

VISION ZERØ

CITY OF PHILADELPHIA

Year Two Update 2019

October 2019



LETTER FROM THE MAYOR

Fellow Philadelphians,

My Administration remains committed to making Philadelphia streets safer for everyone, regardless of age, physical ability, or way of travel. Our Vision Zero Task Force continues to bring State and City government officials, members of the community, and advocacy groups together to implement the strategies identified in our Vision Zero Action Plan.

This past year, together we have:

- Signed the Roosevelt speed camera legislation into law and launched the “Slower = Safer” camera awareness campaign;
- Announced the inaugural Neighborhood Slow Zones at Willard Elementary School and the Fairhill neighborhood;
- Introduced a new public facing street and sidewalk closure permit map where residents can report unsafe road or sidewalk conditions to Philly311;
- Started construction on the Spruce and Pine Streets Resurfacing and Safety Project;
- Secured nine infrastructure grant awards totaling \$13,407,934 to support projects along High Injury Network corridors;
- Worked with and supported the formation of Families for Safe Streets Greater Philadelphia to advocate for life-saving changes to our roads; and
- Celebrated many more successes that are detailed in this Vision Zero Year Two Update.

We know that if we are to reach our goal of zero traffic deaths on Philadelphia streets by 2030, we must reduce the number of deaths on our streets by eight each year. If we continue our current trend, we will not reach our goal by 2030.

As we move in to Vision Zero’s third year, we remain committed to continue to work on our goal of zero traffic deaths by 2030. Vision Zero recognizes that humans will always make mistakes, including while using our streets, and not every crash can be prevented. Instead of focusing on preventing all crashes, Vision Zero focuses on reducing the severity of crashes to save lives. If we design our streets for the safety of those most vulnerable on our streets—people walking—we can improve safety for everyone living, working, and traveling on them.

Sincerely,
Mayor Jim Kenney

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VISION ZERO CORE PRINCIPLES:

- **Traffic deaths are preventable and unacceptable.**
We cannot treat traffic deaths as normal or fail to act to eliminate them.
- **Human life is our highest priority.**
 - Preserving human life takes priority over convenience.
 - Philadelphia's transportation system should be safe for all of its users, in all neighborhoods.
- **Human error is inevitable and unpredictable.**
Our transportation system should be designed to anticipate human error, so the consequence is not death or severe injury.
- **People are inherently vulnerable**, and speed is a fundamental predictor of crash survival. Our transportation system should be designed to protect human life.
- **Improvement is essential.** Improved street design, safe human behaviors, education, and traffic safety enforcement are essential contributors to a safe transportation system.

YEAR TWO OVERVIEW

By adopting Vision Zero, the City of Philadelphia rejects the status quo that traffic deaths are “accidents.” Instead, we accept traffic deaths as preventable incidents that can be systematically addressed. By applying Vision Zero’s core principles, we can save lives and prevent severe injuries on our streets, while enhancing the quality of life for all Philadelphians.

In our first two years, Vision Zero Philadelphia has continued to lay the foundation for safe streets. Highlights from our second Vision Zero year include:

- Announcing the inaugural Neighborhood Slow Zone awards
- Mayor Kenney signing Roosevelt Boulevard speed camera legislation into law
- Victims of traffic violence and families established Families for Safe Streets Greater Philadelphia chapter to advocate for life-saving changes

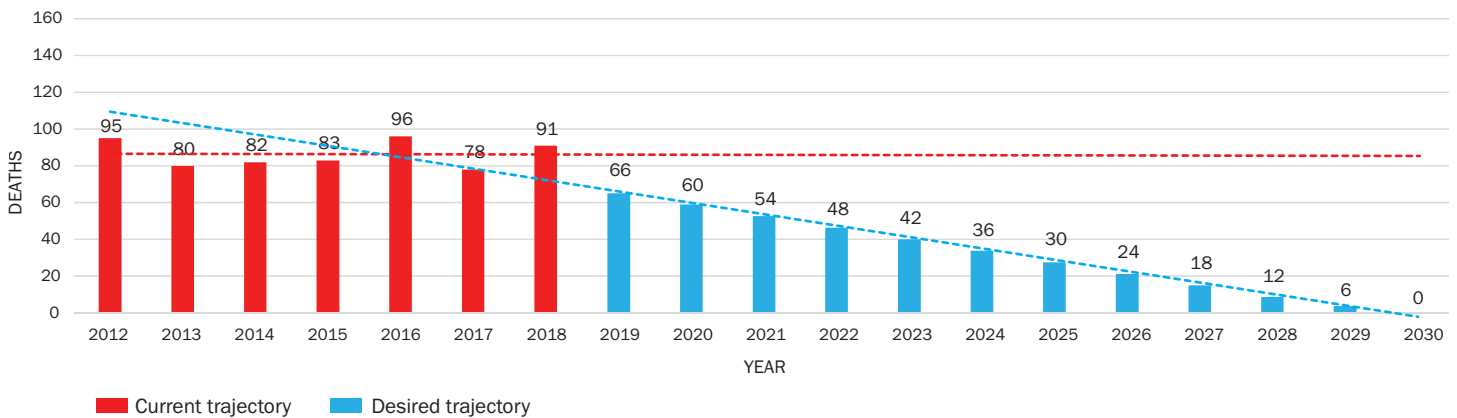
Traffic deaths and severe injuries in traffic crashes are preventable. We recognize that Vision Zero must continue to implement strategies to build safe streets, protect those who are most vulnerable on our streets, and enhance transparency and system-wide improvements.



Photo credit: Families for Safe Streets Greater Philadelphia

WHERE WE ARE NOW

Current & Desired Trendline for Vision Zero in Philadelphia



Source: PennDOT, 2013 – 2018

Vision Zero recognizes that humans will always make mistakes, including while using our streets, and not every crash can be prevented. Instead of focusing on preventing *all* crashes, Vision Zero focuses on reducing severity of crashes to save lives. If we design our streets for the safety of those most vulnerable on our streets—people walking—we can improve safety for everyone living, working, and traveling on them.

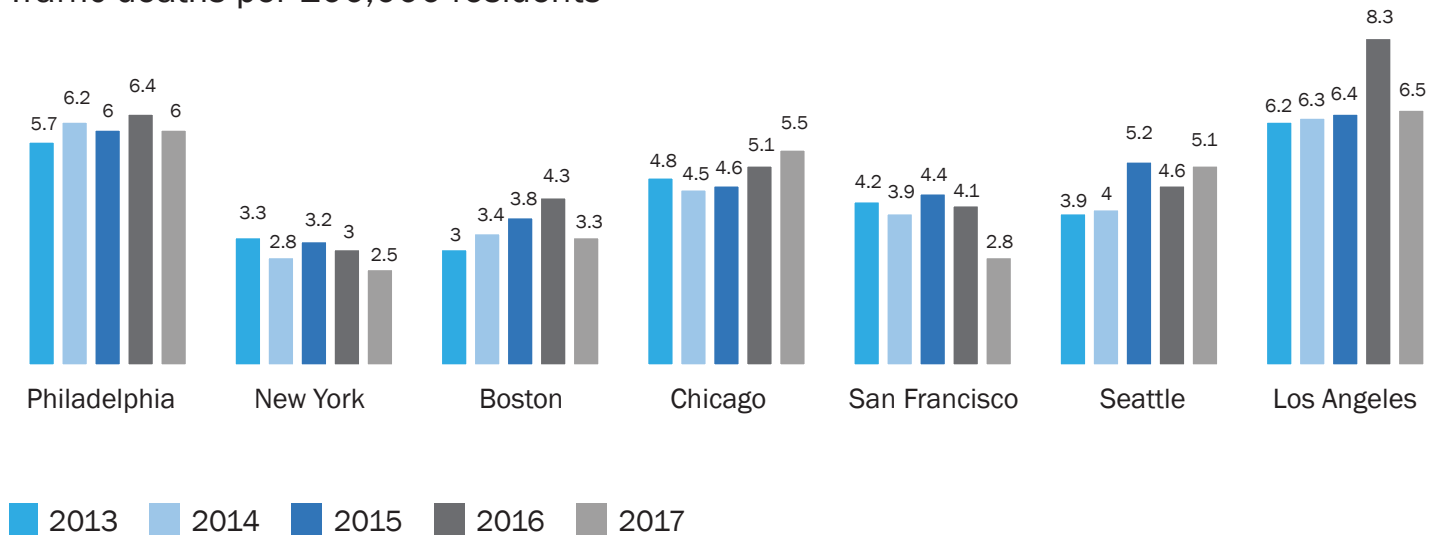
Philadelphia saw a dramatic decrease in 2017 (19 percent) and increase in 2018 (17 percent) in traffic deaths compared to the previous year. This is why best practice tells us not to look at any single year in isolation. We must look at crash data over a span of several years, so we look to five years of crash data to tell the most complete story.

From 2014 to 2018, the number of people killed on Philadelphia streets is an increasing trend. If we are to reach our goal of zero traffic deaths on Philadelphia streets by 2030, we must reduce the number of deaths on our streets by eight each year. **If we continue our current trend, we will not reach our goal by 2030.**

We know that a life lost in a traffic crash is unacceptable. While not every crash can be prevented, we can reduce the severity of crashes through street design, education, enforcement, and policy changes. We can do more to save lives.

WHERE WE ARE NOW

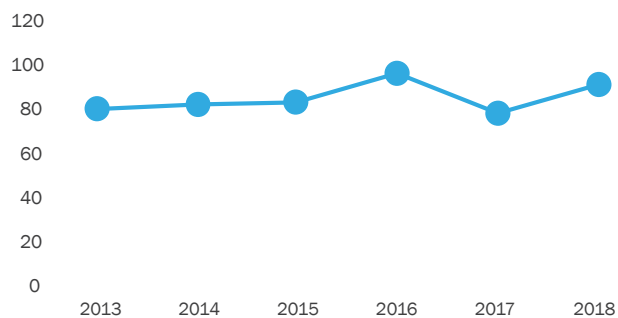
Traffic deaths per 100,000 residents



Source: NHTSA (NHTSA includes interstate traffic deaths and is tracked at the county level.)

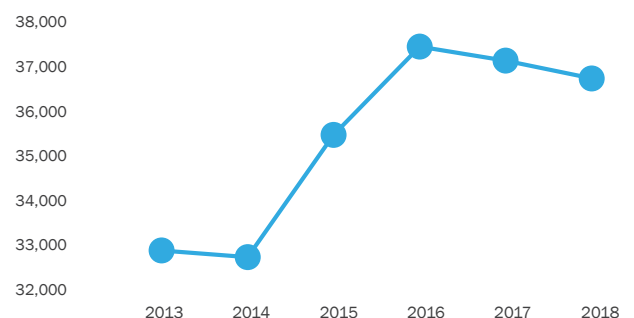
When we look to the traffic death rates of our neighboring peer cities with Vision Zero programs, it is evident that Philadelphia deserves safer streets. Over the last five years, New York City's traffic death rate has been an average of 2.96, while Philadelphia's average has been 6.06. Philadelphia's traffic death rate is stubbornly over twice as high as New York City's. Vision Zero continues to work in other cities. With continued investment and support, it will work in Philadelphia, too. Our city and our families deserve safer streets.

