



Philadelphia Street Safety

Vision Zero & Complete Street Projects

Casey C. Ross, Complete Streets Project Manager

Updated: 10 February 2022

OFFICE OF 
**TRANSPORTATION,
INFRASTRUCTURE
& SUSTAINABILITY**



Presentation Overview

- Vision Zero
- Current Project Example
- Upcoming Projects
- Completed Projects
- Discussion & Questions



VISION ZERO

CITY OF PHILADELPHIA



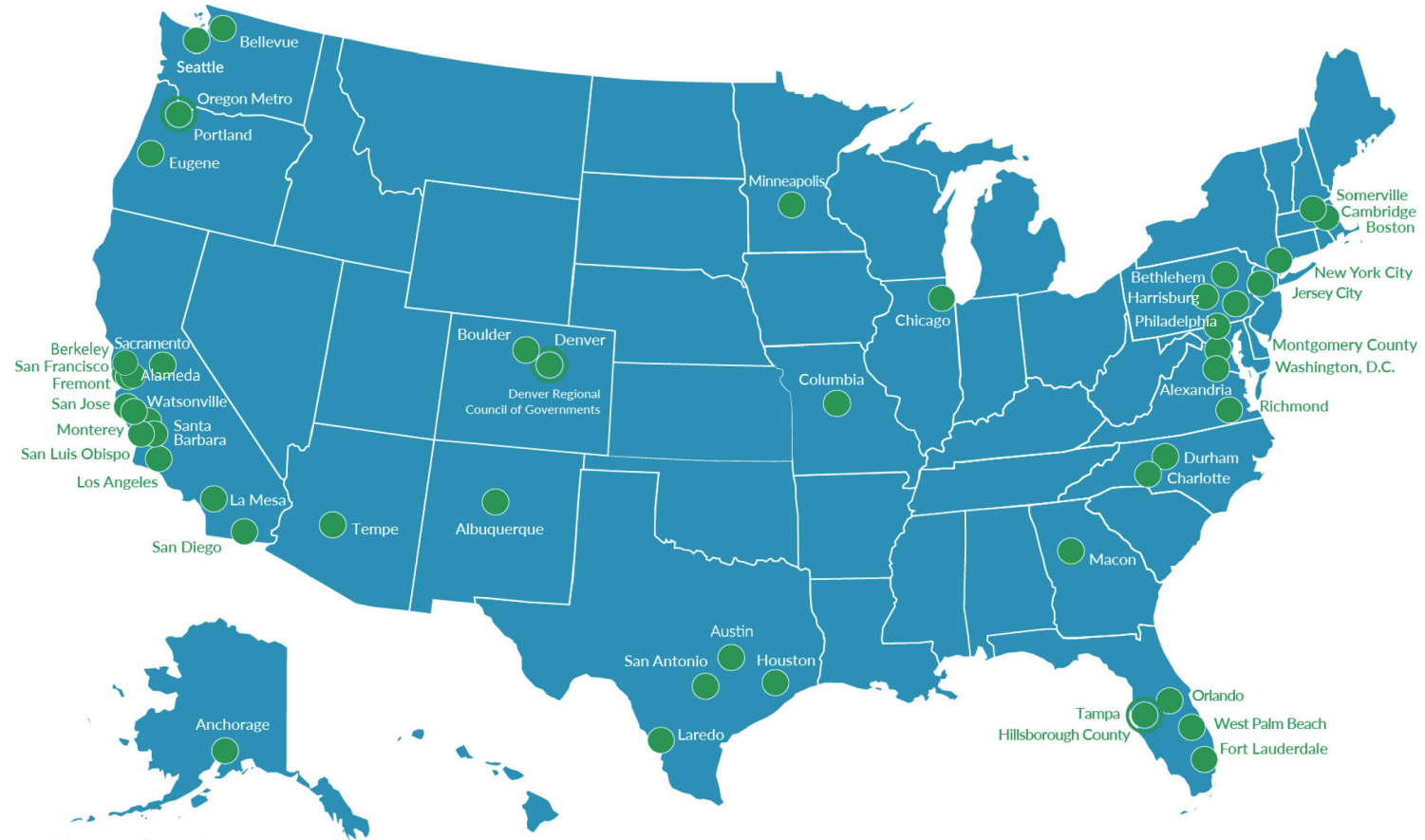
What is Vision Zero?

A policy that states clearly that traffic deaths are preventable and unacceptable.

Core Principles:

- Human life takes priority over mobility;
- Human error is inevitable and unpredictable;
- People are inherently vulnerable, and speed is a fundamental predictor of crash survival;
- Safe behaviors, education, and enforcement are essential contributors to a safe system.

Where is Vision Zero a policy?



Map update: August 2021

Source: Vision Zero Network (www.visionzeronetwork.org)



Is Vision Zero Realistic?

“In more than 1,200 towns and cities around the world, not a single person was killed in a road traffic crash in at least one calendar year since 2009. Some municipalities reported zero traffic deaths for multiple years.”

