

OUR CITY AND OUR FAMILIES DESERVE SAFER STREETS

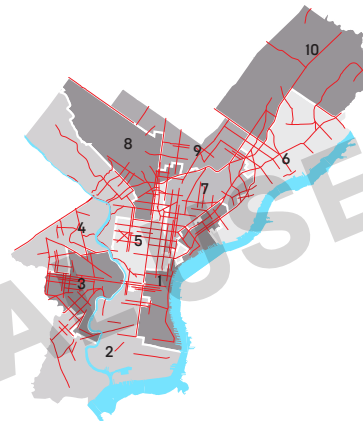
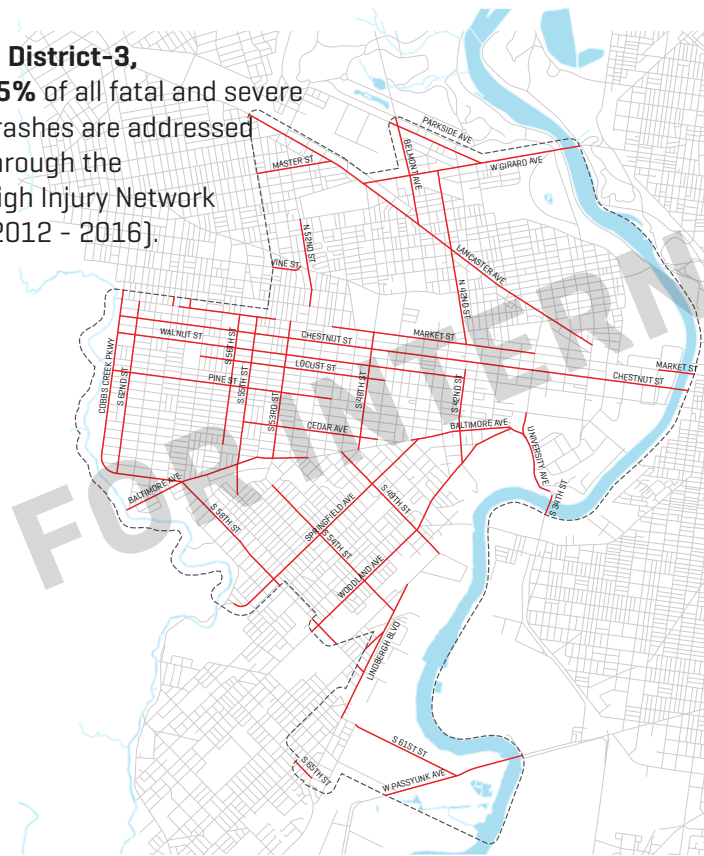
VISION ZERO

CITY OF PHILADELPHIA

ZERO TRAFFIC DEATHS BY 2030

HIGH INJURY NETWORK

In **District-3**, **75%** of all fatal and severe crashes are addressed through the High Injury Network (2012 - 2016).



HIGH INJURY NETWORK

Vision Zero is data-driven. High Injury Network identifies corridors with highest rates of fatalities and severe injuries per mile.

WHAT WE HEARD

During its initial outreach period, Vision Zero was presented to neighbors at 16th and 18th District Town Hall meetings and participated in an 18th District group ride with youth.

Among concerns expressed by neighbors, speeding on local streets and failure to yield were most common.

Neighbors understood the need for, and importance of Vision Zero.

WHY VISION ZERO MATTERS IN DISTRICT-3

On average, **287** people are killed or severely injured in Philadelphia every year as a result of traffic crashes (2012-2016).

39

PEOPLE
KILLED OR SEVERELY
INJURED EVERY YEAR IN
DISTRICT-3
(AVG. OVER 2012-2016)

DISTRICT-3 FACTS

In District-3, traffic crashes resulted in **49 deaths** and **167 severe injuries** (2012-2016).

13% of all fatal and severe crashes in the city occurred in District-3 (2012 - 2016).

In District-3, pedestrian deaths and severe injuries make up **36%** of all severe crashes (2012 - 2016).

In District-3, **2** children were killed and **17** were severely injured as result of traffic crashes (2012 - 2016).

Note: All numbers are inclusive of crashes within 250 feet of each district boundary to account for border conditions.

PHILADELPHIA IS PROUD TO ADOPT VISION ZERO

TAKE THE PLEDGE:

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WHAT IS VISION ZERO?