Traffic Deaths Philadelphia



Source: PennDOT 2013 - 2018

Traffic Deaths United States



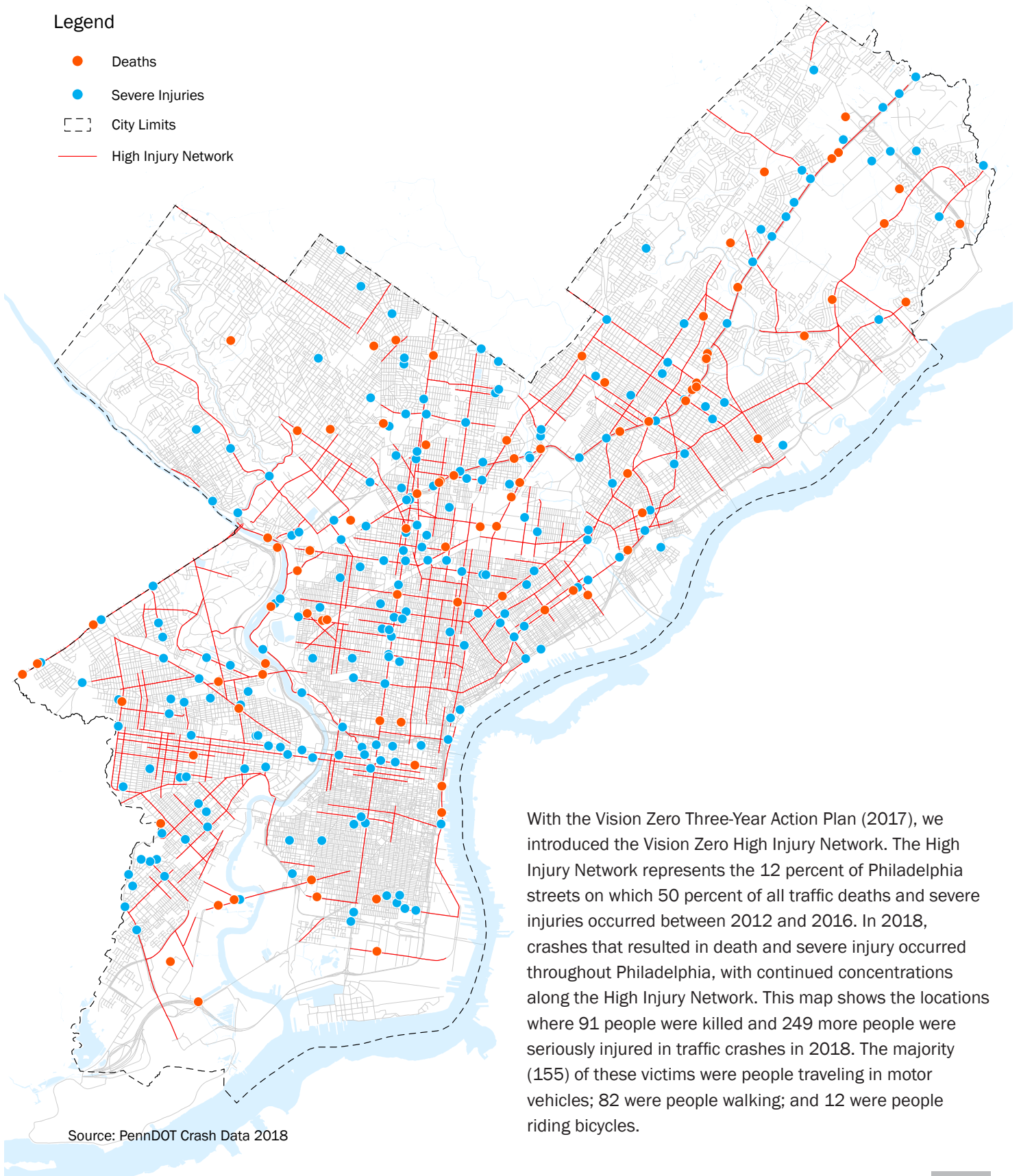
Source: NHTSA

In 2018, Philadelphia's traffic death patterns rose while the national numbers fell. We are committed to continuing to improving safety of Philadelphia streets through engineering, education, and automated enforcement.

SAFETY IN 2018

Legend

- Deaths
- Severe Injuries
- ▭ City Limits
- High Injury Network

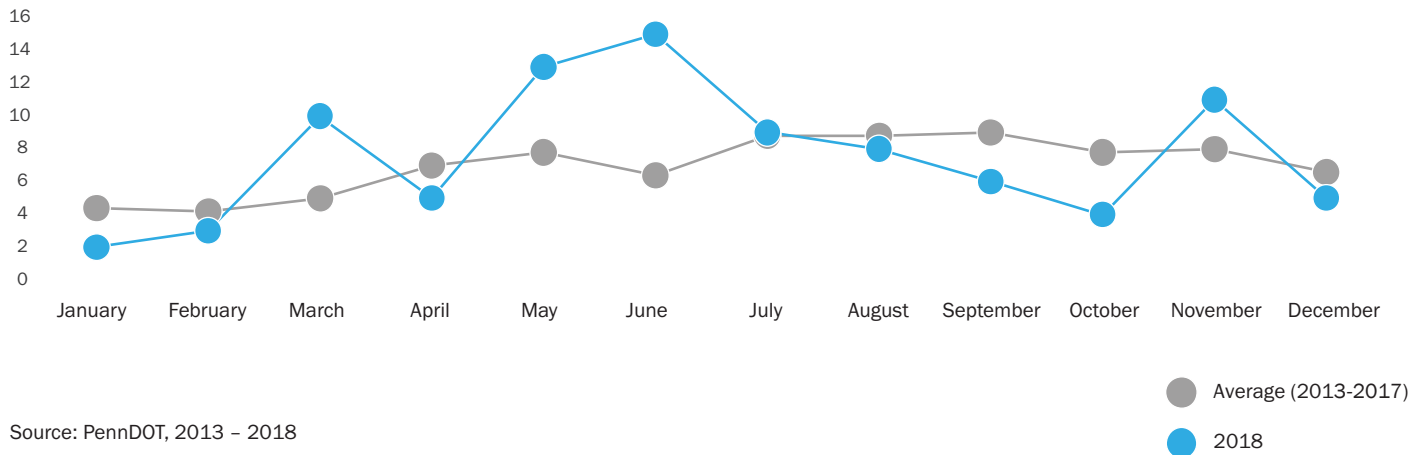


Source: PennDOT Crash Data 2018

With the Vision Zero Three-Year Action Plan (2017), we introduced the Vision Zero High Injury Network. The High Injury Network represents the 12 percent of Philadelphia streets on which 50 percent of all traffic deaths and severe injuries occurred between 2012 and 2016. In 2018, crashes that resulted in death and severe injury occurred throughout Philadelphia, with continued concentrations along the High Injury Network. This map shows the locations where 91 people were killed and 249 more people were seriously injured in traffic crashes in 2018. The majority (155) of these victims were people traveling in motor vehicles; 82 were people walking; and 12 were people riding bicycles.

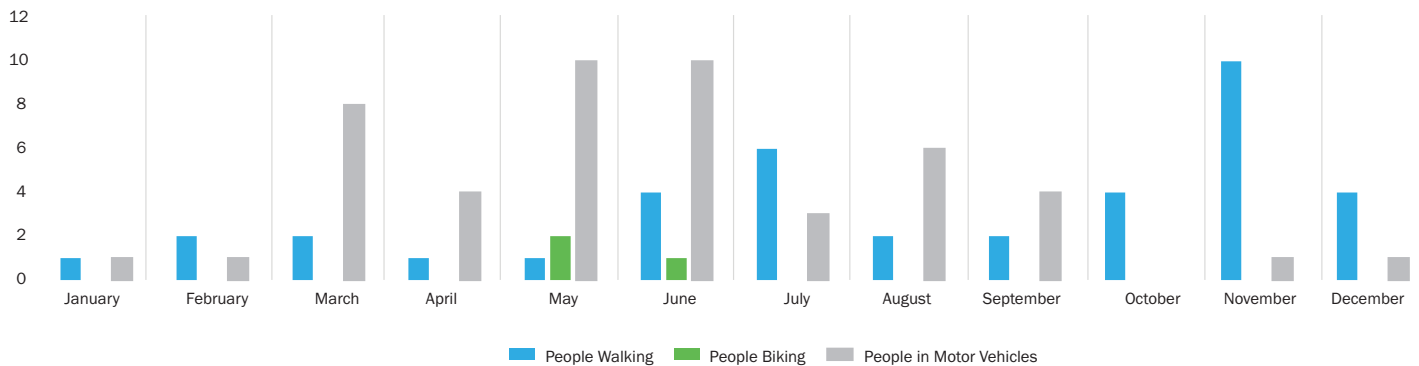
SAFETY IN 2018

Philadelphia Traffic Deaths, by Month



In 2018, there were seven months in which the total number of people killed in traffic crashes was lower than the five-year average (2013-2017). However, the substantial increases in fatal crashes in spring and summer months added up to a more tragic year.

Philadelphia Traffic Deaths, by Mode (2018)

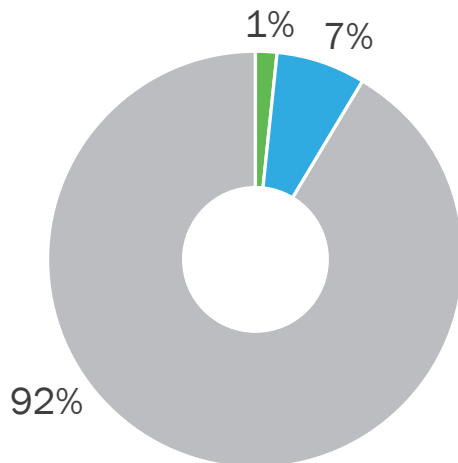


Source: PennDOT, 2018

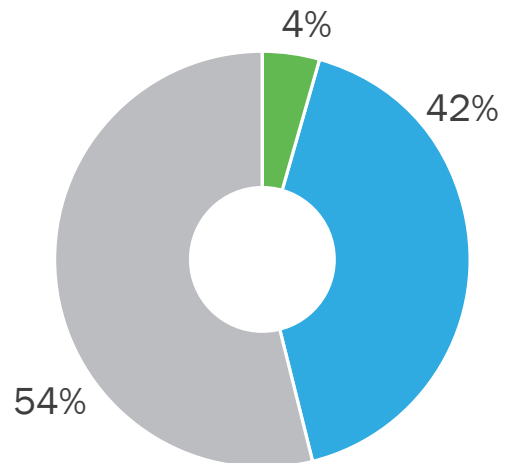
At a minimum, one person walking was killed each month in 2018 and, except for October, the same was true for people traveling in a motor vehicle. In seven months of 2018, the number of people killed while walking was equal to or exceeded the number of people killed from a crash while traveling in a motor vehicle.

