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 re commitment 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
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.
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.
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.
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

1.3 WHY VISION ZERO

COMPLETE STREETS GET US TO ZERO

City Opens South 11th Street Safety Project
The project from Reed St. to Bainbridge St. began in 2019.

City Opens Parkside Avenue Safety Project
The first phase installed parking-separated bike lanes.

City Installs North Broad Street Pedestrian Medians
Median islands from Girard Ave. to Cecil B. Moore Ave. make crossing Broad St. safer.

Roosevelt Boulevard Automated Speed Enforcement Begins
PPA installed cameras in June, followed by a 2-month warning period.

MLK Drive Closed for Safe Outdoor Activities

The two documents set the course for Vision Zero until 2025, including teeing up over 20 infrastructure projects.

Vision Zero Announces Additional Neighborhood Slow Zones

Roosevelt Boulevard Route for Change Report Published
The 5-year study delivers a shared vision for the Boulevard.


COMPLETE STREETS GET US TO ZERO

American Street at West Norris Street, October 2023

2020

March 2020
MLK Drive Closed for Safe Outdoor Activities

August 2020
City Opens South 11th Street Safety Project
The project from Reed St. to Bainbridge St. began in 2019.

August 2020
City Opens Parkside Avenue Safety Project
The first phase installed parking-separated bike lanes.

November 2020
Roosevelt Boulevard Automated Speed Enforcement Begins
PPA installed cameras in June, followed by a 2-month warning period.

November 2020
MLK Drive Closed for Safe Outdoor Activities

November 2020
Vision Zero Announces Additional Neighborhood Slow Zones

2021

May 2021
Roosevelt Boulevard Sees 93% Drop in Speeding Violations

June 2021
City Installs North Broad Street Pedestrian Medians
Median islands from Girard Ave. to Cecil B. Moore Ave. make crossing Broad St. safer.
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

INVESTING IN SAFETY AND PEOPLE

City Secures $30 Million Safe Streets for All Grant Award
The federal grant will fund safety improvements on seven Great Streets projects on the HIN.

City Wins Reconnecting Communities Grant
The $1.8 million planning grant supports community engagement on exploring a cap of the Vine St. Expressway.

Fairhill & Willard Neighborhood Slow Zones Open
The first Neighborhood Slow Zones open. Engagement ongoing for additional Slow Zones.

Roosevelt Boulevard Gains $78 Million Mega Grant
This will fund the 2025 proposed recommendations in the Route for Change plan.

Indego Announces Bike Share Equity Plan
Roosevelt Boulevard Sees 50% Drop in Fatalities Since 2020
City Receives $2 Million U.S. DOT SMART Grant
Broad-Germantown-Erie Groundbreaking
City Announces $25 Million Philadelphia School Slow Zones
The federal RAISE grant will support safe routes to school for six North Philadelphia schools.

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

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.

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.

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.
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.)

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.)
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.

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.

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.
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.

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.
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.

“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.

Learn more about these evaluations online: Complete Streets Projects Transform Traffic Safety.

1 - PennDOT Crash Data, 2012-2022
3 - OTIS radar studies, DVRPC
**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%.

**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.

**More Bike Trips on Separated Bike LANES**

2X

**Less Traffic Crashes in Neighborhood Slow Zones**

75%

**TRAFFIC CRASH TRENDS**

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

**SOURCE:**

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

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.

Fifty schools received speed cushions (in blue) in 2023 thanks to the Student Pedestrian Safety bill. Hundreds more (in gray) are eligible to receive them in the coming years.

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1 - Roosevelt Blvd Automated Speed Camera Annual Report, April 2023
2 - PennDOT Crash Data, 2018-2022
ACTION UPDATES - SAFE SPEEDS

Learn more about each subcommittee and their goals online: Vision Zero 2025 Action Plan

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

1.1 - COMPLETED & MONITORING
Implement signal progression to support a 25 mph citywide speed limit.

STREETS
The majority of corridors are designed for 25mph progression speed.

1.2 - STARTED
Design residential streets for 20 mph target speeds using traffic-calming measures.

STREETS, PLANNING COMMISSION, OTIS
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
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.

STREETS, 311, OTIS
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
Evaluate the relationship between traffic violence, community safety, and gun violence to determine relationships and potential solutions.

HEALTH
Philadelphia Department of Public Health completed analysis of gun violence and traffic violence.

2 - Seek State approvals to implement safe speeds.

2.1 - STARTED
Expand automated speed enforcement program to within ¼ mile of all schools and all HIN streets, upon passage of State enabling legislation.

