

# VISION ZERØ

PHILADELPHIA

# ANNUAL REPORT 2024



City of  
Philadelphia



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LETTER FROM  
**MAYOR  
CHERELLE L. PARKER**



CITY OF PHILADELPHIA

Office of the Mayor  
215 City Hall  
Philadelphia, PA 19107  
(215) 686-2181  
FAX (215) 686-2180

**CHERELLE L. PARKER**  
Mayor

Dear Fellow Philadelphians,

Since taking office earlier this year, I have stressed my vision for a Safer, Cleaner, and Greener Philadelphia with Access to Economic Opportunity for All. The first pillar of this vision is public safety, which includes roadway and traffic safety.

Every Philadelphian deserves to be able to travel safely throughout our city and return home safe and unharmed. It doesn't matter where you live or work, your age, race or ethnicity, ability, income, or how you choose to travel. You deserve to be safe traveling on our streets.

To meet this goal, we are taking action. In the first 10 months of the Parker administration, we have:

- Secured more than \$200 million in federal and state grants to support traffic safety
- Recommitted the City to Vision Zero with a [new executive order](#)
- Passed legislation permitting automated speed enforcement cameras on Broad Street
- Begun a planning process to deliver a new five-year Vision Zero Action Plan by the end of 2025

This work is led by the Vision Zero Task Force, which unites partners from across our city around the goal of zero traffic deaths. These deaths are not just statistics. Fatal crashes have a rippling effect across families, communities, and neighborhoods. These are our neighbors, co-workers, friends, and family members. We keep our hearts and minds focused on the victims as we work to curb traffic violence.

Traffic deaths are preventable and unacceptable. Zero traffic deaths are attainable. And we know we can do this, Philadelphia, because we accomplish amazing things when we work together. Together, we are making Philadelphia safer for everyone. We are One Philly, A United City!

In service,

A handwritten signature in black ink that reads "Cherelle L. Parker".

Cherelle L. Parker  
100<sup>th</sup> Mayor  
City of Philadelphia





LETTER FROM

# THE VISION ZERO TASK FORCE



**Michael A. Carroll, P.E.**  
1401 John F. Kennedy Blvd Suite 1430  
Philadelphia, PA 19102  
Phone: (215) 686-9003  
Email: otis@phila.gov

Dear Philadelphia,

The Vision Zero Task Force has the important job of guiding the implementation of the Vision Zero Action Plan to eliminate all traffic fatalities and serious injuries on Philadelphia's streets. Re-established under Mayor Parker's Executive Order, we meet quarterly to provide guidance and align the missions of multiple City departments and State agencies around the shared goal of zero traffic deaths. The Task Force is purposefully broad in its membership to break down silos and communication barriers – intergovernmental cooperation in action.

While the Task Force guides policy and mission alignment, the projects and program implementation occur at the subcommittee level. Four subcommittees meet throughout the year to advance the goals of Vision Zero. They include subcommittees focused on Safe Speeds & Safe Streets, Safe People, Transformative Policy, and Safety Data. The following report details some of the incredible projects and programs that these groups implemented in 2024 to move the needle on Vision Zero.

Sincerely,

**Michael Carroll**  
Deputy Managing Director  
Office of Transportation and Infrastructure Systems

*On behalf of:*

- |   |   |
|---|---|
| City of Philadelphia, Managing Director's Office  | Southeast Pennsylvania Transportation Authority |
| City of Philadelphia, Department of Public Health | Delaware Valley Regional Planning Commission    |
| Philadelphia City Planning Commission             | School District of Philadelphia                 |
| City of Philadelphia, Streets Department          | Philadelphia Police Department                  |
| Philadelphia Parking Authority                    | Bicycle Coalition of Greater Philadelphia       |
| Pennsylvania Department of Transportation         | Philadelphia Association of CDCs                |





View of City Hall from North Broad Street at Arch Street

## Executive Order Goals:

### GOAL 1 - ACTION PLAN

Issue a new five-year Vision Zero Action Plan by the end of 2025.

### GOAL 2 - HIGH INJURY NETWORK

Update the High Injury Network, which represents the roads where the majority of fatal and serious injury crashes occur, and take steps to implement safety measures along the entire network by 2030.

### GOAL 3 - COMPLETE STREETS

Assist the Streets Department in reviewing and publishing all checklists intended to ensure compliance with the Complete Streets ordinance of the Philadelphia Code.

### GOAL 4 - SAFETY CULTURE

Promote a citywide culture of safer driving, walking, and biking.

### GOAL 5 - SAFE ROUTES PHILLY

Work with the School District of Philadelphia to educate students about traffic safety.

### GOAL 6 - ZERO TRAFFIC DEATHS

Work to reduce fatal and serious injury crashes as quickly as possible in support of the Regional Vision Zero 2050 goal.

## Mayor Parker Signs Executive Order Recommitting To Eliminating Traffic Deaths

On March 21, 2024, Mayor Parker signed Executive Order 4-24. The order recommit Philadelphia to eliminating all traffic deaths. It calls for a comprehensive, Safe System approach to traffic safety. This approach layers solutions like Safe People, Safe Speeds, and Safe Streets. It breaks down silos and fosters intergovernmental collaboration. Philadelphia advances this work through the Vision Zero Task Force. The executive order directs the Task Force to issue a new Vision Zero Action Plan and Capital Plan. They must release the plans by October 31, 2025. The order also sets several specific goals advance the Vision Zero program.

**“Every Philadelphian deserves to be able to get home safely, no matter if they choose to travel by foot, by transit, by bike, or by personal vehicle.”**

**Mayor Cherelle L. Parker**



Mayor Parker signs the Vision Zero executive order during a ceremony at City Hall in March 2024



## The Next Capital Plan Will Direct Hundreds of Millions of Dollars of Traffic Safety Investment

Philadelphia passed a Complete Streets ordinance in 2013. The ordinance directs the City to redesign streets for the safety of everyone that uses them. Complete Streets projects in Philadelphia have reduced crashes. Fatal and serious injury crashes fell by 34% and all injury crashes by 20% compared to similar streets without these improvements.

Expanding delivery of these projects is critical to the Vision Zero Action Plan 2030. The next Vision Zero Capital Plan will guide these investments. It will focus on the new High Injury Network. The High Injury Network represents 80% of the killed and serious injury crashes from the last five years. By 2030, the administration commits to programming safety improvements on every mile of the High Injury Network.

**Complete Streets project reduce fatal and serious injury crashes by 34%, compared to trends on similar streets.**



Staff members from the Office of Multimodal Planning discuss the Tioga Slow Zone project with members of the community in June 2024.

## Tell Us What You Want To See In The Next Action Plan

The Vision Zero Action Plan 2030 will guide Philadelphia's traffic safety initiatives through the end of the decade. To be effective, both internal and external stakeholders will help write the plan. Feedback from community members is crucial. Outreach will happen throughout the development of the action plan. The Vision Zero Task Force, the subcommittees, and communities across the city will take part.

Community engagement will take different forms. City staff will conduct roundtable discussions with neighborhood-based groups. Surveys will collect feedback online, on paper, and over the phone. A range of methods ensures diverse feedback. Voices from across Philadelphia will guide the plan recommendations.

Join our mailing list to follow the next Action Plan development.

Visit [www.visionzerophl.com](http://www.visionzerophl.com) and sign up for the Vision Zero newsletter.



Construction crews complete paving work on the new bike lane on Erie Avenue at the Broad, Germantown, and Erie (BGE) project site in February 2024.





# SECTION 2 TRAFFIC CRASH ANALYSIS

Broad Street at Fairmont Avenue, July 2024

## The Only Acceptable Number Of Traffic Deaths Is Zero

The only acceptable number of traffic deaths is zero. Realizing that goal requires detailed data collection and analysis. Preventing traffic violence requires a full understanding of our traffic safety crisis. The Vision Zero program uses PennDOT’s traffic crash data for most analysis and decision making. This dataset uses police reports and federal guidelines for crash reporting. As a City program, Vision Zero focuses on crashes on non-limited access roadways (ex. non-highway or private roads).

The Philadelphia Police Department’s Crash Investigation Division reports recent fatal crashes. Vision Zero uses this data to stay updated on recent fatal trends. The Department of Public Health analyzes hospital patient data for crash victims.

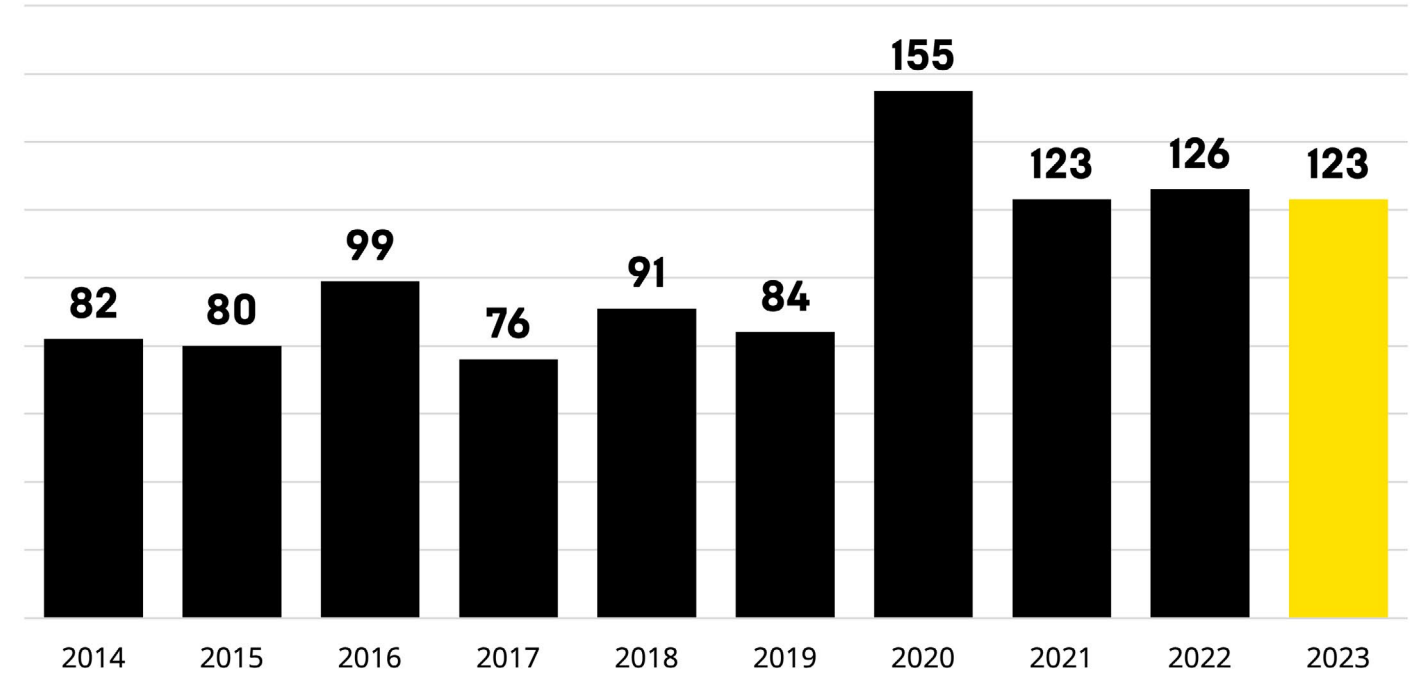
In this section you will see “More Than a Statistic” features. They describe fatal crashes and the stories of traffic violence victims. Here and throughout this report, they are vital reminders of the toll of traffic violence. Every increase in crashes reflects the pain felt by families and communities. And every decrease represents healing.

**MORE THAN A STATISTIC**

On June 25 2024 a driver traveling north on Broad Street struck and killed a 20-year-old Temple student as he crossed at the intersection with Fairmount Avenue. In 2024 there have been 14 traffic deaths on Broad Street through September 30th.

## Traffic Deaths In Philadelphia Remain Above Pre-Pandemic Levels

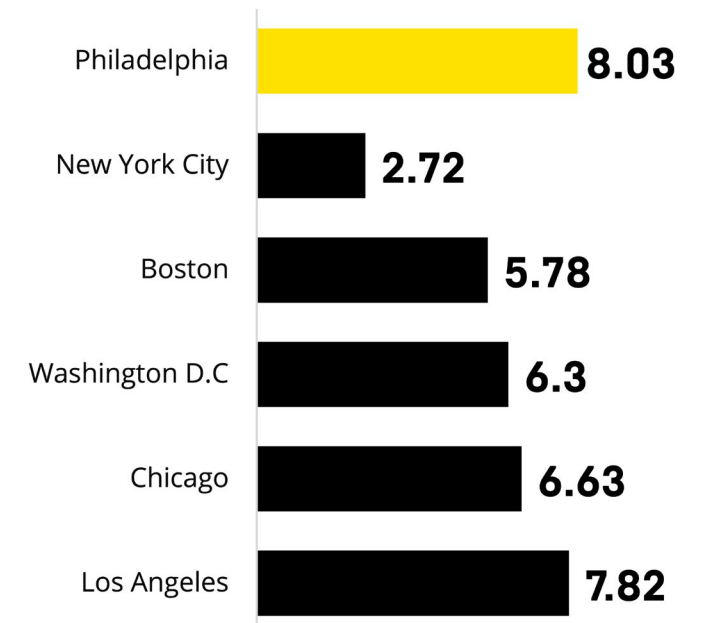
Annual Traffic Deaths, 2014-2023<sup>1</sup>



## Philadelphia has a rate of traffic deaths three times higher than New York City.

In 2020, fatal crashes in Philadelphia spiked. Before the pandemic, around 90 traffic deaths occurred each year. In 2020, there were 155. Traffic deaths fell in 2021, but not to pre-pandemic trends. In 2023, that trend continued with 123 fatalities. Other cities around the country experienced a similar increase in fatal crashes. However, Philadelphia’s per-capita rate of traffic deaths remains much higher than peer cities like New York and Boston.

