

VISION ZERØ

PHILADELPHIA

ANNUAL REPORT 2023



City of
Philadelphia



RAISE Grant Press Conference, September 2023.



CITY OF PHILADELPHIA

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JAMES F. KENNEY
Mayor

September 26, 2023

Fellow Philadelphians,

Since I took office in 2016, Vision Zero has been a cornerstone of my administration.

When I signed the Vision Zero Executive Order, Philadelphia became part of the nationwide movement of cities marshaling resources to reach zero traffic deaths. Now, we are aligned with federal policy. The U.S. Department of Transportation recently adopted the National Roadway Safety Strategy with a Vision Zero goal by 2050.

The City and our partners have made important progress toward Vision Zero, including:

- Reducing fatal and serious injury crashes by 34% and total injury crashes by 20% on complete streets projects, compared to High Injury Network trends.
- Meeting our pledge to add separated bike lanes to 40 total miles of streets by 2025.
- Winning hundreds of millions of dollars in traffic safety grants. The City has recently won \$220 million from the federal Bipartisan Infrastructure Law, state, and local grants. Grant-funded projects include Roosevelt Boulevard’s Route for Change and the Chinatown Stitch.

However, major challenges remain. Annual traffic fatalities of 120 or more increasingly look like a “new normal.” Every week, five school-age children are hit by a vehicle while walking.

Vision Zero is an equity issue. Communities of color, lower-income communities, older adults, and people walking and biking face higher rates of traffic violence.

As my Administration comes to a close and we prepare for a new Mayor, I strongly encourage a citywide recommitment to Vision Zero. The Commonwealth can assist by renewing and expanding speed cameras, and by allowing parking-separated bike lanes on state roads.

All Philadelphians deserve to travel safely. Let’s build on our proven successes to fight the systemic issue of traffic violence. We have the resources and the know-how to get fatalities back to trending downwards, and ultimately to zero. Together, we will get there.

Sincerely,

James F. Kenney
Mayor

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Jorge André Muñoz
More Than a Statistic

On October 26, 2018, 23-year-old Jorge André Muñoz Sánchez was cycling to work when a driver going over the speed limit at the intersection of 11th and Vine Streets struck and killed him. After a four-year-long civil case, the family settled, holding the driver accountable for killing Jorge André.

Music was like air to Jorge André, a self-taught, amazingly talented musician and composer. Jorge André’s passion for music lifted his spirit; it was a sight to see him play as he left everything on stage. His musician friends became a lovely extended family with well-lived experiences.

Coming from a family legacy of cooks, traveling and culinary arts were set as goals. Trying foods from around the world served as an additional outlet for expression. Jorge André taught fellow musicians, loved cycling, hiking, and enjoyed life with family and friends.

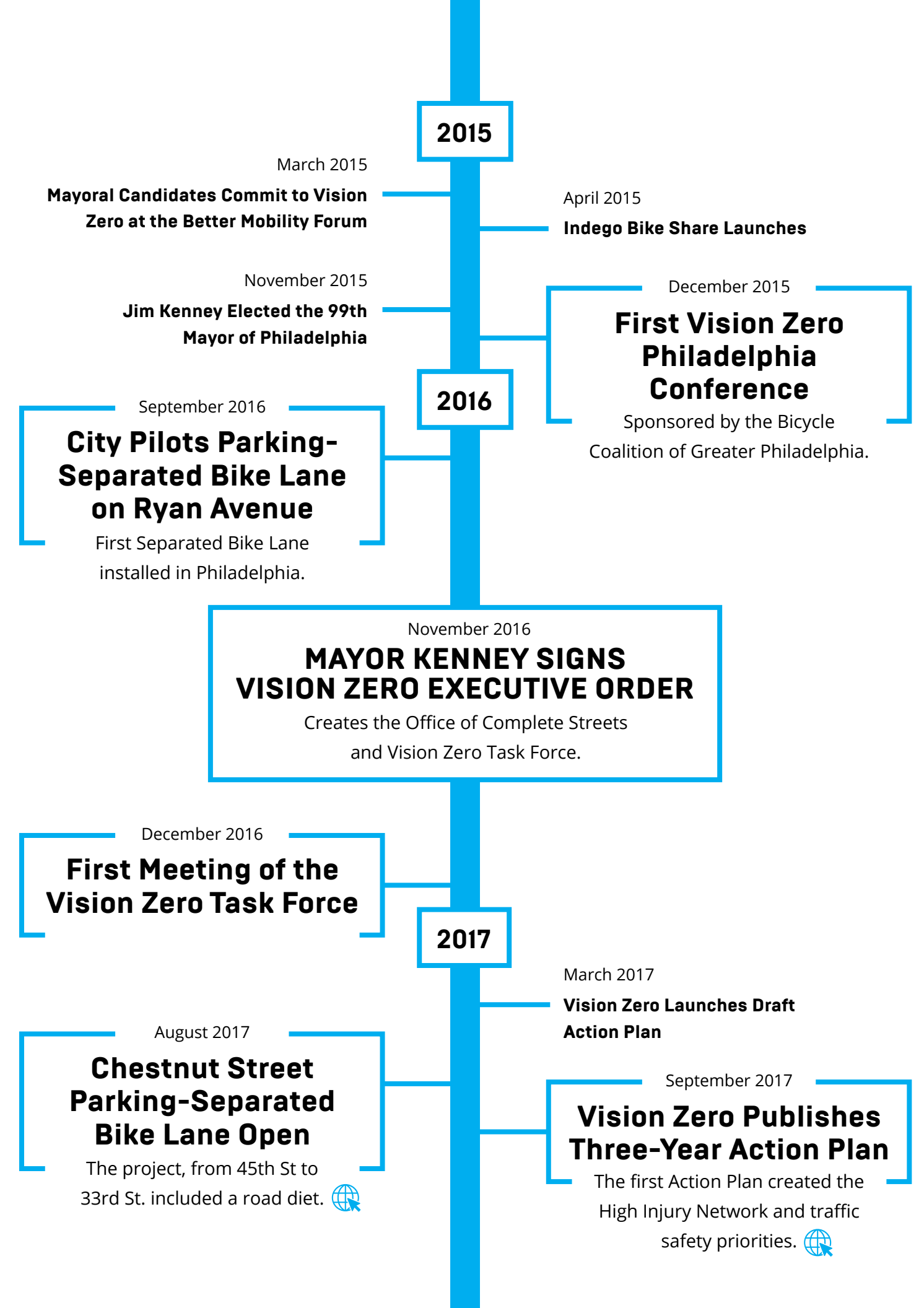
This “More than a Statistic” story was shared by Families for Safe Streets and the family of Jorge André Muñoz.

SECTION 1

WHY VISION ZERO

ZERO TRAFFIC DEATHS

How much loss of life should we accept for a functioning transportation network? The answer seems self-evident – zero loss of life. However, the news of another deadly crash is often met with the begrudging acceptance by many Philadelphians that this is “just the way it is.” Losing more than 120 people to traffic violence every year remains a grim reality in Philadelphia. But we do not need to accept traffic violence. Vision Zero has grown by leaps and bounds since its adoption in 2016. Philadelphia is making strides to achieving zero traffic deaths.





Intersection of Broad, Germantown, and Erie, March 2022.

TRAFFIC DEATHS ARE PREVENTABLE & UNACCEPTABLE

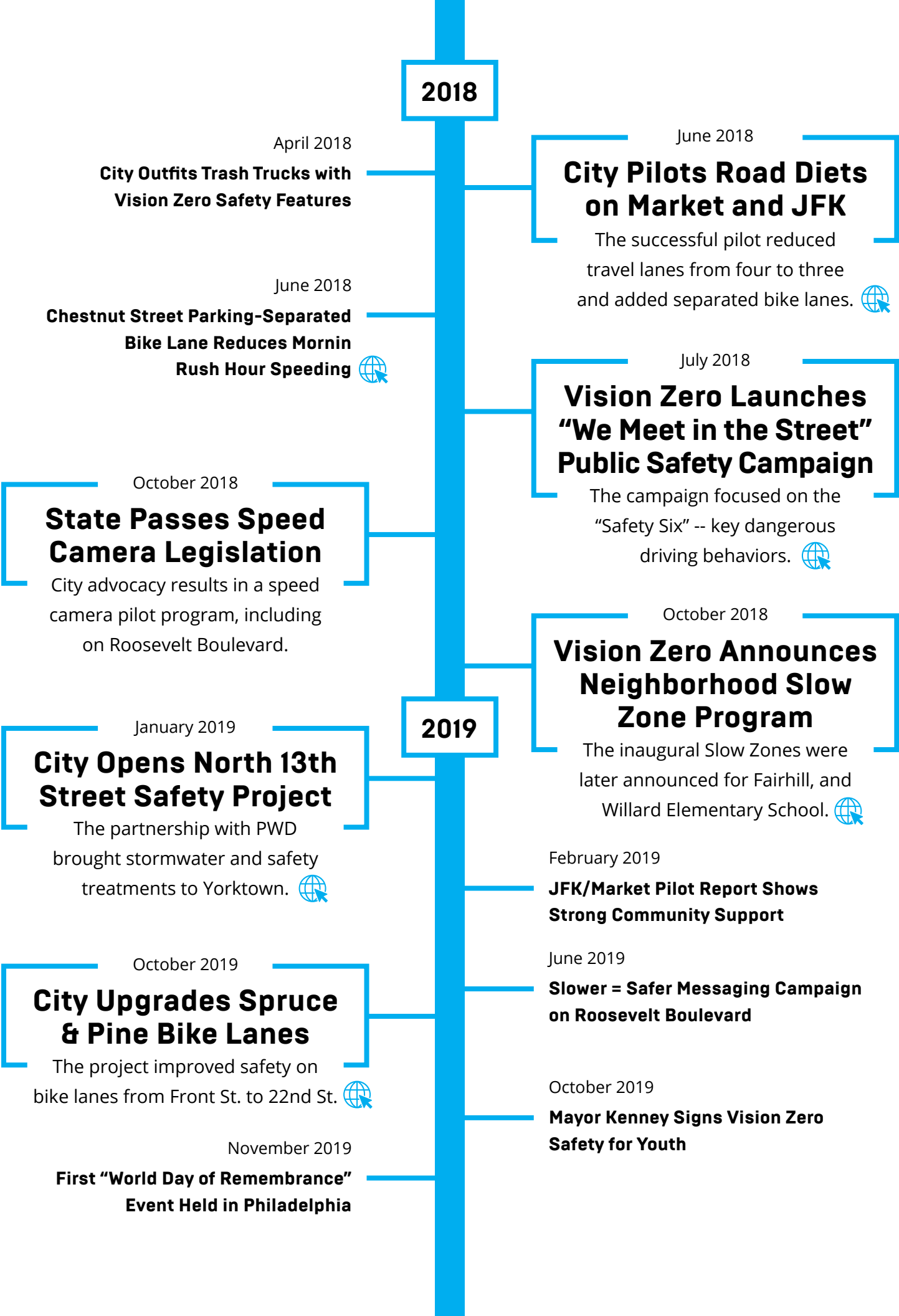
No one should lose their life by traveling on Philadelphia streets. Fatal crashes are not inevitable “accidents.” Rather, traffic violence is a public health crisis. This crisis leads to many preventable deaths every year. Zero is the only acceptable number of traffic deaths. We must continue to enhance our approach to road safety until we reach zero traffic deaths.

In 2016, newly-elected Mayor Kenney signed an executive order. This executive order adopted Vision Zero and created the Office of Complete Streets. These initiatives guide how the City designs its streets and traffic safety programs. It was a prescient decision. In January 2022, the U.S. Department of Transportation (U.S. DOT) released the National Roadway Safety Strategy.

This strategy is the first national Vision Zero-style approach to eliminate roadway fatalities. Federal policy now aligns with Philadelphia’s program.

Philadelphia has faced challenges in reaching zero traffic deaths. The main challenge has been an increase in dangerous driving behaviors that began during COVID-19 lockdowns. However, we remain steadfast in our goal to reach zero traffic deaths. We have laid the groundwork over the last seven years. Now, the city is more prepared than ever to achieve Vision Zero.

Zero is the only acceptable number of traffic deaths.





American Street at West Norris Street, October 2023

COMPLETE STREETS GET US TO ZERO

Getting to zero traffic deaths means changing business-as-usual on our city streets. We need to rebalance our roadways to make more space for people to safely walk, bike, and roll. We need to control vehicle speeds, so that when crashes do happen, they are less severe. And we need to build “Complete Streets” that create safe networks for people to get around the city. The Vision Zero Task Force and the Office of Complete Streets have implemented many projects over the last seven years.

