

# VISION ZERØ

PHILADELPHIA

## NEIGHBORHOOD SLOW ZONE PROGRAM SCORE REPORT 2023



## APPLICATION SCORING AND METHODOLOGY

Jointly led by Managing Director's Office of Transportation,  
Infrastructure, & Sustainability (OTIS) and Department of Streets



City of  
**Philadelphia**



# OVERVIEW

Speeding on residential streets is a common concern of neighbors living across the city. In response to residents' concerns, the Neighborhood Slow Zone program started in 2019 to bring traffic calming to neighborhood streets through a community design process.

The Neighborhood Slow Zone Program proactively invites neighbors to apply for traffic calming in an entire zone of residential streets, excluding boundary streets. The Neighborhood Slow Zone program also supports the City's Vision Zero goals to reduce traffic fatalities to zero. The Neighborhood Slow Zone Program is jointly led by the Managing Director's Office of Transportation, Infrastructure, & Sustainability (OTIS) and the Streets Department.

The Neighborhood Slow Zone Program was first announced by Mayor Jim Kenney on October 19, 2018. Since then, six Neighborhood Slow Zones have been installed or are underway in communities across the city. The first Neighborhood Slow Zone was completed in Fairhill in 2022.

In October 2022, applications to apply for Neighborhood Slow Zones reopened for the first time since 2019, and closed in February 2023. Previous applicants from the 2019 round were invited to reapply with a streamlined process, requiring only updated letters of support.

Residents from 33 neighborhoods throughout

the city submitted completed applications, up from 28 in the 2019 round. Applicants with incomplete or ineligible applications were referred to the Streets Department Traffic Unit for further study under the existing [traffic calming program \(phila.gov\)](https://www.phila.gov/traffic-calming).

OTIS analyzed the 33 applications through the process outlined in this report. The next Neighborhood Slow Zones will be installed in the top-scoring neighborhoods, pending funding. The applications will reopen in Fall/Winter 2024-2025, permitting new neighborhoods to apply and previous applicants to reconfirm their interest with updated letters of support.

The Pennsylvania Department of Transportation funds the Neighborhood Slow Zone Program with Automated Red Light Enforcement (ARLE) funding.

## ABOUT VISION ZERO

Vision Zero aims to eliminate all traffic-related deaths and severe injuries on Philadelphia streets by 2030, while increasing safety, health, and mobility for all.

For more information, visit:  
[www.VisionZeroPHL.com](https://www.VisionZeroPHL.com)





