

VISION ZERØ PHILADELPHIA

ACTION PLAN 2030



City of
Philadelphia

VISION ZERO ACTION PLAN 2030
NOVEMBER 2025

INDEX



South Broad Street Sidepath, 2025

Letter from the Mayor		4
Task Force Pledge		6
Executive Summary		8
SECTION 1	Traffic Crash Analysis	14
SECTION 2	Community Engagement	24
Action Item Development		29
SECTION 3	Safety Policy	30
SECTION 4	Safer Speeds & Streets	36
SECTION 5	Safer People	48
SECTION 6	Safer Vehicles	56
SECTION 7	Safety Data	60
APPENDIX	2025 Grant Awards Task Force & Subcommittees	64

LETTER FROM

MAYOR CHERELLE L. PARKER



Mayor Parker Signing the Vision Zero Executive Order, 2024

My Fellow Philadelphians,

Today, as your Mayor, I am honored to present the Vision Zero Action Plan 2030—a reflection of our shared progress and a reaffirmation of our commitment to a safer Philadelphia for all.

With the collective effort, this year's report highlights the bold steps we have taken, the challenges we have faced, and the road ahead as we work to eliminate traffic deaths and severe injuries on our streets. Together, we are shaping the future of Philadelphia—by the people, for the people, and for generations to come.

This year, we have made significant strides. Key highlights from this plan include:

- A new **High Injury Network**, identifying the 12 percent of Philadelphia streets where 80 percent of fatal and serious crashes happen. My administration is committed—no excuses—to program safer improvements on every single mile of this network by 2030.
- Clear, accountable actions and goals for the City and our partners—putting people first as we advance improvements along the High Injury Network, **prioritizing infrastructure that protects** our children, seniors, and all who walk, bike, or drive in our city.
- New initiatives to educate Philadelphians about safe travel and **the power of looking out for one another—especially our most vulnerable neighbors—because every life matters on our streets**. An expanded Safe Routes Philly program so every child in our city is empowered with the skills to travel safely—because our young people deserve nothing less.
- Common-sense policy proposals we will champion in Harrisburg **to expand automated enforcement and tear down barriers to safer streets—because bureaucracy should never stand in the way of saving lives**.

I am laser-focused on expanding automated speed enforcement—because we know that speed cameras save lives. Over the next several years, we will bring this life-saving technology to more corridors across our great city. We would not have this program without the tireless advocacy of everyday Philadelphians like Latanya Byrd, whose work in Harrisburg helped me to understand the critical importance of this technology and how it helps save lives. Latanya's work advocating for the passage of state enabling legislation for the speed camera program saved many lives. We lost Latanya this year, and her absence is deeply felt.

I am honored to dedicate this Vision Zero plan to her memory and legacy.

For you —Philadelphia—and for Latanya, let's make the next five years our greatest leap forward yet toward a city with zero traffic deaths. Together, we will get it done.

In service,

Cherelle L. Parker
100th Mayor
City of Philadelphia



PLEDGE FROM

THE VISION ZERO TASK FORCE



Press conference for Broad Street Speed Cameras, 2025

WE PLEDGE,

as the Vision Zero Task Force, to incorporate the Vision Zero Action Plan goals, principles, and values into everything our departments, agencies, and organizations do.

We commit to zero traffic fatalities.

DIN ABASI
Pennsylvania Department of Transportation

KEVIN BETHEL
Police Department

MICHAEL CARROLL
Office of Transportation and Infrastructure Systems

KRISTIN DEL ROSSI
Department of Streets

CHRIS GALE
Bicycle Coalition of Greater Philadelphia

ADAM GEER
Office of Public Safety

JESSIE LAWRENCE
Department of Planning and Development

RICH LAZER
Philadelphia Parking Authority

ARIELLA MARON
Delaware Valley Regional Planning Commission

PALAK RAVAL-NELSON
Department of Public Health

JOSEPH ROSATI
Department of Fleet Services

RICK SAUER
Philadelphia Association of Community Development Corporations

SCOTT A. SAUER
Southeastern Pennsylvania Transportation Authority

ADAM K. THIEL
Managing Director's Office

JEFFREY THOMPSON
Fire Department

TONY B. WATLINGTON, SR. ED.D.
School District of Philadelphia

KELLEY YEMEN
Office of Multimodal Planning

EXECUTIVE SUMMARY

Philadelphia is Committed To Eliminating Traffic Deaths

In March 2024, Mayor Parker signed an executive order recommitting Philadelphia to reach zero traffic deaths. This Vision Zero Action Plan builds on prior plans from 2017 and 2020. It is the next step in accomplishing the goals of Vision Zero in our city. Getting to zero deaths in Philadelphia requires a willingness to implement new concepts. These concepts must be rigorously tested to see if they are effective. If they do not work, discard them, and if they do, expand implementation.

The Safe System approach to roadway safety works. This framework was adopted in Philadelphia in 2020.

This approach focuses on creating **safer streets**, using **safer vehicles**, traveling at **safer speeds**, and educating **safer people** to create an overall safer transportation culture in the City of Philadelphia. These focus areas provide the basis for the Vision Zero Action Plan.

This action plan is informed by input from nearly 3,000 residents and stakeholders. This feedback came from roundtable discussions, surveys, and one-on-one conversations. The feedback creates the foundation for the action items throughout this document.

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 program 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

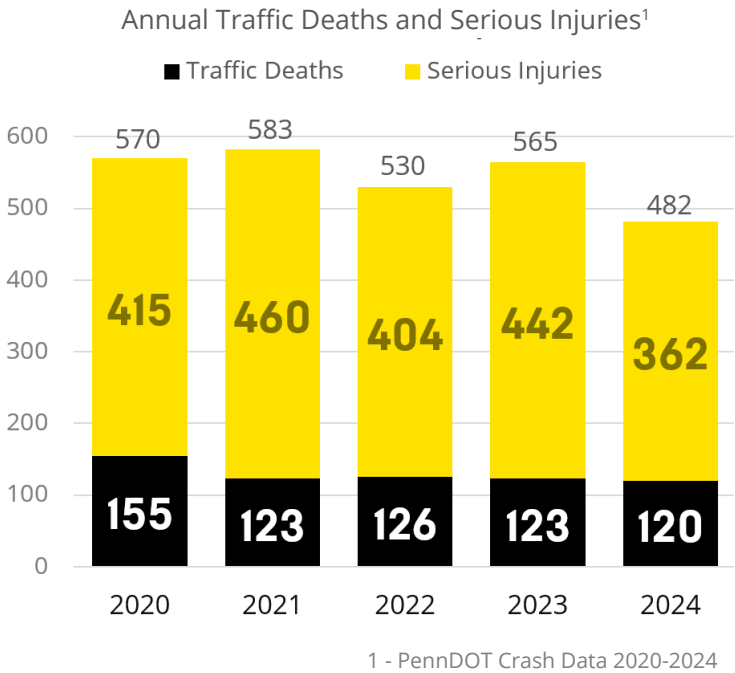
Work with the School District of Philadelphia to educate students about traffic safety.

GOAL 6 - ZERO TRAFFIC DEATHS

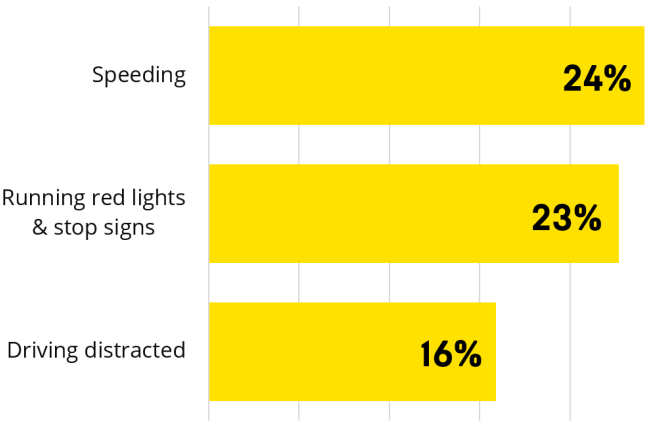
Work to reduce fatal and serious injury crashes as quickly as possible in support of the Regional Vision Zero 2050 goal.

SEVERE CRASHES IN PHILADELPHIA IMPACT HUNDREDS EVERY YEAR

Vision Zero focuses on eliminating the crashes that result in deaths and serious injuries. Since 2020, fatalities in Philadelphia have remained elevated, with at least 120 deaths each year.



Top Safety Concern Selected by Philadelphians²



2. Vision Zero Action Plan survey, 2025; Vision Zero Action Plan market research, 2025

PHILADELPHIANS WANT SAFER STREETS

Speeding and red light running are the top traffic safety concerns of Philadelphians. Through roundtable discussions, community leaders shared the approaches that the City should take to make roads safer.

THE SAFE SYSTEM APPROACH GUIDES VISION ZERO

This approach to transportation safety looks beyond the immediate conditions of a crash and focuses across connected systems to prevent all fatal crashes. In comparison to a traditional approach that designs roadway environments to function best when users follow precise rules, a safe system approach accounts for human error. People are not perfect, and will always make mistakes. However, when they do, our safety systems should be in place to prevent traffic-related deaths.



TRANSFORMATIVE POLICIES CAN ACCELERATE VISION ZERO

Getting to zero will require political will and public support for ambitious and transformative policies.



Expand automated speed enforcement and automated red light enforcement



Local control of speed limit setting



Pass the curb bill

ONE PHILLY, A UNITED CITY: ALIGNMENT WITH COMPLEMENTARY INITIATIVES

Vision Zero is a shared goal for Philadelphia. It is an example of the intergovernmental cooperation that leads to transformative change. Vision Zero is aligned with key City goals including building a safer, cleaner, and greener city with economic opportunity for all. The Parker Administration is committed to a city government that residents can “see, touch, and feel” through the delivery of core services. The administration is also expanding Philadelphians’ access to stable housing options through the Housing Opportunities Made Easy (H.O.M.E.) Initiative. Supporting and building on these complementary initiatives ensures Vision Zero advances the Mayor’s directive to build “One Philly, A United City.”



Walkable communities with safe and accessible transportation are necessary to providing Philadelphians with stable and affordable housing. Vision Zero supports the **HOME initiative** effort to build, restore, and preserve 30,000 homes by building communities rich with amenities and access to jobs.



Increasing tree canopy calms travel speeds. Installing planters in the right-of-way daylight corners. Vision Zero coordinates with the **Office of Clean and Green** to maximize the traffic safety benefits of their work.



Teaching Philadelphia youth about traffic safety while they start lifelong active transportation habits are some of the ways that Vision Zero and the Safe Routes Philly program partners with the Mayor’s Office of Education’s **Community Schools Initiative**.



Working Together for Safer Streets

Vision Zero supports the Delaware Valley Regional Planning Commission (DVRPC) and its partners **Regional Vision Zero (RVZ) plan** to make roadways safer for all users. The program advances the regional Vision Zero 2050 goal. Philadelphia’s neighboring counties share the goal of eliminating traffic deaths and serious injuries.



Bache-Martin School Bike-to-School Day, 2025

LOOKING BACK: NINE YEARS OF VISION ZERO

32 speed and red light
camera locations installed

154 miles of High Injury Network projects
completed or in progress

130,000 Street lights
upgraded to LED

1,200 speed cushions
installed

35 miles of High Quality Bike
Network facilities added

209 Indego stations
added citywide

30 Schools engaged in Safe
Routes Philly programs

PROJECT SPOTLIGHT: BROAD GERMANTOWN ERIE

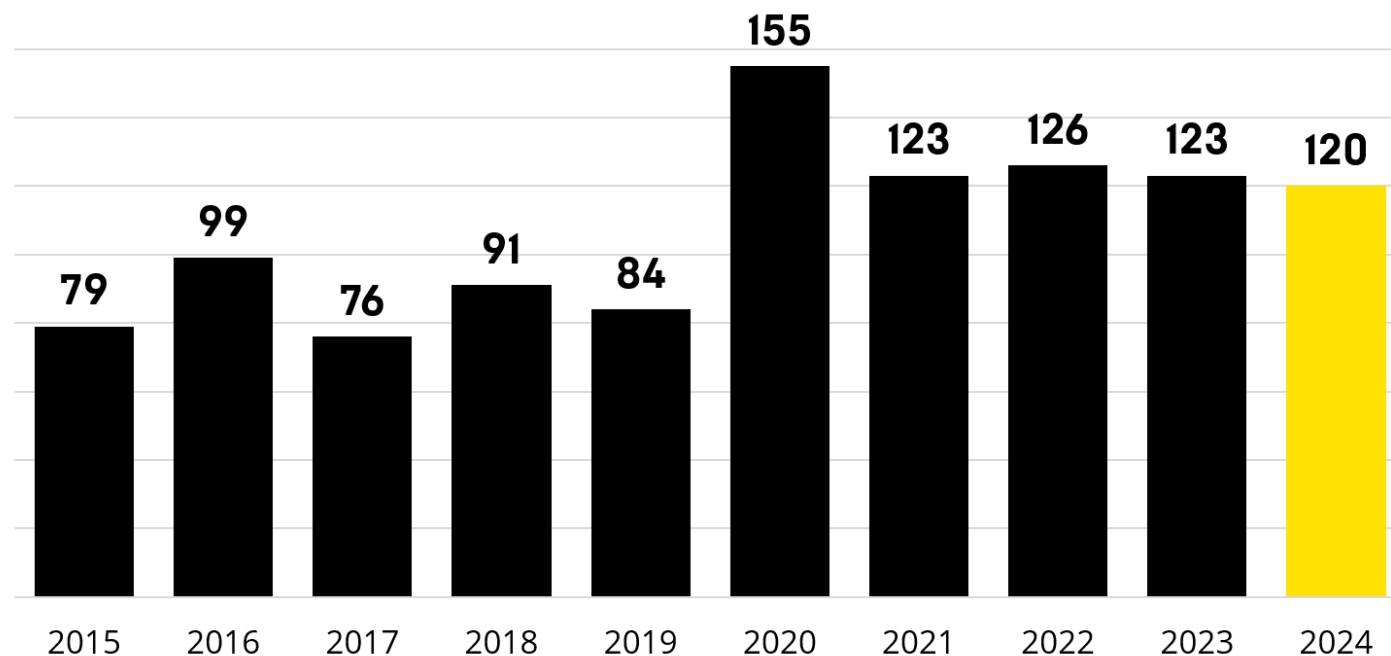
The Broad, Germantown, and Erie ("BGE") Project is a joint effort between Vision Zero task force members and community organizations. The project started in 2017 with partners like BGEC, Called to Serve, and North Broad Renaissance. The BGE intersection is a major hub in North Philadelphia. The intersection serves pedestrians, transit riders, and drivers. There are major transit connections between highly used bus and subway service. There are many local businesses and institutions. Three major roads intersect resulting in traffic congestion and complexity. With a long history of severe crashes, the area is a top priority on the High Injury Network. The resulting project enhanced traffic safety in many ways. There are shortened crossings, bus boarding islands, a raised bicycle lane, and new public spaces through a community-driven design.

SECTION 1

TRAFFIC CRASH ANALYSIS

Traffic Deaths Remain Elevated, Five Years into the Decade

Annual Traffic Deaths, 2015-2024¹



An accurate and data-driven understanding of traffic safety trends in Philadelphia is foundational to the Vision Zero program. Every year, Vision Zero provides an updated analysis on the most recently available crash data to closely track changes in trends relating to number and location of crashes, severity, and causes. The most significant trend in recent years was the spike in fatalities in 2020 and the persistence of elevated fatal crashes. In 2024, 120 Philadelphians lost their lives due to crashes. The average fatalities per year over the last

five years is over 50 percent higher than the five-year average prior to 2020—a staggering increase.

“More Than a Statistic” features in this section tell the stories of traffic violence victims. They remind us that these numbers are not just statistics – they are people. Every traffic fatality has a ripple effect that impacts the victim, their family, their community, and our city. Zero is the only acceptable number of traffic deaths .