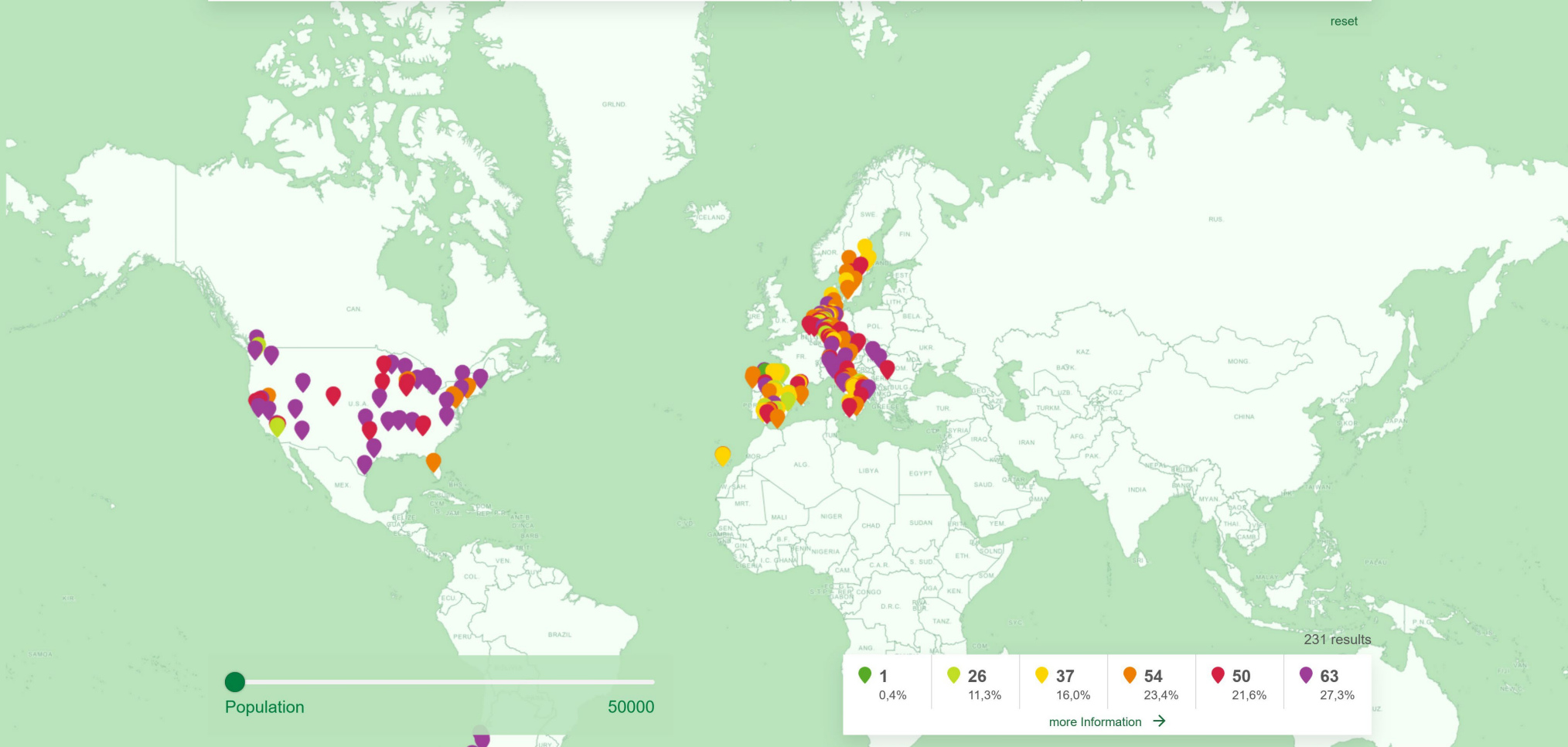
- *Zero Traffic Deaths? An Interactive Global Map Shows Where.* Forbes Magazine, 2021

DEKRA Vision Zero



Zero Times: 1-2, 3-4, 5-6, 7-8, 9-10, 11+
Years: 2019
Continent: Asia, Australia, Europe, +2
Countries: Australia, Austria, +24

reset



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Data source: IRTAD

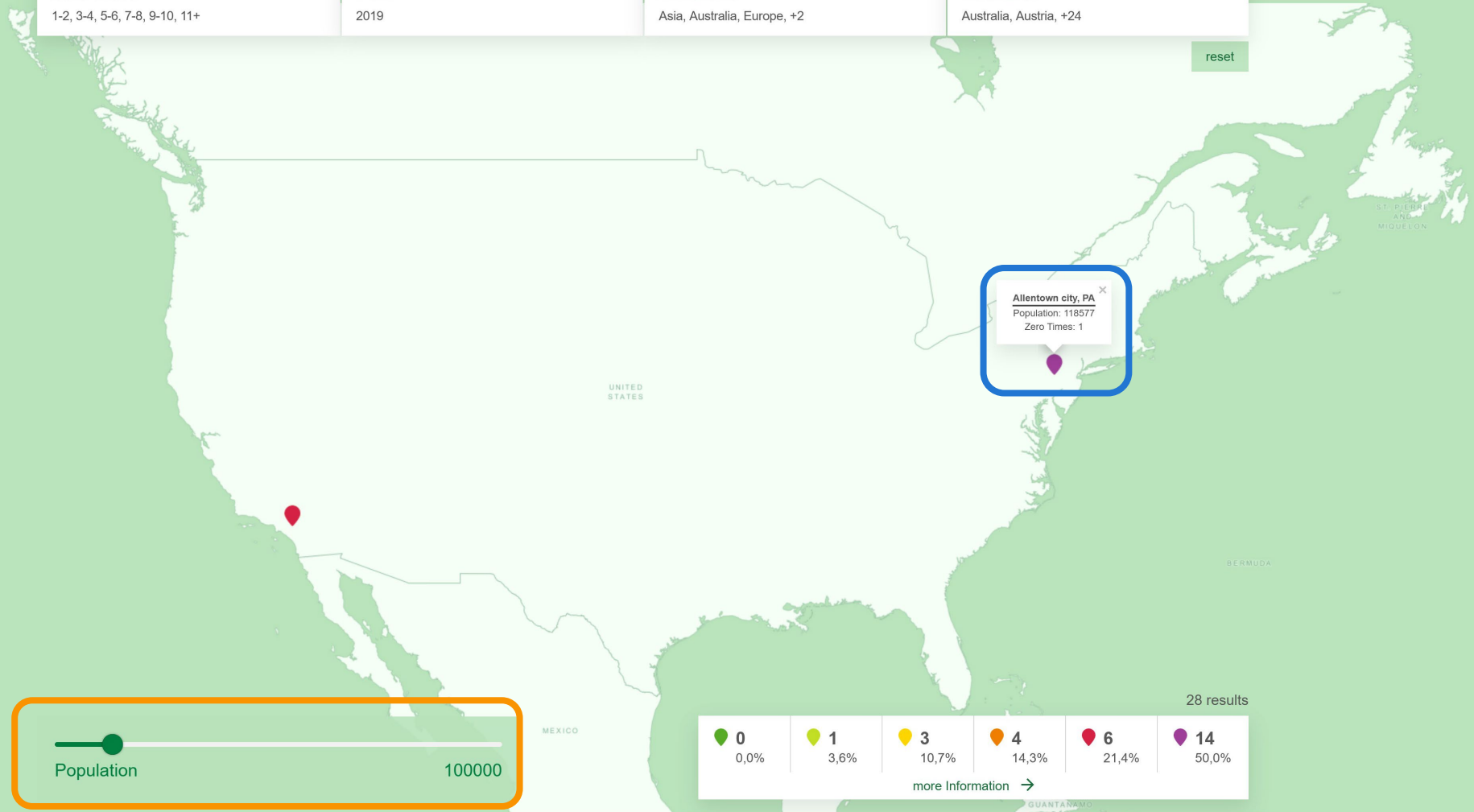
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DEKRA Vision Zero



Zero Times 1-2, 3-4, 5-6, 7-8, 9-10, 11+
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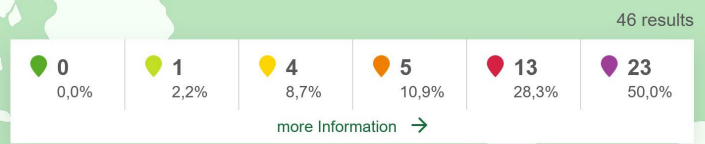
DEKRA Vision Zero