STREETS, OTIS
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
Analyze priority locations for expanded automated speed enforcement.

OTIS
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
Implement local control of speed limits, upon passage of State enabling legislation.

STREETS, OTIS
DVRPC initiating technical study for FY24.

3 - Continue Neighborhood Slow Zones program.

3.1 - COMPLETED & MONITORING
Continue Neighborhood Slow Zone program with regular opportunities for neighborhoods to apply.

OTIS
Completed a new round of applications and identified Neighborhood Slow Zone projects for the next 2 years. More information:
Neighborhood Slow Zone Program

3.2 - ON-TRACK FOR 2025
Pilot a School Slow Zones program to design safer streets in partnership with students, caregivers, teachers, and school administrators.

STREETS, OTIS
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.
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.
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.

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.

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

<table>
<thead>
<tr>
<th>1.1 - ON-TRACK FOR 2025</th>
<th>OTIS</th>
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<tbody>
<tr>
<td>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.</td>
<td>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.</td>
</tr>
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2 - Engage with community members proactively on street safety improvements.

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<tr>
<th>2.1 - ON-TRACK FOR 2025</th>
<th>OTIS</th>
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</thead>
<tbody>
<tr>
<td>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.</td>
<td>Planning work initiated on Great Streets PHL with multiple community meetings held to guide concept development on each of seven corridors.</td>
</tr>
</tbody>
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3 - Make cost-effective safety improvements systematically and rapidly on High Injury Streets.

<table>
<thead>
<tr>
<th>3.1 - ON-TRACK FOR 2025</th>
<th>STREETS, OTIS</th>
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<tbody>
<tr>
<td>Update the Philadelphia internal and external street design guidance documents to ensure alignment and provide guidance on safety improvements such as: • Design standards for protected bike lanes and protected intersections • Design standards for hardened centerlines • Other innovative roadway treatments in conjunctions as they are developed and evaluated</td>
<td>Phase Two of the Complete Streets Delivery Program underway with the consultant selected and work advancing. Expected completion in FY24.</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>4.1 - STARTED</th>
<th>STREETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install Leading Pedestrian Intervals on all pedestrian priority and safe routes priority corridors and intersections where possible.</td>
<td>The Safe Streets subcommittee has set a baseline for future tracking of LPI deployment.</td>
</tr>
</tbody>
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<tr>
<th>4.2 - ON-TRACK FOR 2025</th>
<th>STREETS</th>
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<tbody>
<tr>
<td>Convert at least 75% of all citywide street lights to LED.</td>
<td>Construction began August 8. Follow the project: Philly Streetlight Improvement Project™</td>
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<tr>
<th>4.3 - STARTED</th>
<th>STREETS</th>
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</thead>
<tbody>
<tr>
<td>Continue to install pedestrian countdown timers at all signalized intersections over 34 feet wide.</td>
<td>The Safe Streets subcommittee has set a baseline for future tracking of pedestrian countdown deployment.</td>
</tr>
</tbody>
</table>

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<tr>
<th>4.4 - ON-TRACK FOR 2025</th>
<th>STREETS, OTIS</th>
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</thead>
<tbody>
<tr>
<td>Install 40 miles of protected bicycle lanes on the High Quality Bike Network.</td>
<td>40 miles of protected bicycle lanes expected to be completed at the end of the 2023 paving season.</td>
</tr>
</tbody>
</table>
4 - (Continued) Incorporate safety improvements into upcoming projects in the street right-of-way.

4.5 - STARTED

4.5.1 Install four more neighborhood bikeways on the High Quality Bike Network

4.6 - NOT INITIATED

4.6.1 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.

4.7 - COMPLETED AND MONITORING

4.7.1 Release a map of the long-term vision for the High Quality Bike Network.

4.8 - ON-TARGET FOR 2025

4.8.1 Continue the routine Streets Department resurfacing program and include pedestrian/bicycle improvements, as informed by CONNECT priorities.

4.9 - ON-TARGET FOR 2025

4.9.1 Implement one roundabout, mini roundabout, or neighborhood traffic circle a year.

4.10 - ON-TARGET FOR 2025

4.10.1 Pilot bus/trolley boarding islands on at least two High Injury Network corridors.

4.11 - NOT INITIATED

4.11.1 Install and evaluate a protected intersection.

STREETS

4.12 - ON-TARGET FOR 2025

4.12.1 Install at least three curbless streets following recommendations from the development review process.

PLANNING COMMISSION, OTIS

4.13 - STARTED

4.13.1 Install one segment of sidewalk level protected bike lane on the High Quality Bike Network each year via the development review processes.