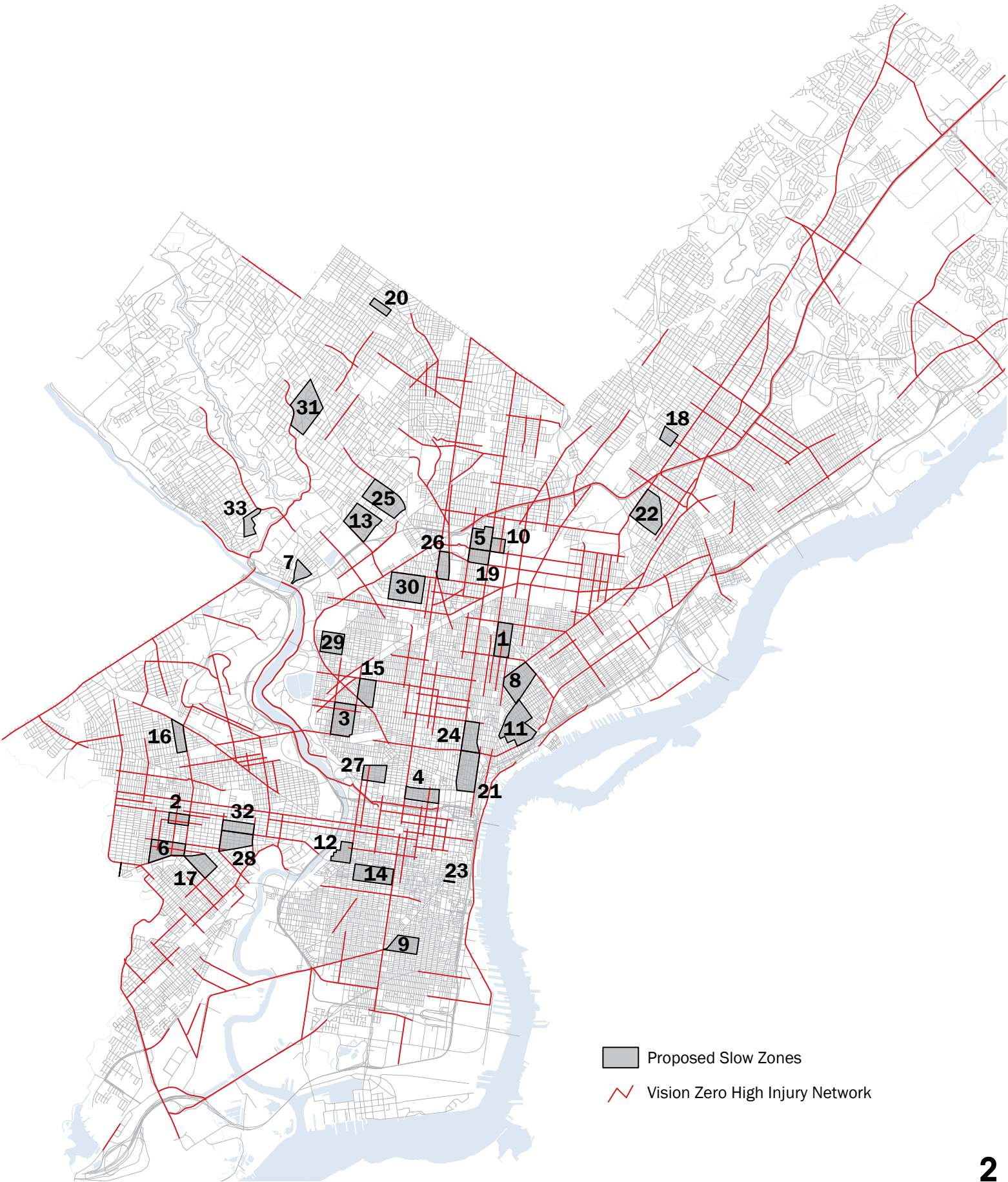
# PROPOSED SLOW ZONES

(In alphabetical order by application name)