Zero Times: 1-2, 3-4, 5-6, 7-8, 9-10, 11+
Years: 2017
Continent: Asia, Australia, Europe, +2
Countries: Australia, Austria, +24

reset

Göteborg ✕
Population: 549839
Zero Times: 1



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Vision Zero in Philadelphia



PHILADELPHIA 3 YEAR SNAPSHOT 2017-2020

31

miles of future High Injury Network safety projects programmed

58

miles of completed safety improvements

8

locations with speed cameras installed on Roosevelt Boulevard

121

pedestrian head start signals & **119** speed cushions

456

e-bikes added to Indego

10

miles of protected bike lanes & **45** miles of total bike lanes

250k

people reached via social media & **1,000** ads placed on radio and throughout the city

\$20m+

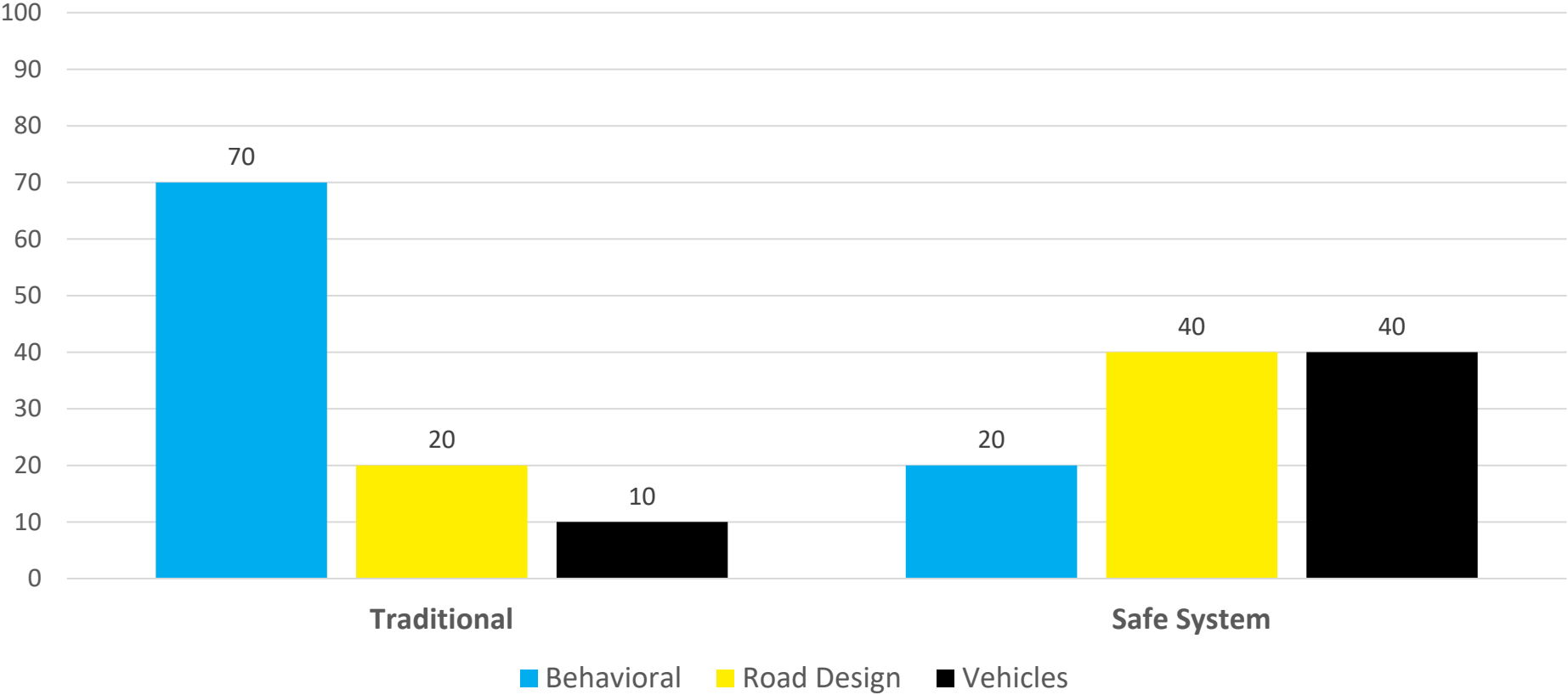
of safety investments using fees from red light camera tickets