STREETS

4.14 - ON-TARGET FOR 2025

4.14.1 Install one segment of sidewalk level protected bike lane on the High Quality Bike Network each year via the development review processes.

STREETS, OTIS

4.15 - ON-TARGET FOR 2025

4.15.1 Update the City's Complete Streets Checklists and make a consistent review tool for development review processes, including Civic Design Review.

STREETS, SEPTA, OTIS

4.15 - NOT INITIATED

4.15.1 Evaluate TOD Overlay District for ways to strengthen mode shift especially transit, biking, and walking.

PLANNING COMMISSION, OTIS

4.16 - COMPLETED AND MONITORING

4.16.1 Releases a map of the long-term vision for the High Quality Bike Network.

HQBN released with PCPC's Pedestrian Bicycle Plan Update.

STREETS, OTIS

4.17 - ON-TARGET FOR 2025

4.17.1 Install and evaluate a protected intersection.

STREETS

4.18 - ON-TARGET FOR 2025

4.18.1 Projects include: Aramingo (Allegheny - Wheatsheaf, Lehigh - Somerset, Church - Margaret), Henry (School House - Walnut Ln), Race (5 - 4), Walnut (33 - 63), Bartram (Gov Prince - B4), 15th (FJK - Vine), 16th (FJK - Arch), Parkside (40 - Belmont), Island (Bartram - Penrose), Passyunk (61 - 63), 16th (FJK - Arch), Market (20 - 23), Richard Allen (Cresheim - Bryan)

STREETS, PLANNING COMMISSION, OTIS

4.19 - ON-TARGET FOR 2025

4.19.1 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.

STREETS, OTIS

4.20 - ON-TARGET FOR 2025

4.20.1 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.

PLANNING COMMISSION, OTIS

4.21 - NOT INITIATED

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

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

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

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

Learn more about each subcommittee and their goals online: [Vision Zero 2025 Action Plan](visionzerophl.com/plans-and-reports/action-plan-2025)
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.
### 4 - Strategically and equitably expand automated enforcement to reduce the most dangerous behaviors.

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<tr>
<th>4.1 - STARTED</th>
<th>SEPTA</th>
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<tbody>
<tr>
<td>Pilot bus lane enforcement through onboard bus cameras by 2025</td>
<td>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)</td>
</tr>
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<tr>
<th>4.2 - ON-TRACK FOR 2025</th>
<th>PARKING AUTHORITY</th>
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<tbody>
<tr>
<td>Expand Automatic Red Light program at highest red light running crash locations.</td>
<td>The City continues to partner with the Philadelphia Parking Authority on identifying locations for red light enforcement.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>4.2 - ON-TRACK FOR 2025</th>
<th>PARKING AUTHORITY, OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and implement an education campaign in advance of any automated enforcement.</td>
<td>Fact sheet and additional materials updated with new figures in 2023 to support efforts to renew and expand automated speed enforcement legislation.</td>
</tr>
</tbody>
</table>
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.
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 burdened by transportation costs. 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 Program1

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 Report2

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1. URL: www.phila.gov/programs/zero-fare
1 - Support transportation options that reduce driving.

1.1 - COMPLETED & MONITORING

Create City department passes for SEPTA and Indego bike share to allow City employees to travel without using fleet vehicles.

1.2 - ON-TRACK FOR 2025

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.

1.3 - ON-TRACK FOR 2025

Improve bus travel times by 5% by 2025.

1.4 - ON-TRACK FOR 2025

Increase the number of city residents within 1/4 mile of frequent transit by 10% by 2025.

1.5 - COMPLETED & MONITORING

Work with Council to expand commercial trash hauling hours as part of the Congestion Omnibus Bill.

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

2.1 - COMPLETED & MONITORING

Install hands-free phone/GPS holders in all City vehicles.

2.2 - STARTED

Study impacts and establish funding plan for purchasing additional fleet safety equipment and technology for City vehicles including warning systems, cameras, and telematics.

2.3 - ON-TRACK FOR 2025

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.

2.4 - STARTED

Pilot collision avoidance systems on SEPTA trolleys and buses.

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

3.1 - NOT INITIATED

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.

3.2 - NOT INITIATED

Incorporate City fleet into citywide Vision Zero media campaign by using vehicles as moving billboards.

3.3 - NOT INITIATED

Create public service announcement (PSAs) campaign to raise awareness of ‘dooring’ and install in Taxi & Limousine Division vehicles.