Annual Traffic Deaths per 100,000 Residents<sup>2</sup>

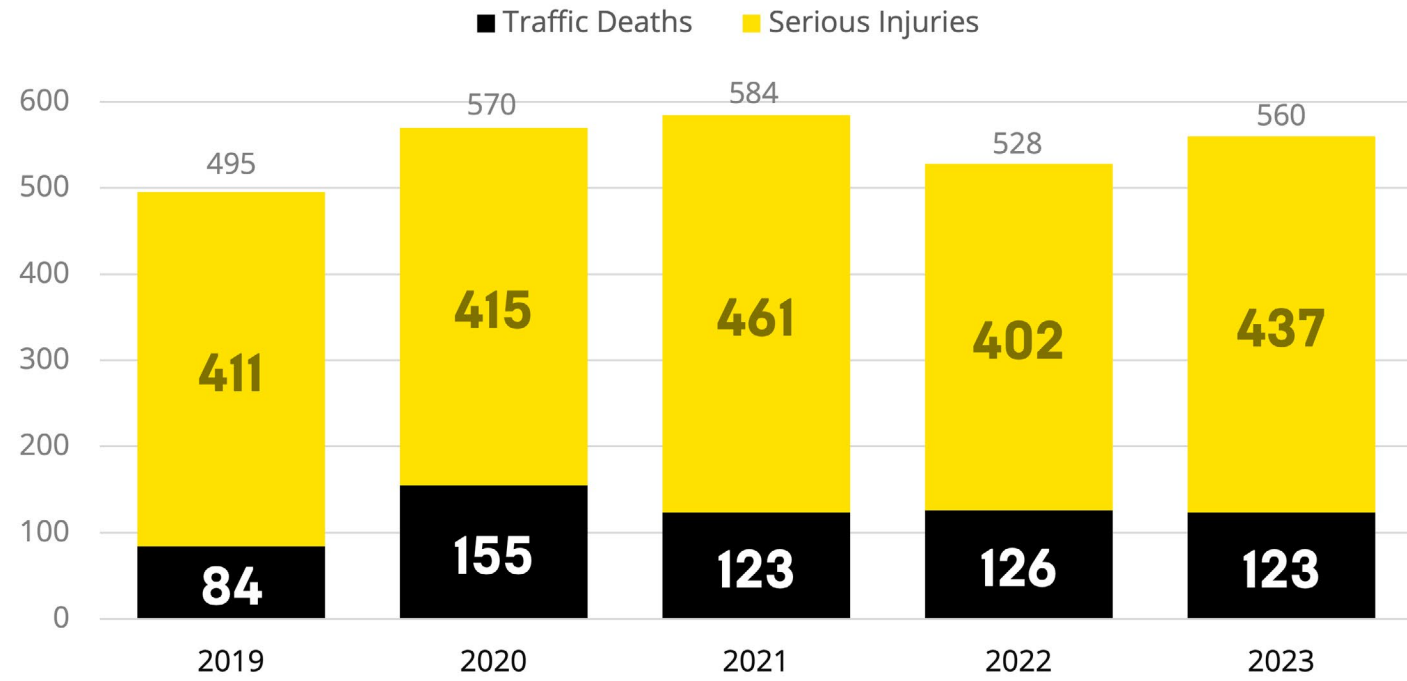


1. PennDOT Crash Data, 2015 - 2023  
 2. NHTSA Traffic Safety Facts Annual Report Table 124, FARS 2018-2022 ARF; Population-Census Bureau; Five-Year Average



# Since 2020, Severe Crashes Are More Likely To Result In Death

Annual Traffic Deaths and Serious Injuries, 2019-2023



**10 People are killed or seriously injured in traffic crashes every week.**

Severe crashes involve those with either fatal or suspected serious injuries. Serious injuries are life-altering, and may include lacerations, broken bones, burns, or paralysis. The difference between a serious injury and fatal crash depends on many factors. Two key factors are the speed of the vehicle(s) involved and whether the crash victim was inside a vehicle. Other crash details play a role. For instance, how quickly emergency responders arrived, whether the driver fled the scene, and the age or health of the person are important factors.

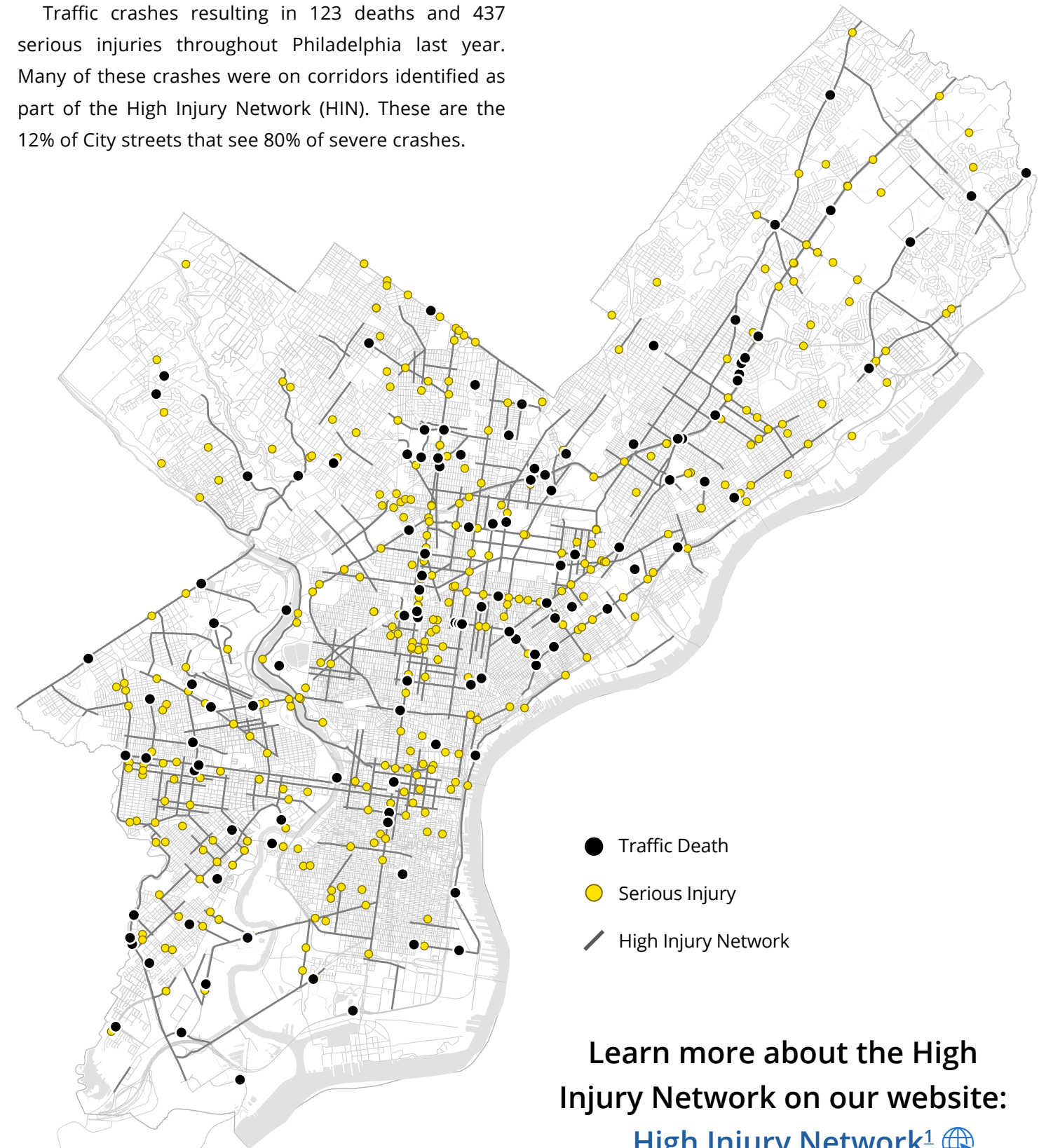
The number of severe crashes resulting in fatalities has risen. This trend reinforces the need to reduce vehicle travel speeds and protect the most vulnerable roadway users.

**MORE THAN A STATISTIC**

On July 19 2024 a driver turning off Spruce Street at 53rd struck a moped driver and passenger before fleeing the scene. Both riders were thrown from the moped striking nearby parked cars. They were transported by ambulance to Penn Presbyterian Hospital. Four days later the passenger, 59 year old, was pronounced dead.

# Where Severe Crashes Occurred in 2023

Traffic crashes resulting in 123 deaths and 437 serious injuries throughout Philadelphia last year. Many of these crashes were on corridors identified as part of the High Injury Network (HIN). These are the 12% of City streets that see 80% of severe crashes.



- Traffic Death
- Serious Injury
- High Injury Network

Learn more about the High Injury Network on our website:

[High Injury Network<sup>1</sup>](https://www.phila.gov/transportation/high-injury-network)

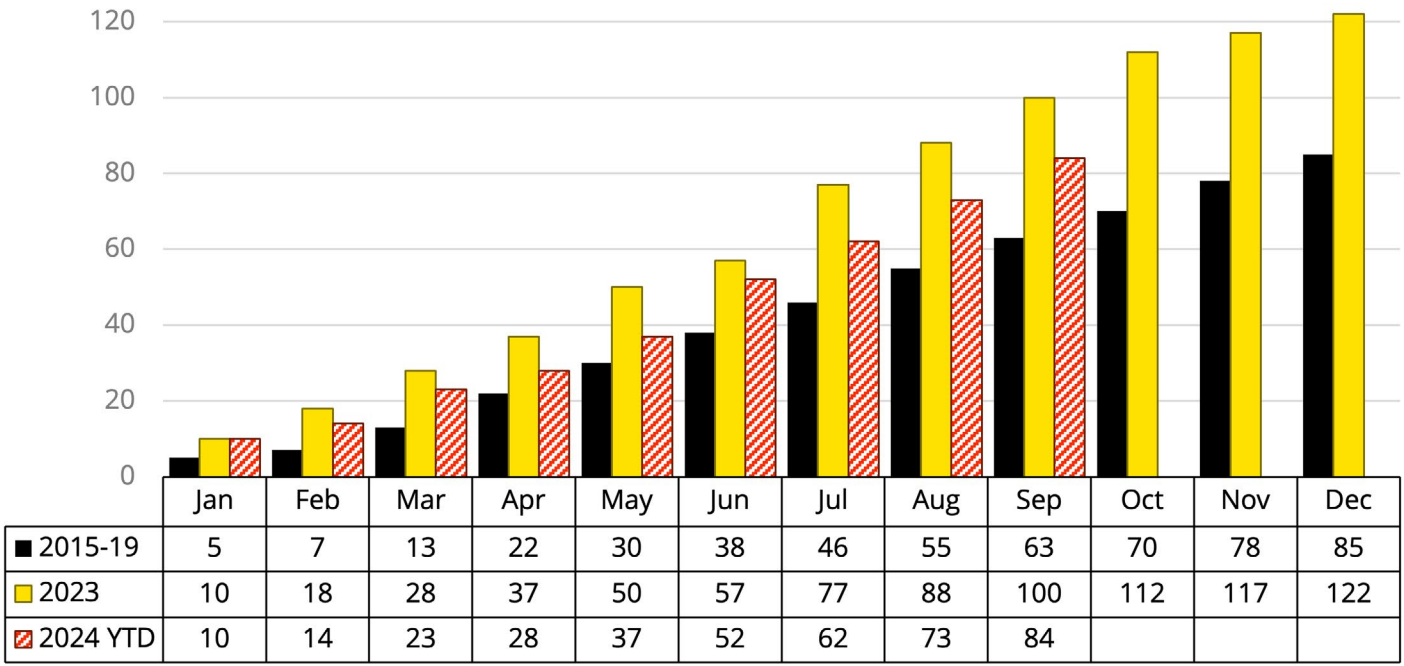
1 - bit.ly/3D2wA0A

1 - PennDOT Crash Data 2019-2023



# Preliminary 2024 Fatal Crash Data Lower Than 2023, Still Above Pre-2020 Levels

Cumulative Traffic Deaths per month, 2015-19 Average, 2023, and 2024 Year to September



Preliminary data on fatal crashes in 2024 points to a decrease from 2023.

Data from the CID (the Crash Investigation Division, see facing page), provides an early glimpse of current year trends. Fatal crashes have fallen in 2024 compared to this time last year. This is preliminary data and does not account for serious injury crashes. There are also several months left in 2024. But if the trends bear out, 2024 may show a marked improvement from earlier years of the 2020s.

**MORE THAN A STATISTIC**

On Saturday July 20 2024 a driver turning left struck a mother and two of her kids in a crosswalk at Front Street and Wyoming Avenue. The youngest, a 23 month old riding in a stroller, was pronounced dead at the scene.