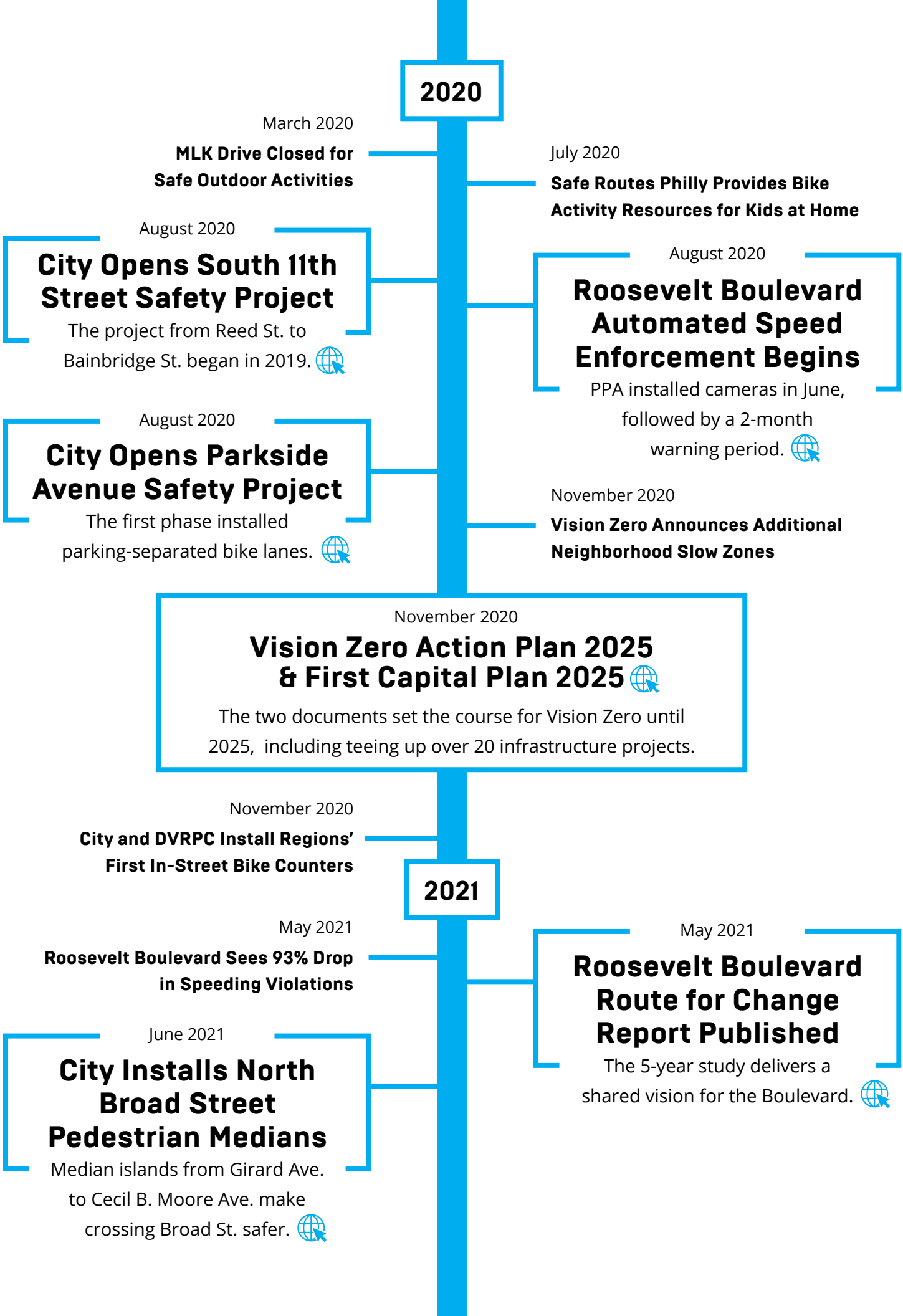
These changes to roadway design work. Complete Street projects decreased killed and serious injury crashes by 34% and injury crashes by 20% on those corridors. These figures are

compared to trends on the High Injury Network (HIN), the control group for the analysis. (Read more in the “Traffic Crash Trends” of this report.) Projects that reallocated excess travel lanes to other uses decreased injury crashes by 18%. Separated bike lane projects decreased injury crashes by 17%. These projects are pointing the way forward for achieving Vision Zero in Philadelphia.

Learn more about these evaluations in the “Complete Streets Before & After” section of this report. The results are also online at:

[Complete Streets Projects Transform Traffic Safety](#)¹

1 - URL: bit.ly/VZ-PHL-Project-Report





Hardened centerlines on Washington Avenue, November 2022

INVESTING IN SAFETY AND PEOPLE

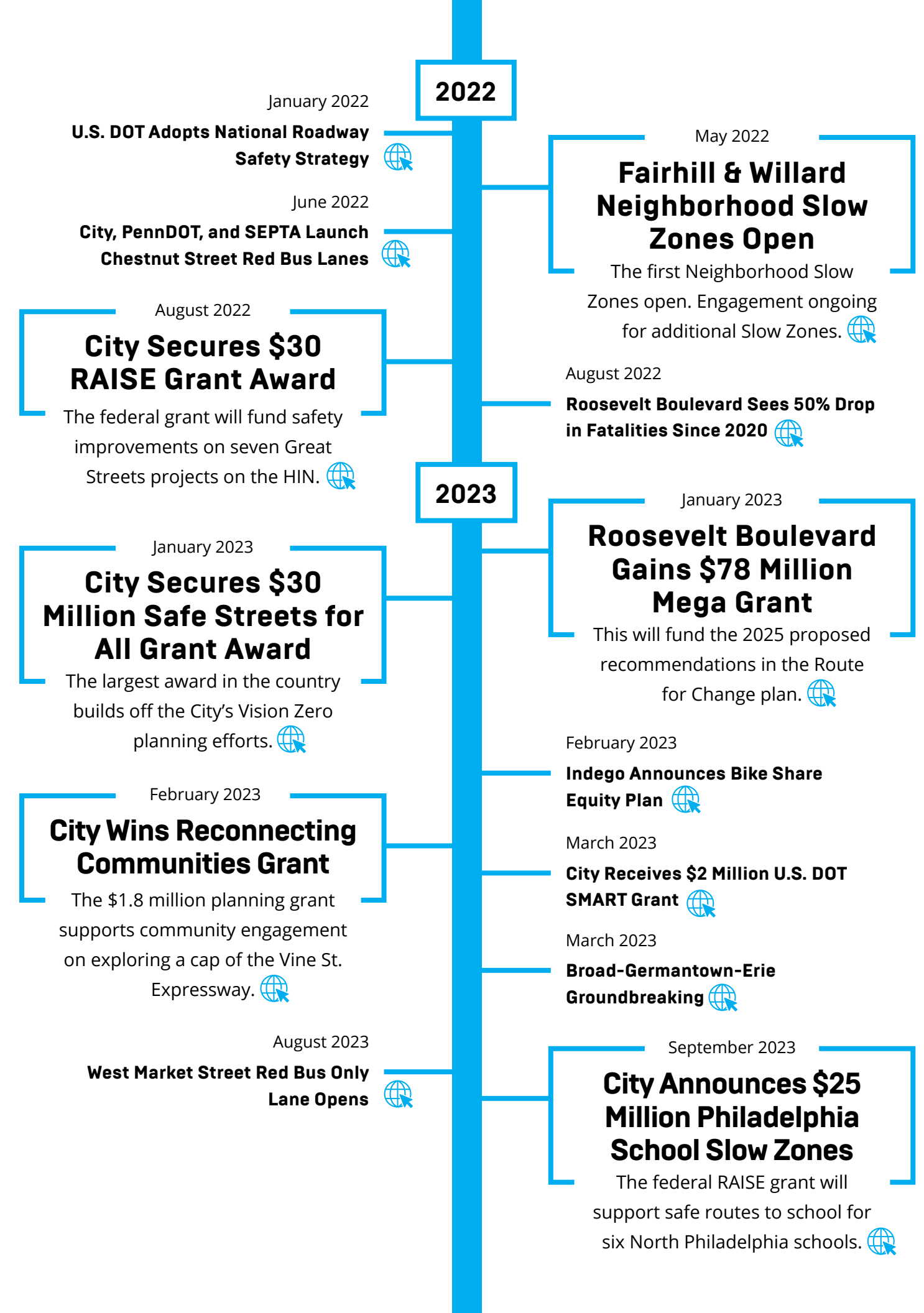
The City is aligning with federal priorities on traffic safety and environmental justice. As a result, we are now winning many traffic safety grants. The City has secured \$220 million in grants for Vision Zero projects from local, state, and federal sources.

The City has spent years conducting community outreach and transportation planning. This process laid the groundwork for a roster of safety projects to fund. The Vision Zero Action Plan and Capital Plan (2020) drove the \$30 million Safe Streets for All grant. Philadelphia’s Safe Streets for All grant is the largest such grant in the nation. The Roosevelt Boulevard Route for Change project (2021) led to the \$78 million federal Mega grant.

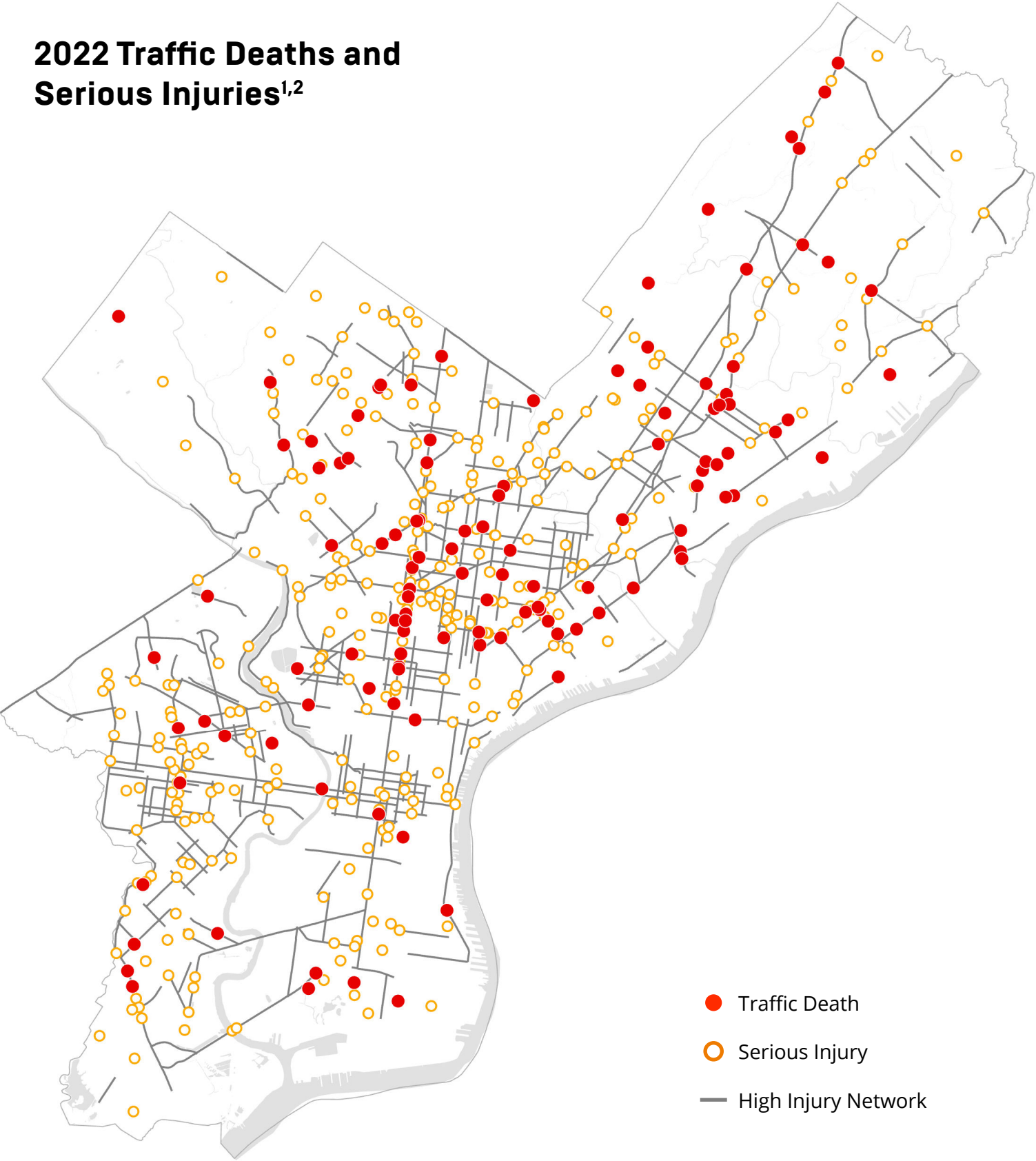
The Bipartisan Infrastructure Law funds these grants. The law is the largest infrastructure investment in our country’s history. The City is using this transformational opportunity to invest in more than infrastructure . We are ensuring that the workforce on infrastructure projects represents Philadelphia’s diversity. These projects will build generational wealth and help lift underserved communities. Tying workforce development to traffic safety ensures that we are addressing historical inequities.