3.4 - NOT INITIATED

Work with school district to pilot automated enforcement of illegal passing of school buses.
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.
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.

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 Center

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

<table>
<thead>
<tr>
<th>1.1 - ON-TRACK FOR 2025</th>
<th>STREETS, OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete three before/after studies each year to analyze the effectiveness of Vision Zero corridor or intersection safety projects.</td>
<td>Significant progress made including multilevel regression analysis and results published in a StoryMap. <a href="#">Complete Streets Projects Transform Traffic Safety</a></td>
</tr>
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<tr>
<th>1.2 - COMPLETED &amp; MONITORING</th>
<th>OTIS</th>
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<tr>
<th>1.3 - ON-TRACK FOR 2025</th>
<th>OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to update the High Injury Network with new crash data with every future Vision Zero plan and use it to prioritize safety interventions</td>
<td>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.</td>
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<tr>
<th>1.4 - ON-TRACK FOR 2025</th>
<th>STREETS, OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to input Vision Zero projects into public-facing GIS layer.</td>
<td>OTIS working with the Safe Speeds &amp; Streets subcommittee to collect this data and develop new GIS layer.</td>
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</table>

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

<table>
<thead>
<tr>
<th>2.1 - STARTED</th>
<th>POLICE, PENNDOT</th>
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<tbody>
<tr>
<td>Consistently collect, record, and report race/ethnicity data for all people involved in a crash.</td>
<td>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.</td>
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<tr>
<th>2.2 - ON-TRACK FOR 2025</th>
<th>PENNDOT, OTIS</th>
</tr>
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<tbody>
<tr>
<td>Evaluate crashes with more precise data for time of crash (precise date) and people involved (zip codes).</td>
<td>Staff identified to advance analysis. Working with PennDOT to secure data.</td>
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<tr>
<th>2.3 - ON-TRACK FOR 2025</th>
<th>STREETS, OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Additional funding secured, RFP to be released in Fall 2023 for consultant to advance this project.</td>
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<tr>
<th>2.4 - ON-TRACK FOR 2025</th>
<th>JEFFERSON UNIVERSITY HOSPITAL</th>
</tr>
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<tbody>
<tr>
<td>Evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes.</td>
<td>Initiative has been launched. Administering 32 question survey of inpatient crash victims. Anticipate first data set around November.</td>
</tr>
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<tr>
<th>2.5 - ON-TRACK FOR 2025</th>
<th>HEALTH, DVRPC, PLANNING COMMISSION, OTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with partners to secure and install additional pedestrian and bicycle counters to allow more tracking of active transportation volumes</td>
<td>PCPC made the request for additional counters, updates expected in early 2024.</td>
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<tr>
<th>2.6 - NOT INITIATED</th>
<th>POLICE, STREETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Staffing constraints continue to prevent creation of a dedicated Fatal Investigations Squad within the Crash Investigation Division.</td>
</tr>
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<tr>
<th>2.7 - COMPLETED &amp; MONITORING</th>
<th>POLICE</th>
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<tbody>
<tr>
<td>Procure forensic mapping system and software to virtually assess scenes of fatal crashes</td>
<td>The equipment has been acquired and is in use.</td>
</tr>
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</table>
## 3 - Improve internal and public access to safety data.

### 3.1 - ON-TRACK FOR 2025

- **PARKING AUTHORITY, SEPTA, OTIS**
  - SMART grant awarded to support the Smart Loading Zone pilot program and RFP released by Smart Cities team.

### 3.2 - COMPLETED & MONITORING

- **PENNDOOT**
  - Continue to report analysis of annual PennDOT crash data and identify ways to expedite the release of crash data on an ongoing basis.

### 3.3 - COMPLETED & MONITORING

- **OTIS**
  - The Philadelphia Police Department’s Crash Investigation Division continues to make fatal crash data available each month on OpenDataPhilly.

### 3.4 - STARTED

- **OTIS**
  - This project has not advanced, but staffing is now in place to advance this in FY24.