1. PennDOT Crash Data, 2015 - 2024

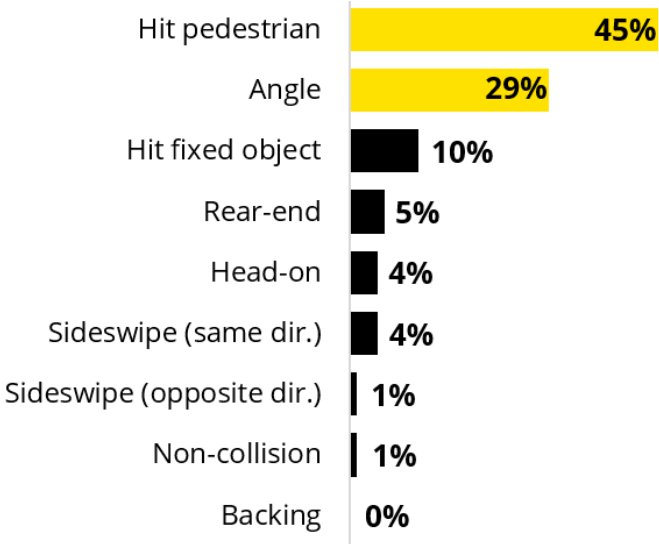
A new High Injury Network guides priorities for the Action Plan

80 percent of all traffic deaths and serious injuries occurred on just 12 percent of Philadelphia streets. This is called the High Injury Network (HIN). It is based on five years of crash data (PennDOT, 2019 - 2023; excludes interstates). The Vision Zero Task Force prioritizes safety investments along these corridors. The Task Force focuses on saving lives and preventing serious injuries. More detailed information about the HIN, a dynamic version of the map, and the full methodology are available at www.visionzerophl.com.



Most severe crashes involve pedestrians or vehicles struck at an angle

Collision Type by Percent of Fatal and Serious Injury Crashes, 2024¹



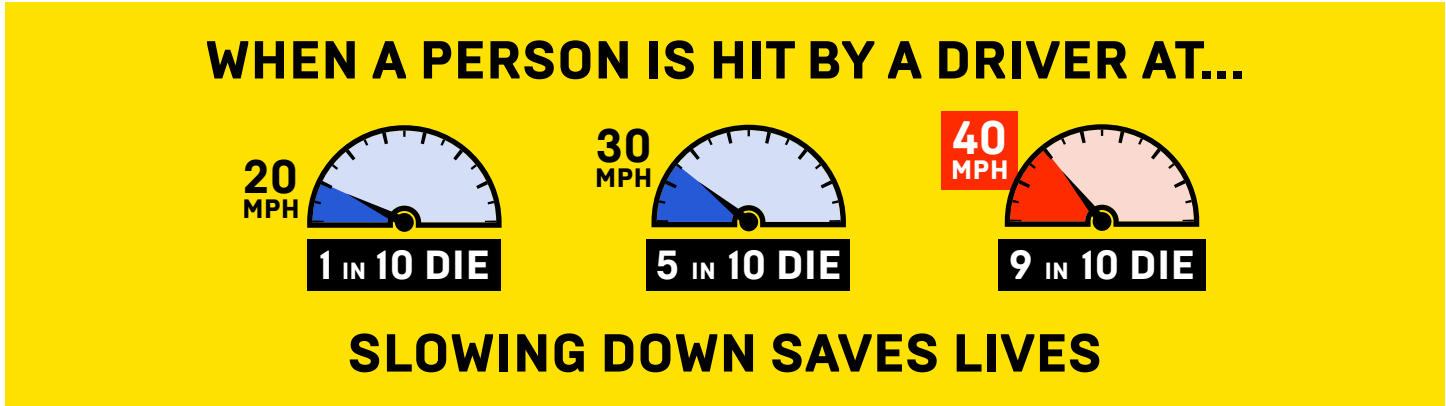
1. PennDOT Crash Data, 2024

In 2024, the most common crash type among fatal and serious injury crashes in Philadelphia was “hit pedestrian”. These crashes were 45 percent of fatal and serious injuries crashes in 2024. Pedestrians are very vulnerable in a crash. They lack the protection that vehicles provide. Angle crashes, such as T-bones, are serious because vehicle occupants have less protection on the side of a vehicle. Taken together, hit pedestrian and angle crashes accounted for nearly three-quarters of severe crashes. The actions in this plan will address these types of crashes with proven countermeasures .

MORE THAN A STATISTIC

On May 16th, 2025 a driver turning right onto 52nd Street struck and killed a 91-year-old resident as he crossed at the intersection with Market Street, around 2:40 p.m. The driver was distracted when he struck and killed the pedestrian.

In 2025 there have been 23 pedestrians killed in crashes through August 1st.



MORE THAN A STATISTIC

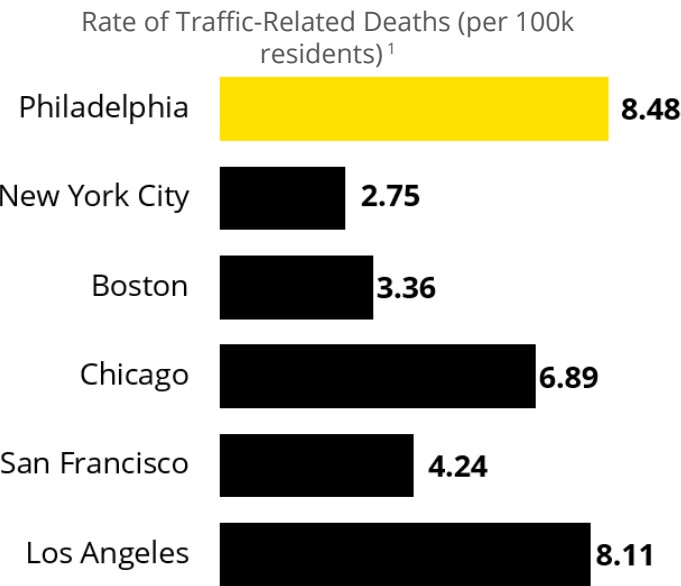
Jason Lohr

During the night of November 20th, 2024, Jason Lohr was riding his bicycle northbound on Frankford Ave in Kensington when he was struck by a southbound car turning left in front of him. Jason spent two weeks in a coma before succumbing to his injuries and donating his organs. Jason excelled at art and had a lifelong passion for music and riding bikes. Many were fortunate enough to have known him through his work as a DJ and bartender, most notably at the Standard Tap and the Atlantis Lost Bar, which is only steps away from his crash site. He is missed dearly by his friends and family. Ride in paradise Jason.

Shared by Dan Lohr, Jason's brother, with Families for Safe Streets of Greater Philadelphia. Vision Zero is grateful to FSSGP for this contribution to the Action Plan.



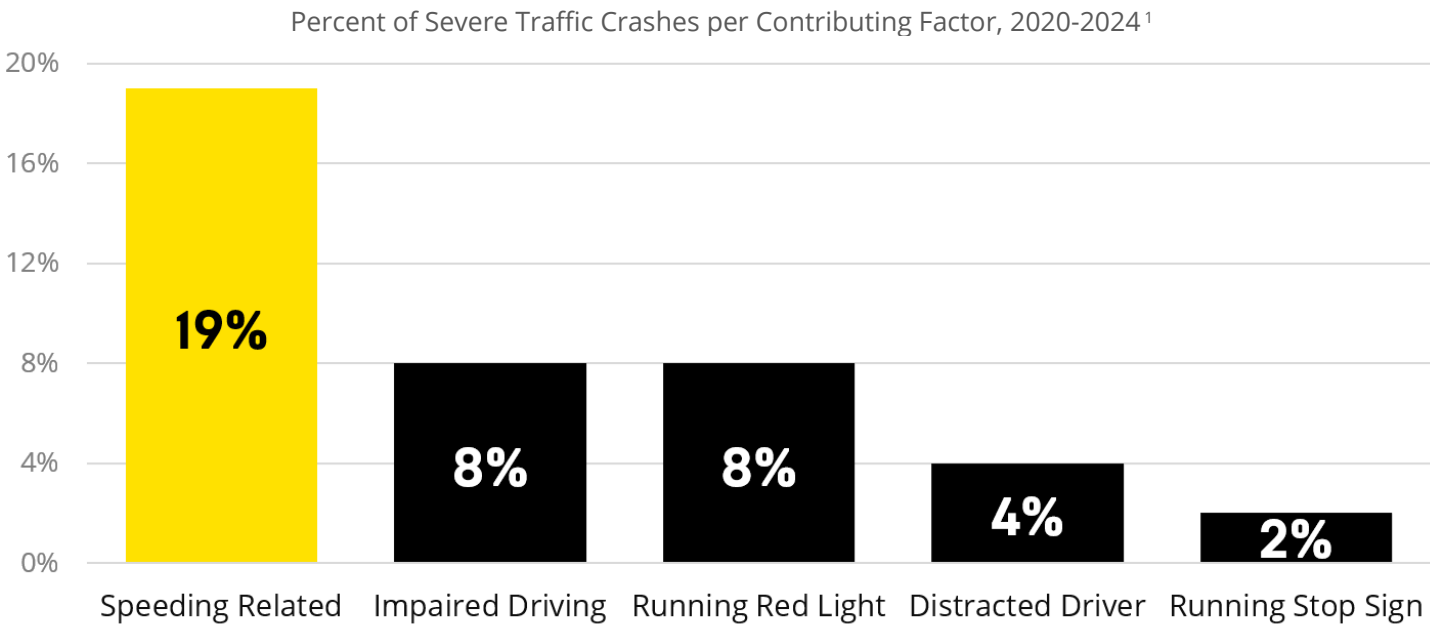
Philadelphia’s rate of traffic deaths continues to exceed peer cities



Comparing Philadelphia to peer cities helps to put Philadelphia’s crash trend in context. Cities across the country have adopted Vision Zero. Some, like New York City, have seen remarkable progress. In all these cities, challenges remain. Philadelphia’s fatal crash rate is closer to Los Angeles, a far more auto-oriented city, than to cities like New York, Boston, and San Francisco. These cities share Philadelphia’s higher density, walkable streets, and strong transit legacy. Older cities like Philadelphia are gifted with the fundamentals to be the safest in the country. Vision Zero is committed to Philadelphia reaching that potential.

1. NHTSA Traffic Safety Facts Annual Report Table 124, FARS 2019-2023 ARF; Population-Census Bureau; Five-Year Average

Vehicle speed is the top indicator of crash severity



Among the top contributing factors in crash severity, speed is the most important. It can be the difference between a fatal crash and an injury, especially in a crash between a person walking and a vehicle. Along with speeding, red light running is the most common type of aggressive driving that contributes to severe crashes. Severe crashes from speeding or running red lights have risen sharply since 2020.

Impaired driving refers to any crash where a driver was intoxicated. This includes both drunk and drugged driving. Drugged driving accounts for half of severe impaired driving crashes. In nearly a quarter of severe impaired driving crashes, driver impairment involved both drugs and alcohol. Reducing speeding, impaired driving, and red light running will prevent many fatal crashes in Philadelphia.

1 - PennDOT Crash Data 2020-2024

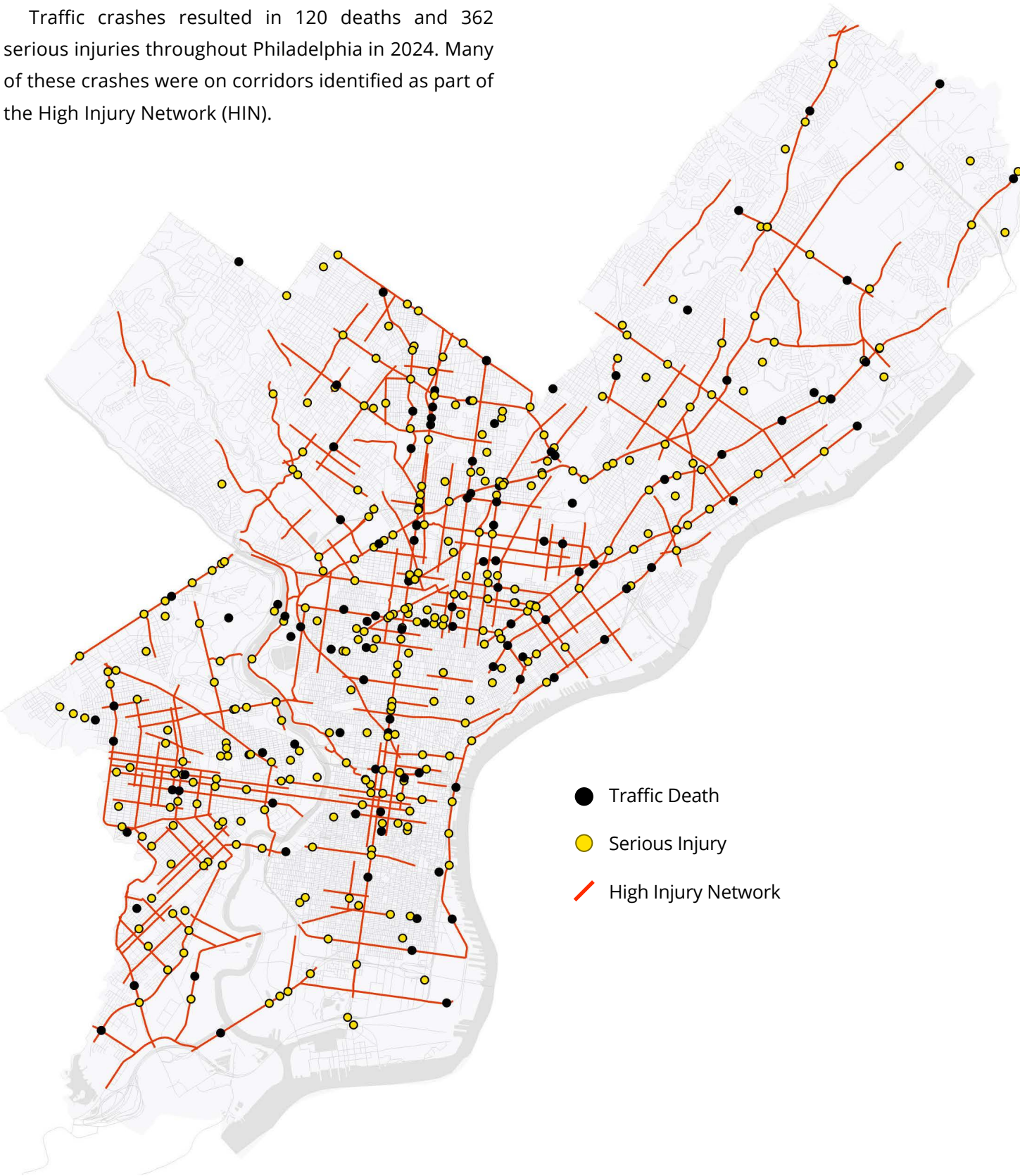
MORE THAN A STATISTIC

On October 26th, 2024 a 26-year-old male riding a motorcycle at a high rate of speed struck a vehicle turning left from Bustleton Avenue to Tomlinson Road. The crash occurred around 3:30 p.m. The man riding the motorcycle was killed.

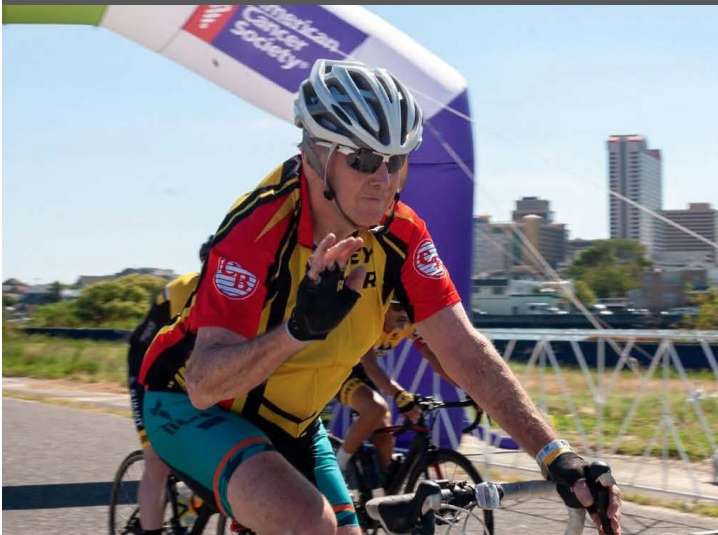
In 2025 there have been 7 people riding motorcycles killed in crashes through August 1st.

Where severe crashes occurred in 2024

Traffic crashes resulted in 120 deaths and 362 serious injuries throughout Philadelphia in 2024. Many of these crashes were on corridors identified as part of the High Injury Network (HIN).