Learn more online at:
[Bipartisan Infrastructure Law](#)¹

1 - URL: www.phila.gov/2023-05-10-bil-funding-philadelphia



2022 Traffic Deaths and Serious Injuries^{1,2}



1 - PennDOT Crash Data 2022
2 - Philadelphia High Injury Network 2020

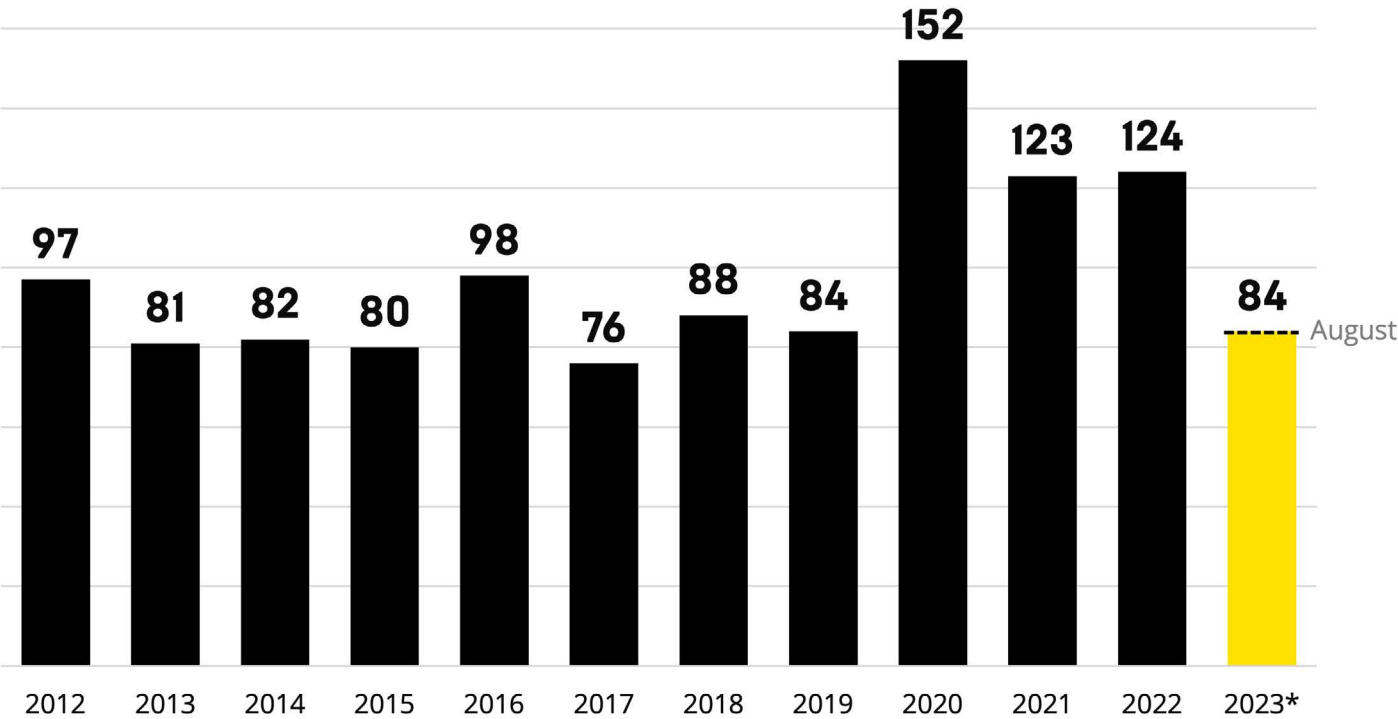
SECTION 2

TRAFFIC CRASH TRENDS

FOLLOWING THE DATA

With each year’s Annual Report, the Vision Zero program takes stock of how crash data trends are shifting in Philadelphia. Data analysis is a core element of Vision Zero. It directs program priorities and development of new initiatives. The High Injury Network (HIN) is a key example of this work. The HIN accounts for 80% of fatal and serious injury crashes on just 12% of Philadelphia streets. The City developed the current version of the HIN in 2020, based on 2014-2018 crash data. We will update the HIN soon as the 2025 Five-Year Action Plan cycle ends. This section of the report points to the crash trends that the Vision Zero program is addressing going into 2024.

Annual Traffic Deaths in Philadelphia
2012 - 2023 ^{1,2}



*Based on Philadelphia Police Department preliminary data, there have been **84 traffic deaths** as of August 31, 2023. This is the same number as of August 31, 2022.

Fatal crashes in Philadelphia continue to exceed pre-pandemic levels. There were 124 lives lost in 2022. Increases in speeding and reckless driving account for a large portion of this post-2020 increase in fatal crashes.

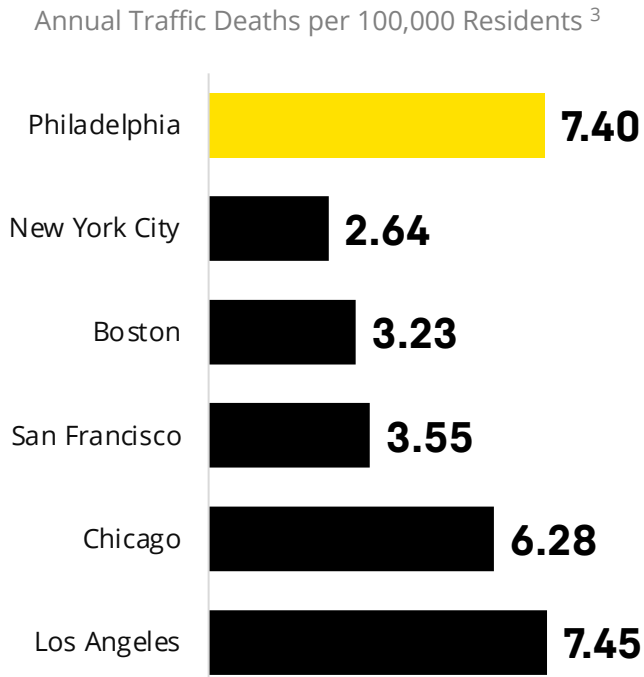
Speeding-related crashes now account for one in five fatal and serious injury crashes in Philadelphia. People outside of vehicles are especially at risk. Among fatal crashes in 2022,

more people were killed while walking or rolling compared to any other mode of travel. This trend continues into 2023.

These traffic deaths are not experienced equally across the city. Communities of color, and areas with higher rates of poverty, both have higher burdens of traffic violence.

1 - PennDOT Crash Data 2012 - 2022
2 - PPD Crash Investigation Division Fatal Crash Data 2023
This data is a preliminary count of current year fatal crashes and subject to change.

Philadelphia Trails Peer
Cities in Traffic Death Rate



Philadelphia has 7.4 traffic deaths per 100,000 residents every year, **3x more than New York City.**

Philadelphia continues to trail peer cities in our per capita fatality rate. Compared to older Northeast cities like New York and Boston – cities like Philadelphia that were largely built out before the automobile era – Philadelphia’s fatality rate is far higher. Instead, the fatality rate in Philadelphia is closer to more car-dependent cities like Los Angeles.

3 - Fatality Analysis Reporting System FARS, 2017-2021

Robert Evans III
More Than a Statistic

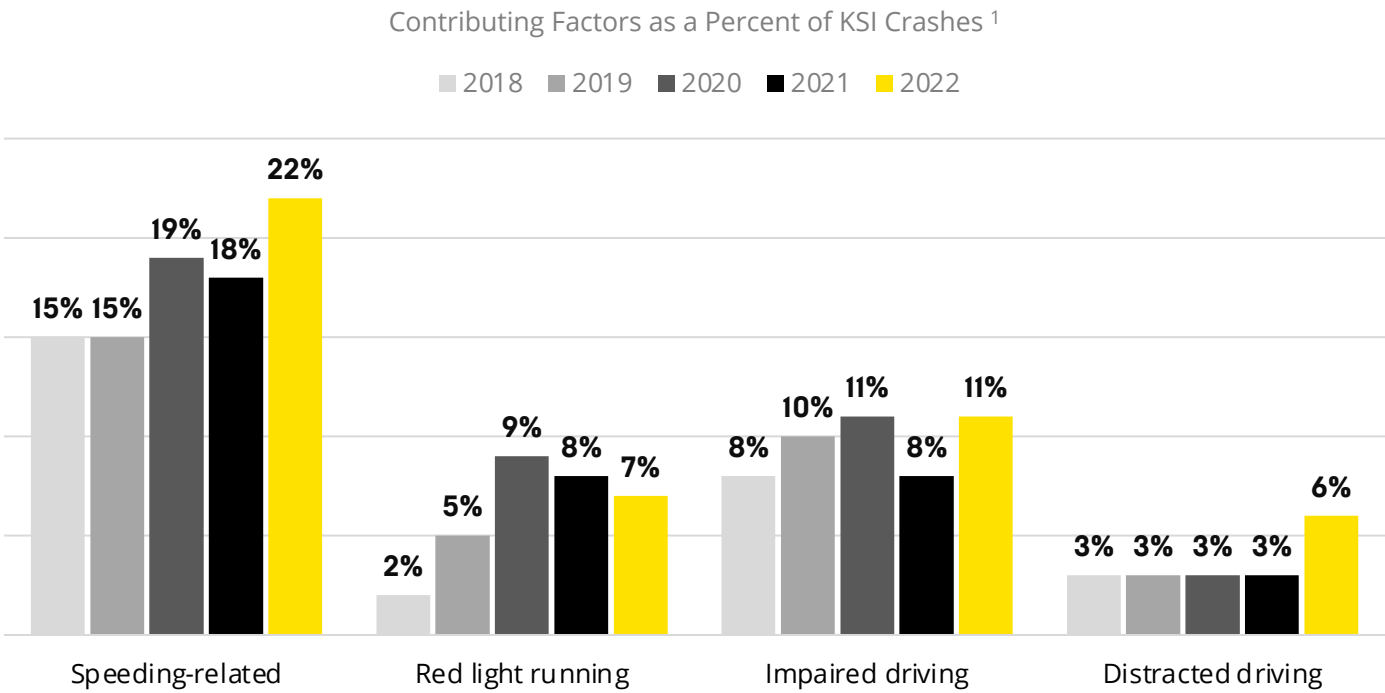


Robert Evans III was killed by a hit and run driver outside of the 35th District Police Department on North Broad Street on January 25, 2020. He had exited his vehicle when he was struck. Because he was killed outside of the police station, there was video evidence of the driver and vehicle. The driver was charged with multiple offenses and a trial date is set for September 6, 2023.

Robert was a carpenter and painter and an entrepreneur, and he had gifted hands. He was becoming successful in his business and had planned to marry his girlfriend in 2021. He was funny, smart, a leader, positive. He loved to cook and was a gifted athlete. His daughter will be turning 13 this year. Robert’s mom, Reverend Stephanie Evans, said she could not have asked for a better son and his was the nucleus of their family.

This “More than a Statistic” story was shared by Families for Safe Streets and the family of Robert Evans III.

Speed is a Top Contributing Factor in Severe Crashes



The rise in speeding accounts for **1 in 5 killed and serious injury crashes** since 2020.

Speed is the determining factor in the severity of a crash. The heart of the Vision Zero program is to reduce vehicle speeds to a survivable range in the event of a collision.

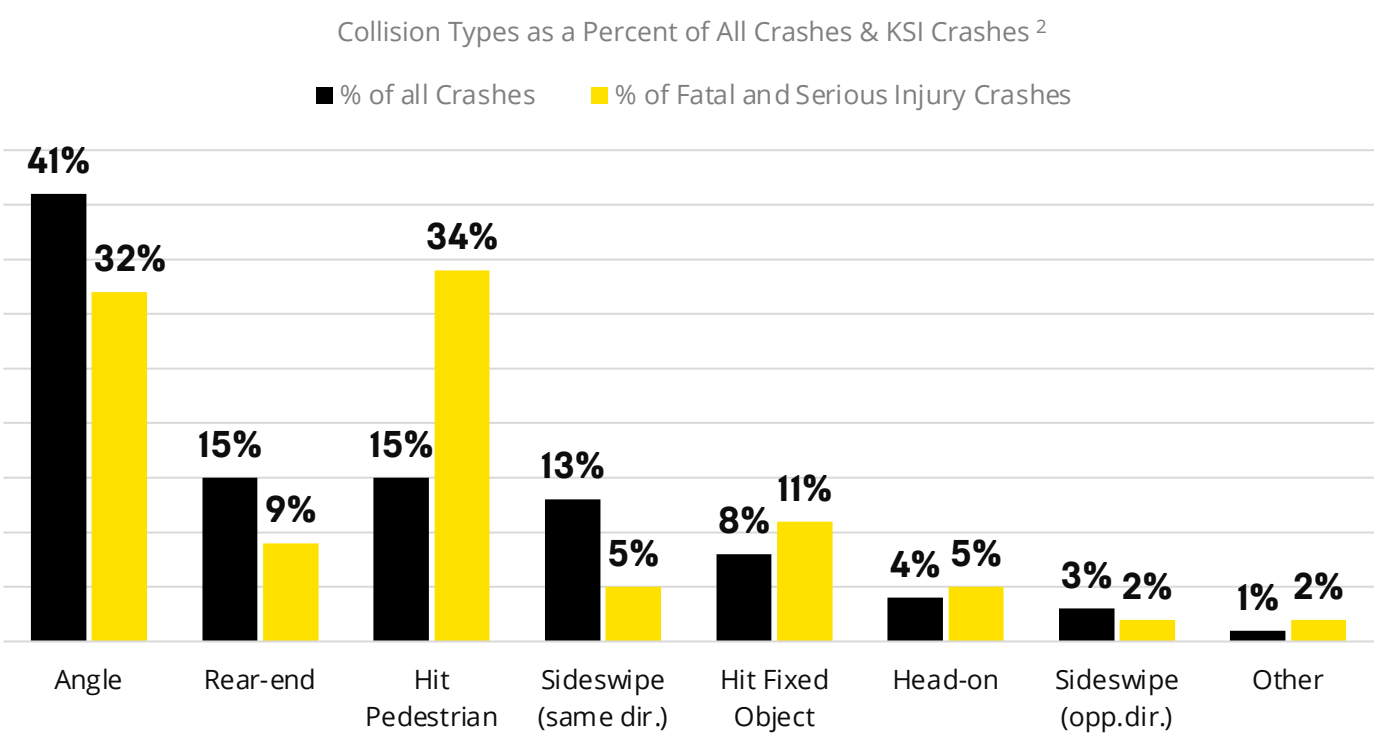
So, it is alarming that the rate of speeding in fatal and serious injury crashes is on the rise. Since 2020, speeding has increased to 20% of severe crashes from 15% before. Red-light running and

other forms of aggressive driving have risen as well. Impaired driving and distracted driving have remained mostly unchanged.

(Note: Multiple contributing crashes can be assigned to a single crash. Contributing factors will not sum to 100% of crashes.)

1 - PennDOT Crash Data 2018-2022

Two-Thirds of Killed & Serious Injury Crash Types Are Angle or People Walking



People walking are involved in **1 in 7 of all crashes.** But they represent **1 in 3 fatal and serious injury crashes.**

Two-thirds (66%) of the city’s fatal and serious injury crash types are angle crashes or crashes involving people walking.