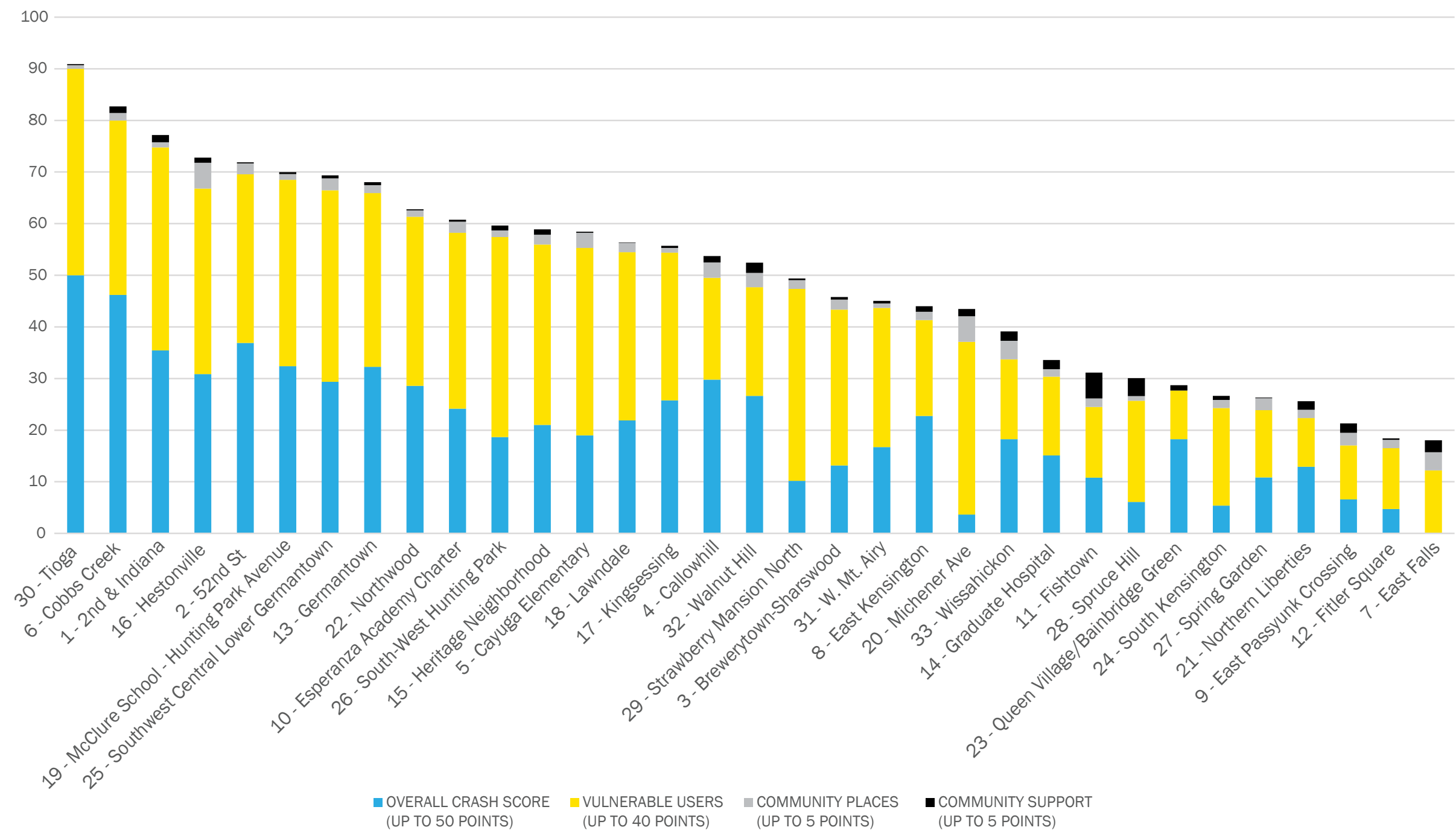
- 1 - 2nd & Indiana
- 2 - 52nd St
- 3 - Brewerytown-Sharswood
- 4 - Callowhill
- 5 - Cayuga Elementary
- 6 - Cobbs Creek
- 7 - East Falls
- 8 - East Kensington
- 9 - East Passyunk Crossing
- 10 - Esperanza Academy Charter
- 11 - Fishtown
- 12 - Fitler Square
- 13 - Germantown
- 14 - Graduate Hospital
- 15 - Heritage Neighborhood
- 16 - Hestonville
- 17 - Kingsessing
- 18 - Lawndale
- 19 - McClure School - Hunting Park Avenue
- 20 - Michener Ave

- 21 - Northern Liberties
- 22 - Northwood
- 23 - Queen Village/Bainbridge Green
- 24 - South Kensington
- 25 - Southwest Central Lower Germantown
- 26 - South-West Hunting Park
- 27 - Spring Garden
- 28 - Spruce Hill
- 29 - Strawberry Mansion North
- 30 - Tioga
- 31 - W. Mt. Airy
- 32 - Walnut Hill
- 33 - Wissahickon

The numbers assigned to each proposed Slow Zone correspond to the map (right).



# PROPOSED SLOW ZONES SCORES





# SCORE CRITERIA

We scored each complete Slow Zone application using the criteria that were described in the “2022 Neighborhood Slow Zone Program Application” (page 16). The data sources used for this analysis can be found on [Open Data Philly](#).

## SCORING

The maximum possible application score was 100 points, broken down as follows:

Score category	Maximum score
Crash history	50
Vulnerable user	40
Community places	5
Community support	5
Total maximum score	100

The highest score in each of the four score categories received the maximum score for that score category. All other applications received pro-rated scores by score category. This means that, by score category, applications received scores that were a fraction of the highest score, based on their percent of the highest score. For instance, if Slow Zone A received the highest crash score of 145 and Slow Zone B received 120 points, Slow Zone A would receive 50 points and Slow Zone B would receive 41 points (120 is 83% of 145).

Because the proposed Slow Zones varied in size, we applied normalization to each score category, except for Community Support. Normalization methodology details are provided on each of the score category pages, beginning on page 6.

## SCORE CATAGORIES

### CRASH HISTORY: UP TO 50 POINTS

Our commitment to Vision Zero means prioritizing traffic safety projects on streets with demonstrated crash histories. The Neighborhood Slow Zone Program prioritizes traffic safety improvements to residential streets with crash histories.