MORE THAN A STATISTIC



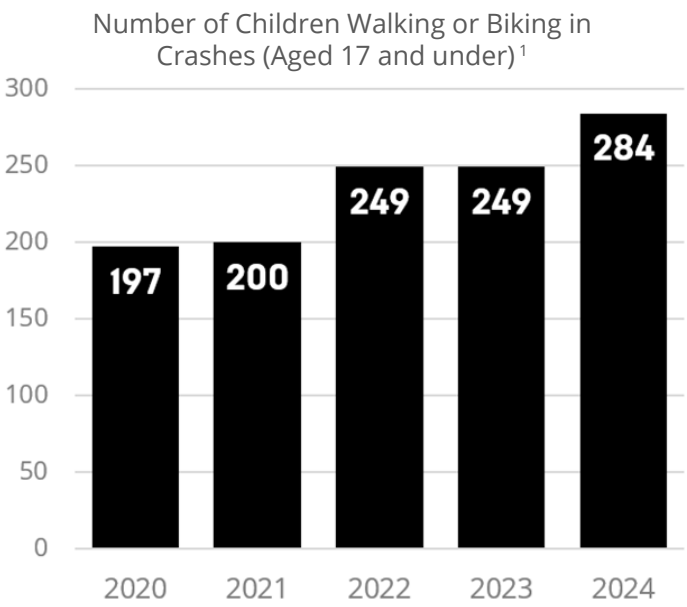
Patrick White

Patrick White, 70, was killed September 23, 2021 while biking across Cottman Avenue, a High Injury Network street. He had biked every morning before work for over 30 years. He frequently participated in charity rides, even during cancer treatment. Patrick was a beloved husband, father, and community member who is missed by many.

Shared by Families for Safe Streets of Greater Philadelphia. Vision Zero is grateful to FSSGP for this contribution to the Action Plan.

The number of children walking or biking in crashes continues to rise.

An alarming trend over the last several years is the increase in crashes involving children, aged 17 and under. Total crashes among children walking, in particular, have increased over 60% since 2020. Total crashes among children biking have decreased slightly. Fatal and serious injury crashes among children walking and biking have increased and surpassed pre-2020 trends. Philadelphia streets must be safe for children. Reversing this trend is a central goal of this action plan.



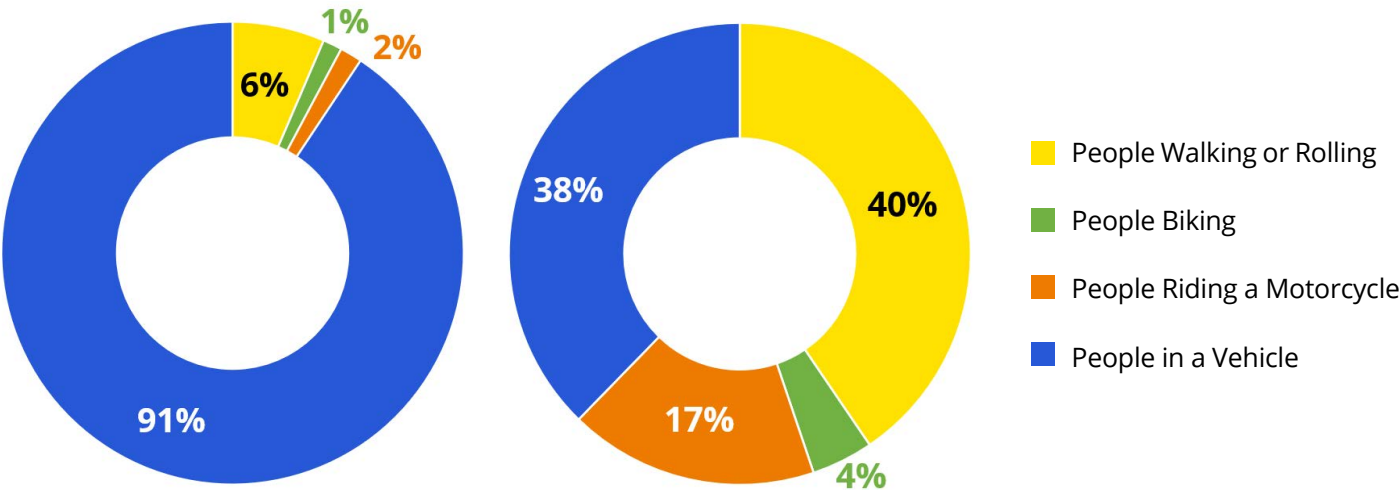
1. PennDOT Crash Data, 2020 - 2024

Every week, 4 children were struck by a vehicle between 2020 and 2024.

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

People Involved in All Crashes¹

People Involved in Fatal Crashes¹



People walking, biking, and rolling (using a personal conveyance device like a wheelchair) are less protected than people in a vehicle. This is also true of people on motorcycles. These people are disproportionately impacted by severe crashes. Less than ten percent of all crashes involve people walking, biking, rolling or riding

a motorcycle, but they account for nearly two-thirds of fatalities. This is a trend that has been exacerbated by an increase in speeding and aggressive driving since 2020. In 2024, 78 of the 120 fatalities (65 percent) in Philadelphia were people outside of a vehicle.

1. PennDOT Crash Data, 2020-2024

MORE THAN A STATISTIC



Billy McWilliams

On July 28, 2023, Billy McWilliams, 16, was on his bicycle when he was hit and killed by a hit and run driver on Byberry Road. Billy had the biggest heart and he adored his family and friends. He was the most energetic 16 year old. Billy loved riding his bike, playing video games, playing tons of sports, hanging out with his friends and family and overall just being outside. He had the biggest smile that lit up any room he walked into and his laugh was contagious. His energy was vibrant and warm and he made everyone around him comfortable and happy. He was the definition of one of one. He is forever loved and missed more than words could ever describe.

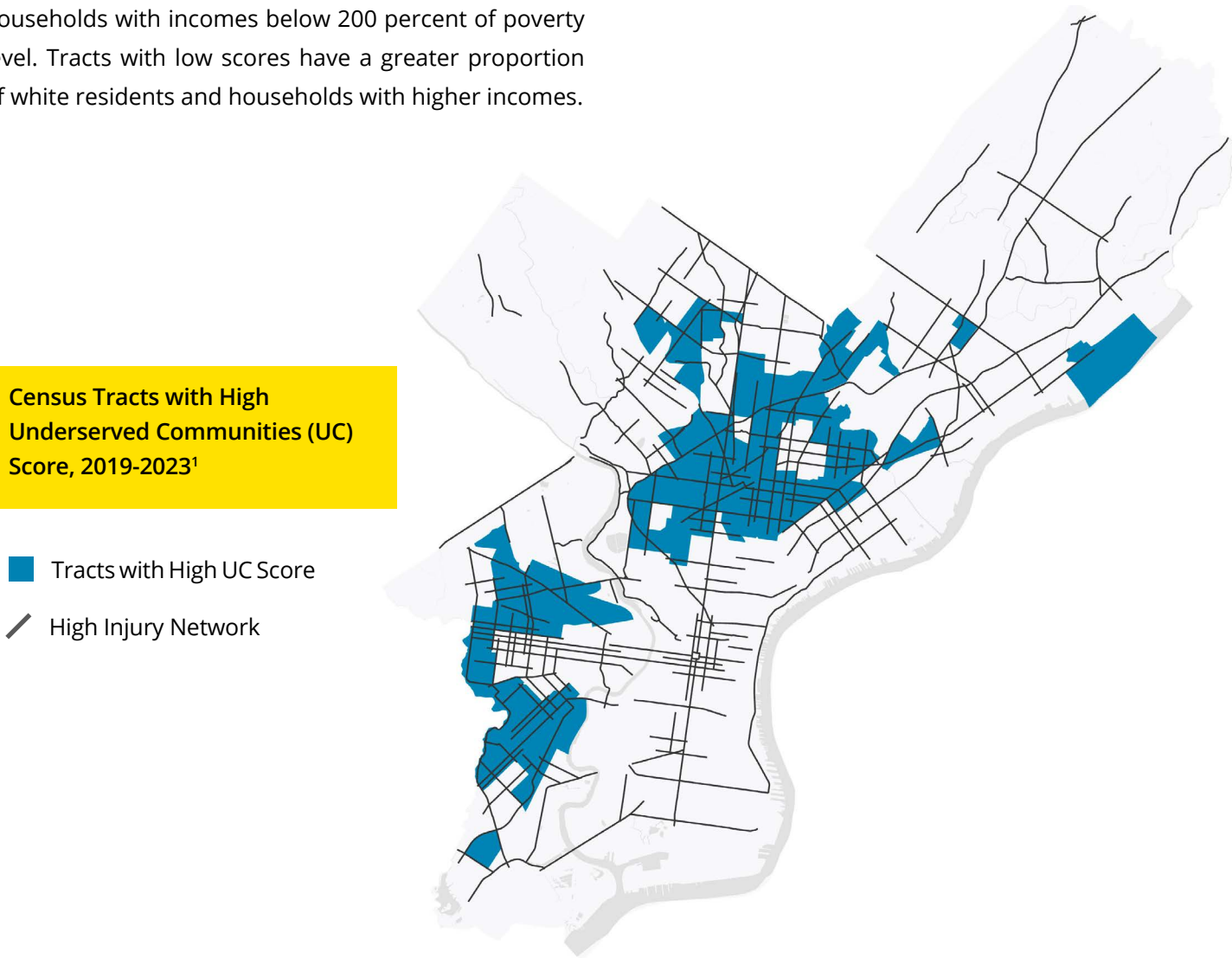
Shared by Dawn and Bill McWilliams (Billy's parents) and Emily and Riley McWilliams (Billy's sisters) with Families for Safe Streets of Greater Philadelphia. Vision Zero is grateful to FSSGP for this contribution to the Action Plan.

Tracking Demographic Disparities in Fatal and Serious Injury Crashes

1/3 of the HIN is in Areas that Score Highest on PDPH’s Underserved Communities metric

The Philadelphia Department of Public Health (PDPH) developed an Underserved Communities (UC) metric to better understand demographic disparities in exposure to severe crashes. PDPH assigned a score to each census tract in the city. Each tract was placed into one of four buckets based on their score. Tracts with high scores have a greater proportion of non-white residents and households with incomes below 200 percent of poverty level. Tracts with low scores have a greater proportion of white residents and households with higher incomes.

Areas that score highest on the Underserved Communities metric have a fatal and serious injury (KSI) crash rate 2.4 times higher than areas that score the lowest. The high concentration of High Injury Network (HIN) streets in Philadelphia’s low-income and non-white communities contributes to this disparity.

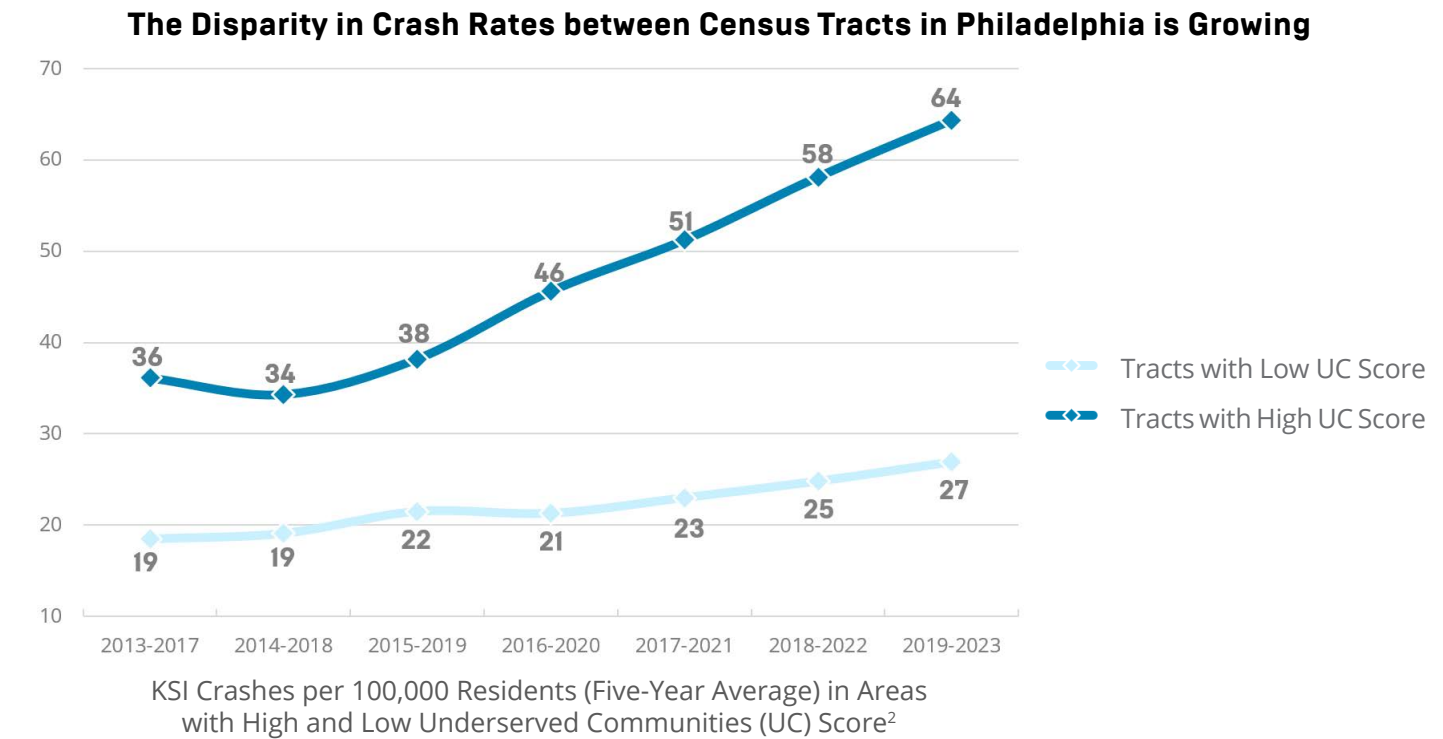
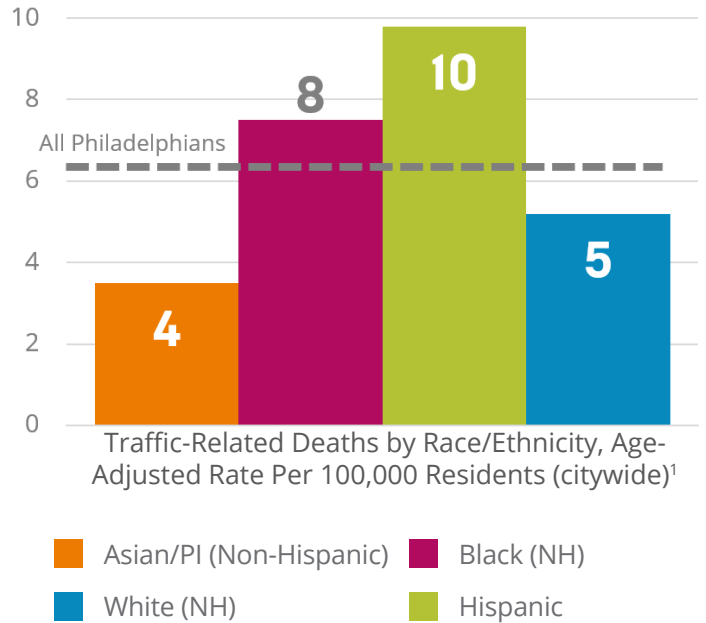


1. PennDOT Crash Data (2019-2023), American Community Survey 5-Year Estimates Subject Tables (Table S1701, 2023). Map prepared by the Division of Chronic Disease and Injury Prevention, Philadelphia Department of Public Health

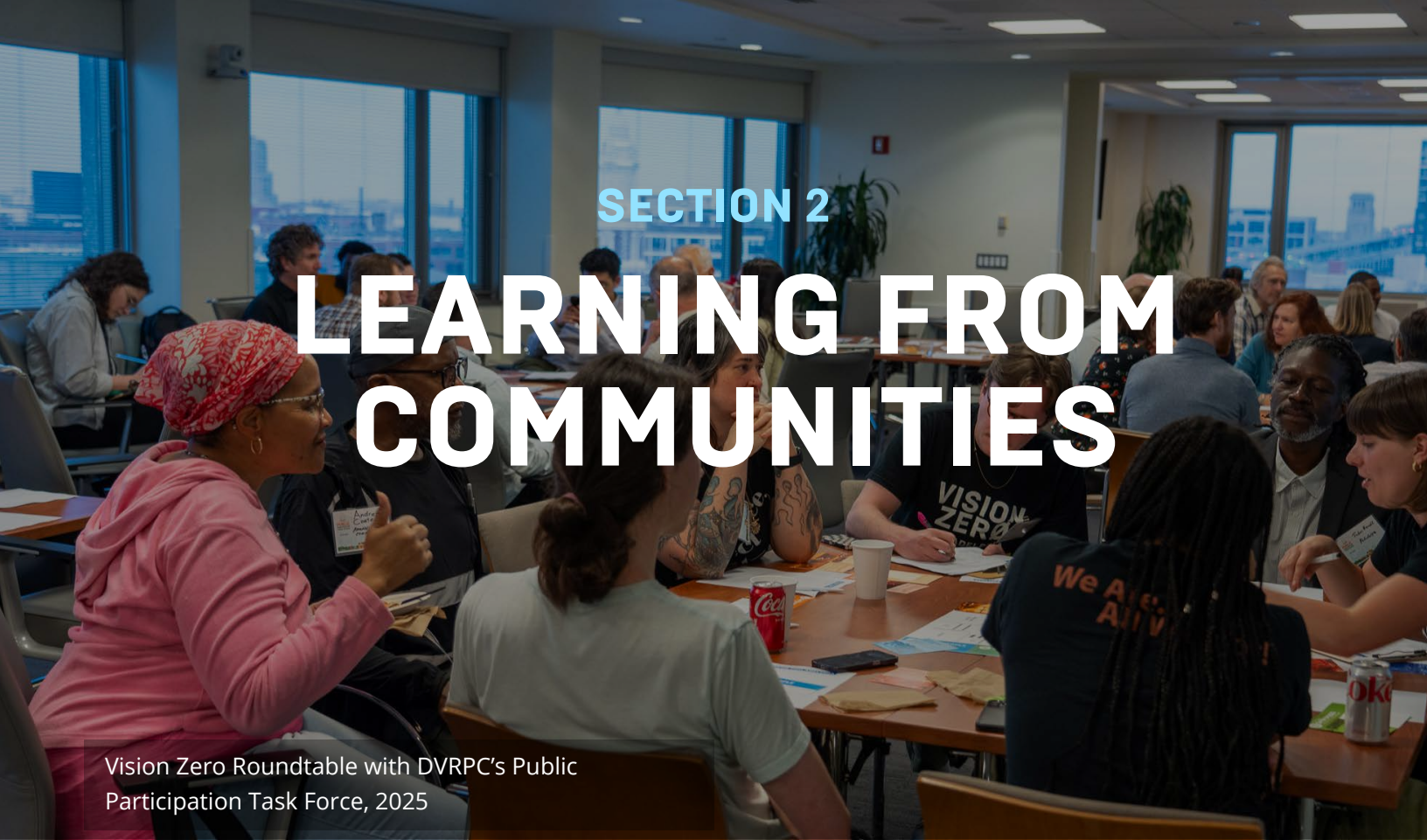
PDPH developed this metric in response to disparities present in hospital records of crash victims citywide. Hospital records and vital statistics are important data sources because they supplement and validate trends found in the PennDOT data. Critically, this data shows that Black and Hispanic residents and those living in high poverty ZIP codes in Philadelphia are disproportionately impacted by crashes.