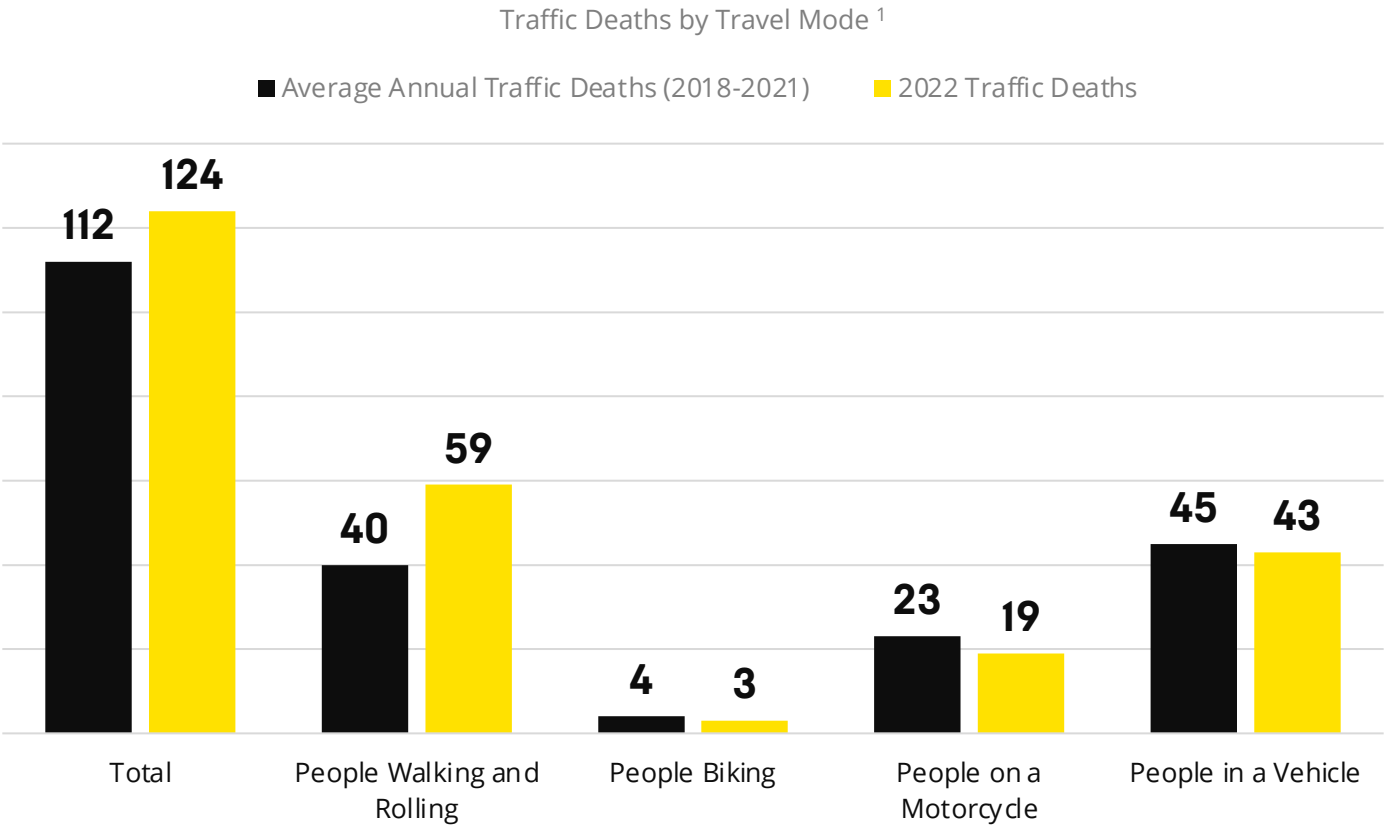
The most common crash in Philadelphia occurs between two vehicles meeting at an angle, like left turns and T-bones. Nearly half (41%) of all crashes are angle crashes, and they represent about one-third (32%) of all fatal and serious injury crashes.

People walking account for the highest rate of fatal and serious injury crashes. Crashes involving people walking are much less common, about one in seven (15%) of all crashes. But people walking account for more than one-third (34%) of all fatalities and serious injuries.

(Note: Only one crash type may be assigned to a single crash. Crash types will sum to 100% of crashes.)

2 - PennDOT Crash Data 2018-2022

People Walking Killed More Than Other Modes in 2022 ¹



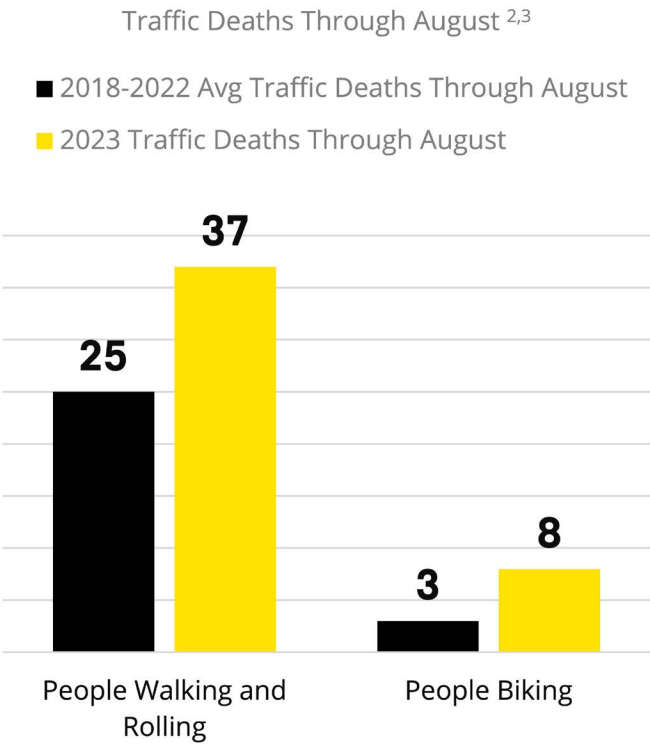
Traffic deaths among people walking surged in 2022 compared to recent years.

Philadelphia is one of America’s great cities for walking, biking and rolling. We should all feel safe traveling on our streets. Yet when we are outside of a vehicle, we are more vulnerable in the event of a crash. In 2022, traffic deaths among people walking surged compared to recent years. Several factors contributed to this trend. Many of the crashes occur at night when visibility is lower.

At night, the roads are emptier, and speeding is more likely. The increase in speeding-related crashes has also impacted pedestrian crashes. It is now a factor in nearly 40% of pedestrian crashes resulting in death or serious injury. Slowing drivers down is essential to stemming the rise in severe pedestrian crashes.

1 - PennDOT Crash Data 2018 - 2022

Deaths of People Walking & Biking Outpace Recent Years in 2023



In 2023, traffic deaths continue to rise among people walking, and people biking as well.

In 2023, vulnerable road users (people walking, biking, and rolling) are a larger share of the city’s roadway deaths. Deaths among people biking jumped especially high. They are higher than any year this century, with several months remaining. These trends diverge from motorcycle and in-vehicle deaths. Those deaths have decreased from the pandemic-related spikes of 2020 and 2021. Ensuring that trends for people biking and walking follow suit requires making safe spaces for people to travel by any mode.

2 - PennDOT Crash Data 2018 - 2022
3 - PPD Crash Investigation Division Fatal Crash Data (2023)

Nyier Cunningham More Than a Statistic

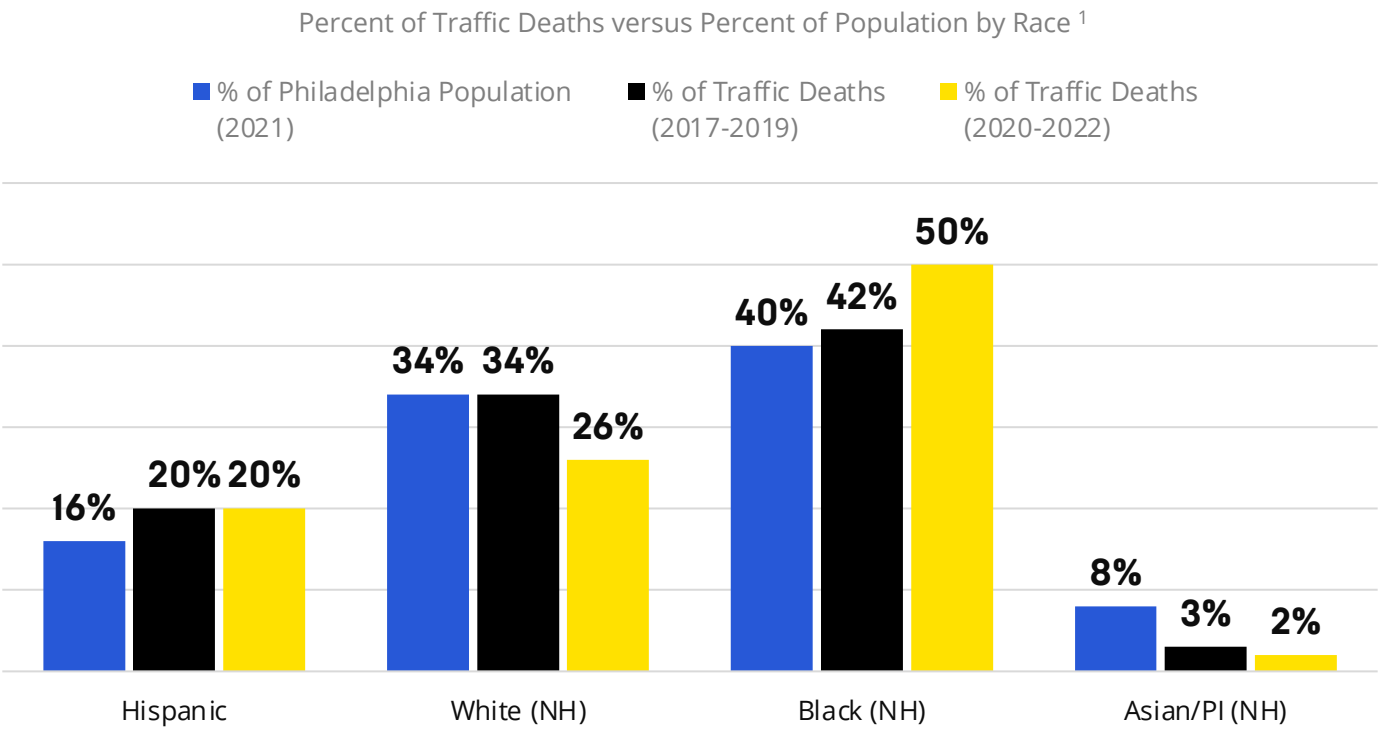


On July 22, 2022, Nyier Cunningham, 28 years old, was cycling two blocks from home when he was struck and killed by a driver who fled the scene. The vehicle was found within a few days. Charges are pending against the driver.

Nyier was a self-taught musician, held a black belt in martial arts, was a harmonica prodigy, and practiced homeopathic medicine and massage therapy. According to his mom, Nereda, he was spiritual, a Creative, a protector, a healer, a gentleman and a provider. Nyier was the father to a son and a daughter, and he was such an important person to his family and his community.

This “More than a Statistic” story was shared by Families for Safe Streets and the family of Nyier Cunningham.

Racial Disparities in Traffic Deaths Worsening



Compared to other groups, Black and Hispanic Philadelphians have borne the brunt of the increase in traffic deaths since 2020.

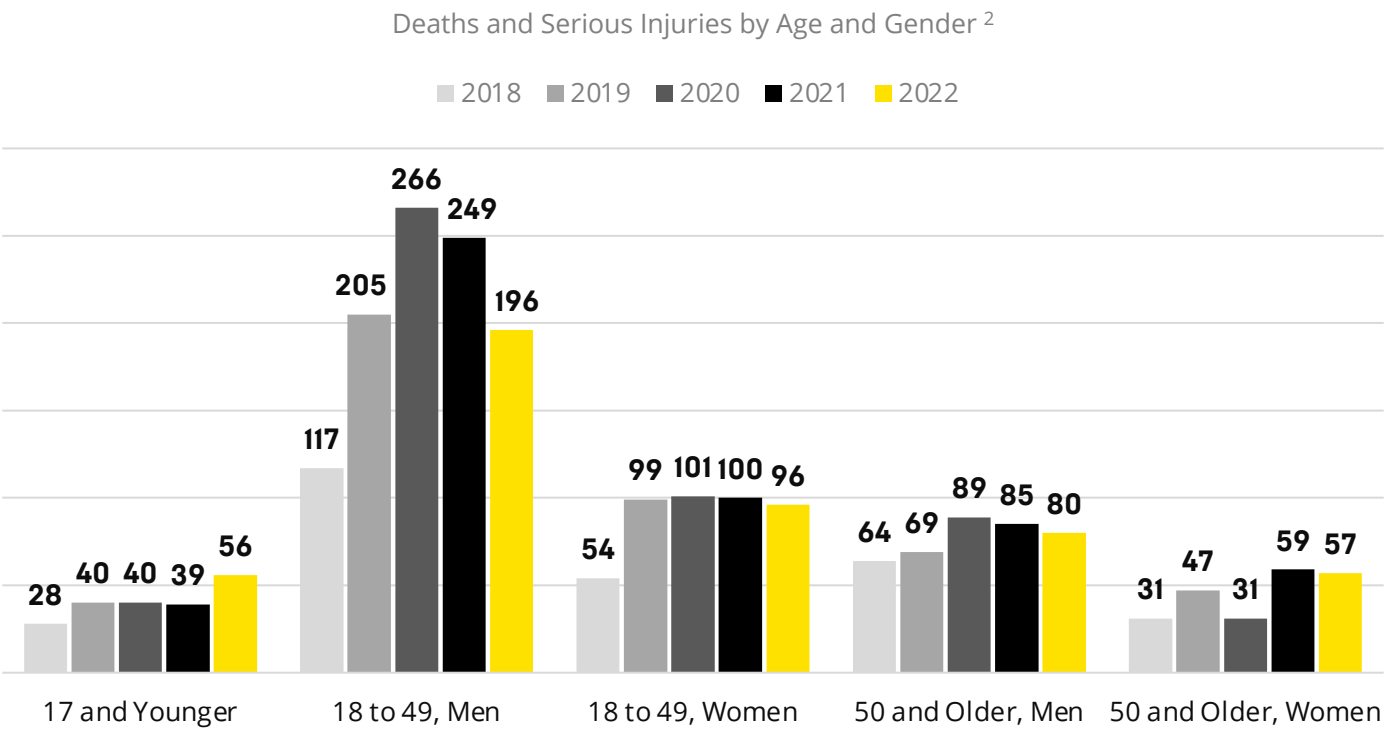
The experience of crashes, especially severe ones, is not felt equally. Traffic deaths occur more among Black and Hispanic Philadelphians compared to their share of the city’s population. Recent increases in traffic deaths have also been unequally distributed. Citywide, there was a 39% increase in traffic deaths between 2017-2019 (301) and 2020-2022 (419). But traffic deaths among Black Philadelphians increased by 60% over the same period (126 to 201). Black Philadelphians represent 40% of the city’s

population and 50% of the city’s traffic deaths. Traffic deaths among Hispanic Philadelphians increased 42% (60 to 85).