We analyzed the data for:

- People killed or seriously injured in traffic crashes on Slow Zone streets (PennDOT, 2017 - 2021)
- People injured in traffic crashes on Slow Zone streets (PennDOT, 2017 - 2021)

### VULNERABLE USERS: UP TO 40 POINTS

Children and older adults are more likely to rely on walking to make trips in their neighborhoods—and they are more vulnerable if involved in a traffic crash. Vision Zero prioritizes the safety of people who are most vulnerable while using the street.

Additionally, people living on low incomes and communities of color are disproportionately impacted by severe traffic crashes. Crashes resulting in death of serious injury are three times more likely to occur in areas of the city where most residents are living on a low income, and are 30% more likely where a majority are non-white.

We analyzed the data for:

- Population under 18
- Population aged 65 and over
- Population with a household income below 200% of the national poverty level
- Non-white population

### COMMUNITY PLACES: UP TO 5 POINTS

Neighborhood Slow Zone Program supports walkability in neighborhoods. Community places generate walking activity.

We analyzed the data for:

- Free Library locations
- Schools
- City Health Centers
- Philadelphia Housing Authority communities

### COMMUNITY SUPPORT: UP TO 5 POINTS

Neighborhood Slow Zones are most successful where communities are organized around the need for a Slow Zone. Applicants should provide evidence of this support.

We analyzed the data for:

- Letters of support
- Community signatures petition of support
- Evidence of support at community meetings





# CRASH HISTORY

Our commitment to Vision Zero means prioritizing traffic safety projects on streets with demonstrated crash histories. The Neighborhood Slow Zone Program prioritizes traffic safety improvements to residential streets with crash histories.

## SCORING

We used five-year PennDOT crash data (2017 - 2021) to identify the number of people who were injured, seriously injured, or killed on the streets within each proposed Slow Zone. At the time this Score Report was published, PennDOT had not yet released its 2022 crash data.

Because the Neighborhood Slow Zone Program does not focus on boundary streets, we did not include crashes that occurred on boundary streets. For each Slow Zone, we multiplied the total number of people injured in crashes (classified as possible, suspected minor, or unknown severity injury) by a factor of one (1). We multiplied the total number of people seriously injured (classified as suspected serious injury) or killed in traffic crashes was by a factor of three (3).

For each Slow Zone, we normalized the crash history total by dividing it by the number of street miles inside of the Slow Zone, not including boundary streets. This did not apply to Slow Zones with less than one mile of streets. In these cases, we based the crash score on the absolute number of injuries, rather than the injury rate per mile.

The application with greatest number of people

injured or killed in crashes received the maximum crash score (50 points). All other applications received pro-rated Crash scores. This means that applications received scores that were a fraction of the highest score, based on their percent of the highest score.