PDPH’s UC metric highlights persistent disparities in KSI crashes among Philadelphians. The gap between census tracts with low UC scores and high UC scores has widened over the last decade. The Vision Zero Action Plan will track the disparity in this metric over time. The Action Plan is committed to advancing traffic safety improvements that reduce it.

Black and Hispanic Philadelphians Experience Higher Rates of Traffic-Related Deaths



1. PA Vital Registration System, U.S. Census Bureau Annual County Population Estimates
2. PennDOT Crash Data (2019-2023), American Community Survey 5-Year Estimates Subject Tables (Table S1701, 2023)



Vision Zero Roundtable with DVRPC's Public Participation Task Force, 2025

SECTION 2

LEARNING FROM COMMUNITIES

In Roundtable Conversations, Philadelphians Shared Concerns and How to Fix Them

Between February and June 2025 the City hosted 24 **roundtable events** across Philadelphia. About 300 residents took part in these talks. They came from various neighborhoods, agencies, and organizations, bringing different viewpoints. The roundtables featured an interactive tabletop exercise. The activity facilitated discussions of Vision Zero beyond the individual experience. It encouraged participants to consider the needs of other roadway users. The activity also educated community members on Vision Zero concepts. Critically, community members discussed the tradeoffs and challenges associated with the various tools and strategies. The 90-minute focus groups provided valuable input to the direction of the plan.

83

Community partners engaged across 24 Vision Zero Roundtables

cited a focus on personal transportation choices that often ignore the safety of others. Participants noted that driver education and manuals or other guidance were lacking. People viewed this as a change from education requirements of previous generations. Philadelphians want **more enforcement** along with guardrails to tackle unfair policing in nonwhite communities. Consistent consequences are necessary to address unsafe behaviors. Automated enforcement was the top choice for tackling speeding and red-light violations.

The roundtables revealed that **Safe Streets** solutions are popular. Participants said that physical, infrastructure-related changes work best to protect people and alter driver behavior. Philadelphians want more traffic calming measures, like speed humps. They also seek comprehensive street redesigns to address their concerns. Participants in the roundtable stressed the importance of safety for certain popular destinations. This includes community hubs like **schools, senior centers, and public parks**.

Philadelphians want behavior change and more enforcement of traffic rules. They also seek communications campaigns and ambassador programs as part of **Safe People** solutions. A main goal from several roundtables was to **change the culture of safety**. This includes promoting safe behaviors for all modes. Participants described a “culture of convenience.” They

Reviewing roundtable materials, February 2025



Nearly 3,000 Philadelphians Shared Their Concerns on Traffic Safety

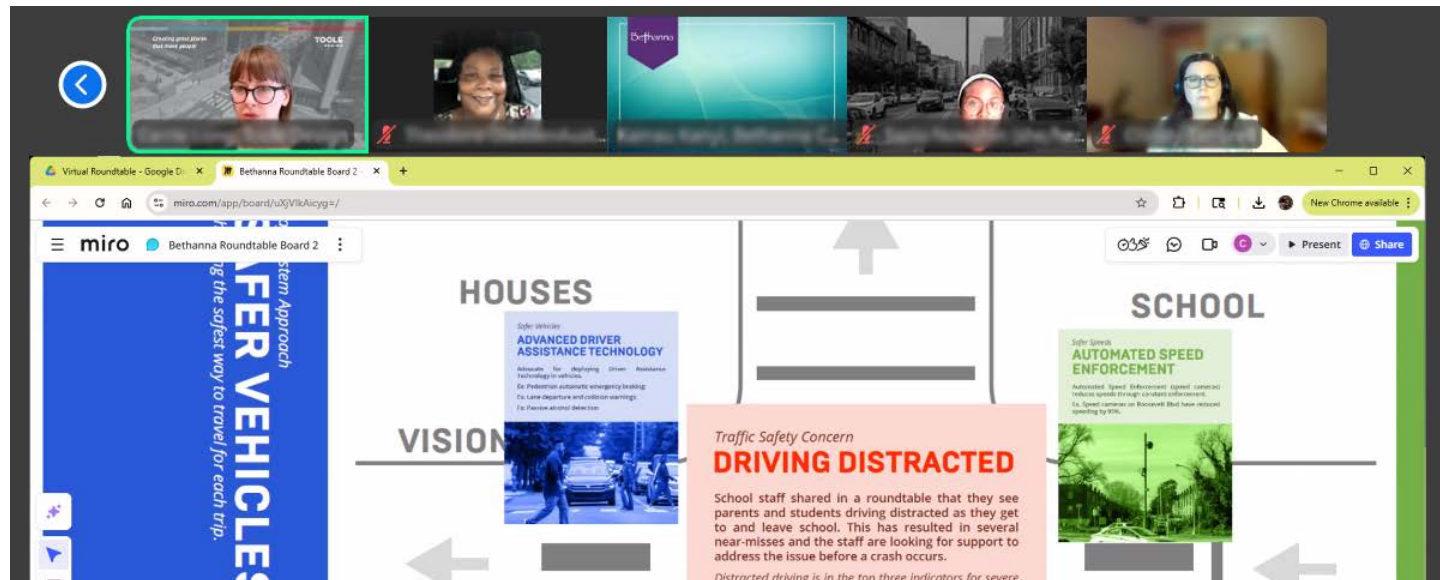
Throughout 2025, the City engaged Philadelphians through roundtable conversations, in-person surveys, online surveys, and market research polling. This provided a statistically valid sample of Philadelphia’s views on traffic safety. In total, nearly 3,000 individuals provided feedback. The City worked to ensure that feedback was meaningful and representative. The team conducted additional outreach in parts of the city with fewer responses. In limited cases, responses were weighted to ensure responses were representative.

Across the four outreach methods, **speeding** emerged as the single most pervasive concern. This was

true no matter the geography, demographics, or local context. **Running red lights and stop signs** was nearly as common a concern as speeding. Residents described it as socially normalized behavior, especially on high-volume corridors and at problematic intersections. **Distracted driving** was the third most frequent traffic safety concern. In response to these concerns, residents wanted street designs that calm traffic. They wanted to create spaces for all road users. They also wanted to educate the public about safe travel and enforce road rules.

1 in 2 Philadelphians have personally or know someone who has been impacted by a crash-related injury or death

‘Install Traffic Calming’ was the top traffic safety solution selected by roundtable participants.



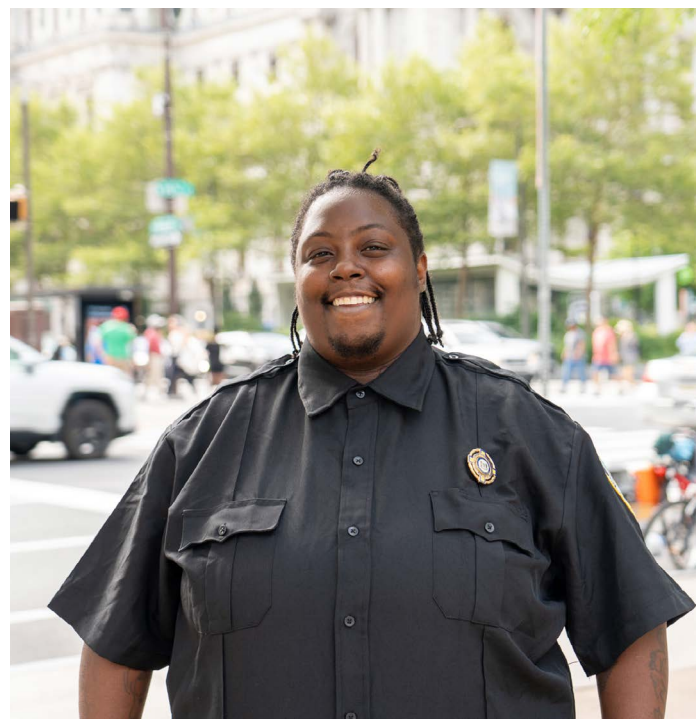
Bethanna Virtual Roundtable, June 2025

Philadelphians want to see more accountability from the City regarding traffic safety. This will help build trust between communities and City agencies. They asked the City for **clear goals, timelines, and progress reports**. Participants seek transparency on the processes that shape Philadelphia’s streets. They want to understand how funding and prioritization decisions are made. Roundtable participants reflected on the transformative approaches used by other cities around

the world to advance Vision Zero. Participants want the City to consider **innovative solutions** that will have a substantial impact on how Philadelphia chooses to travel. They want a more walkable city and emphasized shifting more trips away from driving.

“Children being safe going back and forth to school is really important. Also elderly... we cross a lot of elderly people when we’re out here on the beat.”

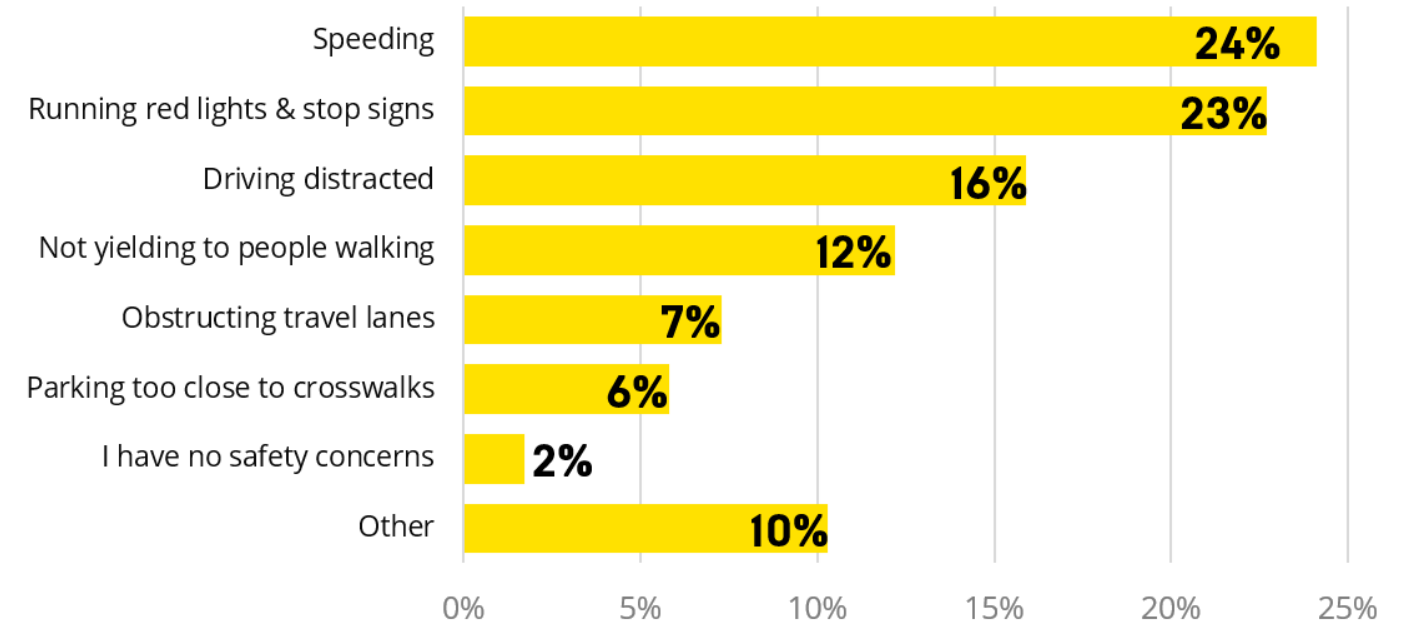
- Public Safety Enforcement Officer Clark Washington



Surveys Show Philadelphians Want Slower Streets

Speeding and red light running are the top traffic safety concerns among Philadelphians

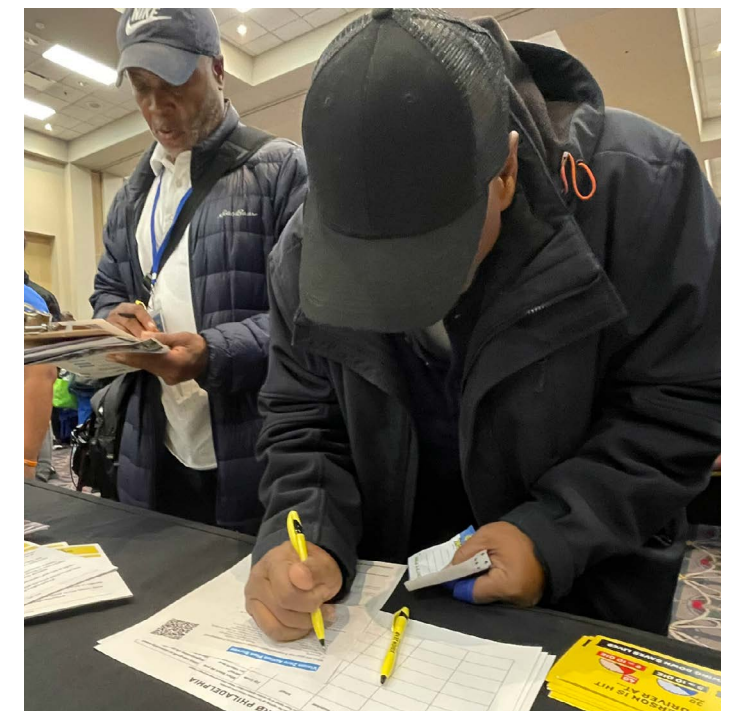
Top Traffic Safety Concerns Among Philadelphians¹



1. Vision Zero Action Plan survey, 2025; Vision Zero Action Plan market research, 2025

Speeding and red light running are the top traffic safety concerns among Philadelphians, according to the Vision Zero survey. These concerns were shared by nearly one in four Philadelphians. This reflected the same worries from the roundtable focus groups.