Where residents live is a factor. In 2020, the Office of Complete Streets found that 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.

1 - PA Vital Registration System, U.S. Census Bureau Population Estimates.

Age and Gender Affect Crash Likelihood



5 children aged 17 and under are hit by a vehicle while walking **every week** in Philadelphia.

A person’s age and gender affect if they will be involved in a severe injury crash. Every week, five school-aged children are struck by vehicles in Philadelphia. In response, Safe Routes to School and Vision Zero emphasize traffic safety for youth. Older adults (50 and older) are at greater risk of having a serious injury in a crash than younger adults.

The pre-pandemic trend of adult males (18-49) driving in fatal crashes has continued. Adult males had a higher share of the post-2020 increases in fatalities and serious injuries. Adult males were also more likely to be the driver in severe crashes. These trends are borne out in Philadelphia mortality statistics. Among males 25-44, deaths from injuries (including crashes) are now the third leading cause of death for the first time. The top leading causes of death are homicide and drug overdose.

2 - PennDOT Crash Data 2018-2022

SECTION 3

COMPLETE STREETS PROJECTS WORK

COMPLETE STREETS TRANSFORM TRAFFIC SAFETY

The City needed to understand how complete streets projects are reducing crashes. We tested these projects against the High Injury Network (HIN) trends. The HIN is a readily available control group that shows how crash trends changed on streets like the ones with complete streets projects. We saw unusual crash trends in 2020, with falling total crashes but rising fatalities.

We used a difference-of-differences regression model to account for this data variability. The model showed a 20% reduction in all injury crashes. There was also a 34% reduction in fatal and serious injury crashes. These percentages are across all projects compared to the HIN trends over the same time period.

34%

**FEWER FATAL AND
SERIOUS INJURY
CRASHES**

20%

**FEWER INJURY
CRASHES OF
ANY SEVERITY**

Learn more about these evaluations online:

[Complete Streets Projects Transform Traffic Safety²](#) 

1 - PennDOT Crash Data, 2012-2022

2 - URL: bit.ly/VZ-PHL-Project-Report



Market Street at 19th Street, October 2023

PROJECTS WITH ROAD DIETS

“Road Diets” refer to a reduction in travel lanes and reallocation of the roadway space to other uses, such as bike lanes. Road diets include Chestnut Street, Market Street, JFK Boulevard, and American Street. Road diets resulted in 18% fewer injury crashes versus HIN trends. Road diets also saw speeding reduce by 25%. These road diet corridors also carried similar traffic volume, suggesting that traffic was not diverted to other routes.

25%

**REDUCTION IN
SPEEDING ON
ROAD DIETS³**

3 - OTIS radar studies, DVRPC



Race Street at 8th, October 2023



Willard Elementary Slow Zone, September 2022

SEPARATED BIKE LANES

Separated bike lanes add bike facilities using buffers and delineators. Unlike road diet projects, projects included in this category did not remove travel lanes. Separated bike lanes do narrow lanes and shorten crossing distances. Examples include Ryan Avenue, 11th Street, 22nd Street, and 6th Street. Separated bike lanes resulted in 17% fewer injury crashes versus HIN trends. Bicycle volumes doubled.

2X
**MORE BIKE TRIPS
ON SEPARATED
BIKE LANES²**

1 - PennDOT Crash Data, 2012-2022
2 - DVRPC

NEIGHBORHOOD SLOW ZONES

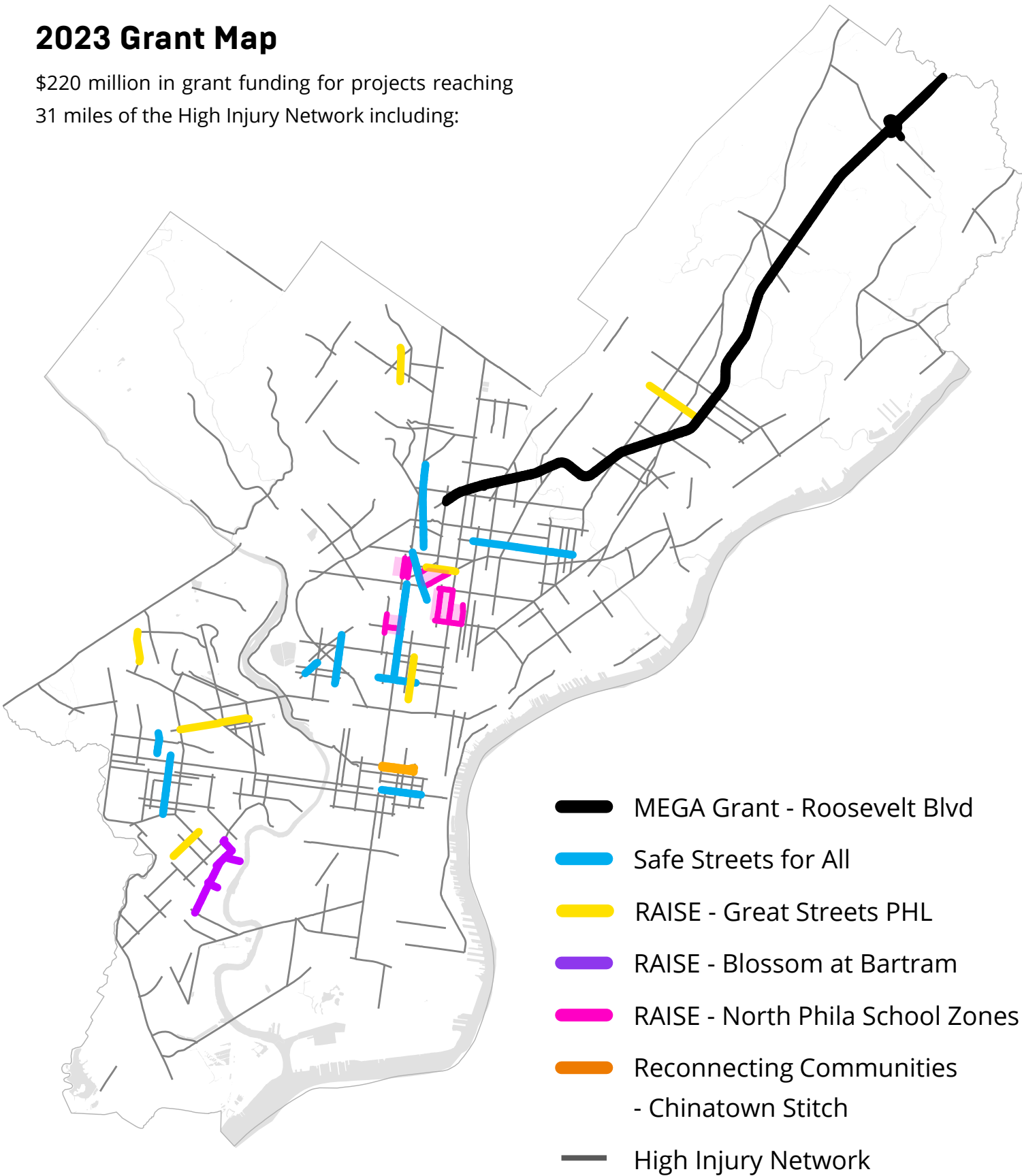
Neighborhood Slow Zones install a system of traffic calming throughout a community. Community members are included throughout the process. All streets within the zone have signs for the 20 mph speed limit. Two zones have been installed: in the Fairhill neighborhood, and around Willard Elementary School. Since installation in 2022, the zones have had no fatal or serious injury crashes. Reported crashes in the zones are down by 75%.

2 - PennDOT Crash Data, 2012-2022

75%
**FEWER CRASHES
IN NEIGHBORHOOD
SLOW ZONES³**

2023 Grant Map

\$220 million in grant funding for projects reaching 31 miles of the High Injury Network including:



\$220
MILLION
TRAFFIC SAFETY
INVESTMENT

31
MILES OF HIGH
INJURY NETWORK
RECEIVE GRANTS

BIPARTISAN INFRASTRUCTURE LAW FUNDS TRAFFIC SAFETY

Funding Complete Streets projects requires compiling resources from local, state, and federal sources. The City has built the case for investing in safety on city streets. Philadelphia has recently brought in \$220 million in traffic safety funding from the federal Bipartisan Infrastructure Law, state, and local grants.

Our efforts start with community outreach and planning. These efforts lead to documents like the Vision Zero Action Plan and funding opportunities like the Safe Streets for All grant.

The Bipartisan Infrastructure Law funded Safe Streets for All as a traffic safety grant program. Applicants must put together a Vision Zero (or similar) traffic safety plan. Most cities around the country received smaller grants to help them put together that plan. But Philadelphia already had a model Vision Zero Action Plan in place. The City applied directly for a larger grant to advance the Vision Zero Action plan. Philadelphia received a \$30 million Safe Streets for All grant. It was the largest Safe Streets for All grant in the country.

For a full list of grant awards since October 2022, see Section 9 “Appendix: Grant Awards”.



Speed Cushions installed at Mastery Lenfest, October 2023.

SECTION 4

SAFE SPEEDS

SUBCOMMITTEE

REDUCING VEHICLE SPEEDS

To reduce traffic deaths, it is necessary to reduce vehicle speed. Vehicle speed makes crashes more likely and more severe.

When people walking, biking, or rolling are hit by someone driving at 20 mph, 1 out of 10 die. When people walking, biking, or rolling are hit by someone driving at 40 mph, 9 out of 10 die.

To reduce traffic deaths, we need to design our transportation system for lower speeds. More than one-third (36%) of the city's traffic-related deaths are from aggressive driving. Aggressive driving includes speeding and failure to yield.



Roosevelt Boulevard, August 2022

AUTOMATED SPEED ENFORCEMENT

Automated speed safety cameras on Roosevelt Boulevard continue to prove highly effective. Since 2020, speed cameras have reduced serious crashes on Philadelphia's most dangerous roadway. Speed cameras have reduced speeding at their locations by 95.3%.

Lower vehicle speeds are also leading to less severe crashes. Fatal and serious injury crashes have dropped by 21%. Crashes involving people walking have fallen by nearly 50%. Speed cameras should be renewed and expanded to more corridors.

95.3%
FEWER SPEEDING
VIOLATIONS¹

21%
FEWER FATAL AND
SERIOUS INJURY
CRASHES²

50%
FEWER CRASHES
INVOLVING
PEOPLE WALKING²

1 - Roosevelt Blvd Automated Speed Camera Annual Report, April 2023

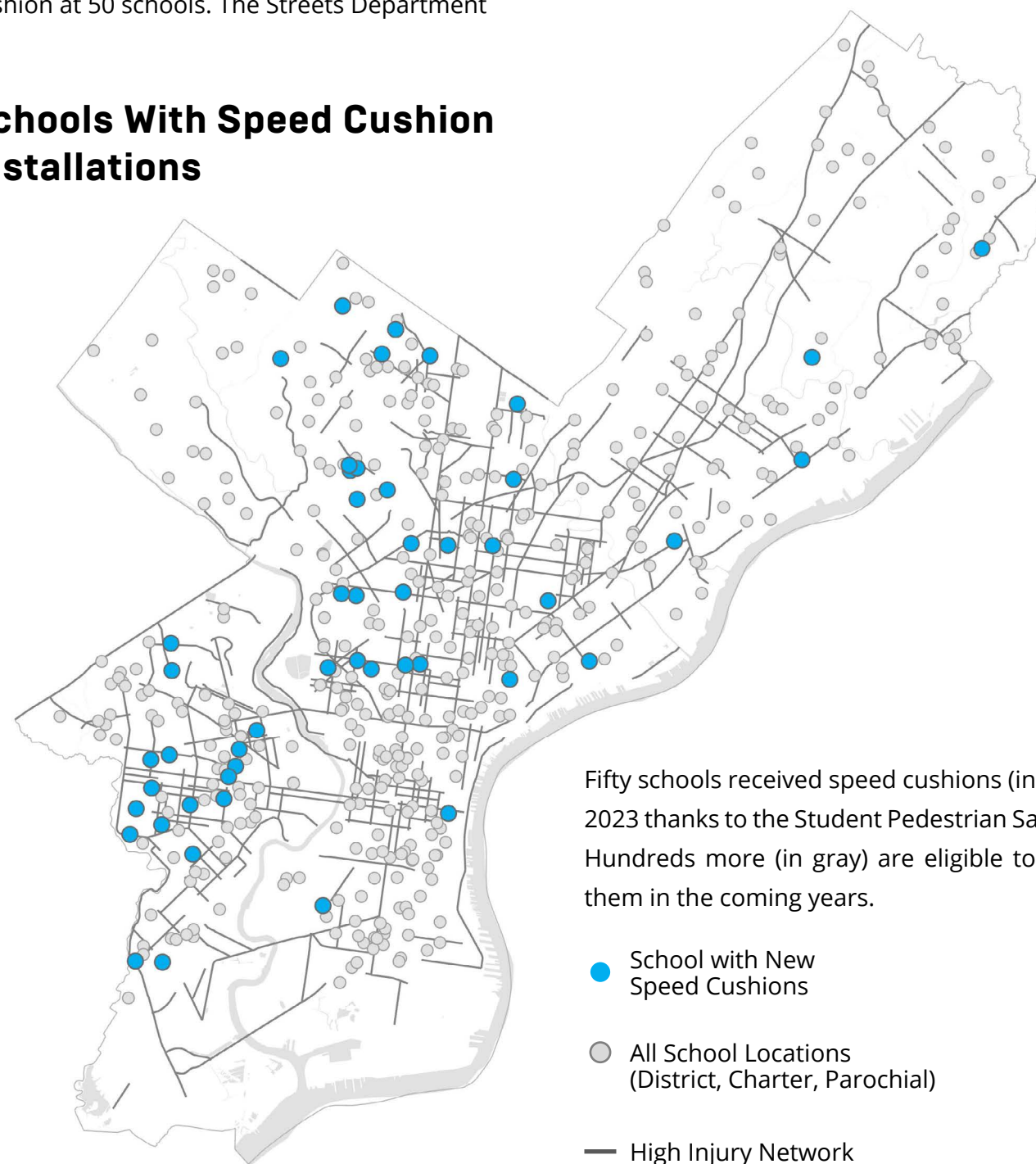
2 - PennDOT Crash Data, 2018-2022

STUDENT PEDESTRIAN SAFETY BILL


In March 2023, Philadelphia City Council passed the Student Pedestrian Safety bill. Councilmember Anthony Phillips introduced the bill. The bill aims to streamline the process of installing speed cushions around schools. The Streets Department has now installed speed cushion at 50 schools. The Streets Department