Banner image: Logan Square, 2020



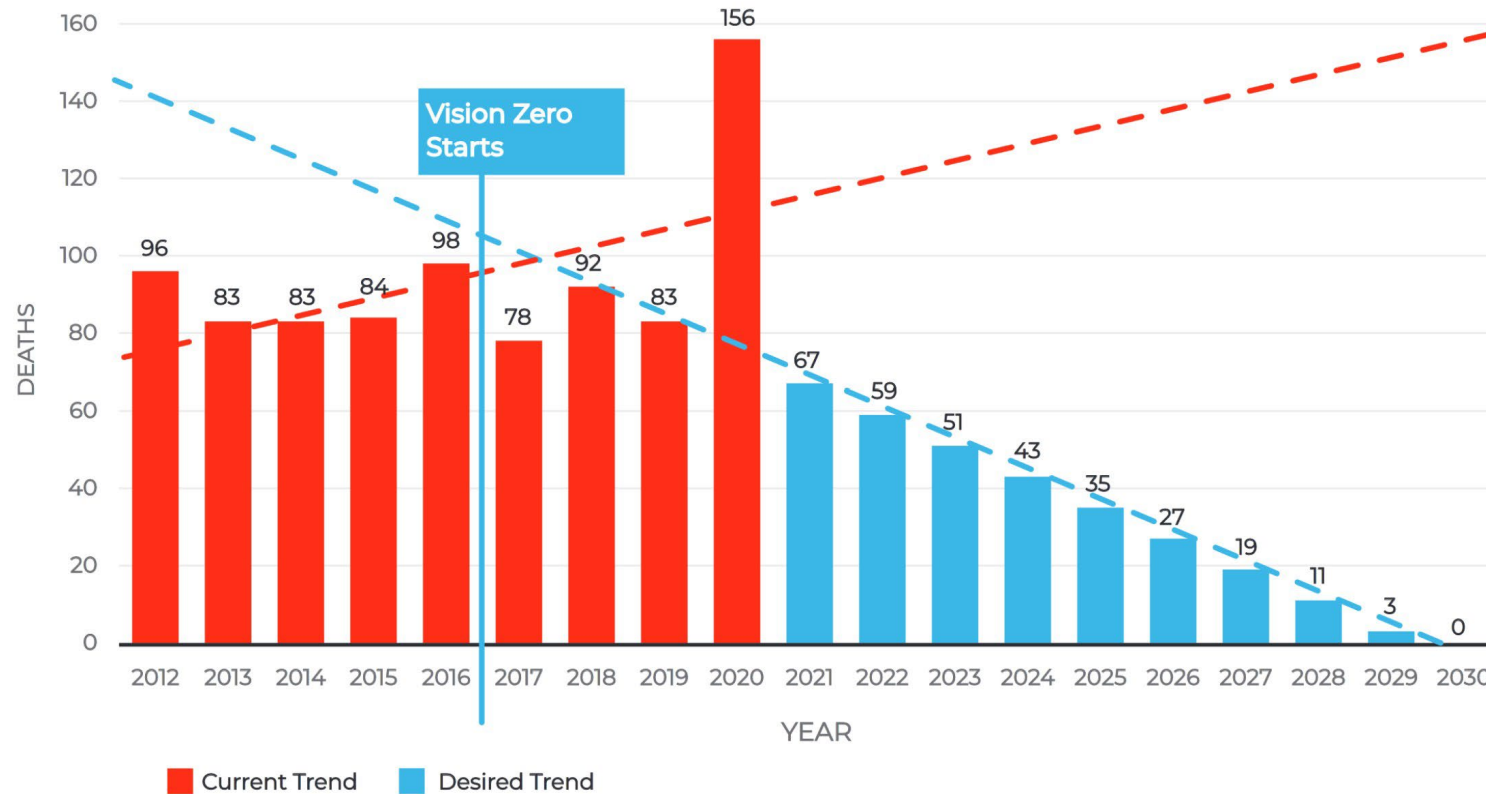
Traditional vs. Safe Systems

Rebalancing the Road Injury Prevention Effort



How We're Doing

Current and Desired Trendline for Vision Zero In Philadelphia



Source: Philadelphia Vision Zero Update 2021

In 2020, 42% of fatal and serious injury crashes were flagged as aggressive driving crashes, which includes speeding. The number of speeding crashes likely leads to higher rates of fatal crashes across all modes.

Serious injuries remained steady while all crashes decreased by 13% in 2020, indicating that higher speeds may have 'tipped' what might have been a serious injury into a fatality.



Transformative Policies

Key legislative needs for Philadelphia to dramatically reduce crashes and save lives.

Expansion of Automated Speed Enforcement



Municipal Speed Limit Setting



Pass the curb bill to allow safe street design



Vision Zero Ordinance





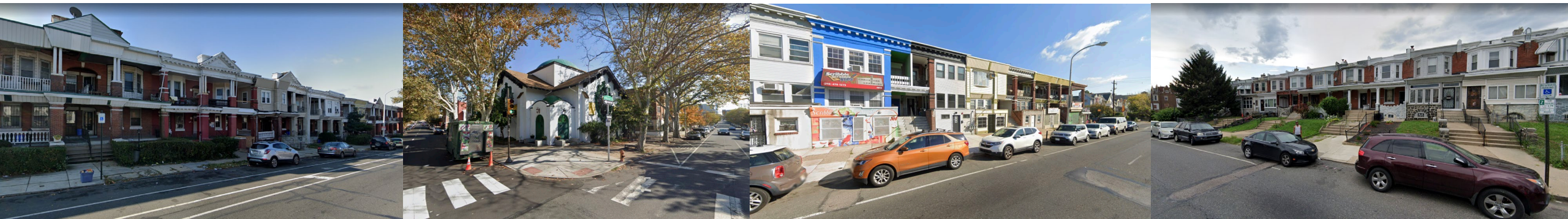
Current Project Overview



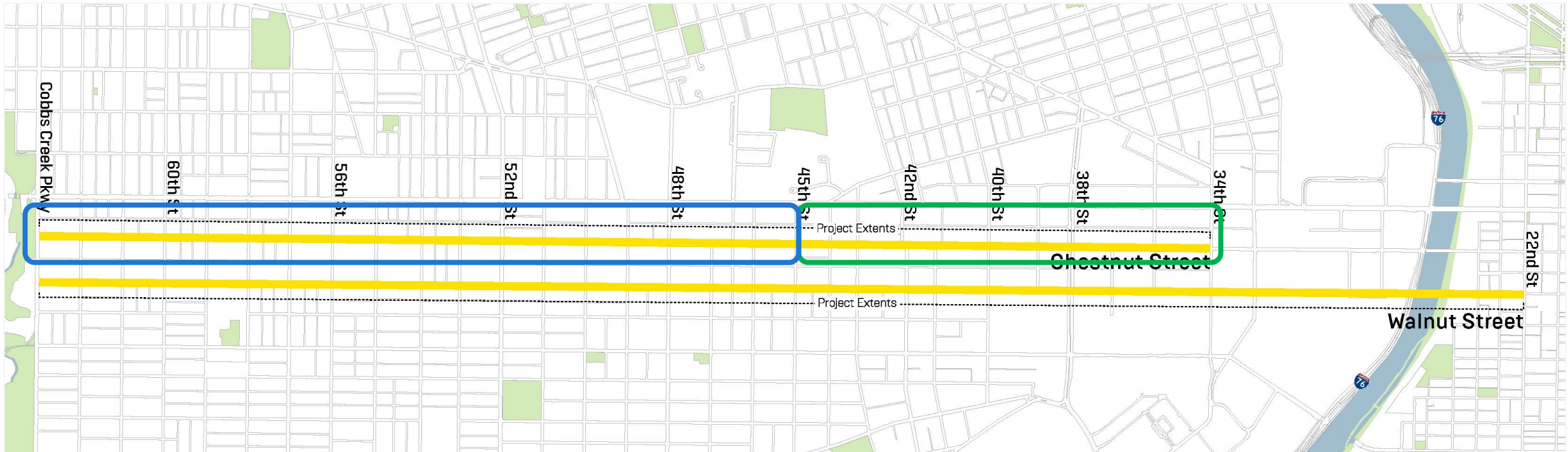
Chestnut & Walnut Streets – West Philly

Chestnut Street will be repaved in 2022 and Walnut Street will be repaved in 2023 using committed PA state funding. Repaving provides a chance to improve how the roadways works for all users.