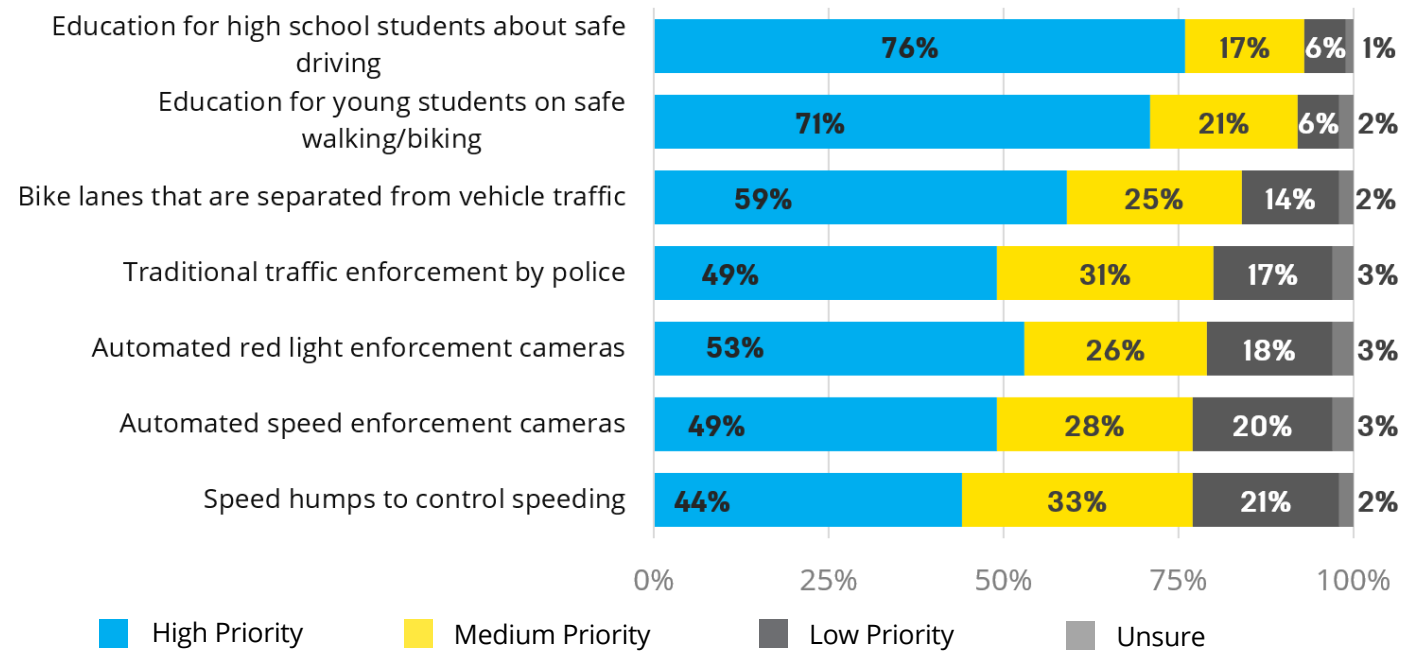
This data came from a survey and from market research. The Vision Zero survey was open from January to June 2025. During that time, 934 people completed the survey, either online or in person at community events. The City also engaged a polling firm to sample a statistically representative cross-section of Philadelphia residents. It reached 1,558 Philadelphia residents through live calls, text-to-web, and recruited online panels.



Block Captain's Rally, March 2025

Philadelphians strongly support education and enforcement of traffic violations

Level of Support for Traffic Safety Strategies Among Philadelphians¹



1. Vision Zero Action Plan market research, 2025

The market research poll also investigated how Philadelphians feel about some of the strategies that emerged from the roundtable conversations. The most popular solutions were educational strategies for students about driving, walking, and biking.

“Resident engagement is pivotal in shaping our neighborhoods and keeping our neighborhoods safe. I firmly believe that people’s voices matter. And, if we want to reach more people in our community, we must meet them where they are.”

- Jahlil Thompson, ACHIEVEability, Wynnefield



VISION ZERO ACTION ITEMS

Action Items are How We Track Our Progress

The strategies and action items are the core of this plan. Each action item is designed to advance a specific strategy. Each action has a champion and metrics by which we will mark our path towards zero fatalities on our roadways. The remainder of this document is devoted to laying out the action items that the Vision Zero Task Force will pursue over the next five years.

The Vision Zero subcommittees, based on the safe systems approach, developed these action items. The

subcommittees are comprised of city departments, state agencies, and community organizations. These subcommittees are: Safe Streets & Safe Speeds, Safe People, Safe Vehicles, Safety Data, and Safety Policy.

Each year, the Vision Zero Annual Report will publish the progress made towards these actions. The actions are expected to be completed by 2030.

Philadelphia’s Safe System Approach to Traffic Safety





Finding Legislative Solutions for Safety Problems

Legislative or political solutions are often required to advance key safety initiatives. The Vision Zero Policy Subcommittee advances safe system policies. They work with all the Vision Zero Task Force subcommittees. The subcommittee also collaborates with federal, state and local lawmakers. They collaborate with peer cities as well as with local and regional advocates. Three priority policy goals for the five years are:

- Establish local control of speed limit setting
- Expand the availability to deploy automated speed enforcement and renew the automated red light enforcement program
- Pass the curb bill



Remembering Latanya Byrd An Advocate that Saved Many Lives



Latanya Byrd, a remarkable advocate and mentor, passed away on Tuesday, June 17, 2025, after a brief illness. Latanya was a stalwart advocate for street safety. She was instrumental in the creation and expansion of the automated speed camera program on Roosevelt Boulevard. She co-founded the Greater Philadelphia chapter of Families for Safe Streets.

Latanya became an activist in 2013. Her niece, Samara Banks, and three young grand-nephews were killed crossing Roosevelt Boulevard. They were killed by two drivers drag racing on the Boulevard. Latanya lobbied elected officials for change. In Philadelphia, she became a regular in City Hall. In Harrisburg, she lobbied for the creation of an automated speed camera program on the Boulevard. She worked closely with former State Representative John Taylor and the Bicycle Coalition of Greater Philadelphia to pass legislation creating a five year pilot program in 2018. She also worked with Council and the Streets Department to rename the intersection where her family members were killed as “Banks Way.” During the first 5 years that the speed cameras were on Roosevelt Boulevard, it is estimated that one life was saved every month.

In 2023, her advocacy led to the legislation that made the pilot program permanent and expanded to 5 additional high speed corridors. One of the last times Ms. Byrd visited City Hall was to celebrate the signing of the ordinance for the Broad Street speed cameras.

Ms. Byrd’s passing leaves a large hole in Philadelphia’s traffic safety community. Her tireless work to permanently reduce motor vehicle speeding leaves a tremendous legacy of saved lives.



Latanya was one of the kindest people we knew, and we are better people for knowing her. She had amazing courage, and we will continue to talk about Latanya and all of her advocacy work in everything that we do.

Laura and Rich Fredricks, co-founders FSSGP and Parents of Emily Fredricks

Latanya's strength and passion were unmatched. She fought fearlessly for justice and was relentless in her mission to bring change, so no other family would endure the same pain we shared. Working alongside her was an honor, her voice, her courage, and her heart for others will continue to inspire everything we do.

Channabel Latham-Morris, co-founder FSSGP and Mom of Jamal Morris

2025 Updates

AUTOMATED TRAFFIC ENFORCEMENT EXPANSION

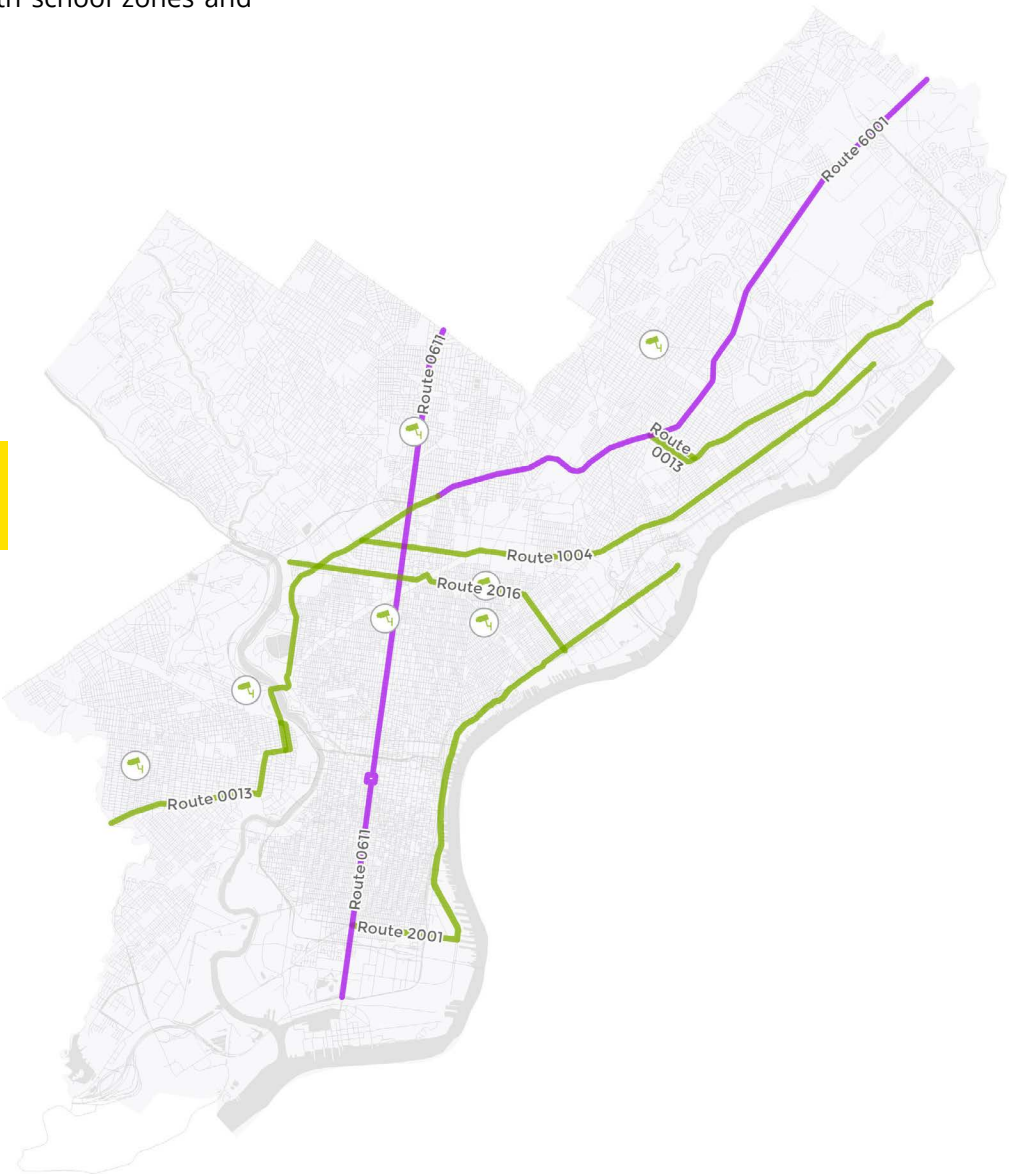
State legislation was required to allow expansion of the Automated Speed Enforcement (ASE) program. The deployment of ASE on routes 611 & 13 were approved by City Council in 2024. In 2025, Council also approved the deployment of ASE in seven school zones across the city with up to five operating at once. The systems on Route 611 are now operational, with school zones and Route 13 expected in 2026.

NO STOPPING IN THE BIKE LANE

In October of 2024, City Council Passed Bill No. 240657 Titled “No Stopping in the Bike Lane”. The law prohibits stopping, standing, or parking in bicycle lanes citywide with an increase in the fines for parking in the bike lane. This law is celebrated as a victory for traffic safety as it greatly reduces road conflicts.

Automated Speed Enforcement Corridors and School Zones

- Active Corridor
- Approved Corridor (not active)
- Approved School Zone



Priority Policy Actions

To advance our Vision Zero goals, we sometimes find roadblocks that require legislative fixes. To address these roadblocks, we need to work with champions that represent our city and our neighborhoods in the state legislature or city council. These partners help us to fix the parts of relevant city and state code that hinder progress on Vision Zero priorities. This chapter outlines eight policies that Vision Zero is working to advance

now, and four that show significant promise. The three policies outlined below are our top priorities. These three items are highlighted because they unlock proven strategies with transformative potential for traffic safety in Philadelphia. To advance these, Vision Zero will continue work with partners at the state level to advance the legislation needed to make these priorities a reality.



LOCAL CONTROL OF SPEED LIMIT SETTING

Controlling speeds on City roads is one of the most effective ways to make Philadelphia streets safer. Currently, state law requires that speed limits should be determined using the 85th percentile method. This establishes the speed limit at or below the speed which 85 percent of drivers travel on a road. This law applies regardless of whether the facility is state or City-owned. This standard is a mismatch for a dense urban environment like Philadelphia. The City will work with state partners to establish local control to set speeds based on a standard more suitable for our environment.



PASS THE CURB BILL

The implementation of parking separated bike lanes furthers Vision Zero objectives to create safe streets where everyone has space to travel. Parking separated bike lanes not only provide a safe space to cycle, but also improve safety for pedestrians and motorists by shortening crossing distances and calming excessive speeds. State legislation is needed to resolve a technical issue in the existing motor vehicle code related to the definition of a curb. With this legislation, state roads will be eligible for parking separated bike lanes, in line with current practice for city-owned facilities.



EXPAND THE AVAILABILITY TO DEPLOY AUTOMATED SPEED ENFORCEMENT AND RENEW THE AUTOMATED RED LIGHT ENFORCEMENT PROGRAM

Automated Speed Enforcement (ASE) is a proven, cost-effective means of making our roads safer. There are many thoroughfares in Philadelphia that could benefit from ASE. A comprehensive expansion would allow the City to expand the program as needed to new locations by City ordinance. Automated Red Light Enforcement (ARLE) has been an effective tool in Philadelphia’s Safe System toolbox since 2005. The ARLE program should be renewed and the sunset date removed.

Safety Policy Action Items

1. Pass legislation to advance proven policy goals

Action Item	Description	Responsible Agency	Target
1.1 Local control of municipal speed limit setting	Work with State Legislature to grant Philadelphia local control to determine speed limits for all non-interstate roadways.	OTIS	Introduce and pass legislation.
1.2 Renew the automated red light enforcement (ARLE) program	Work with State Legislature to renew the ARLE program, remove the sunset, and assure that funds generated from ARLE can only be spent within 5 miles of where they were collected, reflecting the structure of ASE.	OTIS, PPA	Introduce and pass legislation.
1.3 Expand availability of automated speed enforcement	Work with State Legislature to gain State approval to deploy Automated Speed Enforcement on Philadelphia streets in line with the ARLE deployment process. Complete automated school zone enforcement pilot and make permanent.	OTIS, PPA	Introduce and pass legislation.
1.4 Allow local police to use speed radar	Pass state-level legislation that enables local police departments to use radar for speed enforcement.	OTIS	Introduce and pass legislation.
1.5 Pass the Curb Bill	Work with State Legislature to adjust definition of a curb in vehicle code to allow the construction of parking protected pedestrian plazas and bike lanes.	OTIS	Introduce and pass legislation.
1.6 Jay Alert	Support advocacy for passage of the bill creating Jay Alert, the all-points bulletin (APB) system for auto body shops to be warned about the description of hit and run suspects.	OTIS	Introduce and pass legislation.
1.7 Super Speeders Bill	Work with legislature on passage of a bill to use Intelligent Speed Assistance to govern speeds on habitual speeders. Explore options to link this to speed camera violations.	OTIS	Introduce and pass legislation.
1.8 Expand smart loading zone program	Work with City Council to expand the smart loading zone coverage area within Center City and University City.	OTIS, Streets, PPA	Introduce and pass legislation.

2. Research and pilot new policy initiatives

Action Item	Description	Responsible Agency	Target
2.1 Comprehensive Driver's Education & Safe Routes to School Lesson Plans in All Schools	Conduct research into the appropriate state-level legislation to require lesson plans for safe driving, walking, biking, and public transit practices for students of all ages.	OTIS	Issue report with recommendations
2.2 Support Electronic Bike (E-Bike) Safety	Evaluate policy levers to address e-bike safety, including enforcement of the rules of the road, safe battery charging, incentivizing pedal-assist technology, and setting age limits for riding on city streets.	OTIS	Issue report with recommendations
2.3 Legalize Leading Bicycle Interval	Explore options to permit people biking to proceed along with leading pedestrian intervals at signalized intersections	OTIS	Issue report with recommendations
2.4 Routine Briefings with Philadelphia Delegation	Routinely communicate with the Philadelphia Delegation in the State Legislature to ensure efficient cooperation/collaboration to achieve legislative goals.	OTIS	Hold one briefing per year



SECTION 4

SAFER SPEEDS & SAFER STREETS

Race Street at 7th Street, 2025

Safe Streets are Slow and Predictable

One of the best ways to prevent crashes that kill and seriously injure people is to redesign roadways. The physical features of a street should clearly show people how to behave. The safest streets have Complete Streets features. Complete streets create roadways that are safe, convenient, and comfortable for everyone. Sometimes they separate users by using turn lanes, separated bike lanes, or median islands on higher-speed streets. At other times, traffic is calmed to create a street everyone can use, especially in neighborhoods. Slower speeds improve safety for all road users by reducing the severity of crashes.



