<b>3.2.6</b>	Conduct trainings with Philadelphia Police leadership addressing the implications, barriers, and limitations of enforcing against aggressive driving	PCPC/OTIS
Update:	Training developed and partnership initiated with PPD; implementation of pilot in 2023.	On track for completion by 2025
<b>3.3.1</b>	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
Update:	Toolkit developed by Regional Safety Task Force in 2021; implementation of workshop delayed due to staffing; goal to initiate in 2023.	Initiated
<b>3.3.2</b>	Continue to provide accurate and timely crash data to local press to aid appropriate reporting on traffic crashes.	PCPC/OTIS
Update:	Crash data provided to press requests in 2022.	Completed & Monitoring
<b>3.3.3</b>	Continue to promote traffic safety communications messages citywide and in the context of specific projects.	OTIS/Mayor's Office
Update:	Training developed and partnership initiated with PPD; implementation of pilot in 2023.	Completed & Monitoring



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safe People		
<b>3.3.4</b>	Continue to incorporate research on effective messaging into Vision Zero communications including campaign analytics to track performance and adjust for effectiveness	OTIS
Update:	Analytics tracked; upcoming focus groups planned for 2023	On track for completion by 2025
<b>3.3.5</b>	Support transition of crossing guard program to Streets Department and provide crash data to prioritize guards at high youth pedestrian crash intersections.	OTIS/MDO/SDP
Update:	Vision Zero has provided support throughout the planning process of the transition of the School Crossing Program. As Streets hires additional staff, prioritization of the corners will take into account crash data involving pedestrians under a certain age, as supplied by Vision Zero.	Completed & Monitoring
<b>3.3.6</b>	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
Update:	Campaigns rolled out in 2022 include Safe Routes Philly digital campaign and We Meet In The Street digital and bus tail ads	On track for completion by 2025
<b>3.3.7</b>	Publish a quarterly Vision Zero newsletter.	OTIS/Safe People Subcommittee
Update:	Staffing delay; goal to initiate in 2023	Not Initiated
<b>3.3.8</b>	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
Update:	Some blogs and social media published in Spanish; Bus tail ads English only.	Initiated
<b>3.3.9</b>	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
Update:	Stories included in annual report 2022; partnerships continued to strengthen with Families for Safe Streets for World Day of Remembrance and other efforts.	Completed & Monitoring

Safe People		
<b>3.3.10</b>	Support new Traffic Safety Officer position and provide training about Vision Zero.	MDO
Update:	Work ongoing to support the Traffic Safety Officer.	Initiated
<b>3.3.11</b>	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
Update:	Clean Air Council initiated work on Modeshift toolkit. Clean Air Council advancing conversations about growing SEPTA Key Advantage program.	Initiated
<b>3.4.1</b>	Expand Automatic Red Light program at highest red light running crash locations.	SEPTA
Update:	Training developed and partnership initiated with PPD; implementation of pilot in 2023.	On track for completion by 2025
<b>3.4.2</b>	Expand Automatic Red Light program at highest red light running crash locations.	PPA
Update:	Two locations installed in 2022 (31st St. & Spring Garden Ave.; 52nd St. & Lancaster/Lansdale Ave.); four scheduled for installation in 2023 (20th St. & JFK Blvd.; 58th St. & Baltimore Ave.; Kelly Drive & Eakins Oval; Front St. & Hunting Park Ave.)	On track for completion by 2025
<b>3.4.3</b>	Develop and implement an education campaign in advance of any automated enforcement.	OTIS/PPA
Update:	Fact sheet, blog, press communications materials released for Automated Speed Enforcement in 2022.	On track for completion by 2025



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safe Vehicles		
<b>4.1.1</b>	Create City department passes for SEPTA and Indego bike share to allow City employees to travel without using fleet vehicles.	MDO/Finance
Update:	No progress in 2022	Not Initiated
<b>4.1.2</b>	Work with SEPTA and large employers like universities, hospitals, and the City to develop goals for providing all students/staff with transit passes, or opt-out option.	SEPTA/Clean Air Council
Update:	SEPTA pilot implemented in 2022 with large employers.	Initiated
<b>4.1.3</b>	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.	SEPTA
Update:	SEPTA, PennDOT and City implemented red paint bus-only lanes on the Chestnut Street between Broad Street and 2nd Streets in Center City Philadelphia; pilot started of bus-only lanes on Market Street and John F. Kennedy Boulevard.	On track for completion by 2025
<b>4.1.4</b>	Increase the number of city residents within 1/4 mile of frequent transit by 10% by 2025	SEPTA/PCPC
Update:	SEPTA Bus Revolution engagement underway to evaluate bus network frequency optimization	On track for completion by 2025
<b>4.1.5</b>	Work with Council to expand commercial trash hauling hours as part of the Congestion Omnibus Bill	Streets/OTIS
Update:	Pilot underway September 2022	Completed & Monitoring
<b>4.2.1</b>	Install hands-free phone/GPS holders in all City vehicles	OTIS/Fleet
Update:	Not initiated in 2022	Not Initiated
<b>4.2.2</b>	Study impacts and establish funding plan for purchasing additional fleet safety equipment and technology for City vehicles, including warning systems, cameras, and telematics	MDO
Update:	Not initiated in 2022	Not Initiated