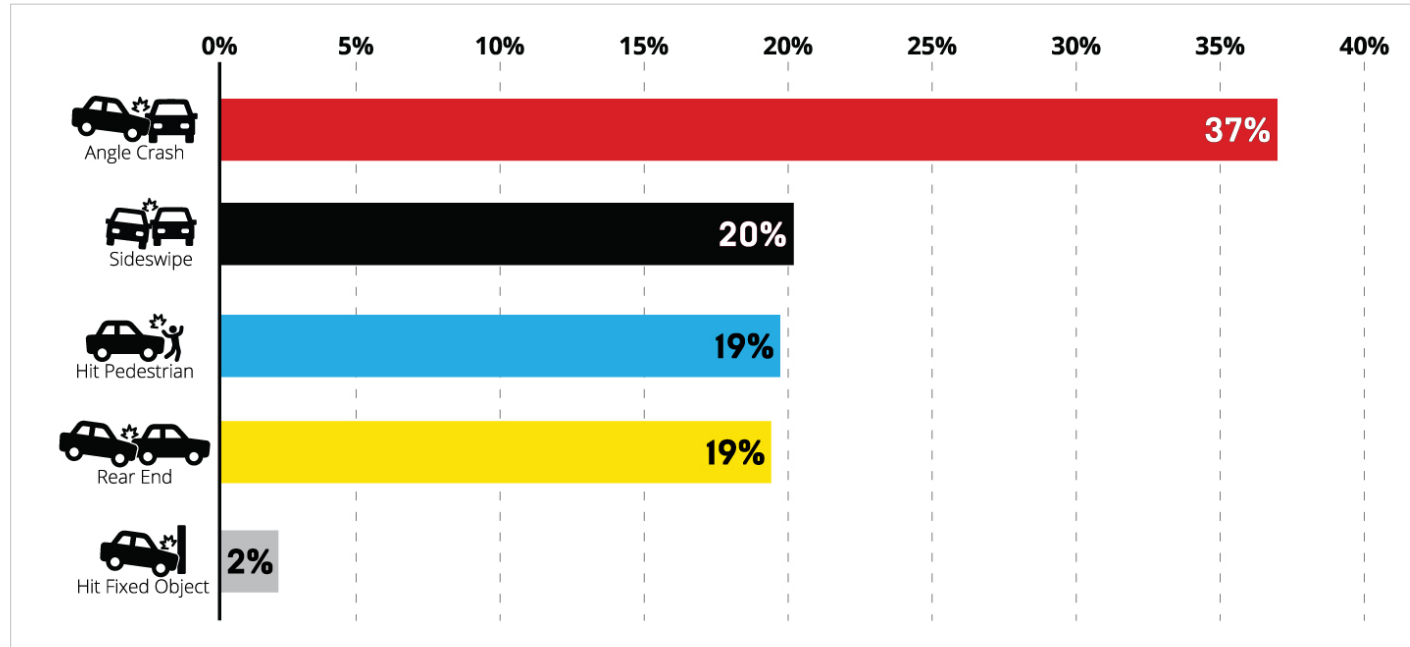
These projects are complex due to length of the corridors, varied land uses, and diverse neighborhoods and stakeholders involved. Comprehensive outreach and engagement has been a major component of these projects.



Chestnut & Walnut Project Extents



Crash History (2016 to 2020)*



There were **643 crashes** on Chestnut and Walnut Streets between 2016 and 2020.

137 people walking were hit by motor vehicles on Chestnut and Walnut Streets between 2016 and 2020.

Almost **30%** of people walking hit by vehicles were **under 18 years old or over 65 years old.**

89% of crashes on Chestnut and Walnut Streets were due to **Aggressive Driving.**

Crashes killed three (3) people. Aggressive Driving killed two (2) of those people.

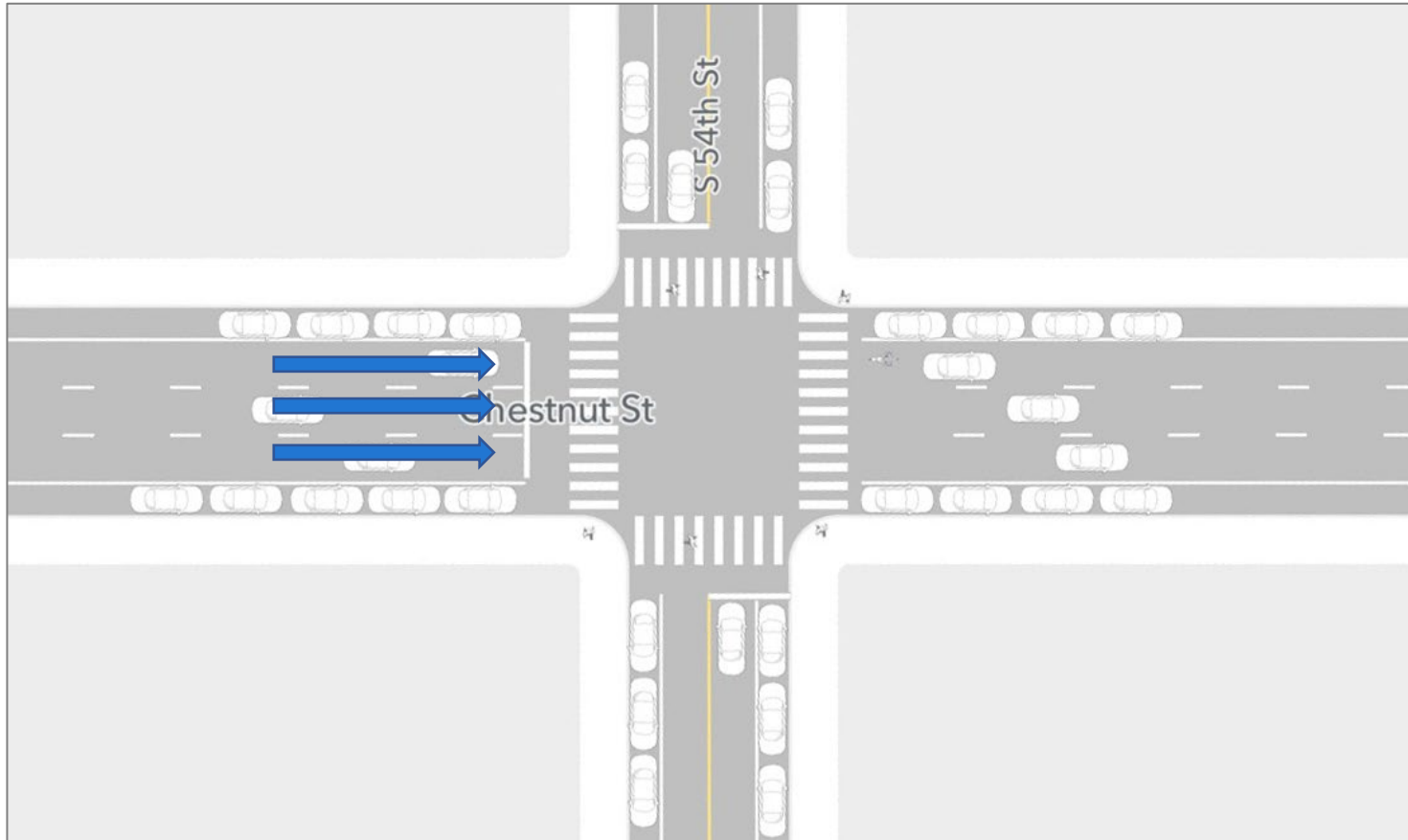
**Crash analysis for Walnut Street from Cobbs Creek Parkway to 22nd Street. Crash analysis for Chestnut Street from Cobbs Creek Parkway to 34th Street.*