20% Reduction in injury crashes after Complete Streets projects installed

What we heard

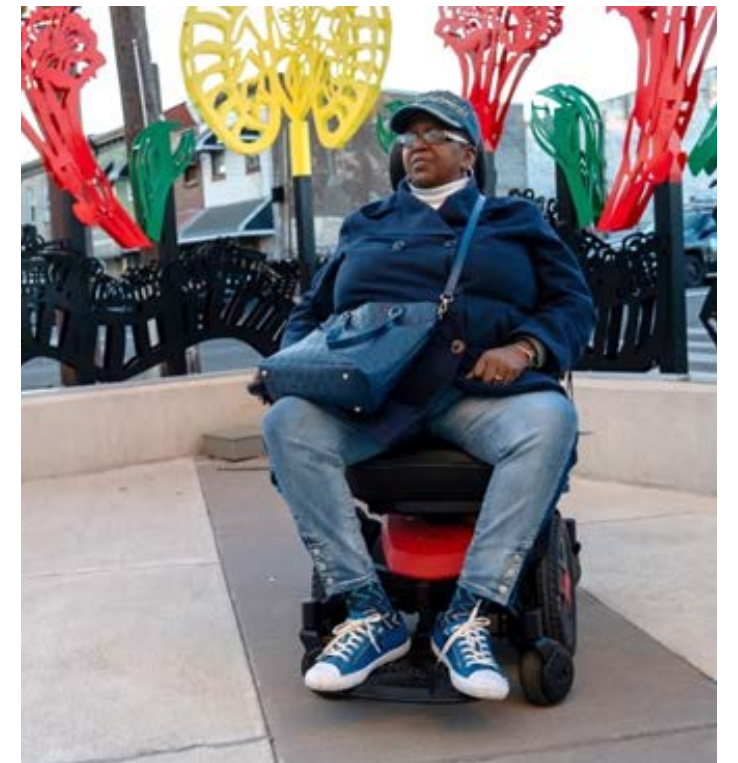
- Roundtable participants selected traffic calming as a top solution in nearly every roundtable.
- Participants emphasized the tactile nature of these interventions, noting that “you feel the street telling you to slow down”
- Participants appreciated that Philadelphia has tried new approaches, such as parking protected bike lanes and speed cameras. They emphasized the need for expanding this work when it shows positive results.
- Over 80 percent of poll respondents support installing bike lanes “that are separated from vehicle traffic” with nearly 60 percent rating this as a “high priority.”

Vehicle speed makes crashes more likely and more severe. When someone walking is hit by a driver going 40 mph, there’s a nine out of ten chance they will die. To reduce traffic deaths, we need to design our transportation system for lower speeds. Slowing down saves lives.

The Safer Streets and Speeds subcommittee redesigns roads to prevent fatal crashes. This includes implementing changes to manage vehicle speeds. The subcommittee also works to maximize safety for the most vulnerable roadway users. Members of the Safer Streets and Speeds subcommittee include PennDOT, the Streets Department, the Philadelphia Water Department, the Office of Multimodal Planning, and other agencies that impact Philadelphia streets. These members manage how Philadelphia streets are designed, operated, and maintained.

“I would love to see my community safer when senior citizens can feel safe walking across the street where people are actually stopping at stop signs and not running through red lights, you know, and that’s really pretty much it, ...where you can feel safe walking across the street.”

- Lois Williams, HACE



2025 Updates

TENTH MEMORIAL SLOW ZONE

The City's fifth Neighborhood Slow Zone, in the Tenth Memorial neighborhood, was completed in late summer of 2025. Slow Zones use traffic calming and speed limit setting to improve safety. This Neighborhood Slow Zone lowers the speed limit to 20 miles per hour. It also includes traffic calming to reinforce the lowered speed limit. Uniquely, this slow zone includes a novel safety countermeasure: a raised crosswalk.

The Tenth Memorial Slow Zone Includes:

- 56 speed cushions
- Two mid-block crossings to improve school access
- 11 gateway treatments at all entrances to the Slow Zone

PENROSE ROUNDABOUT

The intersection of 20th Street, Penrose, Moyamensing, and Packer Avenues is a large intersection. In 2025, the Department of Streets converted into a single lane roundabout. The new traffic pattern improves safety. It keeps traffic flowing and promotes safe speeds. It also creates safe places for pedestrians and bicyclists.



Chestnut Street Pedestrian Islands and Separated Bike Lane, July 2025

10th Memorial Slow Zone, June 2025



HIGH QUALITY BIKE NETWORK UPDATE

4.5 miles of separated bike lanes have been constructed this year. This includes parking separated bike lanes on 47th Street and concrete curb separated bike lanes on Penrose Ave. High-quality bike lanes include: flex post separated, parking separated, sidewalk level, concrete curb separated, and shared-use paths. The High-Quality Bike Network will include 40 miles of streets by the end of the year.

PEDESTRIAN MEDIAN ISLANDS INSTALLED

Pedestrian median islands are a proven safety countermeasure. According to FHWA, they can reduce pedestrian crashes by up to 56%. The City continued to deploy this strategy at key HIN corridors in 2025. New pedestrian islands were installed along Race, Chestnut, and Broad Streets.

13+

Miles of bike lanes paved

65

Speed cushion installations

2

miles of red bus lanes added

Vision Zero Capital Plan, 2025-2030

The City is committed to programming safety on every mile of the High Injury Network by 2030. This will accelerate Philadelphia’s progress towards Vision Zero. In support of this effort, the City will release the next Vision Zero Capital Plan in 2026. The Capital Plan divides the High Injury Network into five broad categories of projects. **Capital projects** require significant coordination and planning. **Systemic safety measures** are faster and smaller to implement. **Ongoing projects** are underway from planning to construction. **Completed interim projects** have countermeasures installed even while more work is planned. **Completed projects** are being monitored to see how effectively they reduce crashes.

CAPITAL PROJECTS

Large capital projects require time and investment. American Street and the Broad, Germantown and Erie intersection are prime examples of this type of project. Capital projects often rely on state or federal funding in addition to local sources of funding.

SYSTEMIC SAFETY MEASURES

Systemic safety improvements can be accomplished faster and with less money than a capital project. One example of this type of project is traffic calming with speed cushions. Another example is installation of speed cameras along a corridor.

ONGOING PROJECTS

Ongoing projects are at various stages of the project development process. Ongoing projects may be in planning, design, or construction. Erie Avenue, for instance, is in the planning phase for a future capital project.

COMPLETED PROJECTS

Completed projects do not have additional work planned. PennDOT’s recently completed project on Henry Ave is an example. These projects will be monitored.

COMPLETED INTERIM PROJECTS

Roosevelt Boulevard is an example of a completed interim project. Speed cameras were installed in 2020, but more work is planned. Completed interim projects are in a monitoring phase even while additional work is planned.

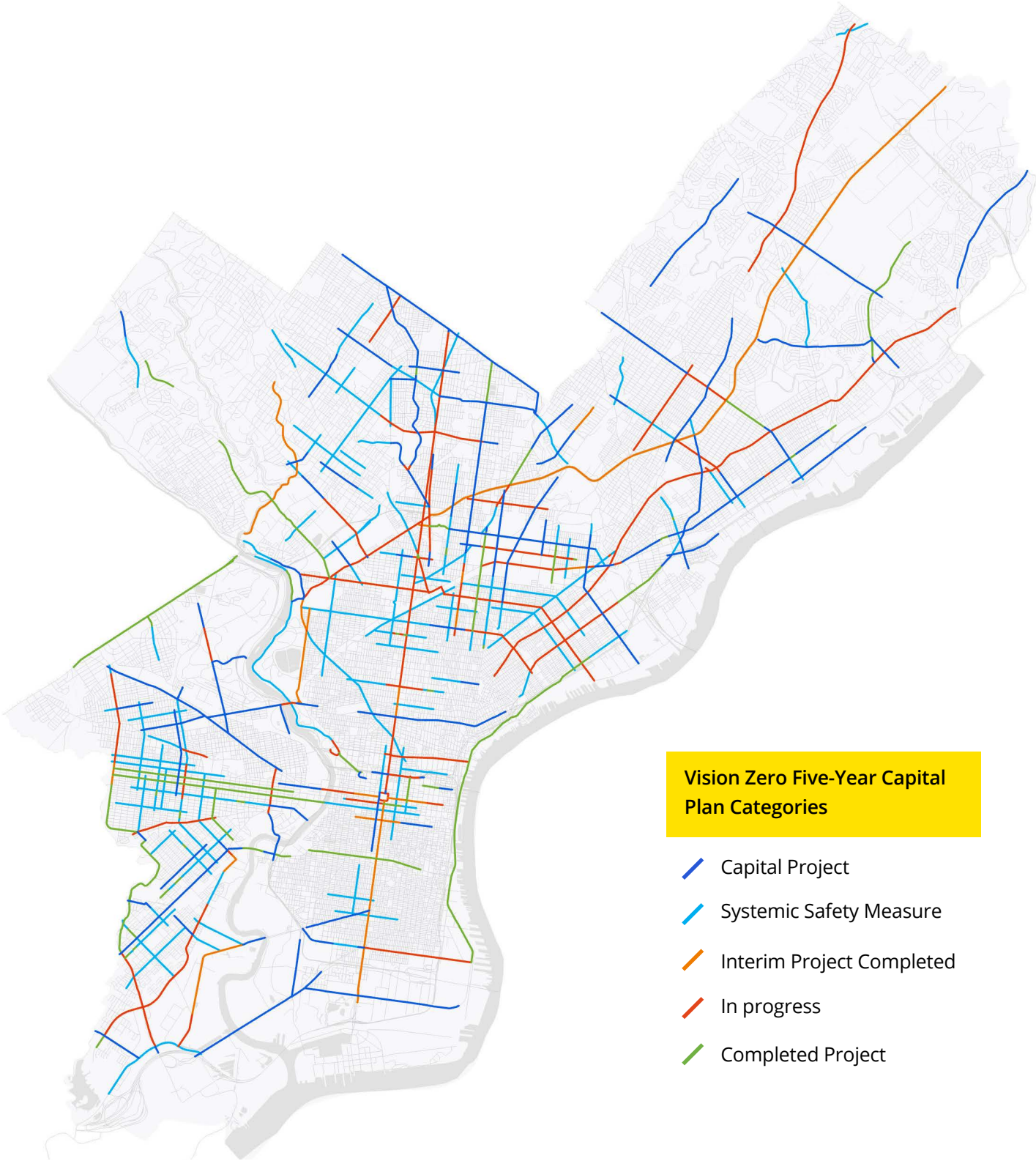
Capital Project example - Penrose Roundabout



Systemic Safety Measure example - Allegheny Avenue



Project Types and Phases on the High Injury Network



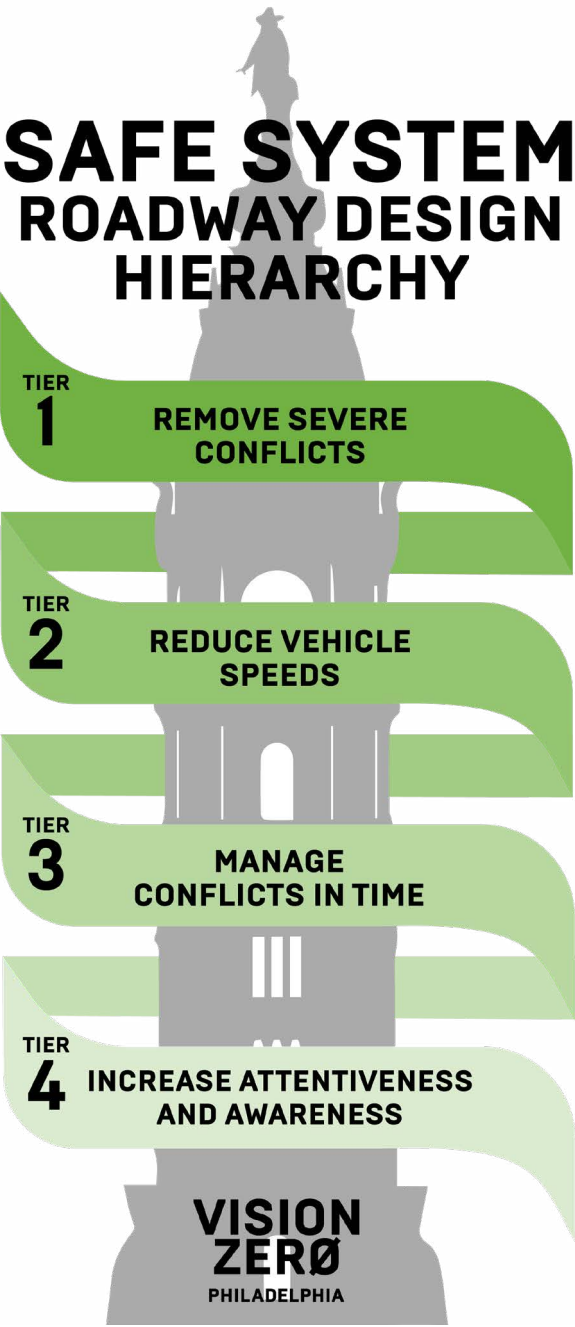
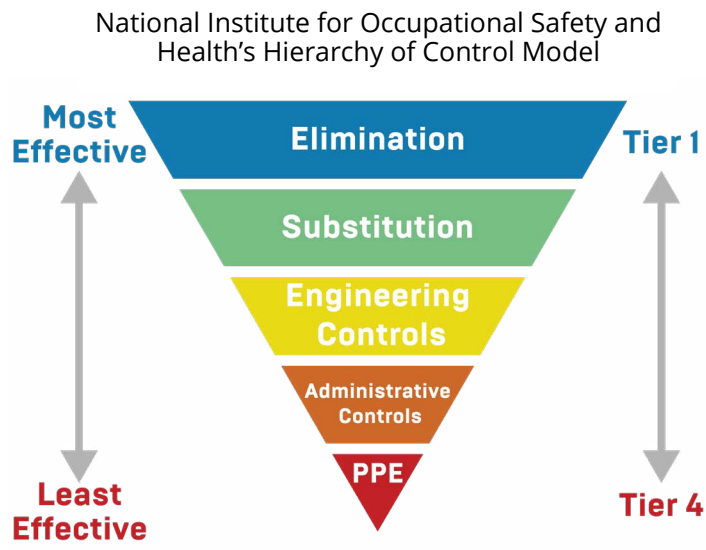
Action Item Development: Integrating the Safe System Design Hierarchy

The Safe Streets & Speeds Subcommittee prioritizes the most effective safety measures. These are recommended by the Federal Highway Administration and are part of the Safe System Roadway Design Hierarchy.

The Safe System Roadway Design Hierarchy is a safety model based on the Prevention Through Design (PTD) model. This model states that the best way to improve safety is to completely remove the conflict. The least effective way is using Personal Protective Equipment (PPE), like helmets or safety vests. This is shown in the graphic below.

We need to focus on the solutions that will do the most to prevent deadly and serious crashes. The Safe System Roadway Design Hierarchy helps focus roadway designers on the safety solutions that are most effective. That is why this Action Plan includes seven top-level actions (Tier 1 and Tier 2) and only one lower-level action (Tier 4).

A single measure alone cannot eliminate severe crash risk. This hierarchy promotes combining countermeasures and strategies from the various tiers. This approach values redundancy to effectively address crashes. Actions outside of the design hierarchy tiers are categorized as under the Programming and Planning strategy.



Tier 1 - Remove Severe Conflicts

These safety improvements eliminate severe conflicts and reduce risk by removing conflict. Elimination of hazards is through physical separation to protect all roadway users.

Example: South Broad Sidepath



Tier 2 - Reduce Vehicle Speeds

These safety improvements slow traffic to manage the kinetic crash energy and reduce impact forces on the human body if a crash occurs.

Example: Traffic calming on Columbus Boulevard



Tier 3 - Manage Conflicts in Time

These safety improvements reduce traffic collisions by separating users in time. Most of these strategies rely on traffic signals to direct traffic safely.

Example: Leading pedestrian interval on Lehigh Ave



Tier 4 - Increase Attentiveness and Awareness

These safety improvements help drivers avoid potential crashes and reinforce that responsibility is shared among all road users.