1. PennDOT Crash Data, 2015-2019, 2023  
 2. Philadelphia Crash Investigation Division Fatal Crash Data, January to September 2024

## Philadelphia's Crash Investigation Division

The Crash Investigation Division is a unit within the Philadelphia Police Department. It investigates fatal and other serious injury crashes. The CID responds to all fatal crash scenes and conducts full investigations. The CID determine whether the actions of the operators violated the Pennsylvania Crimes or Vehicle codes. They take a sharp focus on investigating the particularly callous offense of leaving the scene of fatal crashes (hit-and-runs).

CID utilizes some of the latest technologies in their investigations. This is consistent with the police department's strategic expansion of the use of technology. CID investigators use data retrieved from vehicle crash data recorders. The data helps determine

a vehicle's speed, acceleration and direction—as well as drivers' actions—before, during, and after impacts. The CID also gleans from infotainment systems, cell phones, and other electronic devices—sometimes pulled directly from cell towers. This data helps identify suspects, determine paths of travel, gather additional evidence, and often connect offenders to other crimes. The CID also works hand-in-hand with the police department's Real Time Crime Center, retrieving video of crashes (and driver actions before and after crashes) often within minutes of the incident.

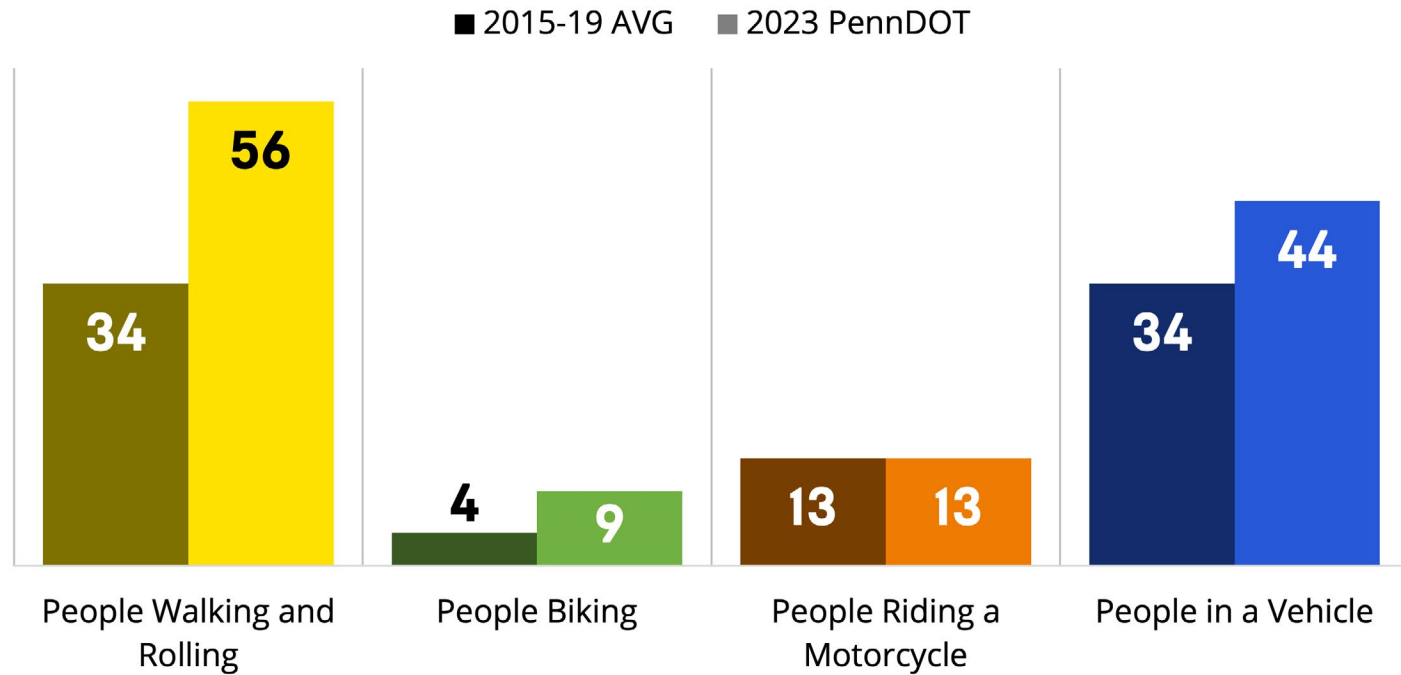


Philadelphia Police vehicle exits the Crash Investigation Division (CID) driveway in 2024.



# The post-2020 increase in traffic deaths has most impacted vulnerable road users.

Annual Traffic Deaths per Mode of Travel, 2015-19 Average, 2023<sup>1</sup>



**People walking, rolling, and biking are more vulnerable than people inside a vehicle.**

Vulnerable road users (VRUs) include people walking, biking, and rolling (using a personal conveyance device like a wheelchair). VRUs have always been disproportionately impacted by severe crashes. Of all crashes of any severity, few involve VRUs. But among severe crashes, nearly half typically involved VRUs prior to 2020. Since 2020, VRUs account for the majority of fatalities in Philadelphia. They accounted for most of the increase in fatalities over pre-pandemic trends in 2023.

### MORE THAN A STATISTIC

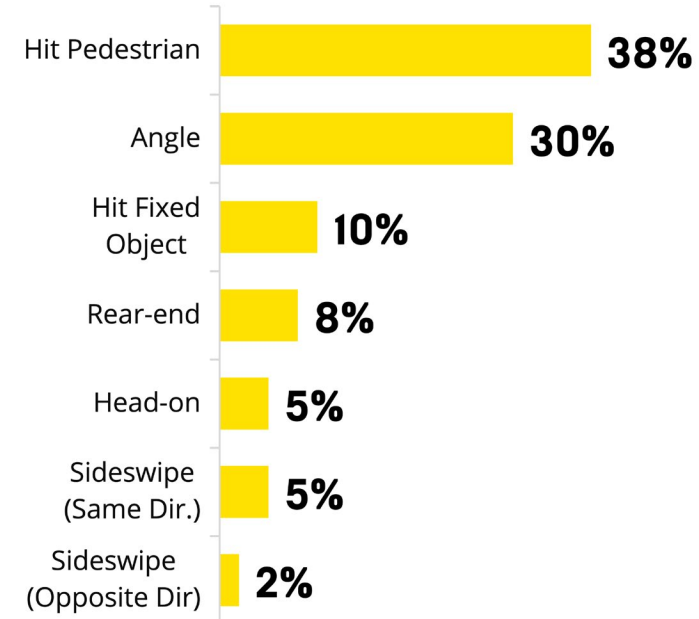
On Thursday August 31st 2023 a bicyclist was traveling west in the bike lane on Snyder Avenue when a driver opened the door of their parked truck into the biker's path causing them to crash. The driver fled the scene and the biker, a 63 year old man, was transported to Jefferson Hospital where he would be pronounced dead five days later.

This fatal crash is not included in the PennDOT crash data because federal crash reporting standards require an active, not parked, vehicle be involved.

1. PennDOT Crash Data, 2015 - 2019, 2023

# Hit Pedestrian and Angle are Most Common Types of Severe Crashes

% of Severe Crashes Per Crash Type, 2023<sup>1</sup>



The most common crash type among severe crashes in Philadelphia is "hit pedestrian." The second-most common is "angle." Taken together these account for over two-thirds of severe crashes. Angle crashes, such as T-bones, are often more serious. Vehicle occupants have less protection on the side of the vehicle than the front. Angle crashes often include turning vehicles. These crashes are often most serious when they involve people walking, biking or traveling on a motorcycle. Reducing vehicle speeds and creating separation between travel modes are critical strategies to address both angle and hit pedestrian crashes.

1. PennDOT Crash Data 2023



**Dr. Barbara Ann Dietrick Friedes**

On July 17, 2024, Barbara was riding her bike home on Spruce Street when a repeat drunk driver swerved into the bike lane, hitting and killing her. She is survived by her husband, Cole; her parents, John and Mary; and her siblings, Catherine and John, all of whom will continue to love her in perpetuity.

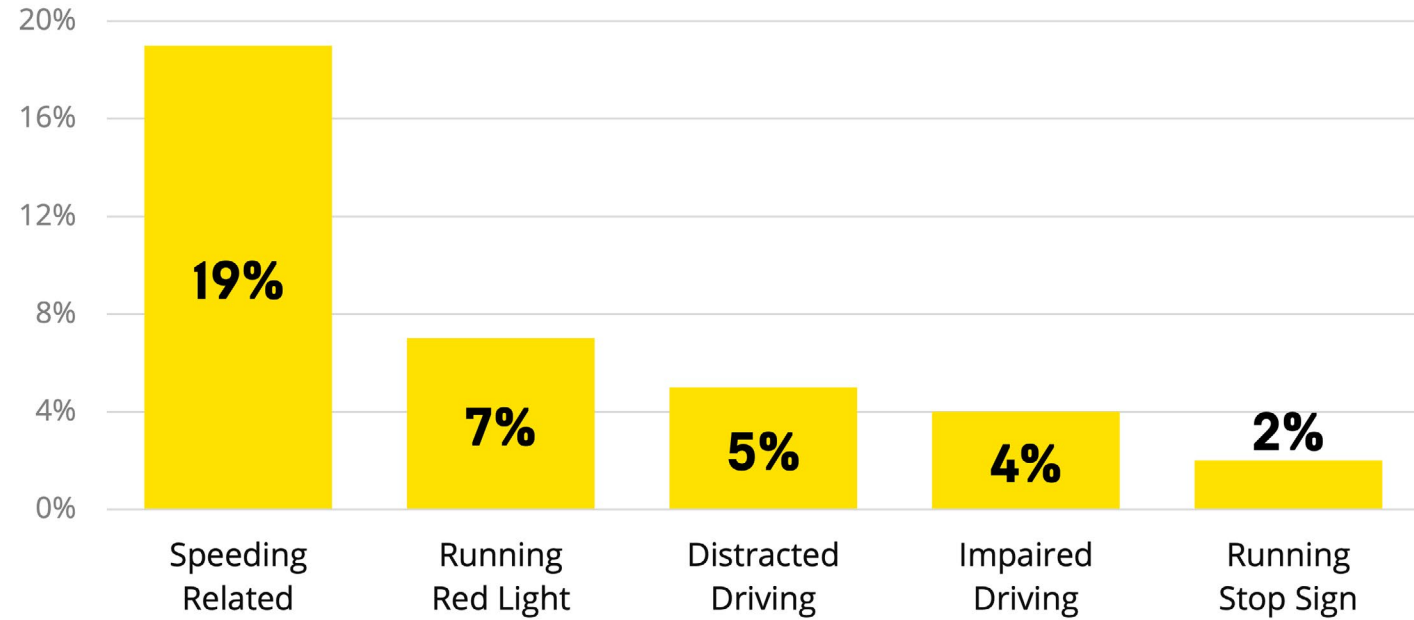
Barbara was a physician, chief resident, and leader at the Children's Hospital of Philadelphia, where she cared for the sickest and most vulnerable children in the nation. She was a blossoming pediatric oncologist, leveraging her skills as a researcher and scientist with her excellence in clinical medicine to strive towards curing childhood cancers. Barbara was a loving soul who made everyone feel accepted, cared for, and part of the team. She was a shining light with a brilliant aura of kindness, compassion, and generosity; her magnetic radiance made you want to sit with her and soak in her love. In her free time, she loved to explore Philadelphia on her bike, dance like no one was watching, climb mountains, travel the world, visit Disney, and spend time with her loved ones.

Barbara's impact has been, and will continue to be, immensely wide-reaching. Barbara will always be the epitome of grace, determination, excellence, compassion, and unconditional love.



# Vehicle Speed Is The Top Indicator Of Crash Severity

% of Severe Traffic Crashes per Contributing Factor, 2023<sup>1</sup>



## Aggressive driving behaviors have increased since 2020.

Among the top contributing factors in crashes, speed is the most important. It is the difference between a fatal crash and a lower severity crash. Fatality risk varies by the speed of impact and who is involved in the crash. A crash between a person walking and a vehicle has a much higher fatality risk than a crash between two vehicles. In either case, the risk of fatality increases as the speed of the vehicle(s) involved increases. Impaired driving refers to any crash where a driver was intoxicated, including

both drunk and drugged driving. Impairment impacts reaction times and the ability to safely operate a vehicle. Philadelphia sees less than half the impairment-related severe crashes of neighboring suburban counties. Those suburban counties have fewer alternatives to driving. PennDOT continues to update crash data with new information as it is available. The share of crashes in each of these categories will likely increase.