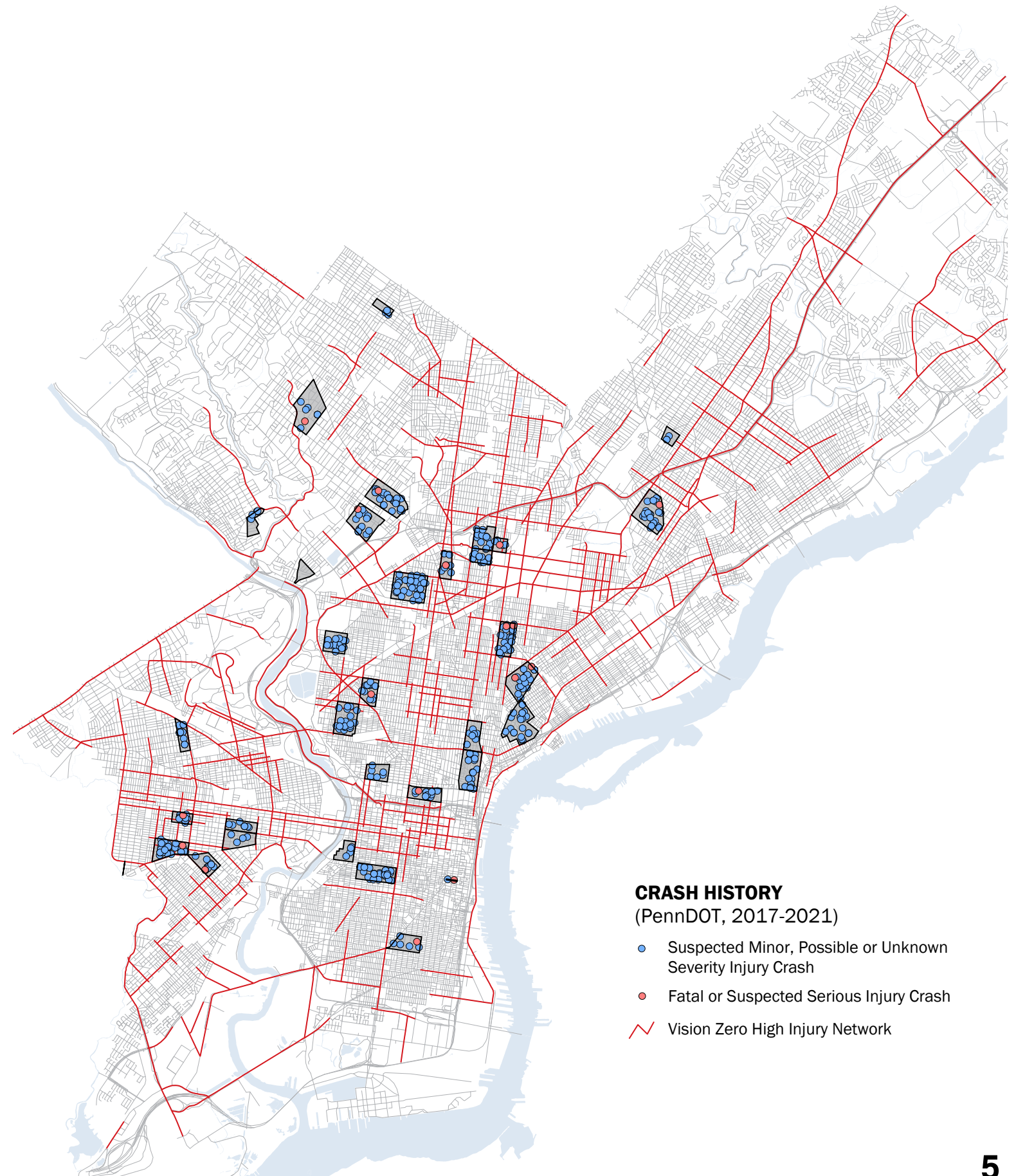
For detailed scores by proposed Slow Zone, see page 9.

## ABOUT PENNSYLVANIA CRASH DATA

Each state establishes its own criteria for what makes a crash “reportable.” In Pennsylvania, a crash is reportable if it involves a motor vehicle and:

- A motor vehicle is towed from the scene, or
- Someone is transported to the hospital in an ambulance, or
- A fatality occurs

(PA Vehicle Code Title 75 Section 3746 (a))





# VULNERABLE USERS

Children and older adults are more likely to rely on walking to make trips in their neighborhoods—and they are more vulnerable if involved in a traffic crash. Vision Zero prioritizes safety of people who are most vulnerable while using the street.

Additionally, people living on low incomes and communities of color are disproportionately impacted by severe traffic crashes. Crashes resulting in death or serious injury are three times more likely to occur in areas of the city where most residents are living on a low income and are 30% more likely where a majority are non-white.

## SCORING

We used the following American Community Survey 2021 (5-year estimates) data at the Census tract level:

1. Percent of population under the age of 18 years
2. Percent of population above the age of 65 years
3. Percent of population with a household income below 200% of the national poverty level
4. Percent of population identifying as non-white

For each Slow Zone, we calculated each of the four percentages and added them together. The Slow Zone with the largest total received the maximum Vulnerable User score (40 points). All other applications received pro-rated Vulnerable User scores. This means that applications received scores that were a fraction of the highest score, based on their percent of the highest score.

For detailed scores by proposed Slow Zone, see page 9.