selected this first round of schools based on crash data. The Streets Department will continue installing speed cushions citywide until every school has received traffic calming improvements. This plan is contingent on City Council authorizing more funding.

Schools With Speed Cushion Installations



ACTION UPDATES - SAFE SPEEDS

Learn more about each subcommittee and their goals online: [Vision Zero 2025 Action Plan](#)¹ 


1 - Reduce speeds to match the survivable design of the street.

1.1 - COMPLETED & MONITORING	STREETS
Implement signal progression to support a 25 mph citywide speed limit.	The majority of corridors are designed for 25mph progression speed.
1.2 - STARTED	STREETS, PLANNING COMMISSION, OTIS
Design residential streets for 20 mph target speeds using traffic-calming measures.	Neighborhood Bikeway projects advancing in Strawberry Mansion, Germantown and Fishtown. Neighborhood Slow Zones advancing to new locations selected in the 2023 application round. Residential streets around schools can now receive traffic calming without a speed study.
1.3 - ON-TRACK FOR 2025	STREETS, 311, OTIS
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 and Streets completed the review and developed recommendations for updating the program. A forthcoming resident request process will streamline the process and show residents what streets are eligible and a prioritization score based on crash data and equity criteria. Speed studies will no longer be required on eligible streets. Installation of speed cushions will be dependent on funding and scalable to meet Streets capacity.
1.4 - COMPLETED & MONITORING	HEALTH
Evaluate the relationship between traffic violence, community safety, and gun violence to determine relationships and potential solutions.	Philadelphia Department of Public Health completed analysis of gun violence and traffic violence.

2 - Seek State approvals to implement safe speeds.

2.1 - STARTED	STREETS, OTIS
Expand automated speed enforcement program to within ¼ mile of all schools and all HIN streets, upon passage of State enabling legislation.	Policy stakeholders and advocates continued to organize around advancing legislation to renew and expand ASE. Legislation passed the PA House and is pending in the Senate at this time.
2.2 - COMPLETED & MONITORING	OTIS
Analyze priority locations for expanded automated speed enforcement.	Several partners working on this in the Safety Data subcommittee, including DVRPC. DVRPC is exploring this issue as part of the Speed Limit Setting technical study for FY24.
2.3 - STARTED	STREETS, OTIS
Implement local control of speed limits, upon passage of State enabling legislation.	DVRPC initiating technical study for FY24.

3 - Continue Neighborhood Slow Zones program.

3.1 - COMPLETED & MONITORING	OTIS
Continue Neighborhood Slow Zone program with regular opportunities for neighborhoods to apply.	Completed a new round of applications and identified Neighborhood Slow Zone projects for the next 2 years. More information: Neighborhood Slow Zone Program ² 
3.2 - ON-TRACK FOR 2025	STREETS, OTIS
Pilot a School Slow Zones program to design safer streets in partnership with students, caregivers, teachers, and school administrators.	Streets is coordinating with schools to install traffic calming in school zones. Additional School Slow Zones including Cramp, Overbrook, and Logan expected to advance to construction soon.

1 - URL: [visionzerophl.com/plans-and-reports/action-plan-2025](#)

2 - URL: [visionzerophl.com/slow-zone-program](#)



Hardened Centerlines on Washington Avenue, November 2023

SECTION 5

SAFE STREETS

SUBCOMMITTEE

MAKING SAFE PLACES TO DRIVE, BIKE, WALK, AND ROLL

Changing the form and function of streets can help to prevent crashes that kill and seriously injury people. Streets should invite and guide safe operating behaviors. The physical features of a street should show people how to behave.

Streets need to be designed for slower speeds. We need to focus on High Injury Network streets. Different street features can separate spaces for different types of roadway users. People driving, taking transit, walking or rolling, and biking have different needs. Separated spaces can also slow speeds and reduce the likelihood of crashes.



Shared trail construction on Island Avenue, September 2023.



ADA ramps and shared-use path on Henry Avenue, September 2023.

2023 PAVING SEASON

The City of Philadelphia's Streets Department advanced many safety projects on the High Injury Network during the 2023 paving season. There are new separated bike lanes across the city. These include: Walnut Street from 33rd to 63rd streets, Aramingo Avenue from Allegheny Avenue to Wheatsheaf Street, and 15th Street from Callowhill Street to JFK Boulevard. Smaller connectors will roll out as the paving season continues into the fall.

ISLAND AVE SAFETY PROJECT


The Streets Department has also begun construction of the Island Avenue Improvement Project. The project goes along Island Avenue from Elmwood Avenue to Suffolk Avenue. There will be a shared trail for people walking and biking. Residents will find shorter and simpler intersections to cross. Transit riders will get on and off trolleys easier using level boarding platforms.

HENRY AVENUE HIGHWAY SAFETY IMPROVEMENT PROJECTS

PennDOT's Highway Safety Improvement Program saw safety treatments on Henry Avenue in East Falls. This section of the project received upgraded traffic signals. There are also raised center medians and bump-outs. People

walking and rolling can use sidewalk and ADA ramps and a shared-use bicycle and pedestrian path. There will also be a raised intersection at School House Lane.

ACTION UPDATES - SAFE STREETS

Learn more about each subcommittee and their goals online: [Vision Zero 2025 Action Plan](#)¹ 

1 - Invest in safety improvements on the Vision Zero Capital Plan locations.

1.1 - ON-TRACK FOR 2025	OTIS
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.	US DOT grant applications submitted for planning and construction on HIN, including a new SS4A application using the Capital Plan and High Quality Bike Network.

2 - Engage with community members proactively on street safety improvements.

2.1 - ON-TRACK FOR 2025	OTIS
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	Planning work initiated on Great Streets PHL with multiple community meetings held to guide concept development on each of seven corridors.

3 - Make cost-effective safety improvements systematically and rapidly on High Injury Streets.

3.1 - ON-TRACK FOR 2025	STREETS, OTIS
<p>Update the Philadelphia internal and external street design guidance documents to ensure alignment and provide guidance on safety improvements such as:</p> <ul style="list-style-type: none">• 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	Phase Two of the Complete Streets Delivery Program underway with the consultant selected and work advancing. Expected completion in FY24.

1 - URL: visionzerophl.com/plans-and-reports/action-plan-2025

3.2 - ON-TRACK FOR 2025

Upgrade two protected bike lanes to more permanent materials along High Injury Network.

STREETS, OTIS

Pilot underway for concrete curb treatments for existing bicycle facilities on Essington Ave and Ryan Ave. Franklin Square Phase 2 construction anticipated in 2024.

3.3 - ON-TRACK FOR 2025

Reduce 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

Pedestrian crossing distances reduced on Walnut St and Aramingo Ave intersections; construction started on Island Ave intersections.

4 - Incorporate safety improvements into upcoming projects in the street right-of-way.

4.1 - STARTED

Install Leading Pedestrian Intervals on all pedestrian priority and safe routes priority corridors and intersections where possible.

STREETS

The Safe Streets subcommittee has set a baseline for future tracking of LPI deployment.

4.2 - ON-TRACK FOR 2025

Convert at least 75% of all citywide street lights to LED.

STREETS

Construction began August 8. Follow the project:

[Philly Streetlight Improvement Project](#)² 

4.3 - STARTED

Continue to install pedestrian countdown timers at all signalized intersections over 34 feet wide.

STREETS

The Safe Streets subcommittee has set a baseline for future tracking of pedestrian countdown deployment.

4.4 - ON-TRACK FOR 2025

Install 40 miles of protected bicycle lanes on the High Quality Bike Network.

STREETS, OTIS

40 miles of protected bicycle lanes expected to be completed at the end of the 2023 paving season.

2 - URL: phillystreetlightimprovement.com

ACTION UPDATES - SAFE STREETS

4 - (Continued) Incorporate safety improvements into upcoming projects in the street right-of-way.

4.5 - STARTED	STREETS, OTIS
Install four more neighborhood bikeways on the High Quality Bike Network	Neighborhood Bikeway projects advancing in Strawberry Mansion, Germantown and Fishtown.
4.6 - NOT INITIATED	STREETS
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.	Not initiated as of Fall 2023.
4.7 - COMPLETED AND MONITORING	PLANNING COMMISSION, OTIS
Release a map of the long-term vision for the High Quality Bike Network.	HQBN released with PCPC’s Pedestrian Bicycle Plan Update.
4.8 - ON-TRACK FOR 2025	STREETS, OTIS
Continue the routine Streets Department resurfacing program and include pedestrian/bicycle improvements, as informed by CONNECT priorities.	Project include: Lansdowne (Sweet Briar - Girard), Lombard (22 - 27), 74th (Elmwood - Buist), 13th (South - Spring Garden, Brown - Fairmount), 15th (Callowhill - Vine), Germantown (2 - Girard), 6th (Fairmount - Spring Garden), Lindbergh (84 - 86), 34th (Walnut - Spruce), 2nd (Race - Market)
4.9 - ON-TRACK FOR 2025	STREETS
Implement one roundabout, mini roundabout, or neighborhood traffic circle a year.	Penrose Roundabout expected to begin construction in 2024. Funding is pending for 1-2 neighborhood traffic circles.
4.10 - ON-TRACK FOR 2025	STREETS, SEPTA, OTIS
Pilot bus/trolley boarding islands on at least two High Injury Network corridors.	Boarding islands are in construction on Parkside Ave and at Broad/Germantown/Erie. Additional projects are in design at 22nd & Hamilton and Castor Ave. Washington Ave is expected to begin design in 2024.

4.11 - NOT INITIATED	STREETS
Install and evaluate a protected intersection.	Not initiated as of Fall 2023. Several candidate locations may advance in 2024, but are unlikely to be completed by 2025.
4.12 - ON-TRACK FOR 2025	PLANNING COMISSION, OTIS
Install at least three curbless streets following recommendations from the development review process.	Three constructed: Maplewood Mall, Ludlow St (11th-12th Sts), Germantown Ave (2nd-Hancock Sts.); additional locations in pipeline.
4.13 - STARTED	STREETS, PLANNING COMISSION, OTIS
Install one segment of sidewalk level protected bike lane on the High Quality Bike Network each year via the development review processes	2nd and Girard completed; additional City-led bike lane upgrades pending.
4.14 - ON-TRACK FOR 2025	STREETS
Install one segment of sidewalk level protected bike lane on the High Quality Bike Network each year via the development review processes	Projects include: Aramingo (Allegheny - Wheatsheaf, Lehigh - Somerset, Church - Margaret), Henry (School House - Walnut Ln), Race (5 - 4), Walnut (33 - 63), Bartram (Gov Prince - 84), 15th (JFK - Vine), 16th (JFK - Arch), Parkside (49 - Belmont), Island (Bartram - Penrose), Passyunk (61 - 63), 16th (JFK - Arch), Market (20 - 23), Richard Allen (Cresheim - Bryan)
4.15 - ON-TRACK FOR 2025	STREETS, PLANNING COMISSION, OTIS
Update the City's Complete Streets Checklists and make a consistent review tool for development review processes, including Civic Design Review.	The City's Complete Streets checklists are being updated as part of the OTIS/Streets TCDI grant (now in phase 2). The outcome of this process will result in changes to the CDR checklist.
4.15 - NOT INITIATED	PLANNING COMMISSION, OTIS
Evaluate TOD Overlay District for ways to strengthen mode shift especially transit, biking, and walking.	Evaluation of curent TOD Overlay District not initiated as of 2023.



Safe Routes Philly held bike training at D. Newlin Fell School, May 2023

SECTION 6

SAFE PEOPLE
SUBCOMMITTEE

EMPOWERING PHILADELPHIANS

All Philadelphians deserve safe streets. We are working to ensure that all residents and visitors feel part of a shared traffic safety culture.

The Vision Zero Action Plan 2025 provides access to traffic safety resources. These resources are appropriate for everyone, and localized by age, culture, and language.