**WHEN A PERSON IS HIT BY A DRIVER AT...**

20 MPH

**1 IN 10 DIE**

30 MPH

**5 IN 10 DIE**

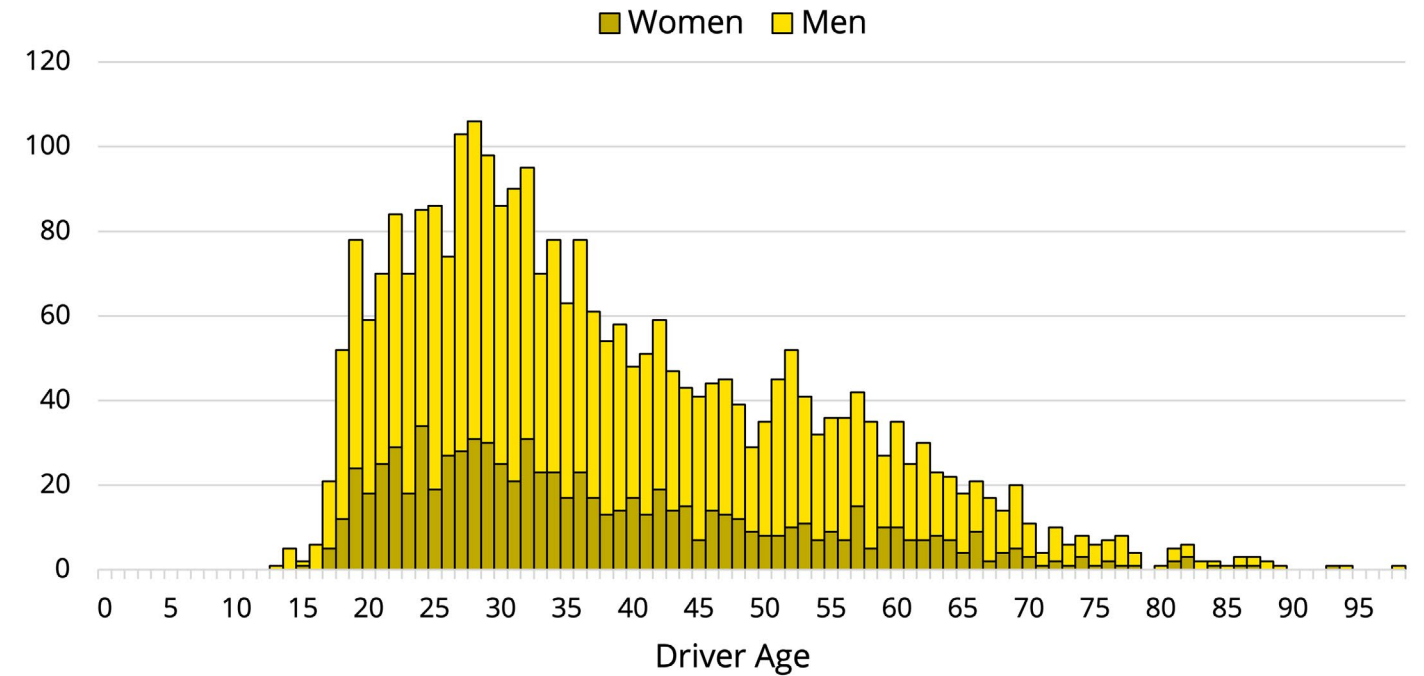
40 MPH

**9 IN 10 DIE**

**SLOWING DOWN SAVES LIVES**

# 75% Of Drivers Involved In Severe Crashes Are Men

Drivers involved in Fatal and Serious Injury Crashes by Age, 2019-2023<sup>1,2</sup>



## 68% of people killed or seriously injured are men.

## Non-drivers in severe crashes do not follow an age or sex trend.

Age, sex, and traffic behavior are important details of a crash. Data on who is driving when a crash occurs and what behaviors contributed to its severity improves the effectiveness of traffic safety messaging as well as policy and design decisions.

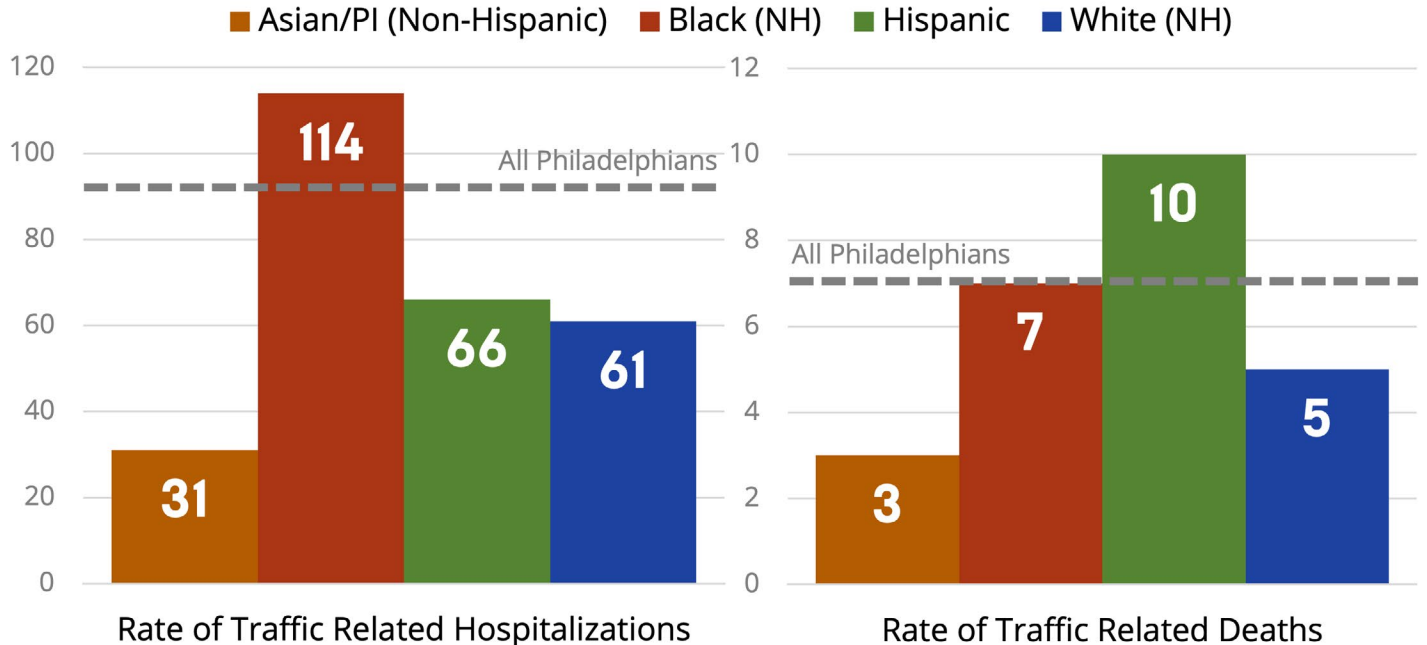
Men between the ages of 18 and 35 make up a majority of the drivers involved in severe crashes. The same is true among the victims of severe crashes. However, when drivers are removed from this data, no age or sex predominates. According to Philadelphia Vital Statistics data, motor vehicle crashes are a leading cause of death of men. Their mortality rate is over three times higher than it is for women.

1. PennDOT Crash Data, 2019 - 2023  
 2. Additionally, 30 women of unknown age and 98 men of unknown age. Hit and run drivers not recorded



# Philadelphia Department of Public Health Supplements PennDOT Crash Data Analysis

Traffic Related Hospitalizations and Deaths Among Philadelphians by Race/Ethnicity  
Age Adjusted Rate Per 100,000 Residents<sup>1</sup>



2023 vital statistics estimates are based on preliminary data and are subject to change when data are finalized.

The Philadelphia Department of Public Health supplements PennDOT crash data with Pennsylvania vital statistics and inpatient hospitalization records. This permits analysis of differences in traffic deaths and serious injuries based on race/ethnicity, mode of transportation, and residential zip code. Traffic-related hospitalizations and deaths continue to disproportionately affect Philadelphia’s pedestrians, its Black and Hispanic residents, and those living in areas with high rates of poverty.

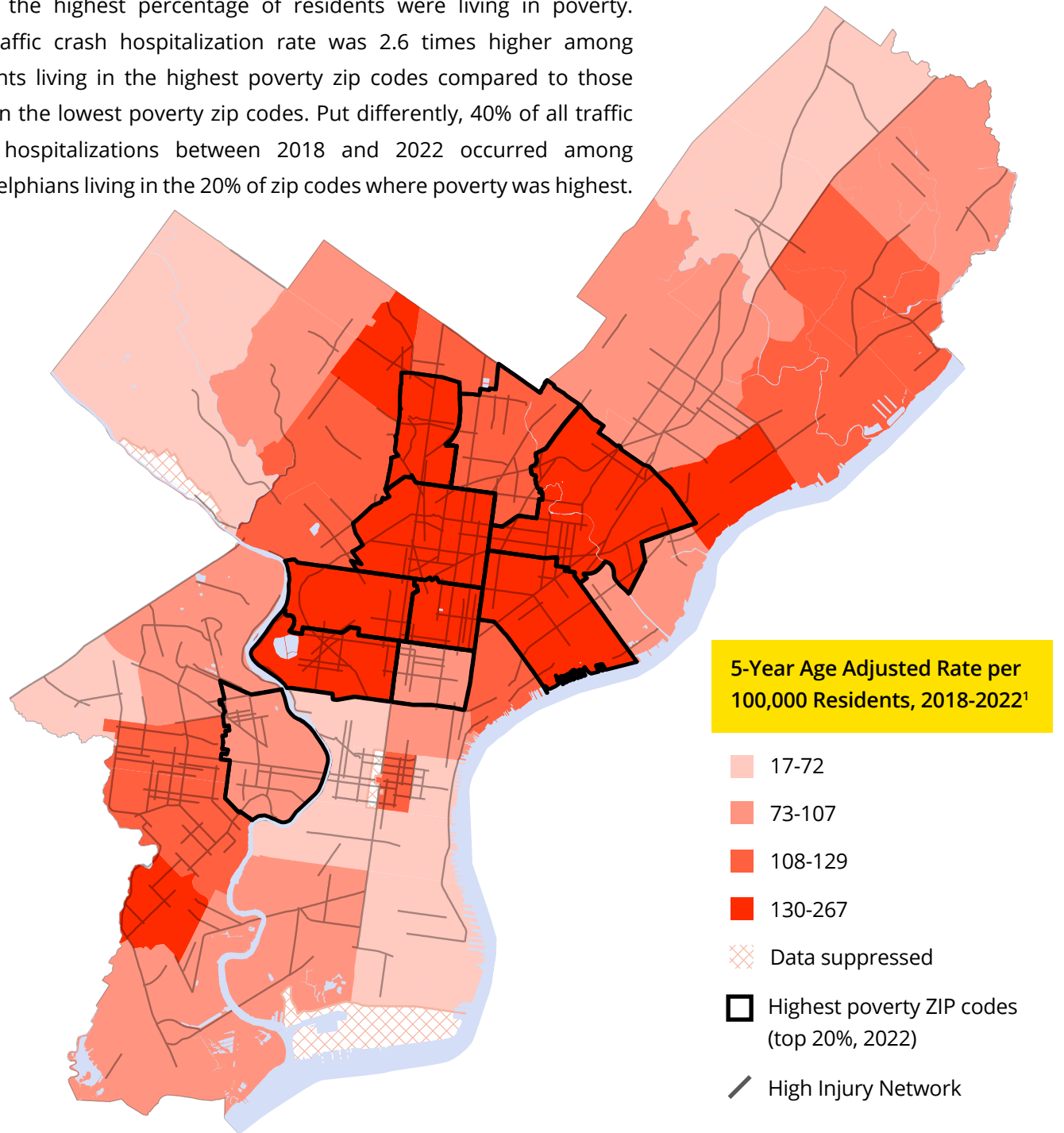
white pedestrians. For Black people in motor vehicles, it was 104% higher than the rate for white motorists (not shown). Motor vehicle crashes are also a leading cause of early death for Philadelphians (see [PhilaStats<sup>2</sup>](#)), and the burden of traffic-related deaths is not shared equally. Between 2019 and 2023, Hispanic Philadelphians had the highest rate of death from crashes in the city: 10 per 100,000 residents. This was double the rate for White Philadelphians. Black Philadelphians had the second highest death rate (7 per 100,000). Note that the health data in this section are displayed as rates per 100,000 residents per year. Because Black and White Philadelphians compose the largest share of the city’s population, counts of hospitalizations and fatalities were highest for Black Philadelphians, followed by White, Hispanic, and then Asian Philadelphians.

From 2019 to 2023, the rate of hospitalizations per 100,000 residents from traffic crashes was highest for Black Philadelphians. This disparity was particularly pronounced for pedestrians and people in motor vehicles. For Black pedestrians, the traffic crash hospitalization rate was 59% higher than the rate for

1. PA Vital Registration System, U.S. Census Bureau Annual County Population Estimates  
Prepared by the Division of Chronic Disease and Injury Prevention of the Philadelphia Department of Public Health  
2. <https://philadelphiapublichealth.shinyapps.io/philastats/>

# Zip Codes with High Rates of Poverty See Highest Rates of Traffic Crash Hospitalizations

Where people live also plays a crucial role in traffic crash outcomes. Between 2018 and 2022, the zip codes where residents were hospitalized at the highest rates were, in general, also the zip codes where the highest percentage of residents were living in poverty. The traffic crash hospitalization rate was 2.6 times higher among residents living in the highest poverty zip codes compared to those living in the lowest poverty zip codes. Put differently, 40% of all traffic crash hospitalizations between 2018 and 2022 occurred among Philadelphians living in the 20% of zip codes where poverty was highest.



1. Pennsylvania Healthcare Cost Containment Council Inpatient Hospitalization Discharge Data (2018-2022), American Community Survey 5-Year Estimates Subject Tables (Table S1701, 2022). Map prepared by the Division of Chronic Disease and Injury Prevention, Philadelphia Department of Public Health



## SECTION 3

SAFE SPEEDS  
ACTION ITEMSADVANCED BY THE  
SAFE SPEEDS & SAFE STREETS  
SUBCOMMITTEE

Broad Street at Olney Avenue, 2024

Automated Speed Enforcement Works:  
Program Expands to Five New Corridors

The Automated Speed Enforcement (ASE) cameras on Roosevelt Boulevard have saved over 50 lives (an estimated one per month). They reduce excessive speeding, which causes fatal and serious injury crashes. The original bill authorized the cameras as a pilot program. It was set to expire at the end of 2023. Pennsylvania legislators, notably Representative Neilsen and Senator Langerholc, passed legislation to ensure the cameras did not turn off.