## CALCULATING PERCENTAGES

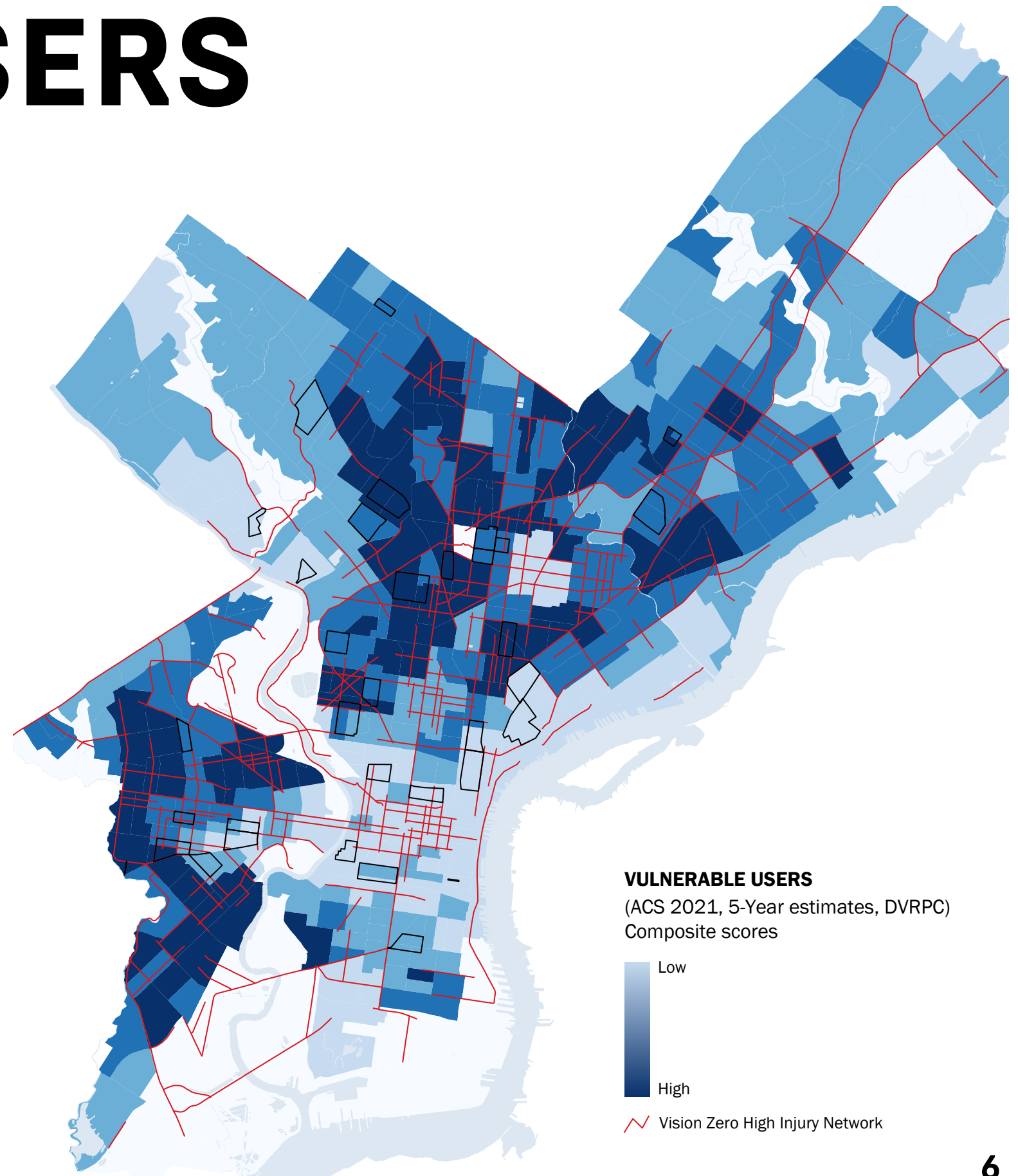
To calculate each of the four percentages, we calculated each percentage for the Census tract or Census tracts that intersected the Slow Zone. Census tracts that border a Slow Zone were not considered, only Census tracts that intersect Slow Zones.

If a Slow Zone was intersected by more than one Census tract, we calculated a weighted average based on the percent of the Slow Zone that fell into each Census tract. For example, if a Slow Zone was spread across two census tracts, and 80% of the Slow Zone is in Census Tract A while 20% is in Census Tract B, then to arrive at the Youth percentage for the Slow Zone, we would calculate:

$$\% \text{ Youth in Census Tract A} * 0.8 + \% \text{ Youth in Census Tract B} * 0.2$$

## ABOUT AMERICAN COMMUNITY SURVEY & CENSUS TRACTS

American Community Survey (ACS) is a source for detailed population and housing information that is released by the U.S. Census Bureau. Census tracts are relatively small geographic units used to represent statistical data, including ACS data. Data used for this analysis come from the Delaware Valley Regional Planning Commission's (DVRPC) [Indicators of Potential Disadvantage planning tool](#).