PRIORITIZING PEDESTRIAN SAFETY

People Involved in Crashes
2014 - 2018



People Killed in Crashes
2014 - 2018



People Walking People Biking People in Motor Vehicles

Source: PennDOT 2014 - 2018

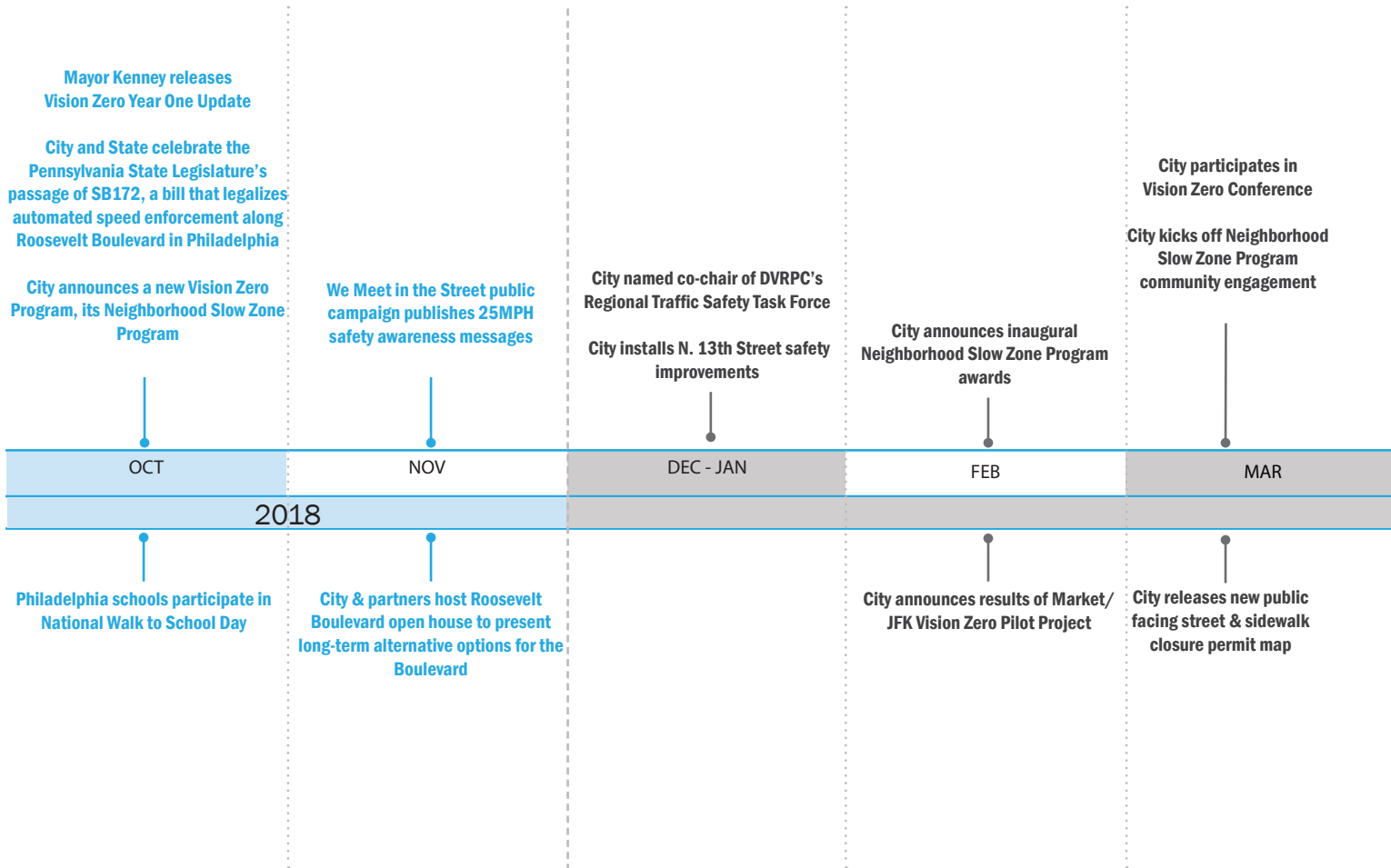
As the pie charts above illustrate, in Philadelphia, a disproportionate number of people walking are killed in crashes year-over-year. Between 2014 and 2018, while only seven percent of people involved in crashes were people walking, 42 percent of people killed in crashes were people walking.

Recognizing this persistent and serious problem, the City of Philadelphia kicked off a Vision Zero Pedestrian Safety Study and Action Plan in September 2019. This project is made possible by a \$100,000 Transportation & Community Development Initiative award announced by the Delaware Valley Regional Planning Commission (DVRPC) in July 2018. We look forward to sharing the Vision Zero Pedestrian Safety

Study and Action Plan in 2020, which will include analysis of five years (2014 - 2018) of pedestrian-involved injury and fatal crashes in Philadelphia to identify trends, such as crash locations, times of day, demographics of pedestrians and drivers, and contributing crash factors. The final Pedestrian Safety Study and Action Plan will guide the City's efforts to implement Vision Zero improvements. The Plan will be supported by a pedestrian safety workshop that will engage residents in discussions about possible improvements.