[House Bill 1284: Renewing and Expanding Automated Enforcement Programs<sup>1</sup>](#), made several significant changes to Pennsylvania's automated speed enforcement program. First, it made the program permanent. It also expanded the speed enforcement program to up to five new corridors in Philadelphia. The law also authorized a five-year pilot program for automated speed enforcement in up to five designated school zones in Philadelphia.

View the speed camera expansion report here:

[www.visionzerophl.com/plans-and-reports/ase-report-2024/](http://www.visionzerophl.com/plans-and-reports/ase-report-2024/)

1. <https://www.palegis.us/legislation/bills/2023/hb1284>

## Reduce 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.

**“The life and health of all people living and traveling in Philadelphia are of the highest priority, and no one should be at risk of death or serious injury while traveling on our city streets.”**

Vision Zero Executive Order



Surrounded by City leaders, Mayor Cherrille L. Parker signs the Vision Zero executive order into law at City Hall in March 2024.





New 25 MPH Speed Limit sign have been installed on Broad Street/PA Route 611, including this one near the intersection at Arch Street.

## Next for ASE: Route 611, Philadelphia's Most Deadly Street for Crashes

In June, Mayor Parker and Philadelphia City Council enacted a new ordinance permitting speed cameras on State Route 611. The corridor runs along most of Broad Street and a small segment of Old York Road. Like on Roosevelt Boulevard, speed cameras will detect vehicles traveling 11 miles per hour or more above the speed limit. A 60-day grace period will begin once

cameras switch on. During that period, people speeding will receive warning notices. After that period is over, PPA will issue fines of up to \$150 in the mail. The City is eager to replicate the success of the ASE program on Roosevelt Boulevard. Speed cameras there reduced speeding violations, fatal and serious crashes, and crashes involving people walking.

**Broad Street has experienced over one traffic death per month in 2024, more than Roosevelt Boulevard or any other city street.**

## Philadelphia Police Department Conducts Enforcement Targeting Aggressive Driving

Throughout 2024, the Philadelphia Police Department (PPD) enforced aggressive driving violations. Enforcement focused on High Injury Network corridors. Aggressive driving initiatives targeted Lehigh Avenue, Aramingo Avenue, Frankford Avenue, Roosevelt Boulevard, Bustleton Avenue, Broad Street and Knights Road. PPD made 389 car stops and issuing 392 tickets. PPD's Traffic District also enforced pedestrian safety violations, such as failure to yield. They made over 600 vehicle stops. Key corridors included Stenton Avenue, Chew Avenue, Bustleton Avenue, Roosevelt Boulevard, Germantown Avenue, Welsh Road, Knights Road., and Broad Street PPD issued nearly 2,200 tickets or warnings across all traffic safety enforcement waves. Together with expanded automated enforcement, these efforts help prevent severe crashes by encouraging safe driving.

**1,840**

**Tickets issued in traffic safety initiatives**

**356**

**Warnings issued in traffic safety initiatives**

**14+**

**Corridors selected for enforcement locations**



### Mario D'Adamo III

Mario D'Adamo III was 37 years old when he was killed by a driver while cycling in FDR Park on August 4, 2023. The driver who killed Mario was driving under the influence of multiple substances, and he attempted to flee the scene of the crash. The driver has pled not guilty to multiple charges, and Mario's parents, Paula and Mario, expect a criminal trial in June of 2025.

Mario was an attorney who mainly practiced family law in Philadelphia, his hometown. He began his career as a juvenile probation officer while attending law school at night. He then practiced law for The Philadelphia City Solicitor's Office, Family Law section where he represented minors in dependency cases. He then practiced law as a sole practitioner mostly in Family Court. He was a gregarious man, a hard worker, and an athlete who enjoyed baseball and boxing and took his health and physical fitness seriously. He cycled in FDR Park multiple times a week where he loved to mingle with all types of people. He had a terrific sense of humor, and his absence is felt throughout the neighborhood where he lived and in the Philadelphia court system.

Mario's family, including two brothers and a sister, are devastated by his death. His mother, Paula, said that "he was the light of my life." Mario's father, Mario, said that hardly a day goes by that he doesn't hear another story about how his son affected so many lives. He relies on his faith to help him through each day without his beloved son.



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

<p><b>1.1 - STARTED</b></p> <p>Implement signal progression to support a 25 mph citywide speed limit.</p>	<p><b>STREETS</b></p> <p>The subcommittee continues to work to lower signal progression where feasible on arterial corridors.</p>
<p><b>1.2 - STARTED</b></p> <p>Design residential streets for 20 mph target speeds using traffic-calming measures.</p>	<p><b>STREETS, PLANNING COMMISSION, OTIS</b></p> <p>A new Neighborhood Slow Zone is completing design for the Tioga community. Several school slow zones are set to begin outreach and design soon.</p>
<p><b>1.3 - COMPLETED &amp; MONITORING</b></p> <p>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.</p>	<p><b>STREETS, 311, OTIS</b></p> <p>The new residential traffic calming request process went live in February 2024.</p> <p><a href="#">Phila.gov Press Release</a></p>
<p><b>1.4 - COMPLETED &amp; MONITORING</b></p> <p>Evaluate the relationship between traffic violence, community safety, and gun violence to determine relationships and potential solutions.</p>	<p><b>HEALTH</b></p> <p>Philadelphia Department of Public Health completed analysis of gun violence and traffic violence.</p>

## 2 - Seek State approvals to implement safe speeds.

<p><b>2.1 - STARTED</b></p> <p>Expand automated speed enforcement program to within ¼ mile of all schools and all HIN streets, upon passage of State enabling legislation.</p>	<p><b>STREETS, OTIS</b></p> <p>Expansion of ASE to five new corridors and five school zones passed PA Legislature. The first cameras will be installed in January 2025. <a href="#">Phila.gov Post</a></p>
<p><b>2.2 - COMPLETED &amp; MONITORING</b></p> <p>Analyze priority locations for expanded automated speed enforcement.</p>	<p><b>OTIS</b></p> <p>Report published in May 2024.</p> <p><a href="#">Phila.gov Press Release</a></p>
<p><b>2.3 - STARTED</b></p> <p>Implement local control of speed limits, upon passage of State enabling legislation.</p>	<p><b>STREETS, OTIS</b></p> <p>DVRPC report with recommendations for advancing local control of speed limits expected Fall 2024.</p>

## 3 - Continue Neighborhood Slow Zones program.

<p><b>3.1 - COMPLETED &amp; MONITORING</b></p> <p>Continue Neighborhood Slow Zone program with regular opportunities for neighborhoods to apply.</p>	<p><b>OTIS</b></p> <p>Neighborhood Slow Zones advanced in Tioga neighborhood, next neighborhood expected Winter 2025.</p>
<p><b>3.2 - COMPLETED &amp; MONITORING</b></p> <p>Pilot a School Slow Zones program to design safer streets in partnership with students, caregivers, teachers, and school administrators.</p>	<p><b>STREETS, OTIS</b></p> <p>Funding secured for several new School Slow Zones in North Philadelphia. Cramp School Slow Zone nearing completion.</p>



## SECTION 4

SAFE STREETS  
ACTION ITEMSADVANCED BY THE  
SAFE SPEEDS & SAFE STREETS  
SUBCOMMITTEE

Penrose Roundabout Construction, September 2024

Penrose Roundabout: Bringing Safety to a  
Complex Intersection

The intersection of 20th Street, and Penrose, Moyamensing, and Packer Avenues has long been overbuilt. It has confusing traffic patterns for pedestrians, motorists and cyclists. This is due to the width and complexity of the oddly-shaped intersection. The Philadelphia Streets Department is improving the safe operation of this intersection. The aim is to better accommodate all users. Changing from a traffic signal

to a roundabout will improve safety. Roundabouts promote safe speeds and interactions among everyone traveling through the intersection. Construction is currently underway. Even with the project several months from completion, it is already much improved. The new configuration keeps traffic flowing while promoting safe speeds.

**A September 2024 PennDOT study found that injury crashes fell 51% across 47 roundabouts installed statewide since 2004.**

## Make Safe Places to Drive, Bike, Walk, and Roll

Changing the form and function of streets can help to prevent crashes that kill and seriously injure people. Streets should invite and guide safe operating behaviors. The physical features of a street should encourage safe travel behavior. Streets need to be designed for slower speeds. Focus should be on the High Injury Network, where safety improvements are most needed. People driving, taking transit, walking or rolling, and biking have different needs. Street features can separate spaces for these differing roadway users. Separated spaces can also slow speeds and reduce the likelihood of crashes for all road users.

**“A Complete Streets approach, as adopted under Chapter 11-900 of The Philadelphia Code, has been shown to have broader benefits for our City, including improving public health, spurring economic growth, enhancing residents’ quality of life, reducing traffic congestion, and improving connectivity between neighborhoods, people, and services”**

Vision Zero Executive Order



Penrose Roundabout Construction, September 2024





Hunting Park Avenue, 2024

## PennDOT brings Innovative Treatments to High-Injury State Roads

Speed cushions are an effective self-enforcing speed reduction tool. It has been challenging to install them on state routes. PennDOT, in partnership with the City, is changing that. In 2020, a pilot project along Cobbs Creek Parkway/State Route 3015 tested different treatments. These included delineators in the center median to prevent median passing, centerline hardening, rumble strips, and speed slots. Speed slots differ from speed cushions in important ways. Speed cushions are shorter and designed for a lower target speed of around 20 mph. Speed slots are longer with a shallower taper permitting target speeds of around 30 mph. They are easier for drivers to navigate on

roads where speed limits are over 25 mph, while still providing traffic calming benefits. The pilot on Cobbs Creek Parkway was a success. Now similar treatments are coming to Allegheny Avenue, Columbus Boulevard, and Lehigh Avenue.

**80+**  
New speed cushion  
installations on residential  
streets since October 2023

## Federal Grant to bring Complete Streets Improvements to Hunting Park Avenue

In 2023, Philadelphia secured \$16.4 million from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant. The award will fund several projects, including the redesign and construction of Hunting Park Avenue (from Wissahickon Avenue to Roosevelt Boulevard). This is a key transit route and part of the High Quality Bike Network (HQBN). It is also a priority corridor in the Vision Zero Capital Plan. The award follows the completion of a year-long, community-driven planning study. The study identified key safety

improvements. This included making pedestrian crossings safer and encouraging safe turning speeds. Improvements include raised crosswalks on side streets, redesigned intersections with ADA ramp upgrades, and improved intersection geometry. A center median and speed slots will help calm traffic and encourage safe speeds. A new sidepath on the south side of the street will create a safe and separated place for people walking, jogging, biking, and using mobility scooters.

**The Hunting Park Vision Zero project will be funded with \$8.5 million in construction funds from the 2023 SS4A Grant award**



Columbus Boulevard, 2024



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

<b>1.1 - COMPLETED AND MONITORING</b>	<b>OTIS</b>
Seek funding for the planning or construction of at least two High Injury Network corridors every year, using the Vision Zero Capital Plan as a prioritization tool.	US DOT grant applications submitted for several HIN corridors; funding secured for Hunting Park Ave and Old York Rd.

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

<b>2.1 - COMPLETED AND MONITORING</b>	<b>OTIS</b>
Engage with community members in planning for at least two High Injury Network corridors every year for construction in future years, using the Vision Zero Capital Plan as a prioritization tool	Community engagement conducted in support of safety improvements to Lehigh Ave and Aramingo Ave.

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

<b>3.1 - COMPLETED AND MONITORING</b>	<b>STREETS, OTIS</b>
Update the Philadelphia internal and external street design guidance documents to ensure alignment and provide guidance on safety improvements such as: <ul style="list-style-type: none"> <li>• Design standards for protected bike lanes and protected intersections</li> <li>• Design standards for hardened centerlines</li> <li>• Other innovative roadway treatments in conjunctions as they are developed and evaluated</li> </ul>	New Philadelphia Streets Engineering Standards (PSES) are now published.

<b>3.2 - ON-TRACK FOR 2025</b>	<b>STREETS, OTIS</b>
Upgrade two protected bike lanes to more permanent materials along High Injury Network.	Pilot for concrete curb treatments in final design for Essington Ave and Ryan Ave. Franklin Square Phase 2 construction expected in early 2025.

<b>3.3 - COMPLETED AND MONITORING</b>	<b>STREETS</b>
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.	Pedestrian crossing distances reduced on HIN corridors including Tabor Ave and 13th St.

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

<b>4.1 - ON-TRACK FOR 2025</b>	<b>STREETS</b>
Install Leading Pedestrian Intervals on all pedestrian priority and safe routes priority corridors and intersections where possible.	LPIs added to 16 new intersections in 2024

<b>4.2 - ON-TRACK FOR 2025</b>	<b>STREETS</b>
Convert at least 75% of all citywide street lights to LED.	Construction began in August 2023. Installation is over 50% complete.