The City is partnering with community leaders, local organizations, and elected officials. Working together, we are creating a culture of traffic safety for all.



Students at Henry H. Houston School participated in Walk, Bike, & Roll to School Day, May 2023



Vision Zero Ambassadors, September 2023

SAFE ROUTES PHILLY

Safe Routes Philly, the City's traffic safety education program, celebrated Bicycle Safety Month in May 2023. More than 60 students participated in Walk, Bike, & Roll to School Day celebrations. Students at D. Newlin Fell School, Samuel Gompers School, Henry H. Houston School (pictured), and SLA Beeber School participated in biking to school and bike training events.

Frances E. Willard and John H. Webster schools hosted balance bike activity days. Kindergarten and first-grade students rode balance bikes,

which do not have pedals. Balance bikes provide a greater sense of balance compared to training wheels. Safe Routes Philly and the Pennsylvania Department of Health's WalkWorks program partnered on these days.

Finally, students at Mastery Charter Schools' Thomas Elementary School got moving with Girls in Gear. The after-school program teaches life-skills through bike skills.

VISION ZERO AMBASSADORS


The Vision Zero team welcomed its second cohort of Vision Zero Ambassadors in 2023. Philadelphians showed unprecedented interest in the program this year. We received more than 150 applications for the six positions.

The Vision Zero Ambassadors worked in their own communities to spread traffic safety messages. They emphasized that traffic deaths are both preventable and unacceptable. Between June and August of 2023, the Ambassadors engaged hundreds of community members at more than 45 events.

PUBLIC SAFETY ENFORCEMENT OFFICERS

In March 2023, we welcomed a new type of civilian officer: Public Safety Enforcement Officers (PSEOs). The Officers are enforcing regulations that deter people driving from behaving dangerously. The Officers are issuing tickets for blocking crosswalks, bike lanes, and sidewalks. The initial group included more than a dozen Officers. The new unit will soon have 125 Officers. The Streets Department manages the Officers and the School Crossing Guards. Working together we are supporting Philadelphia to get to zero traffic deaths.

ACTION UPDATES - SAFE PEOPLE

Learn more about each subcommittee and their goals online: [Vision Zero 2025 Action Plan](#)¹ 

1 - Prioritize Philadelphia youth in Vision Zero programs and conversations.

1.1 - ON-TRACK FOR 2025	OTIS
Expand Safe Routes Philly program to 25% of Philadelphia schools by 2025 prioritizing schools near locations with high rates of crashes involving youth.	Safe Routes Philly continues to expand outreach to new schools with each academic year. The program is now active in 23 individual schools citywide.
1.2 - ON-TRACK FOR 2025	OTIS
Develop a Vision Zero Youth Ambassador program within Safe Routes Philly that promotes traffic safety in neighborhoods with high rates of crashes involving youth.	The framework developed in 2022 for the Vision Zero Youth Ambassadors has been refined to deploy at schools during the 2023-2024 academic year.
1.3 - STARTED	SCHOOL DISTRICT, OTIS
Develop and deliver training to school principals on how to implement safe pick-up and drop-off safety training for School District schools.	Developing contacts with SDP’s department of school safety.
1.4 - ON-TRACK FOR 2025	OTIS
Conduct at least two Safe Routes Philly training sessions for educators, school champions, and community leaders each year.	Through the SDP’s office of curriculum, Safe Routes is able to offer professional development to teachers.

2 - Expand access to quality traffic safety education and co-design processes that incorporate input from Philadelphians.

2.1 - STARTED	OTIS, SAFE PEOPLE SUBCOMMITTEE
Develop a Vision Zero Leader multilingual toolkit with specific recommendations on how to take action in communities	Vision Zero Community Ambassadors continued to apply existing toolkits in 2023. More work needed to expand to multilingual toolkits for specific communities.
2.2 - ON-TRACK FOR 2025	SAFE PEOPLE SUBCOMMITTEE
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.	Community Ambassador program continued for a second year with six ambassadors.
2.3 - ON-TRACK FOR 2025	OTIS
Organize two trainings per year on innovative traffic safety topics for City staff involved in roadway safety efforts.	Guest speakers from Children’s Hospital of Philadelphia Injury Prevention discussed innovative data linkage work to the Safety Data subcommittee.
2.4 - ON-TRACK FOR 2025	OTIS
Seek partnerships to develop STEM traffic safety curriculum for middle school and high school levels for Safe Routes Philly.	Safe Routes Philly has partnered with schools including Friends Select on creating modules for middle and high school levels. These will inform the middle school curriculum currently under development.
2.5 - ON-TRACK FOR 2025	PLANING COMMISSION, OTIS
Offer Vision Zero module to Citizens Planning Institute course at least twice.	OTIS working with the Safe People subcommittee to develop training materials that can be used with CPI and other groups.
2.6 - ON-TRACK FOR 2025	POLICE, OTIS
Conduct trainings with Philadelphia Police leadership addressing the implications, barriers, and limitations of enforcing against aggressive driving.	OTIS working with the Safe People subcommittee to develop training materials that can be used with PPD and other internal groups.

1 - URL: visionzerophl.com/plans-and-reports/action-plan-2025

ACTION UPDATES - SAFE PEOPLE

3 - Amplify Vision Zero communications to build a traffic safety culture and educate Philadelphians about safe behaviors.

3.1 - STARTED

With regional partners, develop workshop and toolkit for professional media on how to best communicate information about traffic crashes and Vision Zero.

REGIONAL SAFETY TASK FORCE

Toolkit developed by Regional Safety Task Force in 2021; workshop delayed.

3.2 - COMPLETED & MONITORING

Continue to provide accurate and timely crash data to local press to aid appropriate reporting on traffic crashes.

POLICE, MAYOR’S OFFICE

Crash data provided to press requests in 2023.

3.3 - COMPLETED & MONITORING

Continue to promote traffic safety communications messages citywide and in the context of specific projects.

OTIS

Communications campaigns implemented in 2023; project-specific messaging ongoing.

3.4 - ON-TRACK FOR 2025

Continue to incorporate research on effective messaging into Vision Zero communications including campaign analytics to track performance and adjust for effectiveness.

OTIS

Analytics tracked; motorcycle and Community Ambassador focus groups used to refine messaging in 2023.

3.5 - COMPLETED & MONITORING

Support transition of crossing guard program and provide crash data to prioritize guards at high youth pedestrian crash intersections.

STREETS, SCHOOL DISTRICT, MDO

Vision Zero and Safe Routes Philly continue to support the Crossing Guard Program.

3.6 - ON-TRACK FOR 2025

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

Campaigns rolled out in 2023 include the new Philly Travels Safely digital campaign.

3.7 - COMPLETED & MONITORING

Publish a quarterly Vision Zero newsletter

OTIS, SAFE PEOPLE SUBCOMMITTEE

Vision Zero began publishing a monthly newsletter, including both internal and external versions, in 2023.

3.8 - STARTED

Produce all public Vision Zero education campaigns bi-lingually, in English and Spanish, and any other languages whenever possible/whenever reflecting the neighborhood languages.

MAYOR’S OFFICE, IMMIGRANT AFFAIRS, OTIS

Some print and digital materials available in Spanish, especially when impacted neighborhoods have substantial Spanish-speaking population.

3.9 - COMPLETED & MONITORING

Honor traffic violence victims by including their stories in Vision Zero communications messaging in partnership with Families for Safe Streets.

SAFE PEOPLE SUBCOMMITTEE

Stories included in annual report 2023; partnerships continued to strengthen with Families for Safe Streets for World Day of Remembrance and other efforts.

3.10 - COMPLETED & MONITORING

Support new Traffic Safety Officer position and provide training about Vision Zero.

MAYOR’S OFFICE

Vision Zero developed guidance on key infractions for enforcement and corridors on the High Injury Network to focus on. Vision Zero training was provided to newly trained Public Safety Enforcement Officers.

3.11 - STARTED

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

SAFE PEOPLE SUBCOMMITTEE

Clean Air Council developed a draft toolkit. The Safe People subcommittee is supporting advancing this action.

ACTION UPDATES - SAFE PEOPLE

4 - Strategically and equitably expand automated enforcement to reduce the most dangerous behaviors.

4.1 - STARTED	SEPTA
Pilot bus lane enforcement through onboard bus cameras by 2025	SEPTA partnering with Hayden AI on a pilot camera enforcement program to demonstrate the scope of illegal parking on transit operations (no tickets will be issued)
4.2 - ON-TRACK FOR 2025	PARKING AUTHORITY
Expand Automatic Red Light program at highest red light running crash locations.	The City continues to partner with the Philadelphia Parking Authority on identifying locations for red light enforcement.
4.2 - ON-TRACK FOR 2025	PARKING AUTHORITY, OTIS
Develop and implement an education campaign in advance of any automated enforcement.	Fact sheet and additional materials updated with new figures in 2023 to support efforts to renew and expand automated speed enforcement legislation.



Red, bus-only lane on Market Street, August 2023

SECTION 7

SAFE VEHICLES

SUBCOMMITTEE

ADVANCING SAFETY INSIDE AND OUTSIDE OF VEHICLES

Safe vehicles are an essential part of a safe transportation system. Building a safe system makes it easy for people to walk, bike, or take transit whenever possible.

The City's leadership in safe vehicles is most influential as the owner of vehicle and bike fleets. The City is also an advocate for enhancing vehicle design standards.

The Vision Zero Policy Subcommittee advances many of these actions. The City partners with Indego, the City's bikeshare program, and SEPTA, on safe vehicles.



Press conference for the Zero Fare program, August 2023

ZERO FARE PROGRAM PILOT

In Philadelphia, public transportation is a critical travel option. In a dense urban area, public transportation provides an efficient and safe way for people to get to their destinations.

Public transportation can also be a lifeline for people in low-income households. The Zero Fare program will help to close the gap for people who are burdened by transportation costs. The program provides free transit access to 25,000 people who live near or below the poverty level. Zero Fare is starting as a 2-year pilot program.

Zero Fare has three main goals. The first goal is to increase economic mobility. The second goal is to improve quality of life. The third goal is to help all residents and their neighborhoods thrive and grow.

Similar programs in peer cities have shown a range of benefits. Participants have found better access to social services and medical support. The City is administering this program in partnership with SEPTA and community-based organizations.

Learn more about the program online:

[Zero Fare Program](https://www.phila.gov/programs/zero-fare)¹ 

1 – URL: www.phila.gov/programs/zero-fare



Indego Bike Share, Jasmine Alston August 2019

INDEGO EQUITY REPORT

In February 2023, Indego and the City released the 2023 Indego Equity Plan. The Equity Plan is a 5-year roadmap for the Indego bike share program. Indego continues to lead the way in equitable bike share growth and operation.

The report shows that a successful bike share program has three key elements. Bike share needs funding, infrastructure that encourages safe bike riding, and community support.

The Indego Equity Plan also identifies key goals for the program. The goals include improving access, reducing barriers to entry,

and prioritizing community partnerships. Indego's team should also be diverse in demographics, perspectives, and experiences.


Through this plan, Indego will continue to work towards increasing representation. Indego also wants to build a stronger culture of inclusion. Finally, Indego is using an equity lens to examine its organization and programs. Overall, Indego aims to have a bike share program that all kinds of people feel is for them and benefits their community.

Learn more about the report online:

[Indego Equity Report](https://www.rideindego.com/blog/otis-and-indego-release-new-indego-equity-plan)² 

2 – URL: www.rideindego.com/blog/otis-and-indego-release-new-indego-equity-plan

ACTION UPDATES - SAFE VEHICLES

Learn more about each subcommittee and their goals online: [Vision Zero 2025 Action Plan](#)¹ 

1 - Support transportation options that reduce driving.

1.1 - COMPLETED & MONITORING	MDO, FINANCE
Create City department passes for SEPTA and Indego bike share to allow City employees to travel without using fleet vehicles.	SEPTA passes provided to all City employees in 2023.
1.2 - ON-TRACK FOR 2025	SEPTA, CLEAN AIR COUNCIL
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.	Clean Air Council is working with universities and large employers to adopt SEPTA Key Advantage and SEPTA Key Advantage UPass.
1.3 - ON-TRACK FOR 2025	SEPTA
Improve bus travel times by 5% by 2025.	SEPTA Bus Revolution’s network improvements expected to improve bus travel times with more direct routes. In addition, red painted bus lanes increase travel times on heavily congested corridors in Center City.
1.4 - ON-TRACK FOR 2025	SEPTA
Increase the number of city residents within 1/4 mile of frequent transit by 10% by 2025.	SEPTA Bus Revolution released an updated bus network in September 2023. The new network increases the number of potential riders within 1/4 mile of frequent service by 64%.
1.5 - COMPLETED & MONITORING	OTIS
Work with Council to expand commercial trash hauling hours as part of the Congestion Omnibus Bill.	Pilot completed in 2022.

2 - Pursue the latest safety features in all Vision Zero partner fleet purchases and upgrades.

2.1 - COMPLETED & MONITORING	FLEET, OTIS
Install hands-free phone/GPS holders in all City vehicles.	Not initiated.

1 - URL: visionzerophl.com/plans-and-reports/action-plan-2025

2.2 - STARTED	OTIS
Study impacts and establish funding plan for purchasing additional fleet safety equipment and technology for City vehicles including warning systems, cameras, and telematics.	OIT and OTIS have released a RFP to pilot real-time dynamic routing, assignment, driver navigation, and dashboard-based monitoring for City truck drivers.
2.3 - ON-TRACK FOR 2025	MAYOR’S OFFICE, OTIS
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.	The City continues to work through NACTO, the National Association of City Transportation Officials, to advocate for vehicles.
2.4 - STARTED	SEPTA
Pilot collision avoidance systems on SEPTA trolleys and buses.	Collision avoidance system pilot currently underway on street running trolley fleet, as well as other safety initiatives like the Speed check Campaign to check speeds on various routes.