ACTION PLAN PROGRESS

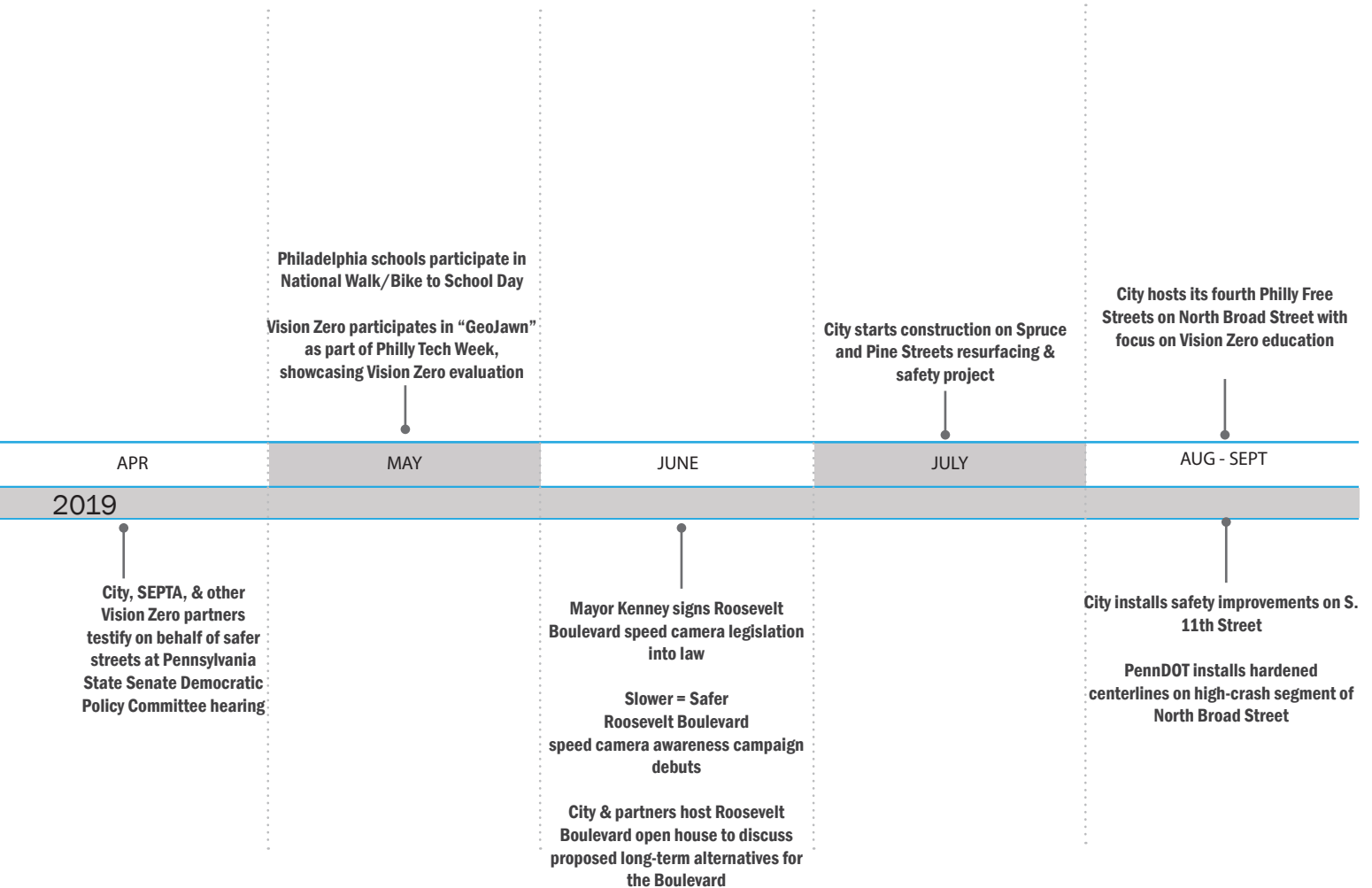
Year Two Highlights



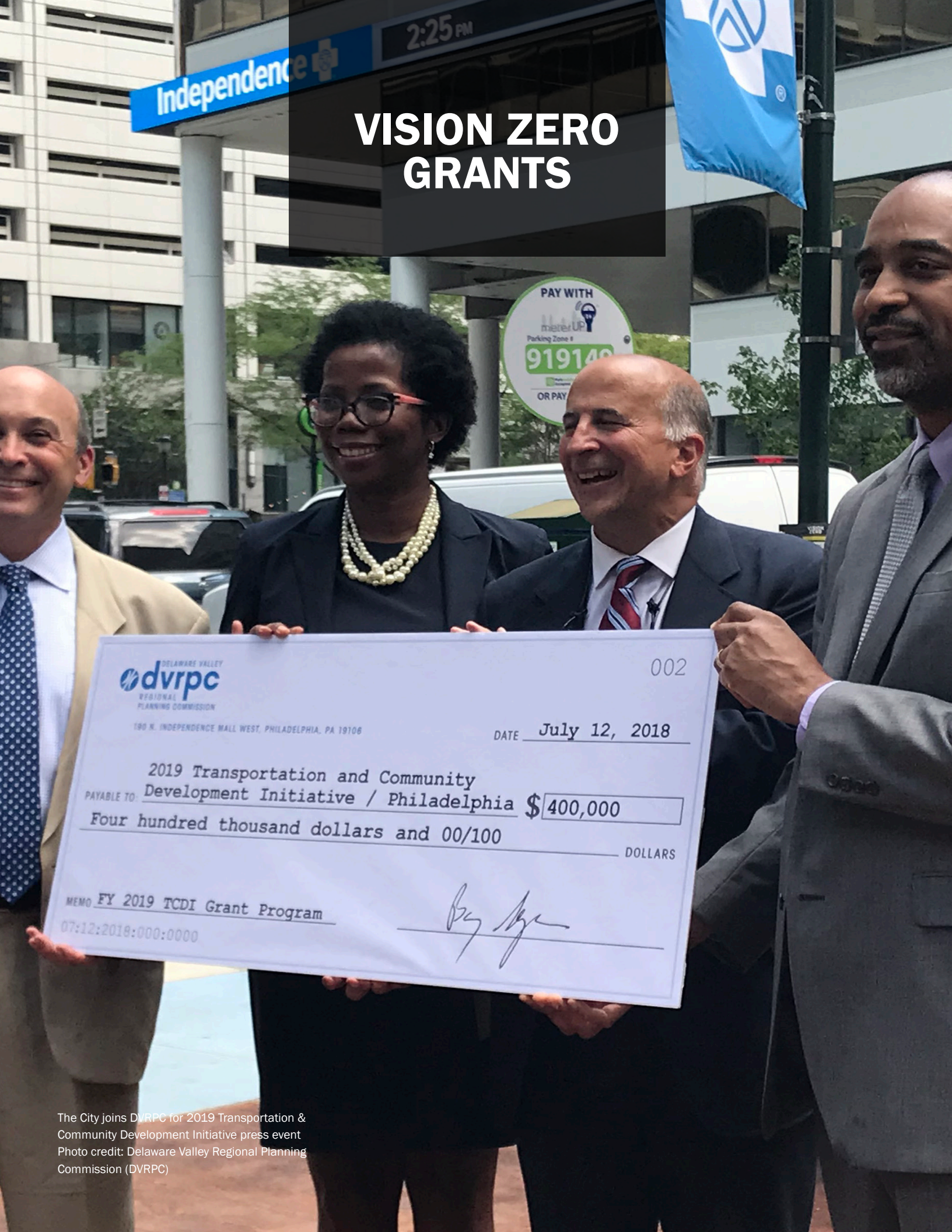
Regional coordination

Today, safety professionals from the Philadelphia region, including suburban counties in Pennsylvania and New Jersey, meet quarterly at the Regional Safety Task Force to discuss critical road safety issues and strategize actions to address them. The Task Force, which is organized by the Delaware Valley Regional Planning Commission (DVRPC), adopted a Vision Zero approach to road safety in 2017. The City of Philadelphia's Kelley Yemen was named co-chair in December 2018, helping to facilitate the conversations about Vision Zero. In the last year, the Task Force convened on topics ranging from the impact of crashes on health equity to the effect autonomous vehicles may have on realizing Vision Zero. In November 2018, DVRPC published the *Transportation Safety Analysis & Plan* for the Philadelphia Region, a document drafted in collaboration with the Task Force and designed to guide the group in its mission: to reduce roadway crashes and eliminate fatalities and serious injuries from crashes in the Philadelphia region. For more information: <https://www.dvrpc.org/Transportation/Safety/>.

ACTION PLAN PROGRESS



VISION ZERO GRANTS



180 N. INDEPENDENCE MALL WEST, PHILADELPHIA, PA 19106

002

DATE July 12, 2018

PAYABLE TO: 2019 Transportation and Community Development Initiative / Philadelphia \$ 400,000

Four hundred thousand dollars and 00/100 DOLLARS

MEMO FY 2019 TCDI Grant Program

07:12:2018:000:0000

By [Signature]

VISION ZERO YEAR TWO GRANTS

Engineering grants (infrastructure)

In Year Two (October 1, 2018 - September 30, 2019), the City announced nine (9) infrastructure grant awards, totaling \$13,407,934, to support projects along High Injury Network corridors. Many of the grants listed require matching funds, in order to complete the project. City departments will work closely with the grantor to complete grant agreements. It is our expectation that construction on each project will begin within the next three to five years.

Project name	Grant program(s)	Grant award	Project description
Roosevelt Boulevard Direct Bus, Phase B	Multimodal Transportation Fund - PennDOT	\$900,000	Build eight new bus plazas at four key intersections along Roosevelt Boulevard
Chestnut Hill Lighting Project	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	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	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	Multimodal Transportation Fund - DCED	\$600,000	Install signals and curb extensions on Haverford Avenue at Rhoades Street and Sherwood Road
Neighborhood Slow Zone Program	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
Modern Roundabouts	2018 Automated Red Light Enforcement (ARLE)	\$2,000,000	Install roundabouts, an FHWA proven safety counter-measure, at high-crash intersections
LED Street Lighting	2018 Automated Red Light Enforcement (ARLE)	\$1,000,000	Install LED street lights along high-crash corridors
Cobbs Creek Safety Improvements	2018 Automated Red Light Enforcement (ARLE)	\$1,500,000	Improve traffic safety and mobility along Cobbs Creek Parkway

Education grants

In Year One, the City received one grant, totaling \$455,805 to support Vision Zero education and awareness.

Project name	Grant program(s)	Grant award	Project description
Vision Zero Community Traffic Safety Education	Community Traffic Safety Grant Program - PennDOT	\$455,805	Promote awareness about Vision Zero

VISION ZERO YEAR ONE GRANTS

Year One Engineering grants (infrastructure)

In Year One (October 1, 2017 - September 30, 2018), the City announced thirteen (13) infrastructure grant awards, totaling \$16,967,124, to support twelve (12) projects along High Injury Network corridors. Here is a summary, and status updates, for Year One Vision Zero grants.

Project name	Grant program(s)	Grant award	Status & Project description
Adams/Summerdale Avenues & Roosevelt Boulevard	Multi-modal Transportation Fund - PennDOT	\$1,100,000	<i>In design</i> - Improve signal timing and intersection geometry at Adams/Summerdale Avenues & Roosevelt Boulevard
	Multi-modal Transportation Fund - DCED	\$500,000	
Andrew Hamilton School Vision Zero Safety Improvements	Multi-modal Transportation Fund - DCED	\$500,000	<i>In design</i> - Install Safe Routes to School safety improvements around Andrew Hamilton Elementary in West Philadelphia
Roosevelt Boulevard Pedestrian Safety & Direct Bus Improvements	Transportation Alternatives Set-Aside Program	\$1,000,000	<i>In design</i> - 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	Transportation Alternatives Set-Aside Program	\$1,000,000	<i>In design</i> - Construction of modified raised intersection at Broad and Locust Streets featuring ADA access and improved crosswalks
Cramp Elementary School Vision Zero Safety Improvements	Transportation Alternatives Set-Aside Program	\$995,000	<i>Underway</i> - Install Safe Routes to School safety improvements around Cramp Elementary in North Philadelphia
North Broad Street – Vision Zero Priority Corridor	Transportation Alternatives Set-Aside Program	\$1,000,000	<i>In design</i> - Install raised medians on North Broad Street, between Girard Avenue to Cecil B. Moore Avenues
South Broad Street Sidepath, Phase 1	Transportation Alternatives Set-Aside Program	\$997,000	<i>In design</i> - 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
2nd Street Signal Improvements	Green Light Go	\$3,207,255	<i>In design</i> - Modernize traffic signals on North 2nd Street, between Callowhill Street and Lehigh Avenue
Oregon Avenue Signal Improvements	Green Light Go	\$4,667,869	<i>In design</i> - Modernize traffic signals on Oregon Avenue, between Passyunk Avenue and Front Street
Neighborhood Slow Zone Program	Automated Red Light Enforcement (ARLE)	\$1,000,000	<i>In design</i> - Establish a citywide program to implement low cost strategies in neighborhoods to slow driver speeds and encourage safe driving behaviors
Roosevelt Boulevard Pedestrian Safety Improvements	Automated Red Light Enforcement (ARLE)	\$500,000	<i>In design</i> - Support critical pedestrian safety improvements along Roosevelt Boulevard to promote safe transit access

VISION ZERO YEAR ONE GRANTS

Citywide Sidepaths	Automated Red Light Enforcement (ARLE)	\$500,000	<i>In design</i> - Design and construction of citywide side-paths
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Planning grants

In Year One, the City received two planning grants, totaling \$200,000 to support two Vision Zero-focused studies.

Project name	Grant program(s)	Grant award	Status & Project description
Vision Zero Pedestrian Safety Study & Action Plan	Transportation & Community Development Initiative (TCDI)	\$100,000	<i>Underway</i> - Analyze pedestrian-involved injury to identify trends; develop a Pedestrian Safety Action Plan; develop a pedestrian safety workshop in support of the study's findings
Complete Streets	Transportation & Community Development Initiative (TCDI)	\$100,000	<i>Underway</i> - Develop recommendations for safety improvements that promote walking and biking: North Broad Street & Olney Avenue; Fox Chase Town Center; Lehigh Avenue from Kensington to Aramingo Avenues

VISION ZERO PLEDGE

I pledge to recognize that crashes are avoidable and my choices matter to the lives of others.

I pledge to slow down, focus on driving, and put my phone away while behind the wheel.

I pledge to walk or bike when making short trips.

I pledge to bike predictably and stop at signals.

I pledge to spread the word about Vision Zero in my neighborhood.