Example: Crosswalk visibility enhancements in the Cramp School Slow Zone



Safer Speeds & Safer Streets Action Items

1. Remove Severe Conflicts

	Action Item	Description	Responsible Agency	Target
1.1	Prioritize design solutions that reduce conflicts between road users	Install proven safety countermeasures that reduce conflicts such as: median islands, curb extensions, separated bicycle facilities, roundabouts, road diets, and reduced crossing distances.	Streets, OTIS, PennDOT, and PWD	Reduce conflicts on at least five HIN segments each year.
1.2	Pilot novel safety countermeasures	Novel safety countermeasures may include neighborhood traffic circles, protected intersections, or alternate measures that are not FHWA Proven Safety Countermeasures or treatments with existing Crash Mitigation Factors (CMFs).	Streets, OTIS	Pilot and evaluate at least five novel safety countermeasures by 2030.*
1.3	Increase access to the High Quality Bike Network	Constructing roadway improvements can decrease the cost of living by increasing access to safer, more efficient, and lower-cost transportation options.	Streets, PennDOT	Increase the residents and jobs within 1/4 mile of a HQBN facility by 40,000 annually.*
1.4	Improve cohesiveness of the bicycle network	Eliminate gaps of 1/4 mile or less in the network of trails and on-street bicycle facilities. Construct bicycle facilities at targeted locations that expand the network of safe bicycle corridors where segments currently exist but are unconnected.	Streets, PennDOT, OTIS	Close at least five gaps by 2030.*
1.5	Pilot new bike lane separation	Install and evaluate more durable separation on existing or newly implemented bicycle facilities.	Streets, PennDOT, OTIS	Upgrade one bicycle facility each year. Evaluate at least one corridor each year.*
1.6	Manage heavy truck conflicts	Develop the truck network and use it to determine appropriate safety treatments on the HIN that consider the relevant truck travel needs of the roadway.	DVRPC, Streets, OTIS	Develop the truck network and adopt recommendations into design standards by 2030.
1.7	Install loading zones	Install loading zones to reduce blocked travel lanes and weaving as well as improve visibility.	Streets, PPA	Install loading zones on three corridors per year.

* Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

2. Reduce Vehicle Speeds

	Action Item	Description	Responsible Agency	Target
2.1	Install traffic calming on the HIN	Install traffic calming (such as speed humps, speed tables, speed slots, and raised crosswalks) on HIN streets and around high pedestrian locations, like schools and recreation centers.	Streets, PennDOT, and OTIS	Construct at least 15 blocks of traffic calming at priority locations.
2.2	Pilot novel speed management treatments	Improve efficiency of traffic calming device installation by improving design standards for traffic calming elements. Design, install, and evaluate novel treatments like turn wedges, raised crosswalks, speed cushions, and speed slots.	OTIS, Streets	Pilot and evaluate at least five novel speed reduction countermeasures and update design standards by 2030.
2.3	Deploy target speed-based treatments on the HIN	Use target speeds from DVRPC's speed limit setting analysis as the basis for roadway design projects.	Streets, PennDOT, DVRPC, and OTIS	Target speeds incorporated into design process.
2.4	Continue the Slow Zone Program	Enhance the slow zone program to deploy targeted and sustainable neighborhood traffic calming with community co-creation to help reduce barriers to access.	Streets, OTIS	Each year, construct one new slow zone or replace temporary materials with permanent ones in one existing slow zone.*
2.5	Expand neighborhood bikeways	Expand the neighborhood bikeways program, which installs traffic calming elements that improve the level of comfort for drivers and bicyclists on a shared facility as part of the High Quality Bike Network.	OTIS	Implement three neighborhood bikeways by 2030.*
2.6	Implement Safe Speeds through Signal Progression	Expand signal integration and set safer speeds based on target speed using signal progression on HIN corridors with integrated signals. Communicate to the public about the value of traveling at the progression speed.	Streets	Update signal progression on at least one HIN corridor each year.
2.7	Increase funding and capacity for traffic calming requests	Identify and secure grant funding and other resources to reduce the backlog of traffic calming requests.	OTIS, Streets	Publish the funding acquired to support the traffic calming program annually.*

* Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

Safe Streets & Safe Speeds Action Items

3. Manage Conflicts in Time

Action Item	Description	Responsible Agency	Target
3.1	Install Leading Pedestrian Intervals	Streets	Implement 25 new LPI locations on the HIN per year.
3.2	Expand signal integration	Streets	Track number of signals integrated and publish annually.*
3.3	Improve signal protocols on the HIN	Streets	Update signal protocols and implement them on HIN.
3.4	Maintain signals to operate in emergencies	Streets	As part of annual signal progression updates, examine flashing red protocols.
3.5	Implement No Turn On Red	Streets	Add NTOR to all intersections where feasible in Center City and University City by 2027, identify expansion areas for future years.
3.6	Pilot novel signal countermeasures at HIN intersections	Streets	Pilot five countermeasures and evaluate the safety benefits by 2030.*

4. Increase Attentiveness and Awareness

Action Item	Description	Responsible Agency	Target
4.1	Restripe the HIN	Streets	Identify HIN segments with substandard pavement markings and restripe. Ensure every mile of the HIN is restriped at least once by 2030.*

*Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

5. Programming and Planning

Action Item	Description	Responsible Agency	Target
5.1	Develop and Publish Complete Streets Checklists for every project	OTIS, Streets	Develop new checklists for all roadway projects, per the Complete Streets ordinance. Publish completed checklists annually.
5.2	Implement projects from 2030 Vision Zero Capital Plan	OTIS, Streets	Publish the Vision Zero Capital Plan project sheets in 2026. Identify path to implementation for all projects by 2030.
5.3	Align investments with the capital plan	OTIS, Streets	Report transportation grants awarded to address HIN corridors annually.
5.4	Implement multimodal and safety improvements through the development review process	DPD	Each year, publish the number of large scale developments on the HIN that have construction permits and have agreed to include traffic calming and/or roadway design elements that improve safety.
5.5	Program safety improvements at transit stops	SEPTA, Streets, PennDOT	Identify and evaluate up to five transit stops that have a history of or a potential for transit-involved collisions.
5.6	Pilot a PHL Park Routes project.	OTIS, PWD, PDPH, Streets and PPR	Complete one PHL Park Routes project by 2030.
5.7	Publish Pedestrian and Sidewalk Improvement Plan	OTIS, DPD, and PDPH	Publish Pedestrian and Sidewalk Improvement Plan by 2030.
5.8	Publish Vision Zero project information online	Streets, OTIS, and OIT	Publish project checklists online and make searchable for general public consumption.
5.9	Evaluate opportunities to install bicycle-safe sewer grates	OTIS, PWD	Complete analysis of grates to replace; identify funding and plan for implementation by 2030.



Bike, Walk & Roll to School Day at Vare-Washington, May 2025.

SECTION 5

SAFER PEOPLE

What we heard

- 76% of Philadelphians consider “Education for high school students about safe driving” a high priority. 71% consider “Education for young students on safe walking/biking” a high priority.
- There is broad support for more enforcement of the rules of the road. However, people differ on the best approach. Traditional policing, automated camera enforcement, and roadway designs that self-enforce safe travel behavior are priorities among people.
- Roundtable participants supported strategies that deter unsafe behavior well before being on the road. Examples of these are Safe Routes Philly and the Vision Zero ambassador program. These programs seek to influence safer travel behavior within the community.
- Roundtable participants stated that safety culture requires collaboration between partners to be successful.

A Safer City Starts with Safety Culture

Safer People is about influencing people to value traffic safety. Traffic enforcement holds people accountable for safety violations, a proven way to change unsafe behavior. Education informs Philadelphians about the safest travel behaviors. Youth education is particularly effective. Engagement is necessary to create a shared responsibility for traffic safety. Engagement is done by building relationships with communities and sharing information through trusted messengers. Education, enforcement, and engagement work together to create culture change. Culture change takes time but is necessary to achieve Vision Zero.



“Educating is the key to everything. Have rallies at parks and green spaces to educate. Do tabling with all sorts of information. Speak out at parks reach out to all communities go around and get the word out. People will listen, I did.”

- Sugar Roane, We Walk PHL

2025 Updates

MORE STUDENTS STEP UP WITH SAFE ROUTES PHILLY

In May, nearly 400 caregivers and children from ten different schools across the city participated in a Bike, Walk, & Roll to School Day event—twice as many than 2024. Safe Routes supported nine schools hosting weekly walk and bike-to-school meet ups this year. Four of those schools were first time participants.

VISION ZERO AMBASSADORS ENGAGE COMMUNITIES

Throughout the spring and summer, ten Vision Zero ambassadors fanned out across the city to share information about traffic safety. The ambassadors attended over 60 events, including National Night Out, The Baltimore Ave Dollar Stroll, community festivals, parades, celebrations, and memorials. Ambassadors produced social media messages as well as radio public service announcements to get the word out about Vision Zero.

19

Schools engaged in Safe Routes programs

2,500+

People engaged by Vision Zero ambassadors



PennDOT Click-It-Or-Ticket Event, May 2025

Photo Credit: PennDOT



Broad Street Awareness Campaign, October 2025

SPEED CAMERAS BEGIN ENFORCEMENT ON BROAD ST

In September, the Philadelphia Parking Authority (PPA) activated speed cameras on Broad Street, starting a 60-day warning period. Speed cameras save lives. Experts at the University of Pennsylvania estimate one life is saved every month by the cameras on Roosevelt Blvd.¹ In the last five years, Broad Street had more fatal and serious injury crashes than any other corridor in the city. The speed cameras will enforce the speed limit and, along with recent infrastructure improvements, help to reverse this trend.

23

Speed and Red Light Cameras added

MEDIA CAMPAIGN RAISES AWARENESS OF SPEED CAMERAS

PPA and the City partnered on an awareness campaign to alert drivers of the speed cameras on Broad Street. This began in November 2024, with an advertising campaign that included bus shelter and bus tail ads along Broad Street from the stadiums to Cheltenham Avenue. The bus tail ads included English and Spanish versions. In addition, virtual ads targeted zip codes surrounding Broad Street and radio spots played in English and Spanish.

1

Life is Saved Every Month on Roosevelt Blvd by Speed Cameras

1. Guerra, E., Puchalsky, C., Kovalova, N., Hu, Y., Si, Q., Tan, J., & Zhao, G. (2024). Evaluating the Effectiveness of Speed Cameras on Philadelphia's Roosevelt Boulevard. Transportation Research Record, 2678(9), 452-461. <https://doi.org/10.1177/03611981241230320> (Original work published 2024)

Action Item Development: Changing Safety Culture Through Education, Engagement, and Enforcement

Philadelphians are concerned about the normalization of dangerous travel behavior across all transportation modes. The challenge for the Safer People subcommittee is to normalize safe travel behavior. “Safety culture” is shared norms, values, and beliefs on travel behavior. The Federal Highway Administration (FHWA) calls building a safety culture “the first step to ensure successful implementation of the Safe System approach.”

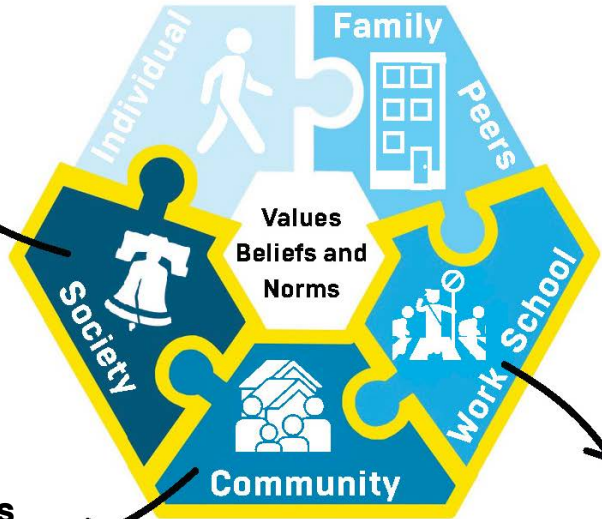
Safety culture is influenced by social relationships where levels of influence inform each other. The figure below illustrates this. To shift safety culture, every level of this framework must deploy strategies for safer decision-making. These strategies must be applied together. Individuals will make safer choices as they internalize new norms around traffic safety. The Safe People action items target change at work/school, community, and society levels.

- Safe Routes Philly implements educational strategies with school communities. These strategies give students, educators, and families tools to build a strong safety culture at their schools.
- Engagement strategies can change community norms. Media campaigns can inform how Philadelphians value safe travel behavior.
- Enforcement of dangerous traffic violations communicates societal expectations. Enforcement can be particularly effective at changing the most dangerous behaviors.

Changes at the school/work, community, and society level precede cultural change at the individual, family, and peers level. Each level of safety culture requires attention to make Philadelphia safer over time. Cultural change fits into the Safe System Approach. Changing how Philadelphians value safety will save lives.

Deploy traffic enforcement to address key safety issues

Educate Philadelphians about safe travel behavior



Expand the reach and effectiveness of Safe Routes Philly

What are the Safety Six?

The six violations listed below contribute significantly to fatal crashes in Philadelphia. Aggressive driving, including speeding, red light running, and failure to yield, contributed to 48% of fatal crashes from 2020 to 2024. More than six in ten fatal crashes involve at least one of the Safety Six actions.

1 Aggressive Driving: Aggressive driving includes both speeding and red light running. The rate of severe crashes involving these violations has increased significantly since 2020. Crashes involving these factors tend to be more severe, especially for people outside of a vehicle.



2 Not Wearing a Seatbelt: From 2020 to 2024, one in ten people killed in a crash were not wearing a seatbelt.

3 Impaired Driving: Impaired driving includes both drunk and drugged driving. In nearly a quarter of severe impaired driving crashes in Philadelphia, driver impairment involved both drugs and alcohol.

4 Not Yielding to People Walking and Biking: Failure to yield to people walking in a crosswalk or people biking in the bike lane can lead to serious crashes, including fatalities.



5 Distracted Driving: Distracted driving is in the top three indicators for severe crashes in Philadelphia. Effective June 5, 2025, Paul Miller's Law bans the use of hand-held devices while driving in Pennsylvania.



6 Illegal Parking: Illegal parking, particularly in crosswalks and close to corners, limits visibility for both drivers and vulnerable road users. Effective December 4, 2024, Philadelphia law prohibits stopping, standing, or parking in bicycle lanes citywide.



Safer People Action Items

1. Expand the reach and effectiveness of Safe Routes Philly

Action Item	Description	Responsible Agency	Target
1.1	Develop a Safe Routes Philly Strategic Plan	OTIS	Publish a Strategic Plan by 2027 and track identified metrics.*
1.2	Increase the number of elementary schools teaching Safe Routes	OTIS, School District	Add ten new elementary schools per year teaching Safe Routes Philly materials.
1.3	Expand programming for older students	OTIS, School District	Recruit ten VZ Youth Ambassadors and attend five career development events each year. Complete lesson plans for middle school and special education by 2027.
1.4	Leverage existing Safe Routes champions to expand program	OTIS	Foster at least two champion mentorship relationships per year.
1.5	Create safer school arrival & dismissal environments	OTIS, School District	Pilot a school street program and evaluate. Develop a TDM plan template for individual schools by 2027.* Expand the walking school bus program to 2 more schools each year.

2. Educate Philadelphians about safe travel behavior

Action Item	Description	Responsible Agency	Target
2.1	Expand Vision Zero Ambassador Program	OTIS	Recruit 50 new Vision Zero Ambassadors by 2030 from every planning district. Record 10,000 outreach touchpoints by 2030.*
2.2	Annual traffic safety media campaign	OTIS	One behavioral safety campaign per year.*
2.3	Educate the public on Vision Zero	OTIS, Safer People Sub-committee	Develop one resource annually.

* Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

Action Item	Description	Responsible Agency	Target
2.4	Support safe biking education for adults	Safer People Sub-committee, Indego, Bicycle Coalition	Support eight free rides per year.
2.5	Brief local media on Vision Zero	OTIS	Hold a press training session.
2.6	Continue to honor victims of crashes	OTIS	Honor victims in the annual report and through events like World Day of Remembrance and the Ride of Silence.
2.7	Targeted messaging to reckless drivers	OTIS, Safer People Sub-committee	Issue report with recommendations.

3. Deploy traffic enforcement to address key safety issues

Action Item	Description	Responsible Agency	Target
3.1	Expand automated speed enforcement	PPA, OTIS, Streets	Add five new corridors by 2030.
3.2	Expand automated red light enforcement	PPA, OTIS, Streets	Add red light cameras to three new intersections per year. Identify process improvements to make installation more efficient.
3.3	Hold Vision Zero police academy training	PPD, OTIS	One training held per year.
3.4	Publicize PPA's public reporting system for illegal parking	OTIS, PPA	Communications strategy and media assets developed by end of 2026.
3.5	Partner with the Street Department's Public Safety Unit on traffic safety	Streets	Conduct at least five trainings per year. Identify and track violations targeted by PSEOs that support crash reduction goals.
3.6	Strategically deploy high visibility enforcement	PPD, Streets	Implement four high visibility campaigns per year.