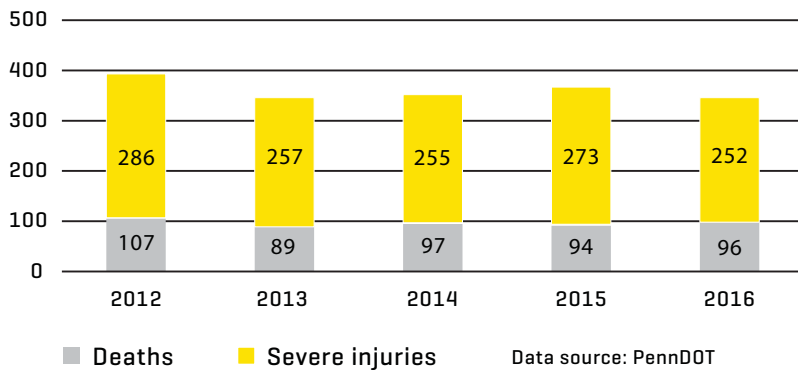
Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all.

VISION ZERO CORE PRINCIPLES:

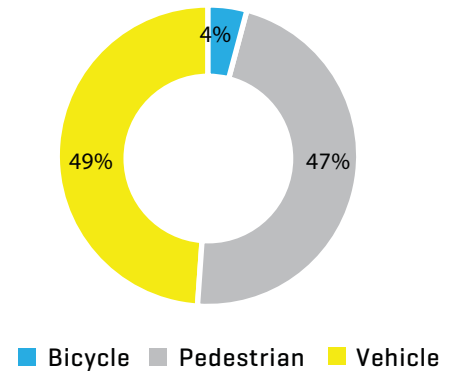
- Traffic deaths are preventable and unacceptable.
- Human life is our highest priority
 - Preserving human life takes priority over convenience..
 - Philadelphia's transportation system should be safe for all of its users, in all neighborhoods.
- Human error is inevitable and unpredictable. Our transportation system should be designed to anticipate human error, so that the consequence is not death or severe injury.
- Safe human behaviors, education, and traffic safety enforcement are essential contributors to a safe transportation system
- People are inherently vulnerable and speed is a fundamental predictor of crash survival. Our transportation system should be designed for speeds that protect human life..

for more information about our efforts visit visionzerophl.com

TOTAL NUMBER OF TRAFFIC-RELATED DEATHS AND SEVERE INJURIES IN PHILADELPHIA



PEOPLE KILLED IN CRASHES IN PHILADELPHIA



VISION ZERO TOOLKIT

EQUITY

Identify equitable solutions developed on behalf of all Philadelphians.

ENGINEERING

Engineer streets to reduce the risk of crashes.

ENFORCEMENT

Enforce laws to reduce and prevent unsafe roadway behaviors.

EDUCATION

Educate Philadelphians to promote a culture of walking, and biking. safe driving,

EVALUATION

Evaluate efforts to ensure resources are being used effectively.

PHILADELPHIA IS PROUD TO ADOPT VISION ZERO.

On November 7, 2016, Mayor James F. Kenney signed an Executive Order to create the Vision Zero Task Force. Philadelphia is committed to reducing traffic-related deaths to zero by 2030.

TAKE THE PLEDGE:

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Key Notes:

- KSI : Killed and severely injured
- Percent of District-3 KSI included on High Injury Network: **75%**
- Percent of total District-3 road miles on High Injury Network: **18%**
- Index of District-3 High Injury Network streets:
 - + BALTIMORE AVE
 - + BELMONT AVE
 - + CEDAR AVE
 - + CHESTNUT ST
 - + COBBS CREEK PKWY
 - + ELMWOOD AVE
 - + LANCASTER AVE
 - + LINDBERGH BLVD
 - + LOCUST ST
 - + MARKET ST
 - + MASTER ST
 - + N 42ND ST
 - + N 52ND ST
 - + N 59TH ST
 - + N 60TH ST
 - + N 63RD ST
 - + PARKSIDE AVE
 - + PINE ST
 - + S 34TH ST
 - + S 42ND ST
 - + S 48TH ST
 - + S 49TH ST
 - + S 53RD ST
 - + S 54TH ST
 - + S 55TH ST
 - + S 56TH ST
 - + S 58TH ST
 - + S 61ST ST
 - + S 62ND ST
 - + S 65TH ST
 - + SPRINGFIELD AVE
 - + UNIVERSITY AVE
 - + VINE ST
 - + W GIRARD AVE
 - + W PASSYUNK AVE
 - + WALNUT ST
 - + WOODLAND AVE

Note: All numbers are inclusive of crashes within 250 feet of each district boundary to account for border conditions.

FOR INTERNAL USE ONLY

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