# COMMUNITY PLACES AND SUPPORT

Neighborhood Slow Zone Program supports walkability in neighborhoods. Community places generate walking activity. Community support is critical to successful implementation.

## SCORING

We used City-maintained data sets to count how many of each of the following types of community places were located inside Slow Zones:

- Free Library locations
- Schools
- City Health Centers
- Philadelphia Housing Authority communities

In addition, community places identified by applicants and not reflected in the above-referenced datasets were counted, but they were not weighted as heavily. For each Slow Zone, the total number of community places was normalized by dividing it by the number of street miles inside of the Slow Zone, not including boundary streets. As with crash history, we scored Slow Zones with less than one mile of street based on the absolute number of community places.

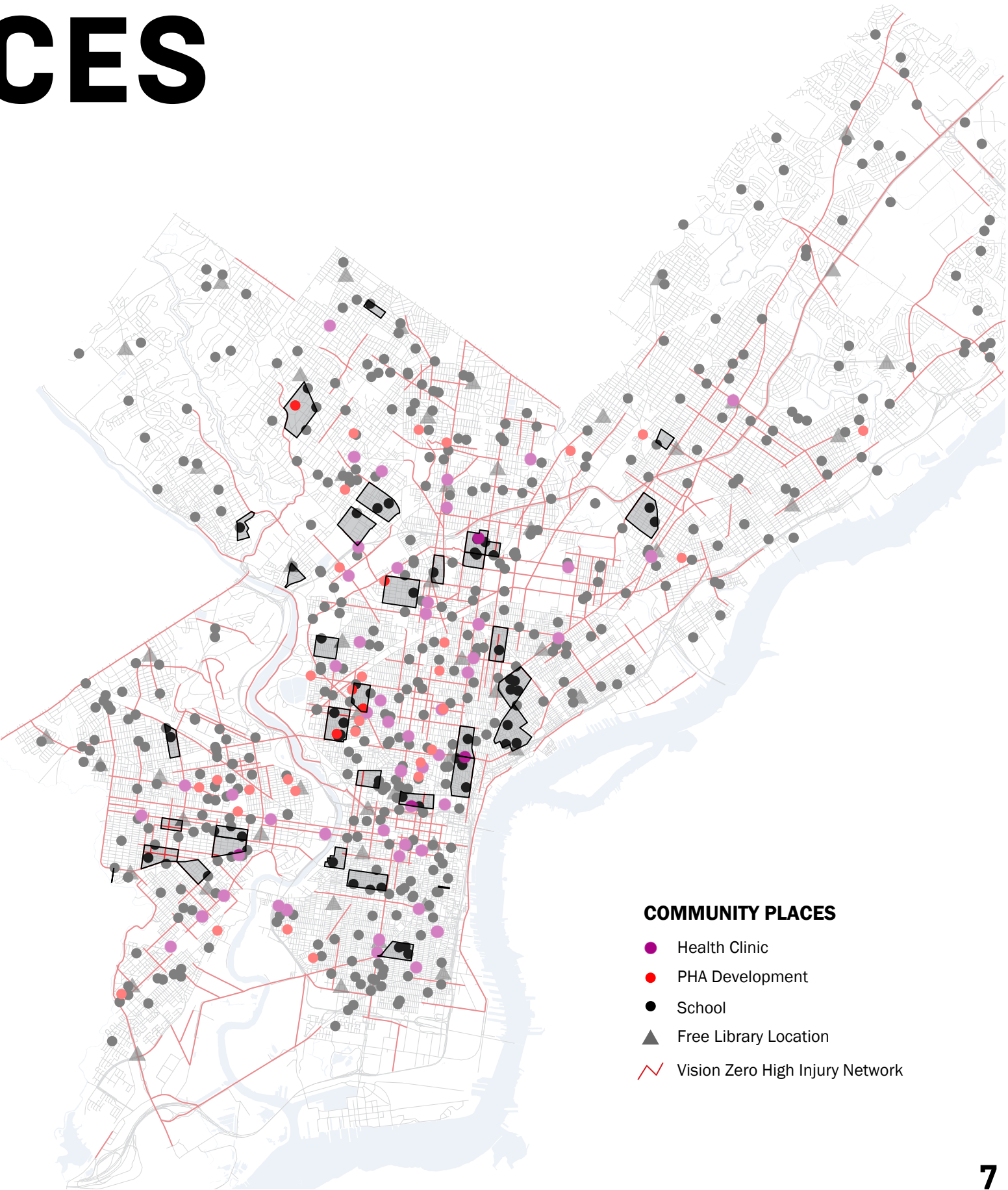
The highest Community Places score received the maximum score (5 points). All other applications received pro-rated Community Places scores. This

means that applications received scores that were a fraction of the highest score, based on their percent of the maximum score.