<b>4.3 - STARTED</b>	<b>STREETS</b>
Continue to install pedestrian countdown timers at all signalized intersections over 34 feet wide.	Safe Streets subcommittee continues to track deployment of APS and countdown signals

<b>4.4 - COMPLETED AND MONITORING</b>	<b>STREETS, OTIS</b>
Install 40 miles of protected bicycle lanes on the High Quality Bike Network.	40 miles of protected bicycle lanes are complete.



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

<b>4.5 - COMPLETED AND MONITORING</b>	<b>STREETS, OTIS</b>
Install four more neighborhood bikeways on the High Quality Bike Network	Neighborhood Bikeway projects advancing in Strawberry Mansion, Germantown and Fishtown.
<b>4.6 - NOT INITIATED</b>	<b>STREETS</b>
Implement a bike green wave program to create prioritization for people biking at safe speed via traffic signal timing on at least two High Quality Bike Network corridors.	Not initiated as of Fall 2024.
<b>4.7 - COMPLETED AND MONITORING</b>	<b>PLANNING COMMISSION, OTIS</b>
Release a map of the long-term vision for the High Quality Bike Network.	HQBN released with PCPC's Pedestrian Bicycle Plan Update.
<b>4.8 - COMPLETED AND MONITORING</b>	<b>STREETS, OTIS</b>
Continue the routine Streets Department resurfacing program and include pedestrian/bicycle improvements, as informed by CONNECT priorities.	"Projects include: 13th (South - Spring Garden), Tabor (Godfrey - Devereaux), 48th (Kingsessing - Haverford), Market (20 - 23), Grays Ferry (Washington - 34th), 33rd (Girard - Oxford)"
<b>4.9 - ON-TRACK FOR 2025</b>	<b>STREETS</b>
Implement one roundabout, mini roundabout, or neighborhood traffic circle a year.	Penrose Roundabout partially complete and expected to fully open in 2025. 1-2 neighborhood traffic calming circles expected to advance in 2025.
<b>4.10 - COMPLETED AND MONITORING</b>	<b>STREETS, SEPTA, OTIS</b>
Pilot bus/trolley boarding islands on at least two High Injury Network corridors.	Boarding islands installed on Parkside Ave and at Broad/Germantown/Erie. Additional projects are in design at 22nd & Hamilton and Castor Ave. Washington Ave is also advancing.

### 4.11 - NOT INITIATED

Install and evaluate a protected intersection.

### STREETS

Not initiated as of Fall 2024. Several candidate locations may advance in 2025.

### 4.12 - ON-TRACK FOR 2025

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

### PLANNING COMMISSION, OTIS

Three constructed: Maplewood Mall, Ludlow St (11th-12th Sts), Germantown Ave (2nd-Hancock Sts); additional locations in pipeline.

### 4.13 - STARTED

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

### STREETS, PLANNING COMMISSION, OTIS

Orthodox St from Bath St to Delaware Ave and League Island Blvd from Basin Bridge Rd to 19th St.

### 4.14 - ON-TRACK FOR 2025

Integrate implementation of multi-modal safety improvements into paving of State roads and reconstruction of State bridges through PennDOT Connects.

### STREETS

Sidewalk-level bike lanes installed along Erie Avenue at the Broad Street intersection.

### 4.15 - ON-TRACK FOR 2025

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

### STREETS, PLANNING COMMISSION, OTIS

New Philadelphia Streets Engineering Standards (PSES) is complete and the new Vision Zero Executive Order directs OTIS to focus on updating checklists.

### 4.16 - NOT INITIATED

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

### PLANNING COMMISSION, OTIS

Evaluation of current TOD Overlay District not initiated as of 2024.





**SECTION 5**  
**SAFE PEOPLE**  
**ACTION ITEMS**  
 ADVANCED BY THE SAFE PEOPLE  
 SUBCOMMITTEE

Safe Routes Philly staff educate young people on traffic and bicycle safety during an event at Bartrams Garden in September 2024.

Safe Routes Philly Bartrams Garden Youth Education, September 2024

**Empower Philadelphians**

All Philadelphians deserve safe streets. The Vision Zero Safe People Subcommittee works to ensure that all residents and visitors feel part of a shared traffic safety culture. The Vision Zero website provides traffic safety resources, such as fact sheets and opportunities for the public to get involved with the program. The City is partnering with community leaders, local organizations, and elected officials to further expand these resources and opportunities to spread the word about traffic safety. Working together, we are creating a culture of traffic safety for all.

**“Positive change can best be effected through grass roots efforts that bring together all parts of government, advocacy, the private sector, and the public.”**

**Vision Zero Executive Order**

**Ambassador Programs Engage The Public On Vision Zero, Indego, and Complete Streets**

The ambassador model helps spread messages about traffic safety. The Vision Zero Ambassador Program helps community members share traffic safety information with their networks. The program recruits and trains ambassadors. They are supplied with materials to share with their communities. They attend meetings and events over the summer, answering questions and sharing what they have learned.

The Indego bikeshare program also runs an annual Ambassador program, founded in 2014. Indego ambassadors share information about the program. They share valuable bike safety educational resources, host community bike rides, and serve as the Indego voice for their community. The City also recruits ambassadors for corridor-specific projects. The Lehigh Avenue Traffic Safety Project recently used this strategy. In total, 87 ambassadors have supported Vision Zero, Indego, and project-specific programs.

**87**

**Ambassadors Trained To Date**

**84**

**Vision Zero Ambassador Events in 2024**

**150+**

**Indego 1 Month Free Memberships Redeemed**

Vision Zero Ambassador Training Event, April 2024



Vision Zero program staff train members of the Vision Zero Ambassador Program during an event in April 2024.





Students, caretakers, and Safe Routes Philly staff arrive at William M. Meredith School in Queen Village during a Walk, Bike, and Roll to School Day event in May 2024.

## Safe People Subcommittee Members Spread The Word About Vision Zero

Philadelphians are passionate about making our city a safe and enjoyable place to walk and bike. The Safe People subcommittee represents many organizations that promote safety with their communities. The subcommittee's outreach included Jefferson Hospital's Community Health Fair, the Independence Blue Cross Health Engagement Expo, and the Cobbs Creek Summer Celebration. These are just a few of the wide range of public-led events and programs that took place in 2024.

**Over 300**

Philadelphians engaged through hosted events

Shout out to the Clean Air Council who reported the most engagement in 2024!

## Safe Routes Philly Promotes Healthy Active Transportation for Students Across the City

Safe Routes Philly is the City's youth traffic safety education program. Each year, Safe Routes reaches hundreds of students, teachers, and families across the city. Safe Routes provides training for educators, resources for families, and support for schools. The program provides alternatives to traditional drop-off, like the walking school bus. During the 2023–2024 school year, Safe Routes supported over ten schools in celebrating Walk, Bike, & Roll to School days. These are

national events held twice a year each May and October. Safe Routes staff delivered traffic safety presentations to classes across the city. At least seven schools hosted a walking school bus or bike bus. Safe Routes also worked with over forty 9th grade students on STEM projects. Students researched the High Injury Network and designed traffic calming interventions. Safe Routes is continuing to grow and become available in more Philadelphia schools.

**10+**

Schools participating in Walk, Bike, and Roll to School Day events

**7+**

Schools hosting walking school bus programs



Community members staff an information table at the Indego Friends and Family Day.



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

<b>1.1 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
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 32 individual schools citywide.
<b>1.2 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Develop a Vision Zero Youth Ambassador program within Safe Routes Philly that promotes traffic safety in neighborhoods with high rates of crashes involving youth.	Safe Routes Philly is piloting the Vision Zero Youth Ambassador program with 5 students in the 2024-2025
<b>1.3 - STARTED</b>	<b>SCHOOL DISTRICT, OTIS</b>
Develop and deliver training to school principals on how to implement safe pick-up and drop-off safety training for School District schools.	Quarterly meetings underway with SDP Transportation and SDP School Safety; however, this has not been a priority with the group
<b>1.4 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
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.

<b>2.1 - STARTED</b>	<b>OTIS, SAFE PEOPLE SUBCOMMITTEE</b>
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 2024. More work needed to expand to multilingual toolkits for specific communities.

<b>2.2 - ON-TRACK FOR 2025</b>	<b>SAFE PEOPLE SUBCOMMITTEE</b>
Build a Vision Zero Philadelphia network to share resources and take action, partnering with at least two organizations per year such as: health groups, hospitals, insurance companies, faith-based communities, or neighborhood businesses.	Community Ambassador program continued for a third year with nine ambassadors.
<b>2.3 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Organize two trainings per year on innovative traffic safety topics for City staff involved in roadway safety efforts.	Guest speakers from New Zealand led a workshop on speed limit setting to the Safe Streets/Speeds subcommittee.
<b>2.4 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Seek partnerships to develop STEM traffic safety curriculum for middle school and high school levels for Safe Routes Philly.	Middle school curriculum development is now underway, incorporating STEM-eligible elements
<b>2.5 - ON-TRACK FOR 2025</b>	<b>PLANING COMMISSION, OTIS</b>
Offer Vision Zero module to Citizens Planning Institute course at least twice.	Training materials are nearly complete for adding to the City's Learning Module System, and can be shared with CPI
<b>2.6 - ON-TRACK FOR 2025</b>	<b>POLICE, OTIS</b>
Conduct trainings with Philadelphia Police leadership addressing the implications, barriers, and limitations of enforcing against aggressive driving.	Training materials are nearly complete for adding to the City's Learning Module System, and can be shared with CPI

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

<b>3.1 - STARTED</b>	<b>REGIONAL SAFETY TASK FORCE</b>
With regional partners, develop workshop and toolkit for professional media on how to best communicate information about traffic crashes and Vision Zero.	Toolkit developed by Regional Safety Task Force in 2021; workshop delayed. Possible topic for future Vision Zero Conference.



# Safe People Action Item Updates

<b>3.2 - COMPLETED &amp; MONITORING</b>	<b>POLICE, MAYOR'S OFFICE</b>
Continue to provide accurate and timely crash data to local press to aid appropriate reporting on traffic crashes.	Crash data provided to press requests in 2024.
<b>3.3 - COMPLETED &amp; MONITORING</b>	<b>OTIS</b>
Continue to promote traffic safety communications messages citywide and in the context of specific projects.	Communications focused on campaign content development in 2024; project-specific messaging ongoing
<b>3.4 - COMPLETED &amp; MONITORING</b>	<b>OTIS</b>
Continue to incorporate research on effective messaging into Vision Zero communications including campaign analytics to track performance and adjust for effectiveness.	Vision Zero continues to track analytics of outreach campaigns through contracted services.
<b>3.5 - COMPLETED &amp; MONITORING</b>	<b>STREETS, SCHOOL DISTRICT, MDO</b>
Support transition of crossing guard program and provide crash data to prioritize guards at high youth pedestrian crash intersections.	Vision Zero and Safe Routes Philly continue to support the Crossing Guard Program.
<b>3.6 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Based on crash data, roll out yearly Vision Zero public education campaigns to raise awareness about dangerous driving behaviors such as aggressive driving and speeding.	Communications focused on campaign content development in 2024.
<b>3.7 - COMPLETED &amp; MONITORING</b>	<b>OTIS, SAFE PEOPLE SUBCOMMITTEE</b>
Publish a quarterly Vision Zero newsletter	Vision Zero began publishing a monthly newsletter, including both internal and external versions, in 2024.
<b>3.8 - STARTED</b>	<b>MAYOR'S OFFICE, IMMIGRANT AFFAIRS, OTIS</b>
Produce all public Vision Zero education campaigns bi-lingually, in English and Spanish, and any other languages whenever possible/whenever reflecting the neighborhood languages.	Some print and digital materials available in Spanish, Mandarin, and other languages when impacted neighborhoods have substantial non-English-speaking population.

<b>3.9 - COMPLETED &amp; MONITORING</b>	<b>SAFE PEOPLE SUBCOMMITTEE</b>
Honor traffic violence victims by including their stories in Vision Zero communications messaging in partnership with Families for Safe Streets.	"Stories included in annual report 2024; partnerships continued to strengthen with Families for Safe Streets for World Day of Remembrance and other efforts."
<b>3.10 - COMPLETED &amp; MONITORING</b>	<b>MAYOR'S OFFICE</b>
Support new Traffic Safety Officer position and provide training about Vision Zero.	Vision Zero training available to newly trained Public Safety Enforcement Officers.
<b>3.11 - ON-TRACK FOR 2025</b>	<b>SAFE PEOPLE SUBCOMMITTEE</b>
Create a mode shift toolkit and implement with at least three large employers in Philadelphia's Transportation Management Associations (TMAs) and Mobility Alternative Program (MAP) to incentivize active transportation	Safe People subcommittee working group formed to advance the toolkit.