SECTION 6

SAFER VEHICLES

bikeshare, or encouraging multimodal travel through our transportation management associations. The Department of Fleet Services ensures that the City's heavy vehicles are equipped with safety upgrades including sideguards, 360 cameras and crossview mirrors.

“Tech like emergency braking and speed warnings can make up for human error.” - Roundtable Participant

What we heard

- Advanced Driver Assistance Technology and Alternatives to Driving were the most popular Safe Vehicle strategies for addressing crashes
- New technologies offer promising solutions. However, the lack of regulatory authority at the City level limits the implementation of these strategies.
- The availability and awareness of alternatives to driving needs to be improved

Safer Vehicles and Alternatives to Driving Save Lives

Vision Zero supports strategies that provide access to safe and convenient modes of travel. Vision Zero encourages all Philadelphians to use transit, biking, and walking whenever possible. People traveling in the city should be able to travel in a way that provides for the safety of everyone else who uses the street. Motor vehicles have the largest impact on the safety of all roadway users. Vehicle safety features and technology can help to reduce the number and severity of crashes. While many vehicle rules and regulations are largely overseen at the federal and state levels, there is work the Task Force can do to make fleet vehicles safer, building out alternative fleets like Indego



2025 Updates

AUTOMATED ENFORCEMENT OF BUS LANES BEGINS

Supporting alternatives to driving includes improving transit service to attract more riders. The Philadelphia Parking Authority, SEPTA, and the City launched the bus lane enforcement program in April. Automated bus lane enforcement will improve safety and reduce congestion. The program uses bus-mounted cameras to issue citations. Citations are issued to vehicles blocking bus lanes and bus stops. Clearing bus lanes improves bus travel times and decreases collisions and parking violations.

INDEGO BIKE SHARE NETWORK EXPANDS

In the past year, Indego expanded services to more neighborhoods. These neighborhoods include Cobbs Creek, Tioga/Rising Sun, and Manayunk/Roxborough. Ridership hit new records with over 6,400 rides in a single day in August. Indego recorded their nine millionth ride this year.

101

additional Fleet vehicles with Vision Zero upgrades

36

Indego stations added

Safer Vehicles Action Items

1. Lead by example with a safety-first public sector vehicle fleet

Action Item	Description	Responsible Agency	Target
1.1 Make City Fleet vehicles safer	Continue to purchase fleet vehicles with Vision Zero safety features, equipping heavy fleet vehicles with safety features like sideguards and 360 cameras	Fleet	All heavy vehicle purchases come with safety features
1.2 Pilot Intelligent Speed Assistance	Pilot use of telematics to track driving habits in City Fleet vehicles. Reward safe driving and address poor driving habits, including through the use of speed limiters (Intelligent Speed Assistance, or ISA).	Fleet	Complete pilot of ISA and issue report on results.
1.3 Reduce the size of new vehicles	Equip City departments with smaller, safer vehicles that fit Safe System requirements and meet goals from the Clean Fleet Plan	Fleet	Report the number of smaller vehicles purchased, including electric vehicles
1.4 Encourage alternatives to driving	Empower City employees to select alternatives to driving for commuting and conducting City business.	OTIS, OHR	Continue to provide employee benefits that encourage alternatives to driving.
1.5 Foster internal safety culture within City employees	Ensure Vision Zero driver training is completed by City employees.	OMP, Risk Management	Provide Vision Zero and driver training to employees using a City vehicle.

2. Support alternatives to driving

Action Item	Description	Responsible Agency	Target
2.1 Expand Indego	Increase the number of bike share stations, particularly in areas of the city not currently served by Indego.	OTIS	Expand Indego to 375 stations by 2027. Identify funding for further expansion through 2030.
2.2 Support transportation demand management strategies	Advance transportation demand management strategies like Key Advantage and mode shift programs.	OTIS, SEPTA, and Safer People Sub-committee	Publish mode shift toolkit; promote mode shift strategies through multiple channels.
2.3 Expand transit priority corridors	Transit improvements can decrease the cost of living by increasing access to safe, efficient, and low-cost transportation options. Increase the number of Philadelphians that live within 1/4 mile of a transit priority corridor.	OTIS	Increase and publish annually the number of residents and jobs within 1/4 mile of a transit priority corridor.
2.4 Support Transit-Oriented Development	Advance transit-oriented development (TOD) zoning policy with decreased parking minimums, as detailed in the HOME Plan.	DPD	Issue new TOD regulations, increase affordable housing units within 1/4 mile of high frequency transit.



SECTION 7

SAFETY DATA

Panel Discussion at the 2025 Vision Zero Conference

Supporting Data-Driven and Transparent Safety Analysis

The Safety Data subcommittee supports Vision Zero data analysis. The subcommittee ensures approaches are data-driven and based on quality data. Safety Data is not a specific element of the Safe System approach. The Safety Data subcommittee supports the work of the Vision Zero Task Force through analysis of projects and programs. The subcommittee identifies what safety tools are working. The subcommittee holds the Vision Zero program accountable by publishing data and analysis. The annual report and other publications share the status and success of safety treatments and programs.

The subcommittee identified three broad strategies to meet Vision Zero safety data goals. First, ensure transparency through regular reporting. Second, expand data sources available for analysis. Third, improve data analysis to better target program activities. Actions in this section explore data and analysis approaches. These form a more complete picture of traffic safety challenges.

What we heard

- Transparency is key. Participants cited a need for better online resources to understand how the City is working towards Vision Zero.
- Roundtable participants urged evaluation of new treatments and to share the results. When new treatments work well, the City should expand implementation of them.

2025 Updates

NEW HIGH INJURY NETWORK RELEASED

OTIS developed the 2025 High Injury Network (HIN) based on 2019-2023 crash data. The new High Injury Network will guide traffic safety investments over the next five years. This will meet the Mayor's goal of programming safety measures on every mile of the HIN by 2030.

TRACKING CRASH DISPARITIES IN UNDERSERVED COMMUNITIES

The Philadelphia Department of Public Health (PDPH) developed the Underserved Communities (UC) metric. The metric was made using crash and demographic data. People of color and low-income communities experience disparate crash outcomes in Philadelphia. The UC metric will allow us to track crash outcome changes over time.



Roundtable Discussion with Kingsessing Working Group, 2025

Safety Data Action Items

1. Ensure transparency with regular reporting on Vision Zero progress

	Action Item	Description	Responsible Agency	Target
1.1	Publish analysis of Vision Zero projects	Refine and update online resources related to effectiveness of Complete Streets projects.	OTIS	Analyze Vision Zero projects every two years and publish findings.
1.2	Continue releasing annual Vision Zero report	Release annual Vision Zero progress report, including analysis of most recent PennDOT crash data.	OTIS	Release annual Vision Zero report.
1.3	Continue monthly report on fatal crash investigations	Report monthly City crash data in a publicly accessible database.	PPD	Continue reporting monthly fatal crash statistics.
1.4	Track Executive Order commitments through PhillyStat360	Work with PhillyStat360 to report on the progress towards the goals in the Vision Zero Executive Order.	OTIS, PhillyStat360	Continue to monitor and update PhillyStat360.
1.5	Track the Underserved Communities metric	Track Underserved Communities metric for key demographic groups over time. Conduct analysis of geographic, socioeconomic, and racial disparities in crash injuries and fatalities.	PDPH	Update Underserved Communities metric annually.
1.6	Continue to report on Vision Zero grant awards & funding sources	Identify and track all traffic safety improvement grant awards and other funding sources.	OTIS	Update grant award announcements annually.

2. Expand the data available for Vision Zero analysis and prioritization

	Action Item	Description	Responsible Agency	Target
2.1	Gain access for Streets & OTIS staff to TraCS police data	Gain access to TraCS to planning-level staff at OTIS and Streets and use this access to better track and evaluate current year fatal and serious injury crashes.	OTIS, Streets, PPD	Gain access to TraCS and track current year crash data.
2.2	Continue to provide citywide crash data for use by partners	Conduct annual update to the Vision Zero crash dataset based on PennDOT's reported crashes and make available to City partners and the public.	OTIS	Update citywide crash data on an annual basis.
2.3	Create database of Safe System roadway characteristics	Collect citywide roadway characteristics data, including geometric (such as number of lanes) and operational (such as average speeds) data points.	OTIS	Set up citywide roadway characteristic database by 2027 and update annually.*

* Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

3. Improve data analysis to better target Vision Zero program activities

	Action Item	Description	Responsible Agency	Target
3.1	Develop crash modification factors	Study the effectiveness of safety interventions implemented, with a goal of producing Crash Modification Factors (CMFs), which are used in benefit/cost analysis of proposed projects.	OTIS	Publish a CMF.
3.2	Proactively identify less safe roadway conditions and solutions	Develop a Safe System Analysis tool that uses roadway characteristics to perform predictive analysis.	OTIS	Develop a Safe System analysis tool.*
3.3	Complete life cycle cost analysis of safety treatments	Perform analysis of life-cycle and benefit/cost of safety treatments, particularly temporary materials (e.g., delineators, rubber speed cushions).	OTIS	Complete study on life-cycle cost of safety treatments.
3.4	Link health and crash data sets	Build the connections and digital infrastructure to link crash data and public health data at regular cadence. With linked dataset, perform more informed injury and crash analyses to inform Vision Zero priorities.	PDPH	Build linked dataset of crash data and public health data. Perform analyses on key safety issues.
3.5	Analyze trends in trauma center data	Use Electronic Health Record (EHR) data from one or more area trauma centers to conduct ad-hoc analyses to support VZ planning, such as more informed injury analysis.	Jefferson Hospital	Release report on trauma center data trends.
3.6	Update the HIN every five years	Continuing to update the HIN with new crash data with every future Vision Zero plan and continue to use for prioritizing safety interventions.	OTIS	Complete analysis of annual crash data in preparation of creating new HIN every five years.
3.7	Refine crash analysis tool for cross-departmental	Create and ensure adoption of a Vision Zero crash analysis tool and dashboard to track progress.	OTIS	Finalize VZ crash analysis tool/ dashboard and share with partners.

* Action item is not fully funded with existing City budget or grant funding. Additional state or federal grant money needed to meet target.

APPENDIX 1

FEDERAL AND STATE GRANT AWARDS

US Department of Transportation Grants:

Grant Program	Project Name	Grant Award	Project Description
RAISE/BUILD	Reaching the Steps: Transforming Philadelphia's Eakins Oval	\$23,300,000	Funding for design and construction of multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art steps and Pennsylvania Avenue. The project includes implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and disability access improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.
ATIIP	Completing the Schuylkill River Trail from Manayunk to Passyunk	\$13,694,932	Funding to close critical gaps in the Wissahickon Gateway Trail and the Passyunk Connection. This project will complete a 39-mile off-road, riverside, multi-use trail between Pottstown in Montgomery County and Southwest Philadelphia. The Wissahickon Gateway Trail will be an anchor for new shops, offices, housing, public transit service, riverfront green space, and multi-use trail connections between Center City, Northwest Philadelphia, and neighboring Montgomery County. The Passyunk Connection will remove barriers to safe, affordable, and equitable mobility options along the Schuylkill River Trail.

Pennsylvania State Grants:

Grant Program	Project Name	Grant Award	Project Description
Automated Speed Enforcement	Roosevelt Blvd Area Speed Cushions	\$5,000,000	Funding to complete design and construction for selected projects in the vicinity of Roosevelt Blvd. for a Speed Cushion Program on City-owned streets. Speed cushions are rounded raised areas of asphalt, similar to speed humps, which have been shown to reduce speeds.
	Roosevelt Blvd Parallel Corridor Transit Priority	\$7,000,000	Funds will support design and construction of the intersection modifications on Olney Ave. including bus boarding islands, street lighting, pavement marking and signing, signal modifications and upgrades to improve transit access in the area.
	Roosevelt Blvd Area Intersection Modifications	\$3,400,000	Funds will support intersection improvements on streets near Roosevelt Blvd. Projects will help to slow traffic at intersections, improve visibility between drivers and pedestrians, and improve safety by reducing the time it takes for pedestrians to cross.
	Roosevelt Blvd Parallel Corridor HSIP Predevelopment	\$1,000,000	Funding for concept and preliminary design of traffic safety improvements for future Federal HSIP-eligible projects. Eligible priority corridors include Bustleton and Whitaker Avenues.
	ASE Philadelphia Expansion Program	\$1,000,000	Funding to support expansion of the Automated Speed Enforcement Program. The City and Philadelphia Parking Authority (PPA) will expand the ASE program to other corridors with high levels of speed-related crashes.
Automated Red Light Enforcement	Modern Roundabouts	\$2,000,000	Funding to construct modern roundabouts at two or more locations citywide.
	Safe Access to Trolley Routes	\$1,500,000	Funding to improve safety at intersections along SEPTA's Trolley Modernization corridors. Projects will be concentrated on intersections with high crash clusters along Lancaster, Baltimore, and Woodland Avenues.
	Citywide Slow Zones	\$1,500,000	Funding continue the Slow Zone program and bring the speed management toolkit to two neighborhoods experiencing high rates of crash-related injuries and fatalities.
	Citywide Signal Integration	\$2,000,000	Continue the Signal Integration program with updates on City Avenue, between Presidential Boulevard and 77th Street.

Pennsylvania State Grants Continued:

Grant Program	Project Name	Grant Award	Project Description
Multimodal Transportation Fund (DCED)	<u>A Safer Center City: Spruce & Pine Street Separated Bike Lanes Project</u>	\$650,000	Funding to improve safety through vertical separation along the Spruce and Pine Street bike lanes.
	<u>Gay Street Staircase Rehabilitation</u>	\$400,000	Improved safety will be achieved through new materials, such as steel stair treads that allow snow and ice melt to pass through, consistent rise/run of stairs, and improved visibility
	<u>Castor Avenue Streetscape Project</u>	\$250,000	This project will upgrade the commercial corridor streetscape through the installation of new pedestrian scale streetlights, planting of new street trees, and repairing of sidewalks.
	<u>Avenue of the States</u>	\$198,636	The project will institute a sidewalk inspection and repair program to enhance pedestrian safety.
	<u>52nd Street Corridor Revitalization</u>	\$500,000	The project will deliver the sidewalk, streetscape, transit, and pedestrian safety improvements vital to maintaining a walkable, urban business district. Improvements will include new bike racks and bus shelters, sidewalk repairs, upgraded lighting, and enhanced pedestrian safety measures.
Act 13 - GTRP	<u>Ivy Ridge Trail Preliminary Design</u>	\$162,770	The funding will complete 30% design documents and public engagement for an 0.8 mile ADA accessible, off-road and physically buffered Circuit Trail Segment serving pedestrians and cyclists.
C2P2	<u>Cresheim Trail Extension</u>	\$100,000	The Cresheim Trail Extension will connect the Germantown Avenue trestle bridge and the intersection of Stenton Avenue and Cresheim Valley Drive via a 0.6-mile multi-purpose, ADA compliant trail.
Redevelopment Assistance Capital Program (RACP)	<u>N. 30th St. Pedestrian Safety and Block Improvement Project</u>	\$500,000	This project includes constructing new curbs, new footways, and sewer lateral replacement at the project site.

APPENDIX 2

VISION ZERO TASK FORCE & SUBCOMMITTEES

Leadership

The following officials are responsible for leading and providing feedback on Vision Zero as its Action Plan strategies are implemented:

- Mayor Cherelle L. Parker
- Managing Director Adam K. Thiel
- Deputy Managing Director Michael A. Carroll
- Vision Zero Task Force

Vision Zero Task Force Subcommittee Members

- City of Philadelphia
 - » Mayor’s Office
 - » Managing Director’s Office
 - » Managing Director’s Office of Transportation and Infrastructure Systems
 - » Philadelphia Police Department
 - » Department of Streets
 - » Department of Public Health
 - » Planning and Development
 - » Fleet Services
 - » Mayor’s Office of Education
 - » Office of Multimodal Planning
 - » Risk Management
 - » Water Department
 - American Automobile Association
 - AARP Pennsylvania
 - Bicycle Coalition of Greater Philadelphia
- Children’s Hospital of Philadelphia
 - Clean Air Council
 - Delaware Regional Valley Planning Commission
 - Families for Safe Streets of Greater Philadelphia
 - Pennsylvania Department of Transportation
 - Philadelphia Association of Community Development Corporations
 - Philadelphia Parking Authority
 - Safe Routes Partnership
 - School District of Philadelphia
 - Southeastern Pennsylvania Transportation Authority
 - St. Christopher’s Hospital for Children
 - Temple University
 - Thomas Jefferson University Hospital

Our city and our families deserve safer streets.



Zero traffic deaths.

Questions?

Contact the Office of Transportation and Infrastructure Systems

otis@phila.gov

215-686-5552

www.visionzerophl.com



City of
Philadelphia