The number of letters of support and petitions gathered, along with evidence of support at community meetings determined the Community Support score. Each signature gathered received a point, but letters received more weight (10x) than each signature on a petition.

The highest Community Support score received the maximum score (5 points). All other applications received pro-rated Community Support scores. This means that applications received scores that were a fraction of the highest score, based on their percent of the maximum score.

For detailed scores by proposed Slow Zone, see page 9.





# FULL SCORE TABLE

APPLICATION NAME	STREET MILES IN SLOW ZONE	OVERALL CRASH SCORE (UP TO 50 POINTS)	VULNERABLE USERS (UP TO 40 POINTS)	COMMUNITY PLACES (UP TO 5 POINTS)	COMMUNITY SUPPORT (UP TO 5 POINTS)	FINAL SCORE
30 - Tioga	5.84	50.00	40.00	0.69	0.20	90.89
6 - Cobbs Creek	4.03	46.20	33.80	1.45	1.27	82.72
1 - 2nd & Indiana	5.77	35.45	39.31	1.02	1.41	77.19
16 - Hestonville	1.89	30.86	35.94	5.00	0.99	72.79
2 - 52nd St	1.29	36.90	32.66	2.10	0.20	71.86
19 - McClure School - Hunting Park Avenue	2.03	32.37	36.12	1.11	0.39	69.99
25 - Southwest Central Lower Germantown	4.72	29.39	37.09	2.29	0.59	69.36
13 - Germantown	2.94	32.28	33.65	1.53	0.55	68.02
22 - Northwood	5.11	28.60	32.73	1.24	0.20	62.76
10 - Esperanza Academy Charter	1.06	24.14	34.11	2.13	0.39	60.77
26 - South-West Hunting Park	1.76	18.66	38.74	1.28	0.98	59.66
15 - Heritage Neighborhood	3.13	21.00	34.98	1.87	1.05	58.89
5 - Cayuga Elementary	3.07	19.00	36.29	2.93	0.20	58.42
18 - Lawndale	0.82	21.90	32.58	1.80	0.10	56.38
17 - Kingessing	2.41	25.78	28.60	0.94	0.39	55.71
4 - Callowhill	3.31	29.80	19.70	3.00	1.23	53.72
32 - Walnut Hill	1.65	26.63	21.08	2.74	1.99	52.44
29 - Strawberry Mansion North	3.95	10.18	37.18	1.71	0.29	49.36
3 - Brewertown-Sharswood	6.11	13.15	30.22	1.92	0.49	45.77
31 - W. Mt. Airy	4.15	16.73	26.96	0.87	0.49	45.05
8 - East Kensington	6.10	22.74	18.57	1.62	1.08	44.01
20 - Michener Ave	0.67	3.65	33.44	4.96	1.40	43.45
33 - Wissahickon	0.92	18.25	15.47	3.60	1.80	39.13
14 - Graduate Hospital	6.29	15.09	15.27	1.43	1.80	33.59
11 - Fishtown	8.46	10.79	13.71	1.65	5.00	31.15
28 - Spruce Hill	3.00	6.08	19.60	0.90	3.48	30.06
23 - Queen Village/Bainbridge Green	0.03	18.25	9.42	0.00	1.04	28.71
24 - South Kensington	4.08	5.37	18.92	1.55	0.79	26.63
27 - Spring Garden	2.70	10.82	13.03	2.34	0.13	26.32
21 - Northern Liberties	6.78	12.92	9.44	1.59	1.66	25.61
9 - East Passyunk Crossing	3.88	6.58	10.47	2.44	1.81	21.30
12 - Fitler Square	3.09	4.73	11.80	1.61	0.29	18.43
7 - East Falls	1.02	0.00	12.19	3.53	2.30	18.02