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**Develop a digital curbside management system to reduce unsafe behaviors like illegal parking/loading in the bike or bus lane, double parking/loading.**

**Continue to report monthly City crash data in a publicly accessible database.**

**Develop an interactive, user-friendly, web-based application using standardized metrics for internal and external crash analysis.**
## US Department of Transportation Grants:

<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Project Name</th>
<th>Grant Award</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconnecting Communities and Neighborhoods</td>
<td>Reconnecting Our Chinatown, Reclaiming Philadelphia’s Vine Street Expressway (I-676)</td>
<td>$1,805,000</td>
<td>Funding to study how to reconnect Chinatown across the Vine Street Expressway (I-676) through community planning activities, preliminary engineering and design studies, and an Equitable Outcomes Action Plan. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Safe Streets and Roads for All (SS4A)</td>
<td>Regional Vision Zero 2050 Action Program</td>
<td>$1,470,000</td>
<td>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. Lead Agency: DVRPC</td>
</tr>
<tr>
<td>Safe Streets and Roads for All (SS4A)</td>
<td>Philadelphia Vision Zero Capital Plan Implementation Project</td>
<td>$30,000,000</td>
<td>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. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART)</td>
<td>Philadelphia Digital ROW and Mobility Improvement Project</td>
<td>$2,000,000</td>
<td>This project will digitize street, sidewalk, and curbside space and develop an online application to communicate Right-of-Way information to users. Lead Agency: City of Philadelphia</td>
</tr>
</tbody>
</table>

### MEGA Grant Program
- **Roosevelt Boulevard Multimodal Project**
  - **Grant Award:** $78,000,000
  - Project Description: 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. Lead Agency: City of Philadelphia

### RAISE - Rebuilding American Infrastructure with Sustainability and Equity
- **North Philadelphia School Zones Traffic Safety Project**
  - **Grant Award:** $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) Lead Agency: City of Philadelphia
- **Southwest Philadelphia Trolley Modernization and Complete Streets Project**
  - **Grant Award:** $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. Lead Agency: SEPTA
### PennDOT Grants:

<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Project Name</th>
<th>Grant Award</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automated Red Light Enforcement (ARLE)</td>
<td>Bike Network Curb Separation</td>
<td>$1,500,000</td>
<td>The project will expand the Philadelphia bikeway network and improve safety and predictability of the bikeway network on Essington Ave and Parkside Ave. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Red Light Enforcement (ARLE)</td>
<td>Citywide Intersection Modifications</td>
<td>$3,000,000</td>
<td>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. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Red Light Enforcement (ARLE)</td>
<td>Citywide Traffic Calming</td>
<td>$1,000,000</td>
<td>The program will construct low-cost safety improvements at two locations: Tenth Memorial Way and West Passyunk neighborhood slow zones. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Red Light Enforcement (ARLE)</td>
<td>Modern Roundabouts</td>
<td>$1,500,000</td>
<td>The program will study, design, and construct modern roundabouts locations, potential locations include Parkside Avenue &amp; Bryn Mawr Avenue, and Parkside Avenue &amp; 53rd Street. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Roosevelt Boulevard Alternatives Analysis</td>
<td>$1,500,000</td>
<td>2040 alternatives analysis for Roosevelt Blvd improvements. It will also advance preliminary engineering and design 2025 Improvements identified in the Route for Change report. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Roosevelt Boulevard Parallel Transportation Systems (ITS) and Emergency Preemption Program</td>
<td>$1,500,000</td>
<td>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. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Roosevelt Boulevard Route for Change</td>
<td>$10,000,000</td>
<td>Intersection modifications on Roosevelt Blvd include curb extensions to shorten pedestrian crossing distances, realigned crosswalks, and other improvements. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Signal Integration &amp; ITS</td>
<td>$1,500,000</td>
<td>Continue to expand and upgrade several arterials with state-of-the-art technology by integrating them into an advanced traffic management system (ATMS). Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Transportation Equity Grant</td>
<td>$408,000</td>
<td>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. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Citywide Signal Modernization</td>
<td>$1,371,440</td>
<td>Updated signal equipment at 95 intersections throughout the City. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Lincoln Drive Signal Modernization</td>
<td>$2,155,744</td>
<td>Full modernization upgrades at 6 signalized intersections along Lincoln Dr. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>North Broad St. Signal Modernization</td>
<td>$3,220,400</td>
<td>Full modernization upgrades at 10 signalized intersections along North Broad St. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Fairhill Neighborhood Slow Zone - Phase Two Improvements</td>
<td>$3,000,000</td>
<td>The funding will allow the City to convert interim traffic safety solutions into permanent improvements the in the Fairhill Neighborhood Slow Zone. Lead Agency: City of Philadelphia</td>
</tr>
<tr>
<td>Automated Speed Enforcement (ASE)</td>
<td>Woodland Avenue Trolley Portal Complete Streets Project</td>
<td>$608,000</td>
<td>The project will improve bicycle, pedestrian, and transit infrastructure at the Woodland Avenue Trolley Portal. Lead Agency: City of Philadelphia</td>
</tr>
</tbody>
</table>