VISION ZEROØ

VISION ZERO YEAR TWO HIGHLIGHTS

(October 1, 2018 –
September 30, 2019)



Pine Street at S. 11th Street - Photo of the
Spruce and Pine Safety & Resurfacing project
(posts will be installed at key intersections)

EVALUATION & DATA



Evaluation & data highlights

- **Vision Zero Roosevelt Boulevard Crash Study** – Under the direction of the City’s Office of Transportation, Infrastructure, & Sustainability and Streets Department, a Vision Zero Roosevelt Boulevard crash analysis was completed. The crash analysis identified commonalities and trends of crashes on Roosevelt Boulevard, from Broad Street to Philadelphia/Bucks County Line (PennDOT, 2013-2017). The crash analysis will be included in the Roosevelt Boulevard Route for Change Program study.
- **TraCS** – The Philadelphia Police Department continues to implement “TraCS,” a program that will transition the Department from paper crash reports and citations to electronic crash reports and citations. To date, TraCS training has been given to over 65% of personnel and over 70% of vehicles have been outfitted with the necessary technology. TraCS will be fully implemented in 2020. Electronic crash and citation reporting will ensure more consistent data collection and, thus, will support Vision Zero.
- **Neighborhood Slow Zone Program Score Report** – To prioritize communities with the highest need, the Neighborhood Slow Zone Program used data-driven decision-making. The prioritization methodology was published in a Score Report, which was released with the announcement of Slow Zone awards. The Score Report served as a communication tool that brings transparency to City process.
- **Neighborhood Pedestrian & Bicycle Counters** – Through a grant from the Bloomberg Partnership for Healthy Cities, the Philadelphia Department of Public Health has installed six permanent counters outside Center City, all of which are in pedestrian-oriented commercial corridors and within two blocks of two or more segments of the Vision Zero High Injury Network. Data from these counters is now publicly available via DVRPC’s website and available for a variety of applications, including transportation planning, understanding exposure to traffic crashes, measuring success of physical activity encouragement programs, and more.
- **Jefferson Center for Injury Research and Prevention** – The Jefferson Center for Injury Research and Prevention performed a ten year retrospective review of inpatient care of traffic-related injury at Thomas Jefferson University Hospital. This enabled correlation of injury severity codes with zip codes in which the injury occurred. Additional demographic and epidemiological data of injured patients was also analyzed. This review provided the Vision Zero data/evaluation sub-committee greater clarity about how health system injury data can enhance PennDOT crash data.
- **Vision Zero project tool** – Today, the public has access to an online Vision Zero project map. Using the map, the public can learn more about the Vision Zero projects that have been implemented or are under design, like Neighborhood Slow Zones projects and more. To explore the map, and year two Vision Zero projects, visit www.VisionZeroPHL.com.

ENGINEERING



Hardened centerline on North Broad Street, a
High Injury Network corridor, in North
Philadelphia

Engineering highlights

- **Resurfacing & integrated safety upgrades** – In the second year of Vision Zero, the Streets Department resurfaced over 90 miles of streets. Of those, 8.29 miles were Vision Zero High Injury Network corridors (9.2 percent of the total miles repaved). Each resurfacing project is an opportunity to improve the design of a street. As we advance Vision Zero, High Injury Network resurfacing projects will continue to be coordinated to ensure the appropriate line striping improvements—such as set-back stop bars, high visibility crosswalks, and bike lanes—are incorporated into the repaving plans.
- **Moving to the left: Left-side bike lanes** – As part of the City’s commitment to improving the bike network, bicycle lanes are being moved to the left side of the street on eligible one-way streets. As part of this effort, the Spruce and Pine Safety & Resurfacing project flipped the bike lanes to left side of travel lanes, and installed green paint and flexible posts at key intersections. Flipping the bike lane improves safety of people biking by making them more visible to drivers, because drivers’ left-side blind spots are smaller than on their right-side. Look for these changes on more streets as we pave more streets.
- **Near-term Neighborhood Slow Zone Program improvements** – In mid-March, the City kicked off its planning and engagement efforts in the two selected Slow Zone communities: Kensington neighborhood around Willard Elementary School and Fairhill. While Neighborhood Slow Zone construction is slated for summer 2020, the Streets Department installed near-term improvements in both Slow Zones. In the Willard Elementary Slow Zone, a series of improvements were installed, including a new four-way stop sign to promote safety of elementary school students walking to school. In Fairhill, speed cushions were installed on N. 2nd Street—a Vision Zero High Injury Network corridor and the Slow Zone’s eastern boundary—between Erie and Indiana Avenues, with more scheduled to be installed south to Lehigh Avenue.
- **North Broad Street hardened center line pilot project** – Informed by a Vision Zero High Injury Network crash analysis of North Broad Street, the Streets Department partnered with PennDOT to install hardened center lines on North Broad Street, between Allegheny and Rising Sun Avenues and forty feet (40’) from the North Broad Street intersections of Westmoreland & Rising Sun, Ontario, Tioga, and Venango. Hardened center lines prevent illegal mid-block U-turns and slow driver turning speeds to improve the safety of people walking in the crosswalks (see photo previous page).
- **LOVE Park intersection improvements** – The Streets Department helped improve access to the newly reopened LOVE Park by reconstructing the intersections of 15th & Arch Streets and 16th Street & JFK Boulevard. The project included curbline modification, traffic signals, and upgraded ADA ramps. At 15th & Arch, a new crosswalk and concrete island were installed. The concrete island serves as a refuge for people walking while controlling right turning vehicles. At the northeast corner of 16th & JFK, the heavily used pedestrian island was expanded to provide more room for people walking and to shorten the distance to cross.



Germantown Avenue, between N. Broad Street
and Erie Avenue at 2019 Philly Free Streets
Photo credit: Albert Yee for Philly Free Streets

ENGAGEMENT SHOWCASE

From 2035 *District Plan* to Vision Zero investments

As a focus area of the 2035 *North Philadelphia District Plan*, the intersection of North Broad Street, Germantown Avenue, and Erie Avenue was identified as a significant opportunity for transportation safety improvements and placemaking. With support of the Department of Commerce, and in partnership with North Philadelphia community leaders, the City of Philadelphia and SEPTA are working together to make these plans a reality.



Engagement showcase

Did you see the colorful block of Germantown Avenue between Erie Avenue and North Broad Street at Philly Free Streets 2019? In partnership with Germantown Erie Merchants' Association and Mural Arts Philadelphia, the Managing Director's Office of Transportation, Infrastructure & Sustainability (OTIS), helped North Philadelphia neighbors imagine transformation of one of the busiest intersections in North Philadelphia.

The pop-up painted plaza at Philly Free Streets was part of the Broad, Germantown, and Erie Transportation Safety Project's engagement process. Funded by the Department of Commerce, this Vision Zero project will invest in traffic safety, better SEPTA boarding areas, and public space enhancements. With both North Broad Street and Germantown Avenue on the High Injury Network, this project will improve safety for the thousands of people that use the intersection everyday and invite them to shop and dine along the historic Broad, Germantown, and Erie commercial corridor.

This project has deep community partnerships fostered by the Department of Commerce, Philadelphia City Planning Commission's 2035 *District Plan*, and the City's Philly Free Streets program. The project is an inter-agency collaboration between the City, SEPTA, and PennDOT. Project planning, engagement, and engineering is expected to continue through 2020, with construction complete in 2022.



Project rendering of Baltimore Avenue at S. 53rd
Street by Philadelphia Water Department

PHILADELPHIA WATER DEPARTMENT

Green stormwater infrastructure & Vision Zero

As part of its landmark plan, *Green City, Clean Waters*, the Philadelphia Water Department (PWD) is building a network of Green Stormwater Infrastructure (GSI) systems to reduce storm water pollution entering our rivers. PWD is investing in GSI systems that change the streets, manage driver speeds, and improve safety for people walking on Philadelphia's streets.



Green stormwater infrastructure

Advancing Vision Zero's engineering goals is not just the responsibility of the Streets Department or PennDOT. Every department that touches the street has that responsibility, including the Philadelphia Water Department (PWD). PWD is building a network of rain-gardens, tree trenches, storm water planters, and storm water bump-outs, to capture, store, and run-off before it enters Philadelphia's sewer system—making our rivers cleaner and our communities greener. Some of these projects directly support the City's Vision Zero goals.

PWD has either constructed, or is building or designing, over three hundred Green Street projects. Green Street projects are projects that take place in—and manage run-off water from—the right-of-way (streets and sidewalks). These projects feature over three hundred stormwater bump-outs or roundabouts—and nearly fifty of those bump-outs are on the Vision Zero High Injury Network. By narrowing the road, bump-outs decrease the distance people walking have to cross the street and slow driver turning speeds, contributing to Vision Zero goals.

To improve walkability and conditions for Philadelphia youth, PWD has partnered with the Streets Department to prioritize green storm water infrastructure investments around Philadelphia schools. As shown in the rendering above, a green stormwater infrastructure project is in design next to Harrington Elementary School at S. 53rd Street and Baltimore Avenue. The project will improve safety for children walking to school by removing right turn lanes on to, and off of, Baltimore Avenue, where high driver speeds were observed.

EDUCATION



SLOWER = SAFER

There were 2,695 crashes reported on Roosevelt Boulevard between 2013 and 2017.

To learn more about how speed cameras save lives, visit VisionZeroPHL.com.

VISION
ZERO



City of
Philadelphia

SPEED CAMERAS SAVE LIVES

3187

 **SEPTA**

www.septa.org

215-580-7800



THIS
VEHICLE
MAKES
WIDE
TURNS

THIS
VEHICLE
MAKES
WIDE
TURNS



"Slower = Safer" campaign ad on Route 20 bus
at Frankford Transportation Center

“In Philadelphia, many of our students walk to school. As adults, our actions directly impact the safety of children walking and biking to school. If you drive, drive 15MPH in school zones... and always stop for people walking.”

– Managing Director Brian Abernathy

Education highlights

- **“Slower = Safer” public education campaign** – In June 2019, the City launched a public education campaign “Slower = Safer,” which aims to educate drivers about the speed cameras that will be coming to Roosevelt Boulevard and how high rates of speed contribute to serious crashes and traffic deaths. The campaign imagery and messaging were debuted on the tails of buses that travel on Roosevelt Boulevard and in Northeast Philadelphia. “Slower = Safer” messages will continue to be posted around the city.
- **Safe Routes Philly in the community** – While Safe Routes Philly is under redevelopment to align its curriculum with the City’s Vision Zero goals, the program wasted no time rolling up its sleeves and cultivating partnerships. Safe Routes Philly engaged students and families across Philadelphia at various community events about Vision Zero, including school district-wide family engagement events, school health fairs, teacher professional development days, Philly Free Streets, and other community partner events. Students and their families participated in Vision Zero activities, including identifying safe and unsafe street behavior and understanding the importance of driving slowly on Philadelphia streets.
- **“Vision Zero” Community Engagement Academy** – Organized by the Managing Director’s Office, the Community Engagement Academy connected Kensington residents to City programs and resources. In the spring of 2019, the City’s Office of Transportation, Infrastructure, & Sustainability and Department of Health’s Division of Chronic Disease and Injury Prevention facilitated a Vision Zero and walkability course. The course educated neighbors on Vision Zero core principles, the Neighborhood Slow Zone Program, and how traffic safety impacts walkability and health. Neighbors were connected to resources for joining or starting walking groups.