Safe Vehicles		
<b>4.2.3</b>	Continue to work with national partners to ensure that new innovative safety features become mandatory in new vehicles, such as safety glass, seatbelts, air bags, and collision warning systems.	OTIS/Mayor's Office
Update:	The City continues to work through NACTO, the National Association of City Transportation Officials, to advocate for safer vehicles. Most significant this year are efforts to reform the New car Assessment Program, the Federal government's safety rating system, to reflect an automobile's impact on not just occupants, but pedestrians and others outside of the vehicle.	On track for completion by 2025
<b>4.2.4</b>	Pilot collision avoidance systems on SEPTA trolleys and buses.	SEPTA
Update:	SEPTA collision avoidance systems are in procurement; supply chain delays in 2022 anticipated install in 2023.	On track for completion by 2025
<b>4.3.1</b>	Integrate Vision Zero messaging and branding into: Risk and Fleet websites and crash related materials, MDO Directive governing City vehicle policy, and City employee newsletter	OTIS
Update:	Two locations installed in 2022 (31st St. & Spring Garden Ave.; 52nd St. & Lancaster/Lansdale Ave.); four scheduled for installation in 2023 (20th St. & JFK Blvd.; 58th St. & Baltimore Ave.; Kelly Drive & Eakins Oval; Front St. & Hunting Park Ave.)	Stalled
<b>4.3.2</b>	Incorporate City fleet into citywide Vision Zero media campaign by using vehicles as moving billboards.	OTIS/Fleet
Update:	Not initiated	Not Initiated
<b>4.3.3</b>	Create public service announcement (PSAs) campaign to raise awareness of 'dooring' and install in Taxi & Limousine Division vehicles	OTIS/PPA/Bike Coalition of Greater Philadelphia
Update:	No new progress in 2022	Initiated
<b>4.3.4</b>	Work with school district to pilot automated enforcement of illegal passing of school buses	OTIS/SDP
Update:	Outreach underway to School District in fall 2022	Initiated



## IMPLEMENTATION PROGRESS SUMMARY ON VISION ZERO ACTIONS FOR 2022 (CONTINUED)

Safety Data		
<b>5.1.1</b>	Complete three before/after studies each year to analyze the effectiveness of Vision Zero corridor or intersection safety projects.	OTIS/Streets/Safety Data Subcommittee
Update:	Before/after data collection efforts increased in 2022; study of parking separated bike lanes (PSBLs) released April 2022	On track for completion by 2025
<b>5.1.2</b>	Continue to release annual Vision Zero progress reports.	OTIS/MDO/SDP
Update:	Continue to update the High Injury Network with new crash data with every future Vision Zero plan and use it to prioritize safety interventions.	Completed & Monitoring
<b>5.1.3</b>	Continue to update the High Injury Network with new crash data with every future Vision Zero plan and use it to prioritize safety interventions.	OTIS
Update:	Initiated data collection, anticipated release in 2023	On track for completion by 2025
<b>5.1.4</b>	Continue to input Vision Zero projects into public-facing GIS layer	OTIS/Streets
Update:	Staffing delay; goal to initiate in 2023	Initiated
<b>5.2.1</b>	Consistently collect, record, and report race/ethnicity data for all people involved in a crash.	PPD/PennDOT
Update:	Preliminary request made to PennDOT leadership; OTIS to develop additional specifics in 2023	Initiated
<b>5.2.2</b>	Evaluate crashes with more precise data for time of crash (precise date) and people involved (zip codes)	OTIS/PennDOT
Update:	Goal to initiate in 2023.	Completed & Monitoring
<b>5.2.3</b>	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
Update:	Funding identified for phase one; additional grant funding applied for to extend to phase two methodology.	On track for completion by 2025

Safety Data		
<b>5.2.4</b>	Evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes.	Jefferson University Hospital
Update:	Research review board approval granted; study to initiate in 2023	On track for completion by 2025
<b>5.2.5</b>	Work with partners to secure and install additional pedestrian and bicycle counters to allow more tracking of active transportation volumes.	DVRPC/PCPC/Health
Update:	Upgrades needed for current counters; no additional counters in progress as of fall 2022.	Not Initiated
<b>5.2.6</b>	Support the creation of the Major Crash Investigations Squad to conduct assessments at the scene of fatal crashes and the conditions that contributed to the crash and the fatality.	PPD/Streets
Update:	PPD staffing constraints in 2022	Not Initiated
<b>5.2.7</b>	Procure forensic mapping system and software to virtually assess scenes of fatal crashes.	PPD
Update:	System and software funded and in procurement	On track for completion by 2025
<b>5.3.1</b>	Develop a digital curbside management system to reduce unsafe behaviors like illegal parking/loading in the bike or bus lane, double parking/loading.	Smart Cities PHL/OTIS/PPA/SEPTA
Update:	Smart Loading Zone pilot scheduled to go live in 2022.	On track for completion by 2025
<b>5.3.2</b>	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
Update:	2021 crash data in report.	On track for completion by 2025
<b>5.3.3</b>	Continue to report monthly City crash data in a publicly accessible database.	OTIS/PPD
Update:	Continue to report monthly City crash data in a publicly accessible database	On track for completion by 2025
<b>5.3.4</b>	Develop an interactive, user-friendly, web-based application using standardized metrics for internal and external crash analysis	OTIS
Update:	Project initiated; additional staff support needed.	Initiated



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