Roadway Options

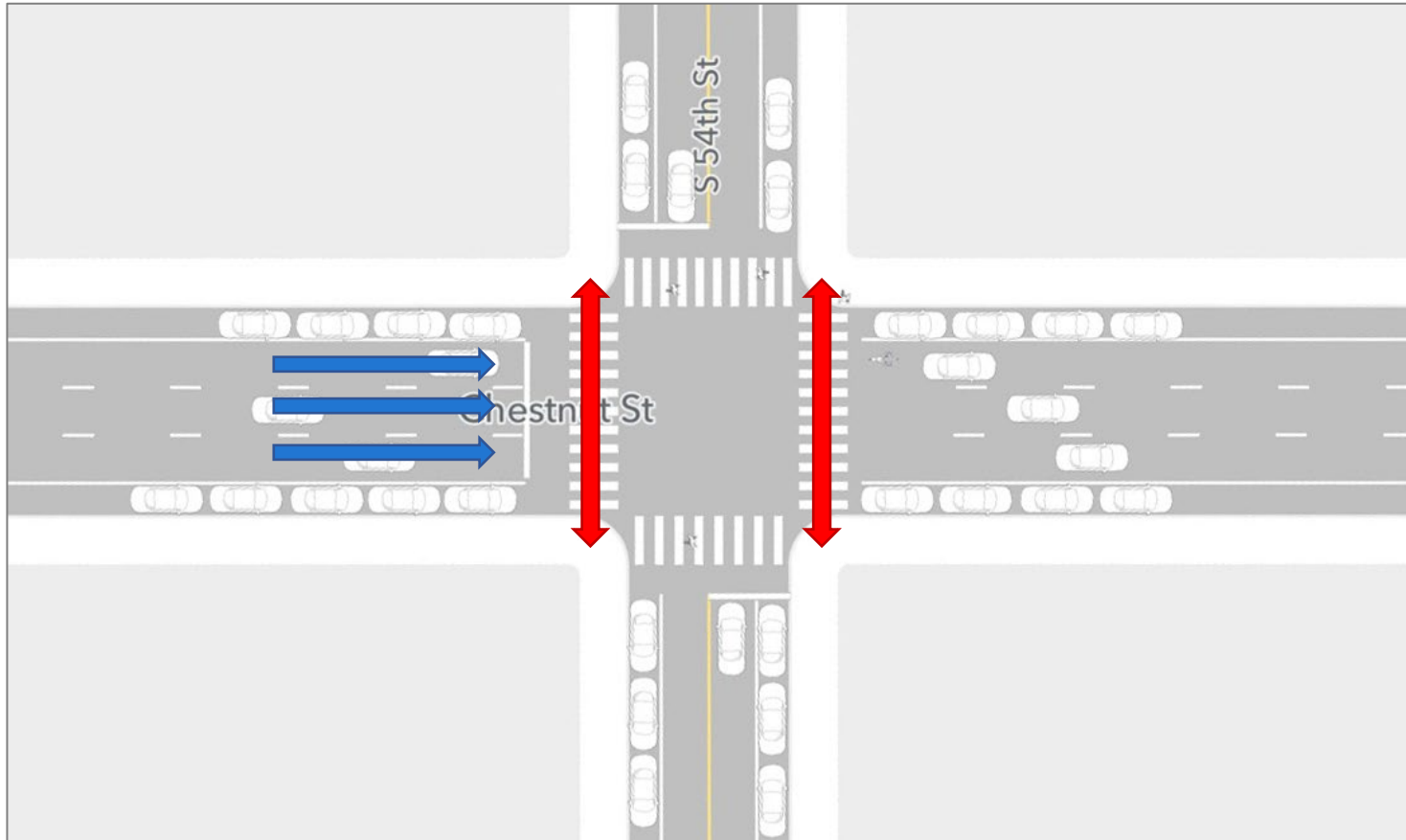


Chestnut 1: Don't Change Anything



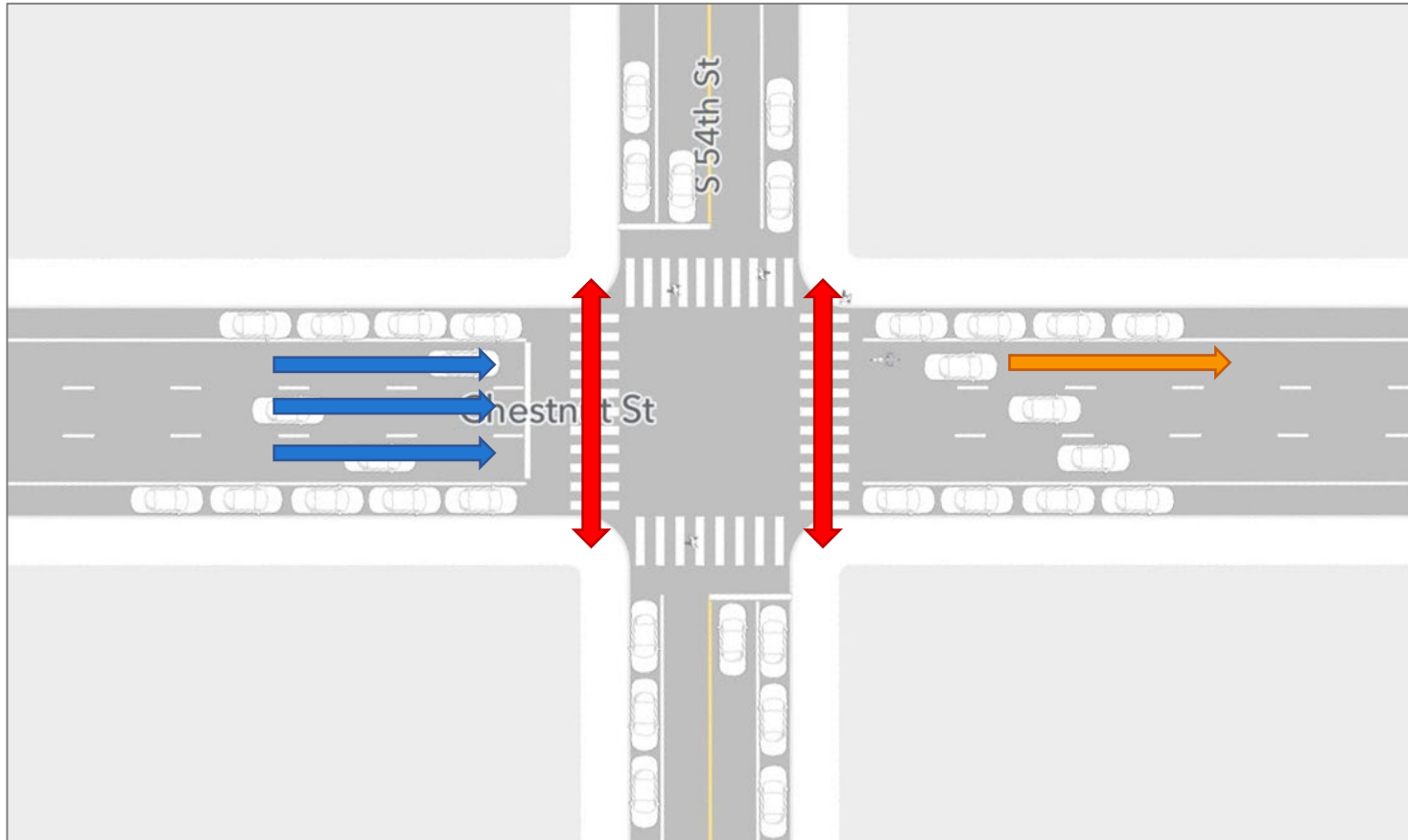
- **3 EB vehicle lanes** provide maximum roadway space to motor vehicles