Mayor Kenney walking to school with Gideon School students in celebration of 2018 Walk to School Day

ENGAGEMENT SHOWCASE

Giving residents a voice in infrastructure decisions

Government works best when it is close to the people. Led by the Office of Transportation, Infrastructure, & Sustainability and the Streets Department, the Neighborhood Slow Zone Program worked hand-in-hand with Slow Zone neighbors to design traffic calming improvements that work for them. As part of the planning process, neighbors participated in an educational planning exercise, first identifying their traffic safety concerns and then learning about possible engineering solutions. Neighbors rolled up their sleeves to plan their Slow Zone—all while keeping to their project budget. This exercise helped the City to understand neighbors' priorities and help neighbors understand some of the complexities of planning infrastructure projects.



25th Police District Captain on bike patrol

TRAFFIC SAFETY ENFORCEMENT

By focusing traffic safety enforcement on violations that result in severe injuries and deaths along the High Injury Network, near schools, housing for seniors, and people living with disabilities, enforcement can be more transparent and educational. The “Safety Six” are those violations most likely to result in traffic deaths or serious injuries:

1. Reckless/careless driving
2. Red light- and stop sign – running
3. Driving under the influence
4. Failure to yield to pedestrians
5. Parking enforcement on or within 20’ of a cross walk, on a sidewalk, or in a bike lane
6. Distracted driving

The “Safety Six” will remain a focus of Vision Zero as the program advances.

Enforcement highlights

- **Fatal crash review** – Philadelphia Police Department is committed to transparency of fatal crash investigations and has created an open data source, documenting investigation status of fatal crashes in Philadelphia. Fatal crash data can be found on the City’s Open Data website. This data is preliminary and is not expected to match or be used interchangeably with PennDOT crash data.

All Police Officers involved fatal crash investigations have received additional training to improve communications with victims’ families and loved ones.

- **Chestnut & Market Street enforcement** – Philadelphia Police Department, SEPTA Police, and Philadelphia Parking Authority enforced against stopping in the shared bike/bus lane along Center City High Injury Network corridors, issuing over 3,500 tickets between September 24, 2018 and January 28, 2019.

FLEET MANAGEMENT



Streets Department truck with high visibility cab and Vision Zero safety features

Fleet Management highlights

To lead the way in large truck safety, the City continues to invest in Vision Zero safety features on its truck fleet. The Vision Zero safety features include four day-and-night vision cameras per truck, side guards, and cross-view mirrors.

To date, 115 large City-owned trucks have been equipped with one more Vision Zero safety feature. Of these trucks, 42 now have side guards. Side guards—panels installed between the wheels of large vehicles—save lives. They are proven, simple, and effective pedestrian and bicycle safety tool. A common contributor to fatal crashes is “side underride,” in which a person is swept under the tires of a truck after a side impact. Should a collision occur, these new side guards will prevent pedestrians and bicyclists from being pulled into unprotected areas on the side of trucks.

SEPTA is also outfitting their bus fleet with Vision Zero fleet technology, including turn alert system that warn people on the street that a bus is turning when the operator turns on their turning indicators and rear-view reverse cameras that provide bus operators with a complete view of the area behind the vehicle when in reverse. As of September 2019,

seventy-four percent (74%) of all SEPTA buses had been outfitted with turn warning alert systems. SEPTA is working to install turn warning systems on every bus in their fleet. Beginning in September 2019, rear-view reverse cameras are being installed in SEPTA buses. Moving forward, all new SEPTA buses purchased will include rear-view reverse cameras.

Additionally, a group of fellows from the Drexel Leading for Change Program—an intensive leadership development program for the city’s top up-and-coming governmental administrators and led by Drexel LeBow—are supporting Vision Zero’s fleet management strategies. In July 2019, the fellows began researching fleet management best practices, which will inform recommendations for implementing a number of Vision Zero fleet strategies. The combined strategies will comprise a “Vision Zero-certified” fleet program. Recommendations will be presented in winter 2019 – 2020.

A photograph of Mayor Kenney signing legislation at a desk, surrounded by several staff members. An orange semi-transparent box with the word 'POLICY' in white capital letters is overlaid on the top center of the image.

POLICY

Mayor Kenney signs legislation to bring speed enforcement to Roosevelt Boulevard

Policy highlights

On June 19, 2019, Mayor Kenney continued progress toward the City's Vision Zero goal by signing legislation to bring speed enforcement cameras along the 12 miles of Roosevelt Boulevard, between N. 9th Street and the city's boundary with Bucks County. Roosevelt Boulevard is a Vision Zero priority. Seven percent of the city's crashes occurred on Roosevelt Boulevard, and fourteen percent of Philadelphia's traffic deaths occurred on this High Injury Network corridor (PennDOT, 2013-2017). Speed cameras will be installed by the end of the 2019 year.

First signed by Governor Tom Wolf on October 9, 2018, this legislation was a significant policy and legislative achievement as it introduced the first automated speed cameras in Philadelphia, reflecting the seriousness of the safety issues on Roosevelt Boulevard. It supports the City's and PennDOT's efforts to improve safety on Roosevelt Boulevard.

For more information about automated speed enforcement on Roosevelt Boulevard: <http://bit.ly/BlvdSpeedEnforcement>.

Additionally, in June, Mayor Kenney applauded Philadelphia City Council action on nine Complete Streets projects that advance Vision Zero goals. These projects include:

- Market/JFK Vision Zero Safety Project
- Germantown Avenue Flood Relief & Safety Project
- 2nd Street Protected Bicycle Lane Project
- 11th Street Repaving & Safety Project
- 10th Street
- 13th Street
- Richmond Street
- South Street

These nine projects represent City stakeholder outreach throughout several years, fourteen (14) distinct community groups and seven (7) public project open houses. The projects establish or strengthen links for people traveling to and from neighborhoods, commercial corridors, trails, and existing and proposed on-road bikeways.

APPENDIX

Year Two Strategies Table

Year Two Vision Zero Implementation Progress Summary: Data/Evaluation

1: Analyze Crash Data to Prioritize Vision Zero

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 0	Form Crash Analysis Team within Vision Zero subcommittee that works with PennDOT and PPD crash data	oTIS	100%
Update		Complete: <ul style="list-style-type: none"> Crash Analysis Team led High Injury Network (2012-2016) development. Crash Analysis Team remains on-call for special projects. 		
1.2	VZ Year 0	Identify High-Injury Network (HIN) on which to focus Vision Zero investments in the program's first three years	Crash Analysis Team	100%
Update		Complete: High Injury Network (2012-2016) can be viewed at www.VisionZeroPHL.com and in the Three-Year Action Plan (2017).		
1.3	VZ Year 1	Identify most dangerous behaviors on which to focus Vision Zero investments in the program's first three years	Crash Analysis Team	100%
Update		Complete: Safety Six Additionally: Kicking off July 1, OTIS received TCDI grant to support Vision Zero Pedestrian Safety Study & Action Plan. The findings will build on Safety Six, with a focus on pedestrian crash trends.		
1.4	VZ Year 1	Adopt year-over-year traffic safety statistics to be tracked as Vision Zero performance measures, both internally and externally	Crash Analysis Team	100%
Update		Complete: Traffic safety statistics are published to www.VisionZeroPHL.com/about .		
1.5	VZ Year 1	Develop a long-term evaluation plan for Vision Zero program that includes benchmark goals	Evaluation/Data Vision Zero Subcommittee	50%
Update		Under development		
1.6	VZ Year 1+	Begin crash analysis at Safe Routes Philly focus schools	Crash Analysis Team	100%
Update		Complete: Safe Routes Philly focus schools to be shared when program relaunches.		

1: Analyze Crash Data to Prioritize Vision Zero

Action Item	Year	Description	Lead Agency	Progress
1.7	VZ Year 1+	Conduct research to better understand the safety, economic, and sustainability impacts of Vision Zero and Complete Streets	oTIS	100%
Update		Complete		
1.8	VZ Year 1+	Regular evaluation of the impact/success of traffic safety interventions for active transportation	oTIS	100%
Update		Ongoing: Interim evaluation reports for Market/JFK and Chestnut Street Vision Zero projects have been published.		
1.9	VZ Year 1-2+	Prioritize highest impact resources needed on a departmental level for all City departments	oTIS	50%
Update		Streets Department has received an increased budget for a new Vision Zero maintenance crew to start this year and will be adding an additional paving crew in 2023.		
1.10	VZ Year 1-2+	Establish post-study system of new developments that reviews the post-development impact on traffic safety	oTIS/Streets	0%
Update				
1.11	VZ Year 1-2	Establish further evaluation metrics of ARLE cameras to measure impact/need of cameras	oTIS/Streets	25%
Update		Intersections with high number of red light-running crashes under review by Philadelphia Parking Authority (administrator of ARLE program)		
1.12	VZ Year 2	Annually evaluate hospital crash data and trends for vulnerable age groups	Jefferson	100%
Update		Complete		

DATA/EVALUATION

Year Two Vision Zero Implementation Progress Summary: Data/Evaluation

2: Coordinate Data Collection

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 1	Develop a centralized, web-based crash data system for internal use	oTIS	100%
Update		Complete: OTIS developed a crash data tool. Today, all City of Philadelphia employees have access to crash data visualizations through ArcGIS online. Using the “crash data tool,” employees can access five years of crash data (2013-2017) by street segment.		
2.2	VZ Year 1+	Increase bicycle and pedestrian data collection in priority locations, developing a regular reporting system available to the public	oTIS/P&D/PDPH	100%
Update		Complete: Data now available on DVRPC’s website.		
2.3	VZ Year 1-2	Engage university research partners to design and implement traffic safety research and program evaluations	oTIS	100%
Update		Complete: On May 2, 2018 City hosted kick-off of the Vision Zero Research Partnership. City continues to pursue funding to support a second Partnership summit, and continues to facilitate communications between researchers and practitioners through portal.		
2.4	VZ Year 1-2	Implement electronic crash reporting in pilot districts	PPD	70%
Update		Under development: The Philadelphia Police Department is adopting “TraCS,” a program that will transition the Department from paper crash reports and citations to electronic crash reports and citations. Citywide training of TraCS has begun and vehicles are being outfitted with technology to support the program.		
2.5	VZ Year 1-2	Pilot a centralized database between a Philadelphia hospital and enforcement crash data	Jefferson	50%
Update		With the completion of Jefferson’s crash study, means to combine data under discussion with data/evaluation sub-committee		
2.6	VZ Year 2	Work with 311 to improve traffic safety data reporting and collection from the public	oTIS/311	0%
Update		Refer to Vision Zero Safety Map as appropriate reporting method		

3: Report Data Publicly

Action Item	Year	Description	Lead Agency	Progress
3.1	VZ Year 0	Publish online summarized statistics available in map and dashboard form	oTIS/OIT	100%
Update		Complete: Online dashboard (http://visionzerophl.com/about); High Injury Network Map (www.VisionZeroPHL.com); Additional resources (http://visionzerophl.com/resources)		
3.2	VZ Year 1+	Release annual Vision Zero progress report	oTIS	100%
Update		Complete: Year One and Year Two Updates published.		
3.3	VZ Year 1+	Develop an interactive, user-friendly, web-based application on which the public can access recent and archived traffic crash statistics	oTIS/OIT	100%
Update		Complete: High Injury Network interactive map can be found at www.VisionZeroPHL.com .		
3.4	VZ Year 1+	Continue to release the City's crash data and identify ways to expedite the release of crash data on an ongoing basis	oTIS/OIT	100%
Update		Complete: 2018 crash data has been published to Open Data Philly.		
3.5	VZ Year 2+	Input Vision Zero projects into public-facing GIS layer	oTIS	100%
Update		Complete: <u>Vision Zero interactive project map</u> has been published with two years of project data.		