3 - Support safety with new and emerging mobility technologies and targeted messaging about the City’s vehicle fleet.

3.1 - NOT INITIATED	OTIS
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.	Not initiated.
3.2 - NOT INITIATED	FLEET, OTIS
Incorporate City fleet into citywide Vision Zero media campaign by using vehicles as moving billboards	Not initiated.
3.3 - NOT INITIATED	PLANNING COMMISSION, OTIS, BIKE COALITION
Create public service announcement (PSAs) campaign to raise awareness of ‘dooring’ and install in Taxi & Limousine Division vehicles.	No new progress in 2023.
3.4 - NOT INITIATED	PLANNING COMMISSION, OTIS, BIKE COALITION
Work with school district to pilot automated enforcement of illegal passing of school buses.	No new progress in 2023.



Meeting for the West Passyunk Neighborhood Slow Zone, May 2023

SECTION 8

SAFETY DATA
SUBCOMMITTEE

MAKING DECISIONS BY ANALYZING DATA

Eliminating traffic-related deaths requires continual, data-informed analysis. Crash data is critical for understanding when and where these crashes occurred. We can also find out the factors that may have contributed to the crashes.

Vision Zero has a data-driven, safe systems approach. This approach brings attention to the systemic nature of crashes.

One goal is to center equity in Vision Zero. We need to gather demographic data of all people involved in a crash. We can then understand how transportation safety intersects with social justice issues.



Animated still frame from the Teen Driving Safety campaign, August 2022



Community event for the West Passyunk Neighborhood Slow Zone. May 2023

DATA-DRIVEN YOUTH TRANSPORTATION SAFETY CAMPAIGN

Vision Zero, Safe Routes Philly, and the Philadelphia Department of Public Health partnered on a social media campaign.

The data-driven “Youth Transportation Safety” campaign premiered in Spring 2023. The campaign analyzed data and insights from teen focus groups. The campaign then created animated videos about biking, driving, and transit safety. The campaign included four static ads and two video ads. The campaign reached teens and adults/caregivers from OTIS’ social media accounts.

The combined ads reached 1,367,262 social media users. There were 7,348,578 impressions (roughly 5.37 impressions per user), 1,499 likes, 2,668 shares, and 4,697 links clicked. The campaign saw very high viewership on the teen-friendly social media platform, TikTok.

The campaign was funded in part by the Pennsylvania Department of Health’s Preventive Health and Health Services Block Grant.

DVRPC LAUNCHES DATA CENTER

The Delaware Valley Regional Planning Commission (DVRPC) launched the online Data Center in April 2023. The Data Center which provides access to data and information about the Greater Philadelphia region. Users can search for datasets using keywords or they can browse the data catalog by topic. Datasets include bike facilities and the Bicycle Level of Stress Network. Users can also look up crashes, demographics, equity through access, land use, and the pedestrian network.

The Data Center also features maps and applications that are built upon the datasets found in the data catalog. Users can also find streamlined access to many important subjects.


Vision Zero and OTIS have used the datasets to evaluate projects, such as the Neighborhood Slow Zone applications.

Visit the data center site:


[DVRPC Data Center¹](https://dvrpc.org/data) 

1 – URL: dvrpc.org/data

ACTION UPDATES - SAFETY DATA

Learn more about each subcommittee and their goals in the [Vision Zero 2025 Action Plan](#).¹ 

1 - Evaluate street safety treatments regularly and consistently and adjust treatments as prudent based on the results.

1.1 - ON-TRACK FOR 2025	STREETS, OTIS
Complete three before/after studies each year to analyze the effectiveness of Vision Zero corridor or intersection safety projects.	Significant progress made including multilevel regression analysis and results published in a StoryMap Complete Streets Projects Transform Traffic Safety ² 
1.2 - COMPLETED & MONITORING	OTIS
Continue to release annual Vision Zero progress reports.	Annual progress report published September 2023.
1.3 - ON-TRACK FOR 2025	OTIS
Continue to update the High Injury Network with new crash data with every future Vision Zero plan and use it to prioritize safety interventions	Methodology to be reviewed during 2024 for a new HIN with the upcoming 2030 5-Year Action Plan. 2018-2022 crash data to be added to HIN webmap.
1.4 - ON-TRACK FOR 2025	STREETS, OTIS
Continue to input Vision Zero projects into public-facing GIS layer.	OTIS working with the Safe Speeds & Streets subcommittee to collect this data and develop new GIS layer.

2 - Improve the quality and timeliness of relevant traffic safety data.

2.1 - STARTED	POLICE, PENNDOT
Consistently collect, record, and report race/ethnicity data for all people involved in a crash.	Progress has stalled on this request, OTIS to work with PennDOT partners on advancing in 2024 while also looking at opportunities to use health data as an alternative means to collect this data.

2.2 - ON-TRACK FOR 2025

PENNDOT, OTIS

Evaluate crashes with more precise data for time of crash (precise date) and people involved (zip codes).

Staff identified to advance analysis. Working with PennDOT to secure data.

2.3 - ON-TRACK FOR 2025

STREETS, OTIS

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.

Additional funding secured, RFP to be released in Fall 2023 for consultant to advance this project.

2.4 - ON-TRACK FOR 2025

JEFFERSON UNIVERSITY HOSPITAL

Evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes.

Initiative has been launched. Administering 32 question survey of inpatient crash victims. Anticipate first data set around November.

2.5 - ON-TRACK FOR 2025

HEALTH, DVRPC, PLANNING COMMISSION, OTIS

Work with partners to secure and install additional pedestrian and bicycle counters to allow more tracking of active transportation volumes

PCPC made the request for additional counters, updates expected in early 2024.

2.6 - NOT INITIATED

POLICE, STREETS

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.

Staffing constraints continue to prevent creation of a dedicated Fatal Investigations Squad within the Crash Investigation Division.

2.7 - COMPLETED & MONITORING

POLICE

Procure forensic mapping system and software to virtually assess scenes of fatal crashes

The equipment has been acquired and is in use.

1 - URL: visionzerophl.com/plans-and-reports/action-plan-2025
2 - URL: bit.ly/VZ-PHL-Project-Report

ACTION UPDATES - SAFETY DATA




3 - Improve internal and public access to safety data.

3.1 - ON-TRACK FOR 2025	PARKING AUTHORITY, SEPTA, OTIS
Develop a digital curbside management system to reduce unsafe behaviors like illegal parking/loading in the bike or bus lane, double parking/loading.	SMART grant awarded to support the Smart Loading Zone pilot program and RFP released by Smart Cities team.
3.2 - COMPLETED & MONITORING	PENNDOT
Continue to report analysis of annual PennDOT crash data and identify ways to expedite the release of crash data on an ongoing basis	2022 crash data shared in this report.
3.3 - COMPLETED & MONITORING	OTIS
Continue to report monthly City crash data in a publicly accessible database.	The Philadelphia Police Department’s Crash Investigation Division continues to make fatal crash data available each month on OpenDataPhilly.
3.4 - STARTED	OTIS
Develop an interactive, user-friendly, web-based application using standardized metrics for internal and external crash analysis.	This project has not advanced, but staffing is now in place to advance this in FY24.





SECTION 9

APPENDIX:
GRANT AWARDS



US Department of Transportation Grants:

Grant Program	Project Name	Grant Award	Project Description
MEGA Grant Program	Roosevelt Boulevard Multimodal Project 	\$78,000,000	The project will make safety and other upgrades along 12.3 miles of Roosevelt Blvd, from N. Broad St. to Bucks County, including median barriers and pedestrian refuge islands, and complete streets improvements for accessibility, pedestrian, and bicycle improvements. <i>Lead Agency: City of Philadelphia</i>
RAISE - Rebuilding American Infrastructure with Sustainability and Equity	North Philadelphia School Zones Traffic Safety Project 	\$25,000,000	Focusing around six schools and HIN corridors, the project will install Neighborhood Slow Zone treatments like gateways, curb extension, raised crosswalks, and other upgrades. (Link) <i>Lead Agency: City of Philadelphia</i>
	Southwest Philadelphia Trolley Modernization and Complete Streets Project 	\$25,000,000	The project will install complete streets upgrades over a 1.5-mile corridor from 49th St. and Woodland Ave. to 61st St. and Lindbergh Ave. as well as 51st and 56th Streets from Grays Ave and Lindbergh Blvd. Trolley modernization is also part of the project. <i>Lead Agency: SEPTA</i>



US Department of Transportation Grants:

Grant Program	Project Name	Grant Award	Project Description
Reconnecting Communities and Neighborhoods	Reconnecting Our Chinatown: Reclaiming Philadelphia's Vine Street Expressway (I-676) 	\$1,805,000	Funding to study how to reconnect Chinatown across the Vine Street Expressway (I676) through community planning activities, preliminary engineering and design studies, and an Equitable Outcomes Action Plan. <i>Lead Agency: City of Philadelphia</i>
Safe Streets and Roads for All (SS4A)	Regional Vision Zero 2050 Action Program 	\$1,470,000	DVRPC will create a safety action program to advance the Connections 2050 Long-Range Plan Regional Vision Zero 2050 goal with a process designed to strengthen ongoing regional collaboration toward eliminating crash fatalities. <i>Lead Agency: DVRPC</i>
	Philadelphia Vision Zero Capital Plan Implementation Project 	\$30,000,000	The project will install multimodal safety improvement projects along N. Broad St and Cecil B. Moore Ave, such as raised medians, pedestrian refuge islands, and speed management measures. It will also fund planning studies on 8 additional corridors and supplemental planning work to support the Vision Zero Action Plan. <i>Lead Agency: City of Philadelphia</i>
Strengthening Mobility and Revolutionizing Transportation (SMART)	Philadelphia Digital ROW and Mobility Improvement Project 	\$2,000,000	This project will digitize street, sidewalk, and curbside space and develop an online application to communicate Right-of-Way information to users. <i>Lead Agency: City of Philadelphia</i>

PennDOT Grants:

Grant Program	Project Name	Grant Award	Project Description
Automated Red Light Enforcement (ARLE)	Bike Network Curb Separation 	\$1,500,000	The project will expand the Philadelphia bikeway network and improve safety and predictability of the bikeway network on Essington Ave and Parkside Ave. <i>Lead Agency: City of Philadelphia</i>
	Citywide Intersection Modifications 	\$3,000,000	The project will install curb extensions and other intersection safety modifications at Belfield Ave. and Ogontz Ave and on N. Broad St. from Allegheny to Lehigh Ave, locations in the Vision Zero Capital Plan. <i>Lead Agency: City of Philadelphia</i>
	Citywide Traffic Calming 	\$1,000,000	The program will construct low-cost safety improvements at two locations: Tenth Memorial Way and West Passyunk neighborhood slow zones. <i>Lead Agency: City of Philadelphia</i>
	Modern Roundabouts 	\$1,500,000	The program will study, design, and construct modern roundabouts locations, potential locations include Parkside Avenue & Bryn Mawr Avenue, and Parkside Avenue & 53rd Street. <i>Lead Agency: City of Philadelphia</i>
Automated Speed Enforcement (ASE)	Roosevelt Boulevard Alternatives Analysis 	\$1,500,000	2040 alternatives analysis for Roosevelt Blvd improvements. It will also advance preliminary engineering and design 2025 Improvements identified in the Route for Change report. <i>Lead Agency: City of Philadelphia</i>
	Roosevelt Boulevard Parallel Corridor Intelligent Transportation Systems (ITS) and Emergency Preemption Program 	\$1,500,000	Design and construction of upgrades needed for the introduction of red-light running cameras by Philadelphia Parking Authority (PPA) at select intersections on Roosevelt Blvd. <i>Lead Agency: City of Philadelphia</i>
	Roosevelt Boulevard Route for Change 	\$10,000,000	Intersection modifications on Roosevelt Blvd include curb extensions to shorten pedestrian crossing distances, realigned crosswalks, and other improvements. <i>Lead Agency: City of Philadelphia</i>

PennDOT Grants:

Grant Program	Project Name	Grant Award	Project Description
Automated Speed Enforcement (ASE)	Signal Integration & ITS 	\$1,500,000	Continue to expand and upgrade several arterials with state-of-the-art technology by integrating them into an advanced traffic management system (ATMS). <i>Lead Agency: City of Philadelphia</i>
Community Transportation Safety Program (CTSP)	Community Traffic Safety Project 	\$833,241	Programs and projects to engage Philadelphia communities in Vision Zero and a culture of traffic safety, including behavioural traffic safety messaging campaigns, Safe Routes Philly programing, and supporting the Vision Zero Task Force. <i>Lead Agency: City of Philadelphia</i>
	Transportation Equity Grant 	\$408,000	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>
Green Light Go	Citywide Signal Modernization 	\$1,371,440	Updated signal equipment at 95 intersections throughout the City <i>Lead Agency: City of Philadelphia</i>
	Lincoln Drive Signal Modernization 	\$2,155,744	Full modernization upgrades at 6 signalized intersections along Lincoln Dr. <i>Lead Agency: City of Philadelphia</i>
	North Broad St. Signal Modernization 	\$3,220,400	Full modernization upgrades at 10 signalized intersections along North Broad St. <i>Lead Agency: City of Philadelphia</i>
Multimodal Transportation Fund	Fairhill Neighborhood Slow Zone – Phase Two Improvements 	\$3,000,000	The funding will allow the City to convert interim traffic safety solutions into permanent improvements the in the Fairhill Neighborhood Slow Zone. <i>Lead Agency: City of Philadelphia</i>
	Woodland Avenue Trolley Portal Complete Streets Project 	\$608,000	The project will improve bicycle, pedestrian, and transit infrastructure at the Woodland Avenue Trolley Portal. <i>Lead Agency: City of Philadelphia</i>