Chestnut 1: Don't Change Anything



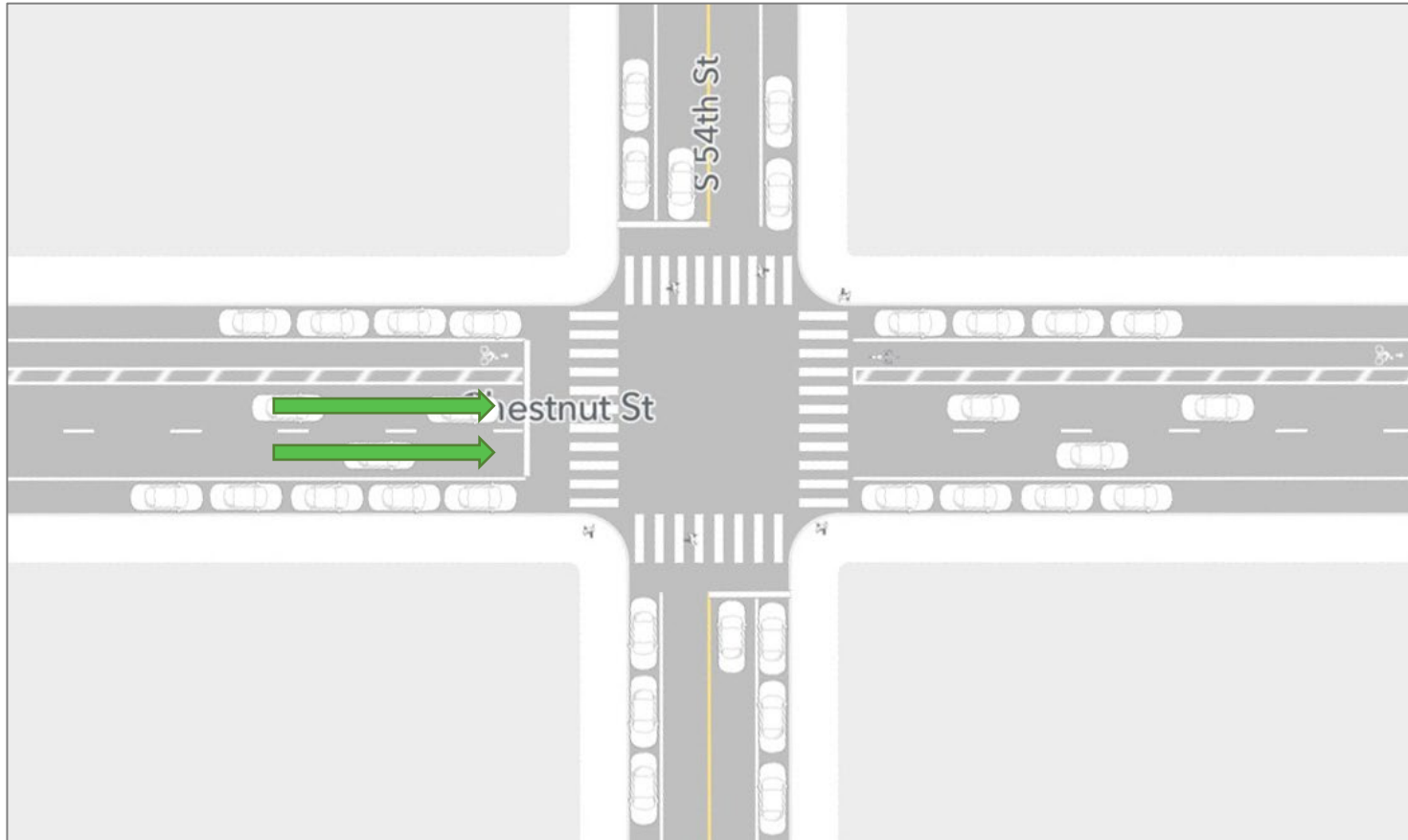
- **3 EB vehicle lanes** provide maximum roadway space to motor vehicles
- **People walking** cross three lanes of traffic