ENGINEERING

Year Two Vision Zero Implementation Progress Summary: Engineering

1: Prioritize High Injury Network Street Safety

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 1	Install the first two bicycle signals in Philadelphia	Streets	100%
Update		See Vision Zero interactive project map .		
1.2	VZ Year 1	Install two raised intersections	oTIS/Streets	100%
Update		See Vision Zero interactive project map .		
1.3	VZ Year 1+	Install Leading Pedestrian Intervals (LPIs) at 50 intersections per year, doubling the existing number of intersections with LPIs	Streets/PennDOT	100%
Update		See Vision Zero interactive project map .		
1.4	VZ Year 1+	Install on average two major pedestrian intersection improvements per year	Streets/PennDOT	100%
Update		16th/JFK and 15th/Arch intersection improvements are complete		
1.5	VZ Year 1+	Install 50 new LED street lights per year	Streets/PennDOT	100%
Update		See Vision Zero interactive project map .		
1.6	VZ Year 1+	Install pedestrian countdown timers at 13 intersections per year	Streets/PennDOT	100%
Update		See Vision Zero interactive project map .		
1.7	VZ Year 1+	Install 25 low-cost safety improvements, including new road markings, signs, and minor signal modifications per year	Streets	100%
Update		See Vision Zero interactive project map .		
1.8	VZ Year 1+	Incorporate priority pre-emption for emergency vehicles and transit priority as standard equipment for all new signals	oTIS/Streets	100%
Update		Complete		
1.9	VZ Year 1+	Integrate implementation of multi-modal safety improvements into paving of State roads and reconstruction of State bridges through PennDOT Connects	PennDOT	100%
Update		Underway & ongoing		

ENGINEERING

1: Prioritize High Injury Network Street Safety

Action Item	Year	Description	Lead Agency	Progress
1.10	VZ Year 1+	Develop High Injury Network corridor designs for future funding applications	oTIS/Streets	100%
Update		Ongoing: Parkside, Cramp Elementary, Hamilton Elementary, and Summerdale/Adams Vision Zero projects are in design.		
1.11	VZ Year 1+	Install a network of protected bicycle lanes	oTIS/Streets	30%
Update		Ongoing: See Vision Zero interactive project map .		
1.12	VZ Year 2+	Develop Neighborhood Slow Zone Program that reduces traffic speeds, ensuring the safety of most vulnerable roadway users (seniors, children, and people walking and bicycling)	oTIS/Streets	50%
Update		Willard Elementary and Fairhill Slow Zone projects underway		
1.13	VZ Year 2+	Build neighborhood bikeways along two corridors and evaluate future routes for installation	oTIS/Streets	90%
Update		S. 13th and S. 15th Streets bikeways		
1.14	VZ Year 2+	Pursue funding to enhance temporary protected bicycle lane strategies with more permanent, high quality strategies, such as curbs and planters	oTIS/Streets	25%
Update		Ongoing: Awaiting funding decision for Old City/Market Street Vision Zero project		

ENGINEERING

2: Establish Plans and Processes to Internalize Vision Zero Principles

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 1	Integrate Vision Zero into the City of Philadelphia's Development Services Program Checklist to ensure that streets are being designed for the most vulnerable roadway users	P&D	100%
Update		Complete: Vision Zero was added to the Development Services Program Checklist in 2019.		
2.2	VZ Year 1+	Continue the routine Philadelphia streets resurfacing program and include pedestrian/bicycle infrastructure and loading zones as part of resurfacing projects, as informed by a multi-modal improvement prioritization program.	Streets	100%
Update		Ongoing: See Vision Zero interactive project map .		
2.3	VZ Year 1+	Continue to expand the ongoing sidewalk inventory efforts to identify and prioritize improvements for City-owned and private sidewalks	oTIS/P&D/Streets	50%
Update		The sidewalk inventory update will be included in the 2019 Pedestrian & Bicycle Plan Progress Report.		
2.4	VZ Year 1-2	Update the Philadelphia Pedestrian and Bicycle Master Plan and include the following elements: <ul style="list-style-type: none"> • Address line of sight issues; • Define protected bike lanes and protected intersections; • Standardized speed limit reduction by roadway type; • Other innovative roadway treatments in conjunctions as they are developed and evaluated 	oTIS/P&D/Streets	35%
Update		Underway – Key analyses will be included 2019 Pedestrian & Bicycle Plan Progress Report.		
2.5	VZ Year 2	Conduct a study to identify best practices in peer cities for sidewalk repair and enforcement programs in construction zones, as well as recommendations for Philadelphia	oTIS	100%
Update		Complete: <i>Where the Sidewalk Gaps: A Program for Prioritizing Repairs</i> report		
2.6	VZ Year 2-3	Update Philadelphia Pedestrian and Bicycle Master Plan and include the following elements: <ul style="list-style-type: none"> • A pedestrian and bicycle safety action plan • Gaps analysis and prioritization study for sidewalk and bikeway network gaps 	P&D/oTIS	75%
Update		Underway		
2.7	VZ Year 2-3	Develop comprehensive Access Management Policy and Right-Of-Way Standards that take into account driveway placement (among other potential safety hazards)	Streets	75%
Update		Formalized within the Traffic Improvement Standards		

ENGINEERING



Engineering strategy 1.11: Build a network of protected bicycle lanes
Pictured: South Street protected bicycle lane project

EDUCATION

Year One Vision Zero Implementation Progress Summary: Education

1: Develop Vision Zero Community Engagement Plan

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 1+	Develop and implement a community engagement plan that strives for equitable traffic safety solutions and asks for residents' feedback in the process	VZ Edu Sub-Committee	100%
Update		Complete and ongoing: See page 29 for an engagement highlight.		
1.2	VZ Year 1+	Expand Safe Routes Philly in order to provide education to children, parents, and teachers about safely walking and biking to and from school, and the importance of physical activity to children's healthy development	oTIS	30%
Update		OTIS kicked off curriculum redesign process in September 2019; Safe Routes Philly engagement is ongoing.		
1.3	VZ Year 1+	Create "Behind the Big Wheel" interactive education campaign, to demonstrate large vehicle blind spots	oTIS	100%
Update		Complete and ongoing: <ul style="list-style-type: none"> • 2017, 2018, 2019 Philly Free Streets programs • 2018 DVRPC Downtown Delivery Symposium 		
1.4	VZ Year 1+	Integrate information about active transportation as a strategy for improving health into all outreach materials	P&D	100%
Update		Ongoing		
1.5	VZ Year 1+	Develop a Citizens Planning Institute (CPI) "Vision Zero" elective course	P&D	100%
Update		Completed in 2018		
1.6	VZ Year 1+	Work with community organizations and the Philadelphia Police Department (PPD) to raise awareness of top crash-related behaviors before enforcement occurs in a precinct	oTIS/PPD	100%
Update		Ongoing as enforcement occurs		
1.7	VZ Year 1+	Build on existing multilingual Vision Zero outreach toolkit	VZ Edu Sub-Committee	100%
Update		Complete and ongoing: See Vision Zero resources page .		

EDUCATION

Action Item	Year	Description	Lead Agency	Progress
1.8	VZ Year 1+	Work with Philadelphia's Transportation Management Associations (TMAs) and Mobility Alternative Programs (MAPs) to incentive active transportation in the City	oTIS/P&D	100%
Update		<ul style="list-style-type: none"> Clean Air Council incorporated Vision Zero education into its Mobility Alternatives Program, which promotes alternatives to the single occupancy vehicle in Philadelphia, and encourages employers to adopt sustainable commute incentives for employees, reaching over 20,000 employees a year. Central Philadelphia TMA holds quarterly Transportation Committee meetings on the subjects of congestion mitigation, street improvements, bike lane improvements, and loading zones. Center City District continues to monitor pedestrian counters and provide real-time information at Dilworth Park. 		
1.9	VZ Year 1+	Develop and integrate Vision Zero into Street Smarts campaigns	oTIS	100%
Update		Underway: City of Philadelphia has been awarded CTSP funds, pending grant administration		
1.10	VZ Year 2+	Develop a volunteer Street Ambassador program that promotes traffic safety in neighborhoods and along high crash corridors	Vision Zero Alliance	100%
Update		The Bicycle Coalition of Greater Philadelphia, AARP Pennsylvania, PECO, and Vision Zero Alliance collaborated to host six listening sessions in West Philadelphia and North Philadelphia, bringing together community members to hear traffic safety concerns. The goal of the listening sessions was to hear directly from communities where, according to data, injurious and deadly crashes are most prevalent, and work together to figure out how changes could be made to these dangerous neighborhood streets. The final report that summarizes the findings of these six sessions.		
1.11	VZ Year 2+	Distribute City of Philadelphia Vision Zero newsletter, highlighting Vision Zero successes and next steps	oTIS	100%
Update		Complete and ongoing		
1.12	VZ Year 2+	Create Vision Zero public education campaign, educating the public on citywide speed limit and the importance of speed management	oTIS	100%
Update		City launched "We Meet in the Street" campaign in 2018 and "Slower = Safer" campaign in 2019		
1.13	VZ Year 2+	Research which additional communication messages are most needed through surveys, focus groups, and working with behavioral scientists	oTIS	0%
Update		Forthcoming: oTIS has posted Vision Zero communications manager position, who will lead this strategy		
1.14	VZ Year 2+	Develop workshop for professional media on how to best communicate information about traffic crashes and Vision Zero	oTIS	0%
Update		Forthcoming: oTIS has posted Vision Zero communications manager position, who will lead this strategy		

EDUCATION

1.15	VZ Year 2+	Launch a Complete Streets educational program/incentive program for developers that promotes multimodal safety in redevelopment and right-of-way improvement projects	P&D	50%
Update		The City partnered with the Philadelphia Chapter of AIA to present a training on Complete Streets and Vision Zero. The Department of Planning and Development (P&D) designed the training to inform developers about best practices for design in the right-of-way, with an emphasis on improvements for pedestrian and bicyclist safety.		

