

OUR CITY AND OUR FAMILIES DESERVE SAFER STREETS

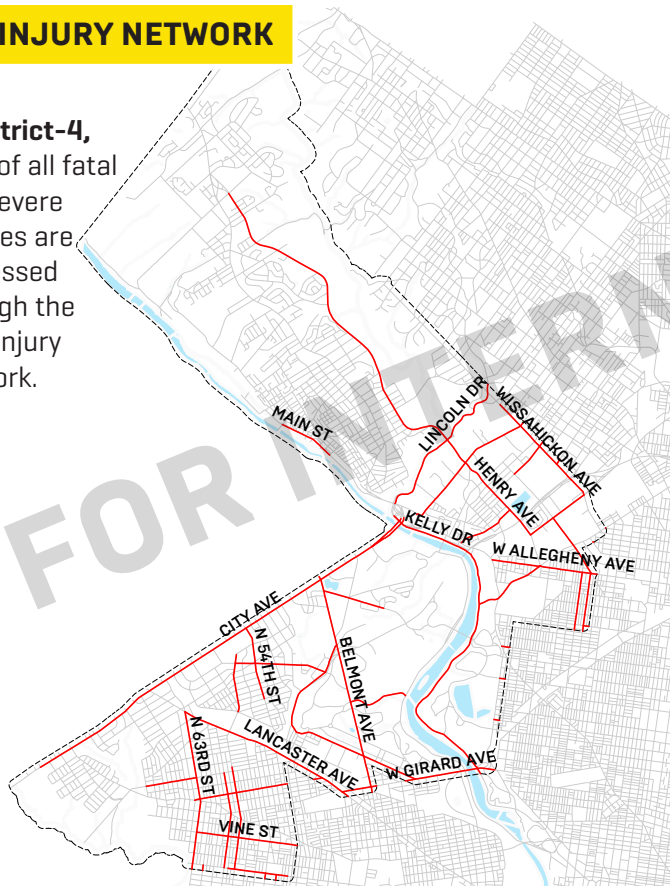
VISION ZERO

CITY OF PHILADELPHIA

ZERO TRAFFIC DEATHS BY 2030

HIGH INJURY NETWORK

In **District-4**, **80%** of all fatal and severe crashes are addressed through the High Injury Network.



HIGH INJURY NETWORK

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

WHAT WE HEARD FROM DISTRICT-4

District-4 residents recognized the need for Vision Zero.

For at least one neighbor, it was personal. She shared that she had been struck by a driver while walking, and has used a cane since.

Failure to yield to pedestrians and speeding were commonly reported.

WHY VISION ZERO MATTERS IN DISTRICT 4

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

35

**PEOPLE
KILLED OR SEVERELY
INJURED EVERY YEAR
(AVG. OVER 2012-2016)**

DISTRICT-4 FACTS

In District-4, traffic-related crashes resulted in **47 deaths** and **126 severe injuries** [2012-2016].

12% of all severe crashes in the City occurred in District-4 [2012 - 2016].

15 People were killed and **30** were severely injured, while walking in District-4 [2012 - 2016].

2 Children were killed and **4** were severely injured in District-4. [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:

WWW.VISIONZERO.COM

#VISIONZEROPHL

WHAT IS VISION ZERO?

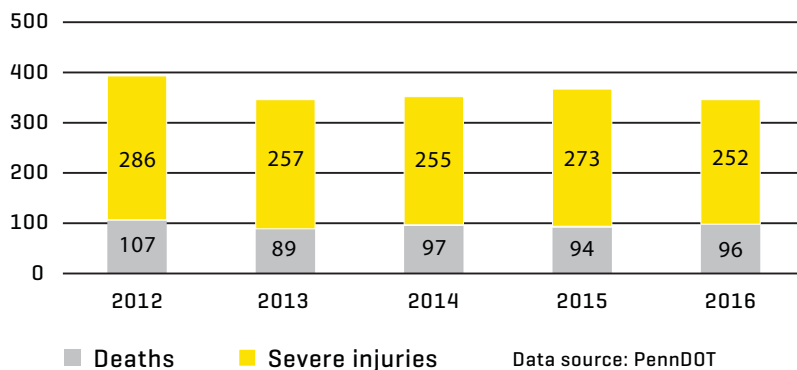
Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all.

