

OUR CITY AND OUR FAMILIES DESERVE SAFER STREETS

VISION ZERO

CITY OF PHILADELPHIA

ZERO TRAFFIC DEATHS BY 2030

HIGH INJURY NETWORK

In **District-9**, **77%** of all fatal and severe crashes are addressed through the High Injury Network (2012 - 2016).



WHAT WE HEARD

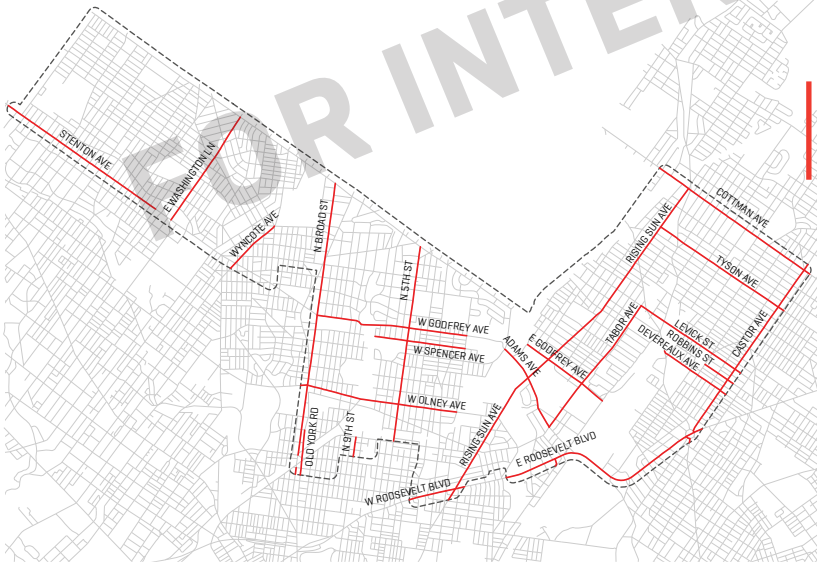
Across the city, Philadelphia neighbors recognize Roosevelt Boulevard as the most dangerous corridor in the city.

On the Boulevard, speeding, failure to yield for pedestrians, long distance to cross, not enough time to cross, and accessibility issues are commonly cited.

Throughout District-9, speeding was identified most often as an observed dangerous behavior.

HIGH INJURY NETWORK

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



WHY VISION ZERO MATTERS IN DISTRICT-9

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

27

PEOPLE
KILLED OR SEVERELY
INJURED EVERY YEAR IN
DISTRICT-9
(AVG. OVER 2012-2016)

DISTRICT-9 FACTS

In District-9, traffic crashes resulted in **54 deaths** and **101 severe injuries** (2012-2016).

9% of all fatal and severe crashes in the city occurred in District-9 (2012 - 2016).

In District-9, pedestrian deaths and severe injuries make up **35%** of all severe crashes (2012 - 2016).

In District-9, **4** children were killed and **5** were severely injured as a 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?

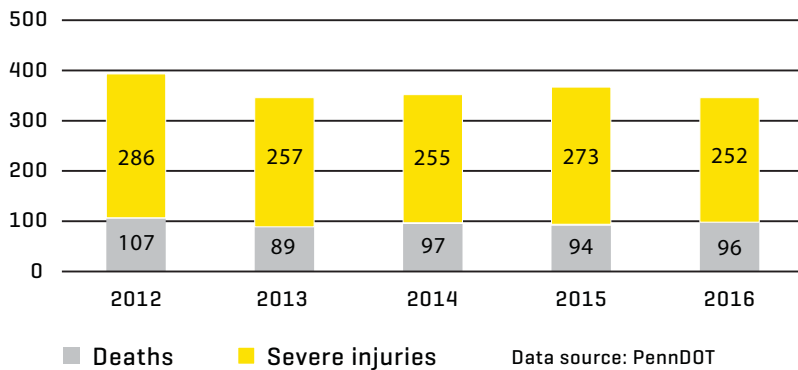
Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all.

VISION ZERO CORE PRINCIPLES:

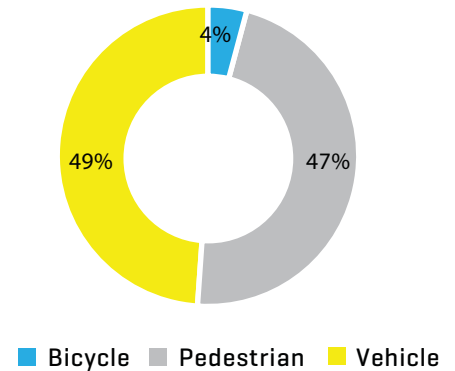
- Traffic deaths are preventable and unacceptable.
- Human life is our highest priority
 - Preserving human life takes priority over convenience..
 - Philadelphia's transportation system should be safe for all of its users, in all neighborhoods.
- Human error is inevitable and unpredictable. Our transportation 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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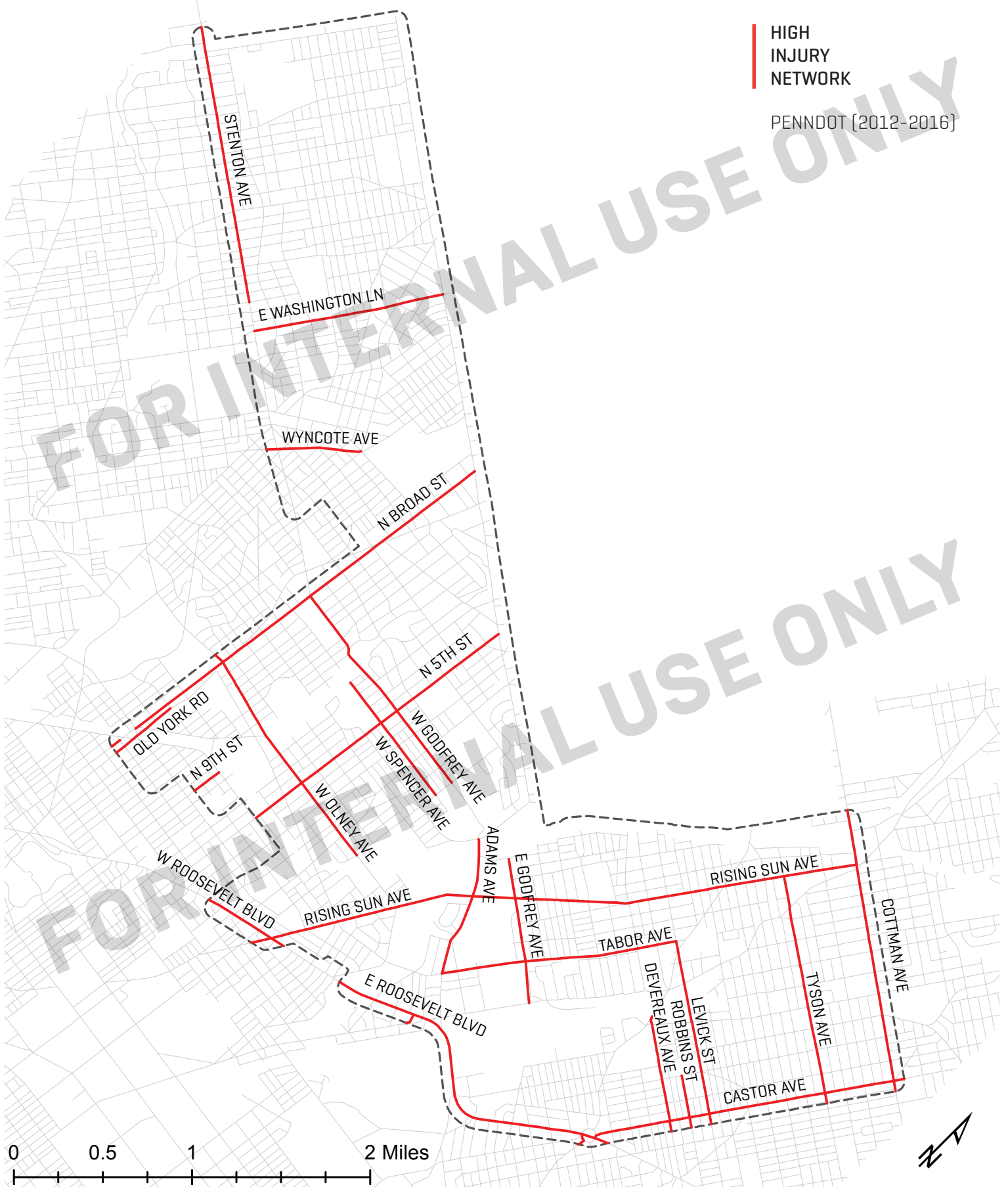
HIGH INJURY NETWORK DISTRICT-9

VISION ZERØ

CITY OF PHILADELPHIA

HIGH
INJURY
NETWORK

PENNDOT [2012-2016]





Key Notes:

- KSI : Killed and severely injured
- Percent of District-9 KSI included on High Injury Network: **77%**
- Percent of total District-9 road miles on High Injury Network: **19%**
- Index of District-9 High Injury Network streets:
 - + ADAMS AVE
 - + CASTOR AVE
 - + COTTMAN AVE
 - + DEVEREAUX AVE
 - + E GODFREY AVE
 - + E ROOSEVELT BLVD
 - + E WASHINGTON LN
 - + LEVICK ST
 - + N 5TH ST
 - + N 9TH ST
 - + N BROAD ST
 - + OLD YORK RD
 - + OXFORD AVE
 - + RISING SUN AVE
 - + ROBBINS ST
 - + STENTON AVE
 - + TABOR AVE
 - + TYSON AVE
 - + W GODFREY AVE
 - + W OLNEY AVE
 - + W SPENCER AVE
 - + WYNCOTE AVE
 - + W ROOSEVELT BLVD

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