2: Develop Department-Specific Training and Communications Materials to Bolster Vision Zero

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 1	Develop "Safety Six" Traffic Code cheat sheet for PPD officers) see page 35	PPD	100%
Update		OTIS developed Safety Six toolkit, including materials for PPD.		
2.2	VZ Year 1+	Continue Complete Streets training for engineers and planners designing a multi-modal transportation system	oTIS/Streets	100%
Update		Complete and ongoing: <ul style="list-style-type: none"> • April 2018: Vision Zero elective • June 2018: Bike Facilities Design workshop • May 2019: PennState Transportation Engineering and Safety Conference • July 2018: MAISTE junior engineer Vision Zero workshop • September 2019: NACTO Cities Conference 		
2.3	VZ Year 1+	Engage City Council and state level elected officials on Vision Zero and traffic safety engineering through meetings and site visits	oTIS	100%
Update		Ongoing		

EDUCATION



Education strategy 1.1: Develop and implement a community engagement plan that strives for equitable traffic safety solutions and asks for residents' feedback in the process
Pictured: Broad, Germantown, and Erie engagement activity at Philly Free Streets in August 2019

ENFORCEMENT

Year Two Vision Zero Implementation Progress Summary: Enforcement

1: Use Data to Focus Traffic Safety Enforcement

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 0	Coordinate monthly fatal crash reviews	oTIS/PPD/Streets	100%
Update		Ongoing on a monthly basis		
1.2	VZ Year 0	Increase traffic safety enforcement and penalties for illegal sidewalk closures and obstructions	L&I/ROW	100%
Update		Complete		
1.3	VZ Year 1+	Build foundation for an implement “Safety Six” traffic safety enforcement campaign (see page 29)	PPD	100%
Update		Complete		
1.4	VZ Year 1+	Coordinate “Safety Six” traffic safety enforcement efforts between PPD, PPA, and other entities with police powers to maximize traffic safety	PPD	100%
Update		Complete and ongoing: See enforcement update on page 29		
1.5	VZ Year 1+	Reassign crossing guards to vacant posts at high-pedestrian crash intersections in pilot Police districts	PPD	25%
Update		oTIS completed analysis to support PPD crossing guard operations		
1.6	VZ Year 2	Report L&I violations for failure to adhere to the Street Department Right-Of-Way Code separately, allowing for collection and reporting of data	L&I	0%
Update		In 2019, Streets Department publicly launched its Streets & Sidewalks Permit Map . L&I and Streets are coordinating enforcement establishing protocols for adherence to established Right-Of-Way improvement standards.		
1.7	VZ Year 2	Increase traffic safety enforcement against illegal parking and illegal passing of school buses in and around schools in pilot Police districts	PPD/PPA	25%
Update		State school bus camera legislation passed in 2018; under review by Philadelphia School District		

ENFORCEMENT

2: Strengthen Capacity of Enforcement Agencies

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 0	Modify permit fee schedule to increase fees for closing a sidewalk for construction, and issue small-fee permits for the use of pedestrian lanes around closed sidewalks	ROW	100%
Update		Complete		
2.2	VZ Year 1+	Continue to offer Standardized Field Sobriety Testing training to in-service police officers	PPD	100%
Update		Ongoing		
2.3	VZ Year 2	Integrate Vision Zero curriculum into PPD Academy curriculum and in-service Police Officer training	PPD	0%
Update		City of Philadelphia has been awarded CTSP funds, pending grant administration; this will include funds for Police Captains' Vision Zero training		
2.4	VZ Year 2	Pilot tracker training program for select officers assigned to patrol Districts, allowing for more officers to write speeding violations	PPD	0%
Update				

FLEET

Year Two Vision Zero Implementation Progress Summary: Fleet

1: Update Citywide Vehicle Safety Policy to Incorporate Vision Zero Traffic Safety Priorities

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 1+	Ensure every City department has a Crash Review Officer to review City fleet crashes	Risk Management	80%
Update		80% of City departments have Crash Review Officers.		
1.2	VZ Year 1+	Create a City-wide incentive program to recognize safe drivers and departments with safe driving records	Risk Management	50%
Update		Being explored as part of Vision Zero-Certified Department pilot. See page 30 for more information.		
1.3	VZ Year 1+	Explore and revise, as needed, the Vehicle Safety policy to restrict use of hand-held and hands-free mobile devices for city drivers in City vehicles	Risk Management	100%
Update		Hand-held devices are restricted for use while operating a City vehicle. Hands-free mobile device software is being explored.		
1.4	VZ Year 2	Establish a City operator's license and training for all City employees that use any type of fleet vehicle	Risk Management	50%
Update		Being explored as part of Vision Zero-Certified Department pilot. See page 30 for more information.		
1.5	VZ Year 2	Work with City departments to improve reporting actions taken towards vehicle operators with driver's licenses that are identified as exceptions or status of "no record found"	Risk Management	100%
Update		Ongoing on a monthly basis		
1.6	VZ Year 2	Create a pre- and post-use vehicle use survey process for departments to use when employees take out and return fleet vehicles	Risk Management	50%
Update		Being explored as part of Vision Zero-Certified Department pilot. See page 30 for more information. Fleet Management Department has a large truck pre- and post-use vehicle survey required by all large daily Commercial Drivers' License (CDL) trucks.		
1.7	VZ Year 2	Establish City driver/operator training for civilian drivers with standard drivers' licenses, such as defensive driving courses, as mandatory and at no cost to departments.	Risk Management	50%
Update		Being explored as part of Vision Zero-Certified Department pilot. See page 30 for more information. In Vision Zero Year 2, twenty-six driving courses were offered to 297 City of Philadelphia employees.		
1.8	VZ Year 2	Revise City's Vehicle Use Policy to require attendance at driver training for employees involved in a crash	Risk Management	50%
Update		Revisions underway		

FLEET

Action Item	Year	Description	Lead Agency	Progress
1.9	VZ Year 2	Work toward crash per miles driven by department in order to focus training on high-crash City departments	Fleet	25%
Update		In progress		
1.10	VZ Year 2+	Create City department passes for transit and Indego bike share to allow City employees to travel without using fleet vehicles	oTIS	0%
Update				

2: Become a Leader In Safe Fleet Vehicles

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 1	Study impacts and establish funding plan for purchasing additional fleet safety equipment and technology for City vehicles, including: <ul style="list-style-type: none"> • Side guards • Warning systems • Cameras • GPS • Telematics 	Fleet/Risk Management	100%
Update		Complete: Enhanced safety features (except GPS) will be installed on each new trash compactor purchased.		
2.2	VZ Year 1+	Place “How’s my Driving” stickers on City fleet vehicles to encourage safe driving behaviors	Fleet/Risk Management	50%
Update		Being explored as part of Vision Zero-Certified Department pilot. See page 30 for more information.		
2.3	VZ Year 2	Study high-visibility cabbed-trucks to determine whether they could be integrated into the City fleet	Fleet/Risk Management	100%
Update		Study complete. As of September 2019, Seventeen percent (17%) of Sanitation compactors have high-visibility cabs.		
2.4	VZ Year 2	Incorporate City fleet into citywide Vision Zero media campaign by using vehicles as moving billboards	Fleet	100%
Update		Ongoing		
2.3	VZ Year 2	Create public service announcements to engage passengers in promoting safe driving by TLC and TNC cars and apps and educate partner agencies	PPA/TNC	0%
Update				

Year Two Vision Zero Implementation Progress Summary: Fleet

3: Engage large fleet operators in Vision Zero

Action Item	Year	Description	Lead Agency	Progress
3.1	VZ Year 0	Incorporate Vision Zero into DVRPC's Downtown Delivery Guide	DVRPC	100%
Update		Complete		
3.2	VZ Year 1	Host Fleet Safety Forum for all large fleet operators in Philadelphia, in order to share best practices in fleet safety	DVRPC	100%
Update		Complete (July 2018)		
3.3	VZ Year 2	Develop a window sticker and app campaign with safety messages for Taxis & Limousine Division and Transportation Network Company drivers (TNC)	PPA/TNC	50%
Update		TNCs have integrated safety message into mobile apps.		
3.4	VZ Year 2	Engage taxi fleet and car services in promoting safe driving among Taxi & Limousine Commission (TLC) licensed drivers	PPA	0%
Update				
3.5	VZ Year 2	Identify strategies to reduce fatigued driving and raise awareness among TLC-licensed drivers	PPA	0%
Update				

POLICY

Year Two Vision Zero Implementation Progress Summary: Policy

1: Pursue City policy changes

Action Item	Year	Description	Lead Agency	Progress
1.1	VZ Year 1	Work with City Council to draft legislation authorizing the Chief Traffic Engineer to implement traffic calming and traffic safety improvements through changes to road markings, signage, and lane configuration that are justified by a formal review of crash data and relevant engineering characteristics	Mayor's Office	0%
Update		Ongoing		
1.2	VZ Year 1-2	Study the implications of instituting strict laws for injuring or killing pedestrians or cyclists within the right of way, similar to New York City's Administrative Code 19-190, which creates a criminal misdemeanor penalty for these offenders	oTIS/PPD/Courts	10%
Update		oTIS to work with City's Law Department to advance study		

2: Pursue State policy changes

Action Item	Year	Description	Lead Agency	Progress
2.1	VZ Year 1	Work with State Legislators to gain State approval for speed cameras along Roosevelt Boulevard as a pilot program	Mayor's Office	100%
Update		Complete		
2.2	VZ Year 1	Work with State Legislators to gain State approval for local control of speed limits within the City of Philadelphia	Mayor's Office	0%
Update		In September 2019, oTIS joined the Mayor's Office to present this to Philadelphia House Delegation		
2.3	VZ Year 1	Work with PennDOT to redefine curb lines, in order to install safety improvement projects, including parking protected bike lanes	oTIS/Streets	75%
Update		<ul style="list-style-type: none"> Bills awaiting passage In May 2019, Mayor Jim Kenney joined Pittsburgh Mayor Peduto, Harrisburg Mayor Papenfuse, Lancaster Mayor Sorace in writing a letter to Senate Transportation Committee urging the advancement of House Bill 792 and Senate Bill 565 		
2.4	VZ Year 2	Explore a pilot program that offers traffic safety classes for first-time moving violation offenders in lieu of fines	PennDOT	0%
Update				



In summer 2019, the Philadelphia Streets Department installed speed cushions on N. 2nd Street in the Fairhill neighborhood of North Philadelphia. N. 2nd Street is a High Injury Network corridor.