VISION ZERO CORE PRINCIPLES:

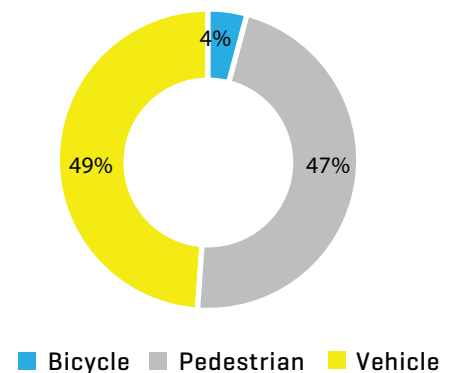
- Traffic deaths are preventable and unacceptable.
- Human life is our highest priority
 - Preserving human life takes priority over convenience..
 - Philadelphia's transportation system should be safe for all of its users, in all neighborhoods.
- Human error is inevitable and unpredictable. Our transportation 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-4

VISION ZERØ

CITY OF PHILADELPHIA

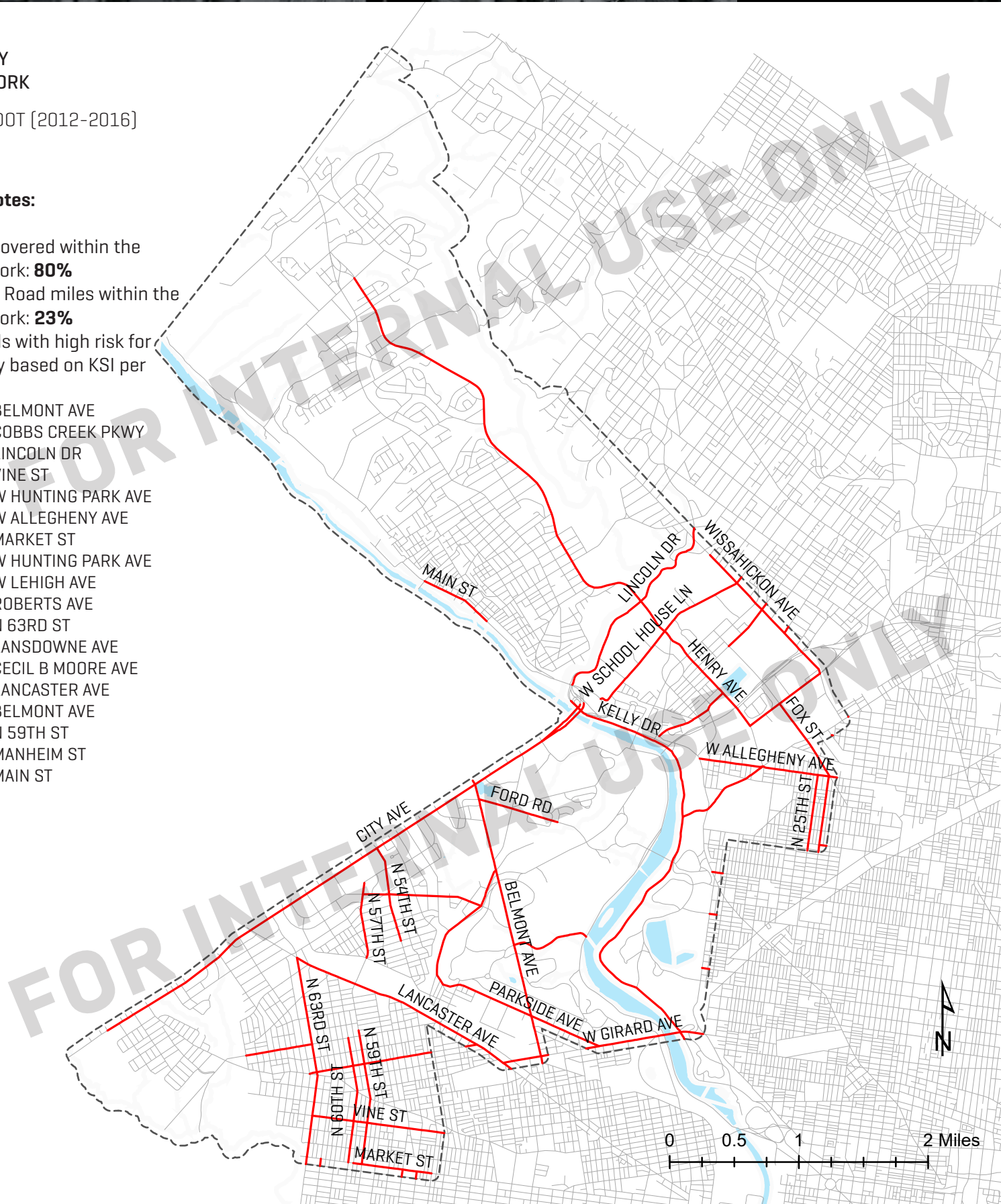
HIGH INJURY NETWORK

PENNDOT (2012-2016)

Key Notes:

- KSI covered within the network: **80%**
- Total Road miles within the network: **23%**
- Roads with high risk for injury based on KSI per mile:

- + BELMONT AVE
- + COBBS CREEK PKWY
- + LINCOLN DR
- + VINE ST
- + W HUNTING PARK AVE
- + W ALLEGHENY AVE
- + MARKET ST
- + W HUNTING PARK AVE
- + W LEHIGH AVE
- + ROBERTS AVE
- + N 63RD ST
- + LANSDOWNE AVE
- + CECIL B MOORE AVE
- + LANCASTER AVE
- + BELMONT AVE
- + N 59TH ST
- + MANHEIM ST
- + MAIN ST



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