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

<b>4.1 - ON-TRACK FOR 2025</b>	<b>SEPTA, PPA</b>
Pilot bus lane enforcement through onboard bus cameras by 2025	Pilot of bus lane and bus stop enforcement camera systems is complete. PPA issued RFP for vendors to provide and install camera-assisted enforcement systems on SEPTA buses and trolleys. Installation and enforcement is expected to begin in early 2025.
<b>4.2 - COMPLETED &amp; MONITORING</b>	<b>PARKING AUTHORITY</b>
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.
<b>4.2 - ON-TRACK FOR 2025</b>	<b>PARKING AUTHORITY, OTIS</b>
Develop and implement an education campaign in advance of any automated enforcement.	OTIS and PPA are partnering on an awareness campaign ahead of the installation of new speed safety cameras on Broad St/611



SECTION 6

# SAFE VEHICLES ACTION ITEMS

ADVANCED BY THE  
TRANSFORMATIONAL POLICY  
SUBCOMMITTEE

Indego rider in Center City, 2024

## City Joins SEPTA Key Advantage Program, Provides Free Transit to Employees

In September 2023, the City announced a two-year pilot of a free transit benefit for all City employees. The SEPTA Key Advantage program provides the benefit. SEPTA Key Advantage allows institutions to acquire SEPTA Key cards directly from the Authority. They then distribute them to their employees. SEPTA Key Advantage passes are accepted on all SEPTA modes. All 30,000 City staff are eligible to participate in this program. This includes permanent full-time, part-time,

and provisional employees. The City is one of the largest program partners. As of August 2024, 55 organizations and approximately 95,000 riders participate. Subsidizing transit through this program supports SEPTA's commitment to invest in better, cleaner vehicles, more service frequency, and the agency's goals to rebuild ridership.

**Traveling by public transportation is 10 times safer per mile than traveling by automobile.**

## Advance 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 select alternatives to driving alone, including walking, biking, or taking transit whenever possible. As the owner of large vehicle and bicycle fleets, the City's leadership in safe vehicles is influential. All City employees are ambassadors for safety when they are behind the wheel of a City vehicle. The City is also an advocate for enhancing vehicle design standards. The City also partners with Indego, the City's bikeshare program, and SEPTA, on safe vehicles.

**"The City of Philadelphia desires to expand the options that Philadelphians have to move around the city... including by improving sidewalk and roadway comprehensiveness, integration, and safety in all neighborhoods, for all persons, across all modes of travel"**

**Vision Zero Executive Order**



SEPTA's Market-Frankford Line 63rd Street Station, September 2023

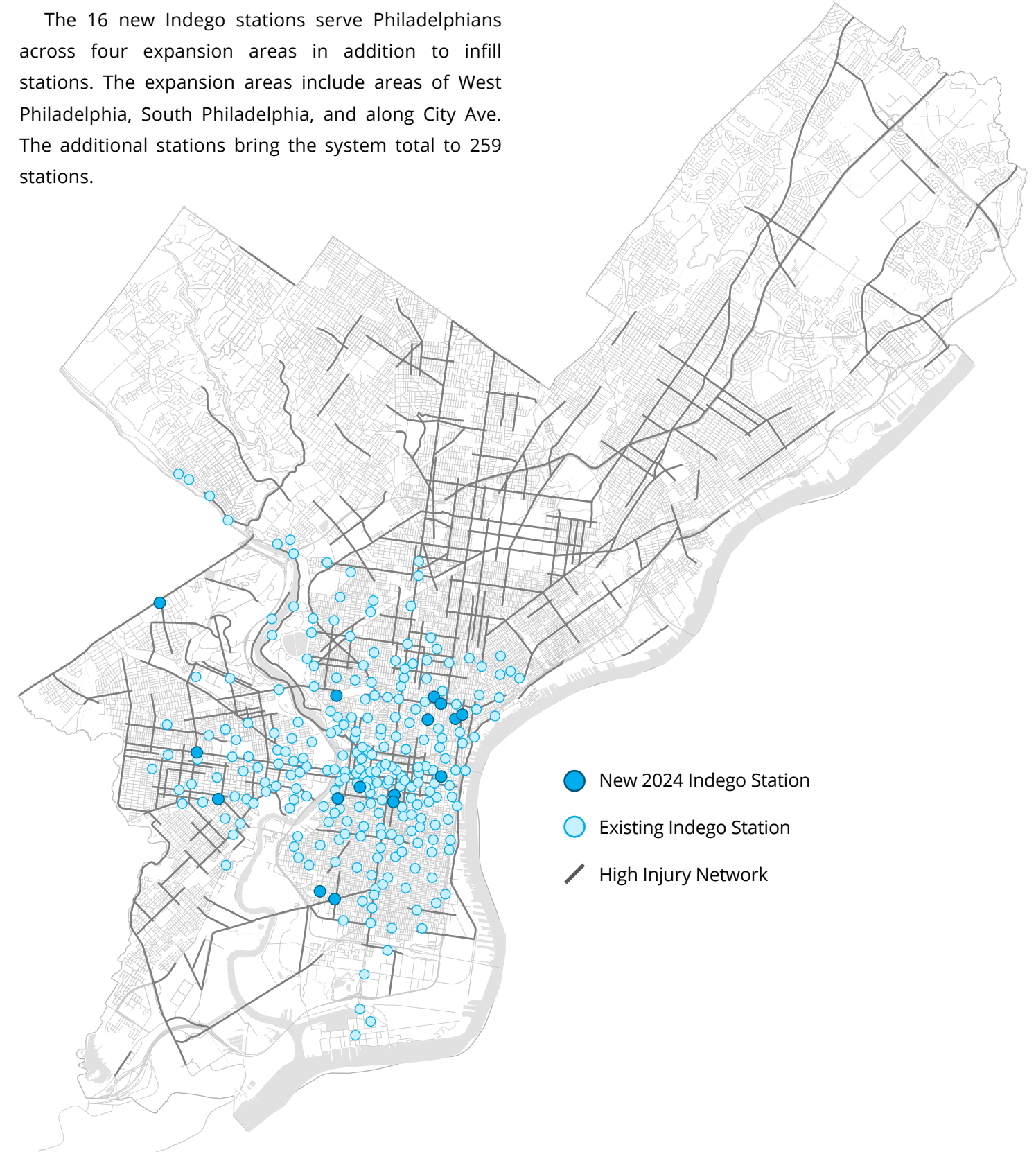




Newly installed Indego Station at 9th and Arch in Chinatown, September 2023

## Indego Expands To Five New Service Areas

The 16 new Indego stations serve Philadelphians across four expansion areas in addition to infill stations. The expansion areas include areas of West Philadelphia, South Philadelphia, and along City Ave. The additional stations bring the system total to 259 stations.



## Indego Adds New Docks, Expands its Fleet

In 2024, Indego added 16 stations and an additional 400 bikes. 310 are electric bikes. In addition, Indego added infill capacity throughout the existing system. Indego prioritized areas that do not have service within a 1000-foot radius, equity areas, and the most highly utilized sections of the system. The entire Indego system now stretches across 259 stations.

These investments are translating into ridership. In the last twelve months, 1,224,000 trips were taken on an Indego bike. In a single day this past June, Philadelphians and visitors to the city took 5,621 trips—a single day record.

**16**  
New Stations Added  
to the Network

**400**  
Additional Bikes  
Added to the Fleet

**1.2 Million**  
Trips in the Last 12  
Months

1. Philadelphia Vital Statistics, 2018-2022



# Safe Vehicles Action Item Updates

## 1 - Support transportation options that reduce driving.

<b>1.1 - COMPLETED &amp; MONITORING</b>	<b>MDO, FINANCE</b>
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 2024.
<b>1.2 - ON-TRACK FOR 2025</b>	<b>SEPTA, CLEAN AIR COUNCIL</b>
Work with SEPTA and large employers like universities, hospitals, and the City to develop goals for providing all students/staff with transit passes, or opt-out option.	Clean Air Council is working with universities and large employers to adopt SEPTA Key Advantage and SEPTA Key Advantage UPass.
<b>1.3 - ON-TRACK FOR 2025</b>	<b>SEPTA</b>
Improve bus travel times by 5% by 2025.	Bus Revolution completed in Spring 2024 when the proposed new network was adopted by SEPTA's board. New Bus Network will begin rolling out in June 2025 and be complete by August 2026.
<b>1.4 - ON-TRACK FOR 2025</b>	<b>SEPTA</b>
Increase the number of city residents within 1/4 mile of frequent transit by 10% by 2025.	See above on Bus Revolution timeline. New bus network will bring 211,000 more people within a five-minute walk of frequent transit.
<b>1.5 - COMPLETED &amp; MONITORING</b>	<b>OTIS</b>
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.

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

### 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.

### OTIS

Since 2019, 346 heavy-duty vehicles have been fitted with safety components. 230 new vehicles on order with these components will replace older vehicles without them.

### 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.

### MAYOR'S OFFICE, OTIS

The City continues to work through NACTO, the National Association of City Transportation Officials, to advocate for vehicles.

### 2.4 - ON-TRACK FOR 2025

Pilot collision avoidance systems on SEPTA trolleys and buses.

### SEPTA

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

Integrate Vision Zero messaging and branding into Risk and Fleet websites and crash related materials, MDO Directive governing City vehicle policy, and City employee newsletter.

### OTIS

Not initiated.

### 3.2 - NOT INITIATED

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

### FLEET, OTIS

Not initiated.

### 3.3 - NOT INITIATED

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

### PLANNING COMMISSION, OTIS, BIKE COALITION

No new progress in 2023.

### 3.4 - STARTED

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

### SCHOOL DISTRICT, OTIS

Safe Routes Philly is working with SDP to prioritize school bus routes for a stop arm camera enforcement pilot in 2025





## Make Decisions by Analyzing Data

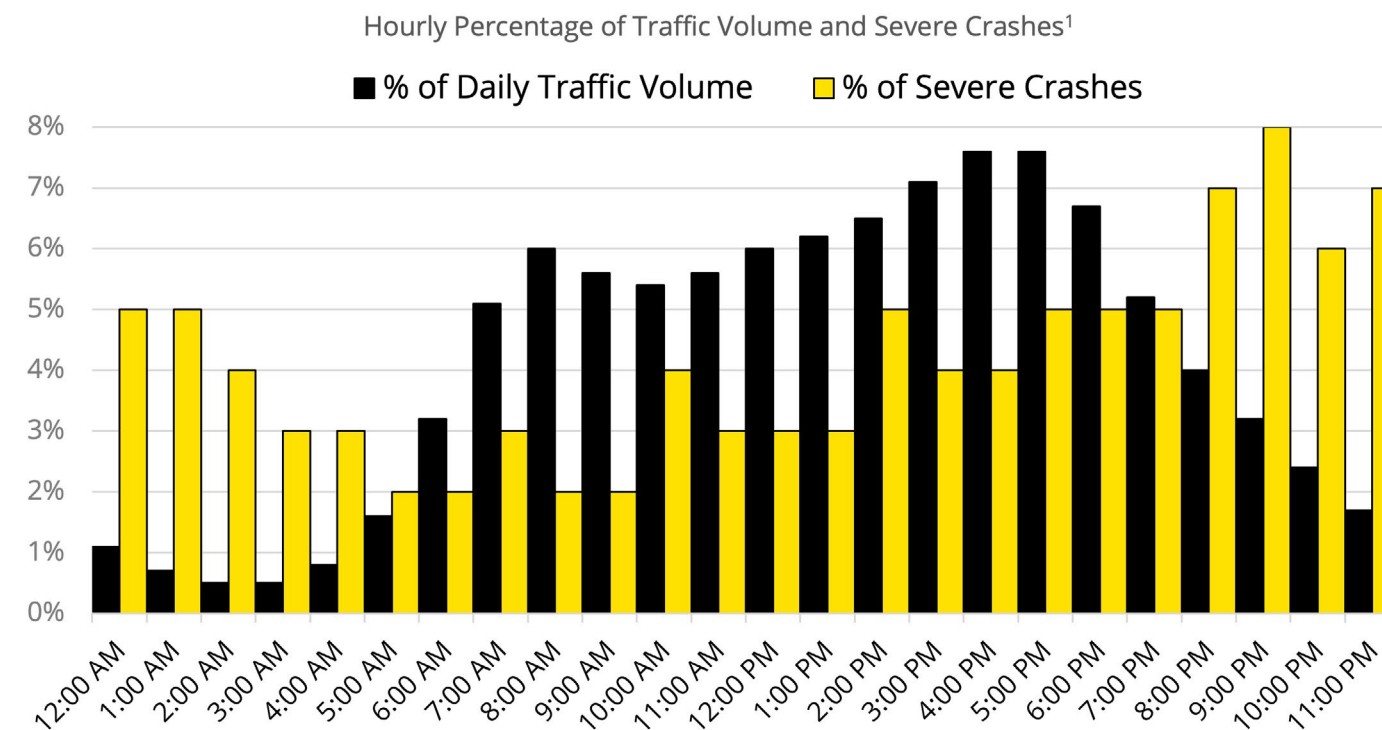
Eliminating traffic-related deaths requires continual, data-informed analysis. Crash data is critical for understanding when and where crashes occurred. Crash data also includes the factors that may have contributed to the crashes. In order to center equity in Vision Zero, we analyze demographic data of all people involved in a crash. We can then understand how transportation safety intersects with social justice issues. The Department of Public Health provides this data, found in the Traffic Crash Data Analysis section of this report.

A data-driven, Safe System approach is critical to a comprehensive crash mitigation strategy. This section highlights three research projects undertaken by the Safety Data subcommittee to identify the underlying causes of crashes in Philadelphia and evaluate the effectiveness of tools used to address them.

**“Through the federally endorsed transportation safety framework known as the Safe System approach, the City can improve safety and reduce traffic related deaths and serious injuries towards zero”**

**Vision Zero Executive Order**

## Analyzing The Off-Peak Impacts of Designing for Peak Hour Congestion



**Study corridors experienced more than half of their severe crashes but only a quarter of daily vehicle trips during overnight hours.**

The traditional approach to designing streets looks at traffic conditions when congestion peaks. Analysis is typically done for the AM and PM peak hours. However, in Philadelphia, crashes that kill or severely injure people tend to happen when traffic is at its lowest. Wide streets with low traffic attract higher driving speeds. Higher speeds are particularly dangerous to pedestrians and other vulnerable road users.

The City worked with Drexel University's Dr. Zhiwei Chen and a team of student researchers to analyze traffic demand throughout the day. 24-hour speed and crash data was also studied for trends. The research aimed to answer a key research question. When we design our roads for peak hour driving, are we creating more dangerous conditions for everyone during the rest of the day?

1. PennDOT Crash Data 2023



## Washington Avenue Year 1 Evaluation Report Findings: A Safer, Greener, More Efficient Street

In 2023, the Washington Avenue Repaving and Improvement project installed Complete Streets elements. Elements included a road diet, traffic calming measures, a separated bike lane, new parking regulations, public loading zones, and interim painted bus boarding islands.

The project's 1-year evaluation report found that Washington Avenue is now more efficient for all users. For instance, parking and loading capacity have increased while illegal parking has decreased. Vehicle travel times and transit operations were not impacted where the project reduced lanes. Parallel routes were unaffected. Bus Route 64 travel times improved where the project implemented painted bus islands. Ridership

increased at a faster rate than the citywide bus system. More people are riding bikes on Washington Avenue, especially between 11th Street and 4th Street in the new parking-separated bicycle facility.

**Peak hour bike volumes increased up to 181% on blocks with new separated bike facilities**

**Average bus speed increased 16% where bus loading islands added, and bus ridership increased 17%**



New Green Storm Water Bumpout at 22nd and Parrish streets, 2024

## Green Storm Water Bumpouts Slow Water Infiltration, and, Vehicle Speeds

In order to meet the goals set out in the City's landmark stormwater management plan, [Green City, Clean Waters](https://water.phila.gov/green-city/)<sup>1</sup>, and to satisfy state and federal regulations, the Philadelphia Water Department (PWD) is planning, designing, and constructing a portfolio of green stormwater infrastructure (GSI) systems. These systems capture, filter, and store stormwater run-off utilizing sub-surface trenches, and vegetated features, from rain-gardens to street trees, mimicking natural processes where possible. As part of this program PWD has developed 156 many stormwater bumpouts, and anticipates bringing 342 more on line within the

next 5 years. These bumpouts have vegetated curb extensions that protrude into the street at mid-block or intersections locations. When located at crosswalks, they provide a safety benefit by reducing the pedestrian crossing distance. The Office of Multimodal Planning studied stormwater bumpouts installed at intersections to determine what benefit, if any, the bumpouts had to crash reductions. A difference-in-difference model compared these installed locations to planned but not-yet-installed intersection locations both before and after installation. The bumpouts resulted in a 36% decrease in injury crashes and a 33% decrease in all crashes.

**GSI bumpouts reduced injury crashes by 36% compared to similar intersections where bumpouts were not installed**

1. <https://water.phila.gov/green-city/>



Washington Avenue at 11th Street, 2023



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

<b>1.1 - COMPLETED &amp; MONITORING</b>	<b>STREETS, OTIS</b>
Complete three before/after studies each year to analyze the effectiveness of Vision Zero corridor or intersection safety projects.	Before/after studies completed or underway on Washington Ave road diet, PWD GSI projects and hardened centerline treatments.
<b>1.2 - COMPLETED &amp; MONITORING</b>	<b>OTIS</b>
Continue to release annual Vision Zero progress reports.	Annual progress report published September 2024.
<b>1.3 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Continue to update the High Injury Network with new crash data with every future Vision Zero plan and use it to prioritize safety interventions	New HIN under development with 2019-2023 crash data, will be released with the new Vision Zero Action Plan in 2025
<b>1.4 - ON-TRACK FOR 2025</b>	<b>STREETS, OTIS</b>
Continue to input Vision Zero projects into public-facing GIS layer.	Draft Vision Zero Dashboard underway with the Safe Speeds & Streets subcommittee

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

<b>2.1 - STARTED</b>	<b>POLICE, PENNDOT</b>
Consistently collect, record, and report race/ethnicity data for all people involved in a crash.	Adding race/ethnicity to the crash reporting form has not advanced, but PDPH expanded analysis of crash victims (incl. race/ethnicity) to all hospitalizations

<b>2.2 - ON-TRACK FOR 2025</b>	<b>PENNDOT, OTIS</b>
Evaluate crashes with more precise data for time of crash (precise date) and people involved (zip codes).	Data has not yet been acquired, but a data agreement is in place to advance this in 2025
<b>2.3 - STARTED</b>	<b>STREETS, OTIS</b>
Create new database layers of physical street characteristics such as street width and number of lanes to better understand the relationship between crashes and street geometry.	This project will advance alongside the curbside data management project run by Smart Cities. Vendors have been selected to support this work.
<b>2.4 - ON-TRACK FOR 2025</b>	<b>JEFFERSON UNIVERSITY HOSPITAL</b>
Evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes.	Jefferson has a research team in place with IRB approval to advance this project.
<b>2.5 - COMPLETED &amp; MONITORING</b>	<b>HEALTH, DVRPC, PLANNING COMMISSION, OTIS</b>
Work with partners to secure and install additional pedestrian and bicycle counters to allow more tracking of active transportation volumes	PDPH has acquired new counters, expect early outcomes by end of calendar year
<b>2.6 - NOT INITIATED</b>	<b>POLICE, STREETS</b>
Support the creation of the Major Crash Investigations Squad to conduct assessments at the scene of fatal crashes and the conditions that contributed to the crash and the fatality.	Staffing constraints continue to prevent creation of a dedicated Fatal Investigations Squad within the Crash Investigation Division.
<b>2.7 - COMPLETED &amp; MONITORING</b>	<b>POLICE</b>
Procure forensic mapping system and software to virtually assess scenes of fatal crashes	The equipment has been acquired and is in use.



# Safety Data Action Item Updates

## 3 - Improve internal and public access to safety data.

<b>3.1 - ON-TRACK FOR 2025</b>	<b>PARKING AUTHORITY, SEPTA, OTIS</b>
Develop a digital curbside management system to reduce unsafe behaviors like illegal parking/loading in the bike or bus lane, double parking/loading.	Vendor selected and work expected to begin soon on this project
<b>3.2 - COMPLETED &amp; MONITORING</b>	<b>PENNDOT</b>
Continue to report analysis of annual PennDOT crash data and identify ways to expedite the release of crash data on an ongoing basis	2023 crash data shared in this report
<b>3.3 - COMPLETED &amp; MONITORING</b>	<b>OTIS</b>
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.
<b>3.4 - ON-TRACK FOR 2025</b>	<b>OTIS</b>
Develop an interactive, user-friendly, web-based application using standardized metrics for internal and external crash analysis.	This product is in production and expected to be shared for internal use by summer 2025



## APPENDIX 2

# FEDERAL AND STATE GRANT AWARDS

### US Department of Transportation Grants:

Grant Program	Project Name	Grant Award	Project Description
FY23 SS4A	<a href="#">Complete &amp; Safe Streets Philadelphia: Vision Zero High Injury Network Corridors</a>	\$16,420,904	Two high-injury corridors, Old York Road from Erie to Lindley Avenues and along Hunting Park Avenue from Wissahickon Avenue to Roosevelt Boulevard, will receive major safety upgrades. Additional funding will go towards the City's Bicycle Capital Plan and bicycle improvement demonstration projects.
FY24 SS4A	<a href="#">City of Philadelphia Supplemental Planning and Demonstration Activities</a>	\$7,191,688	This grant will be used to create a Pedestrian Safety and Sidewalk Improvement Plan and run a demonstration project at 40 schools to test traffic calming measures at crosswalks.
FY23 Reconnecting Communities and Neighborhoods (RCN) Neighborhood Access and Equity (NAE) Grant Program	<a href="#">The Chinatown Stitch: Reconnecting Philadelphia's Chinatown</a>	\$158,911,664	"The Chinatown Stitch project is a highway capping project to cover the existing below-grade Vine Street Expressway I-676 and reconnect the Chinatown neighborhood. This NAE grant will complete final design and implementation of a two-block phase of the project, in addition to safety improvements for the local Vine Street and connection to the Reading viaduct rail-trail. Note the FY23 RCN grant program combined BIL and Inflation Reduction Act (IRA) funding. The NAE grant award is funded by IRA."

### Pennsylvania State Grants:

Grant Program	Project Name	Grant Award	Project Description
Transportation Alternatives Set-Aside (TASA)	<a href="#">Logan School Slow Zone</a>	\$1,250,000	Install speed cushions, bumpouts, and other traffic calming devices around Logan Elementary, by the intersection of Belfield and Ogontz avenues.
	<a href="#">Woodland Avenue</a>	\$1,000,000	Install traffic signals and marked crosswalks at Woodlands Driveway and Chester Ave. Reconstruct broken, uneven sidewalks and add a sidewalk-level two-way cycletrack.
	<a href="#">Cobbs Creek Trail</a>	\$1,500,000	Connect Cobbs Creek Trail B1 at Island Avenue and Wheeler Street to Eastwick Park at 80th Street.
	<a href="#">Better Bus Stops</a>	\$500,000	Install bus bump outs at an estimated 10 bus stops on S. 7th and 8th Streets.
	<a href="#">Safe Routes Philly</a>	\$300,000	New youth traffic safety curriculum will be designed specifically for special education students, their teachers, and families.
	<a href="#">Torresdale Avenue</a>	\$1,500,000	Install safety improvements along Torresdale Avenue between Adams Avenue and Worrell Street, such as upgrading the Worrell Street intersection and including physical separation to the bicycle lane.
	<a href="#">Belmont Avenue Sidepath</a>	\$1,255,000	Reconstruct the asphalt trail on the west side of Belmont Avenue between Montgomery Drive and Edgely Drive.



## Pennsylvania State Grants Continued:

Grant Program	Project Name	Grant Award	Project Description
Automated Speed Enforcement	<a href="#">Citywide Intersection Modifications Program</a>	\$1,000,000	This program helps to slow traffic at intersections, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing times. For these reasons, intersection modifications can significantly diminish severe and fatal pedestrian crashes. The project will entail design and construction at two to three locations.
	<a href="#">Better Bus Stops</a>	\$1,500,000	Install a new signal at Crescentville and Walnut Park Drive, as well as a new pedestrian rectangular rapid flashing beacon (RRFB) at the bus stop 600 feet south of Walnut Park Drive. The project will also create safe and accessible stops by paving "landing pads" for passengers to board and alight the bus from at these new pedestrian crossing locations.
	<a href="#">Eakins Oval</a>	\$1,800,000	To design multimodal safety, accessibility, and mobility improvements at the Benjamin Franklin Parkway – home to the iconic Eakins Oval – and the adjacent Pennsylvania Avenue.
	<a href="#">Neighborhood Slow Zones</a>	\$3,000,000	These consist of quick-build speed management improvements such as lane narrowing, reduced corner radii, gateway treatments, speed humps/cushions, and intersection daylighting, intended to slow driver speeds and calm traffic.
	<a href="#">2025 Roosevelt Boulevard Route for Change Intersection Modifications</a>	\$10,000,000	These include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.
	<a href="#">Roosevelt Boulevard Route for Change Program</a>	\$2,000,000	Alternatives analysis related to the Roosevelt Boulevard Route for Change Program long-term improvements, including environmental analysis, preliminary engineering, and design activities. This award also includes design for short-term improvements identified in the Route for Change report.

Grant Program	Project Name	Grant Award	Project Description
Automated Red Light Enforcement	<a href="#">Citywide Intersection Modifications</a>	\$1,000,000	Slow traffic at intersections, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing distances. This program will serve as an extension of previous intersection modifications that have successfully implemented safety improvements at several locations throughout the City – many of which are located on the High Injury Network (HIN)
	<a href="#">ITS-Fiber Network</a>	\$3,000,000	Integrating streets into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with a single-mode fiber optic cable. As the City builds a centrally located Traffic Control Network, the last mile of previous arterial upgrades must be connected, thus enhancing the City's communication infrastructure. This program involves traffic signals on corridors citywide. The funding is expected to impact approximately 40 additional locations citywide depending on individual project complexity and need.
	<a href="#">Bike Network Curb Separation</a>	\$1,000,000	Program will enable Philadelphia to upgrade the existing separated bicycle facilities, replacing existing plastic delineator posts in the painted buffer with concrete curbs. This program will improve the safety and predictability of the bikeway network while reducing material and staff-time maintenance costs associated with delineator replacement.
	<a href="#">Speed Limit Signing</a>	\$1,000,000	Pilot program to increase sign density for the posted speed limit throughout the HIN and reduce speed limits to 25 mph on certain HIN streets throughout the City, currently set to 30 mph or 35 mph. The proposed corridors include a mix of local, state, and park roadways. Before/after analysis will be collected in order to analyze the effectiveness of the speed limit reduction and increased speed limit sign density related to travel speeds and crash data.
Multimodal Transportation Fund	<a href="#">Various Projects</a>	\$5,410,000	Multiple awards to support Vision Zero-related projects, including Castor Ave streetscape project (City), Mt. Airy pedestrian safety (City), Greys Ferry Triangle (City), Delaware River Trail Extension (DRWC), Frankford Creek Greenway (City), Schuylkill Banks enhancements (SRDC)