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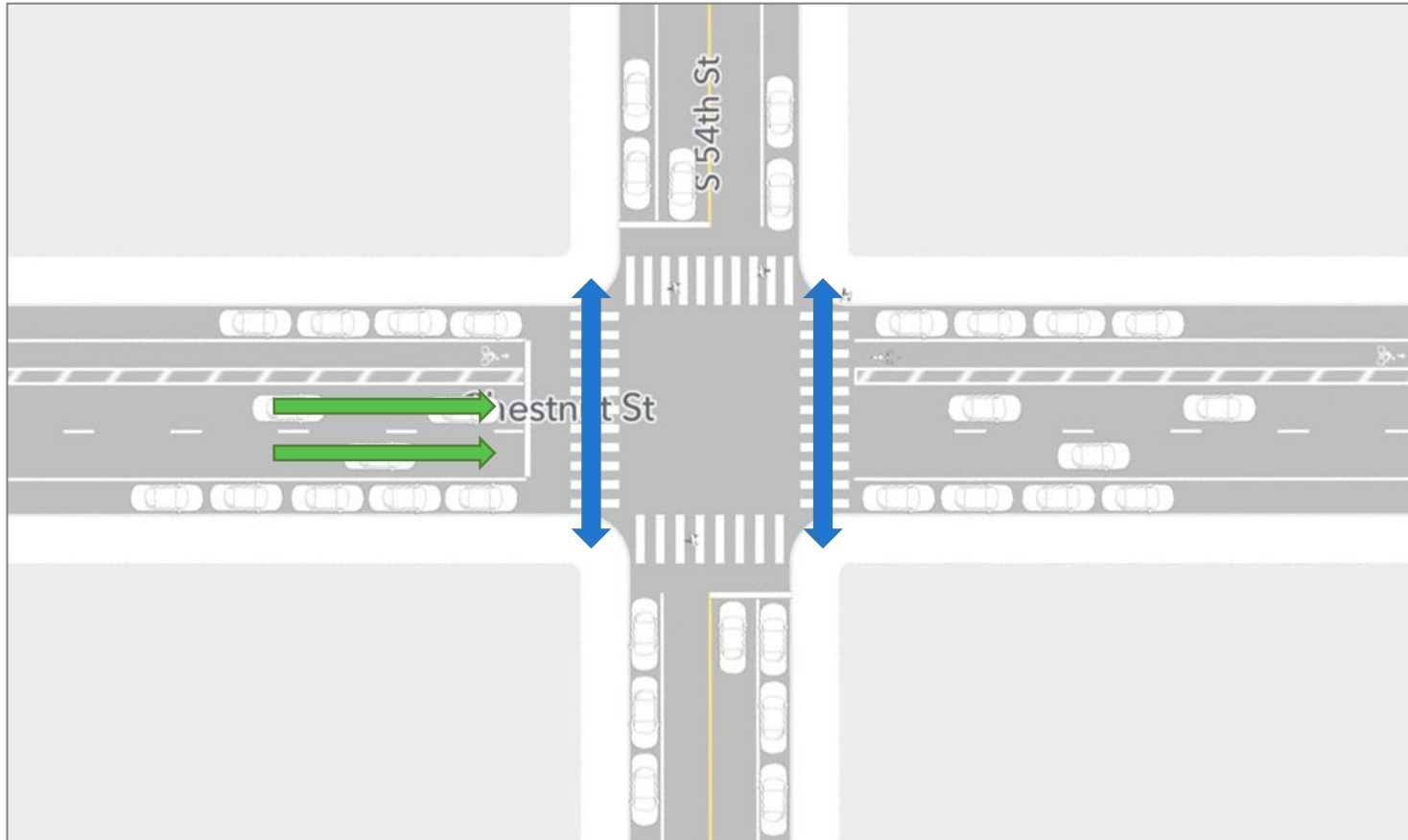
- **3 EB vehicle lanes** provide maximum roadway space to motor vehicles
- **People walking** cross three lanes of traffic
- **No bicycle facilities**, so people ride bikes with traffic or on the sidewalk.

Chestnut 2: New Buffered Bike Lane



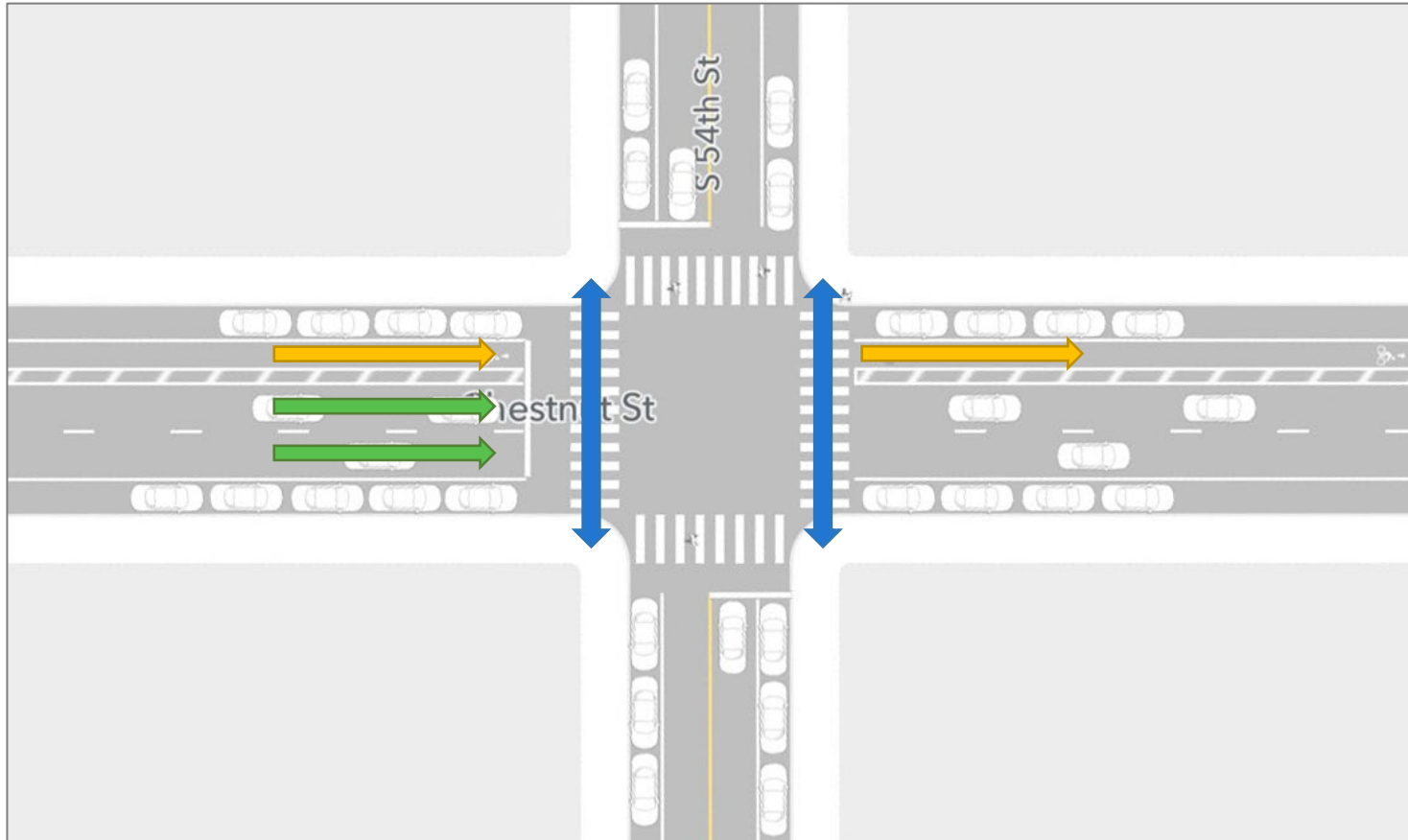
- **2 EB vehicle lanes**
reduces speed by
narrowing roadway

Chestnut 2: New Buffered Bike Lane



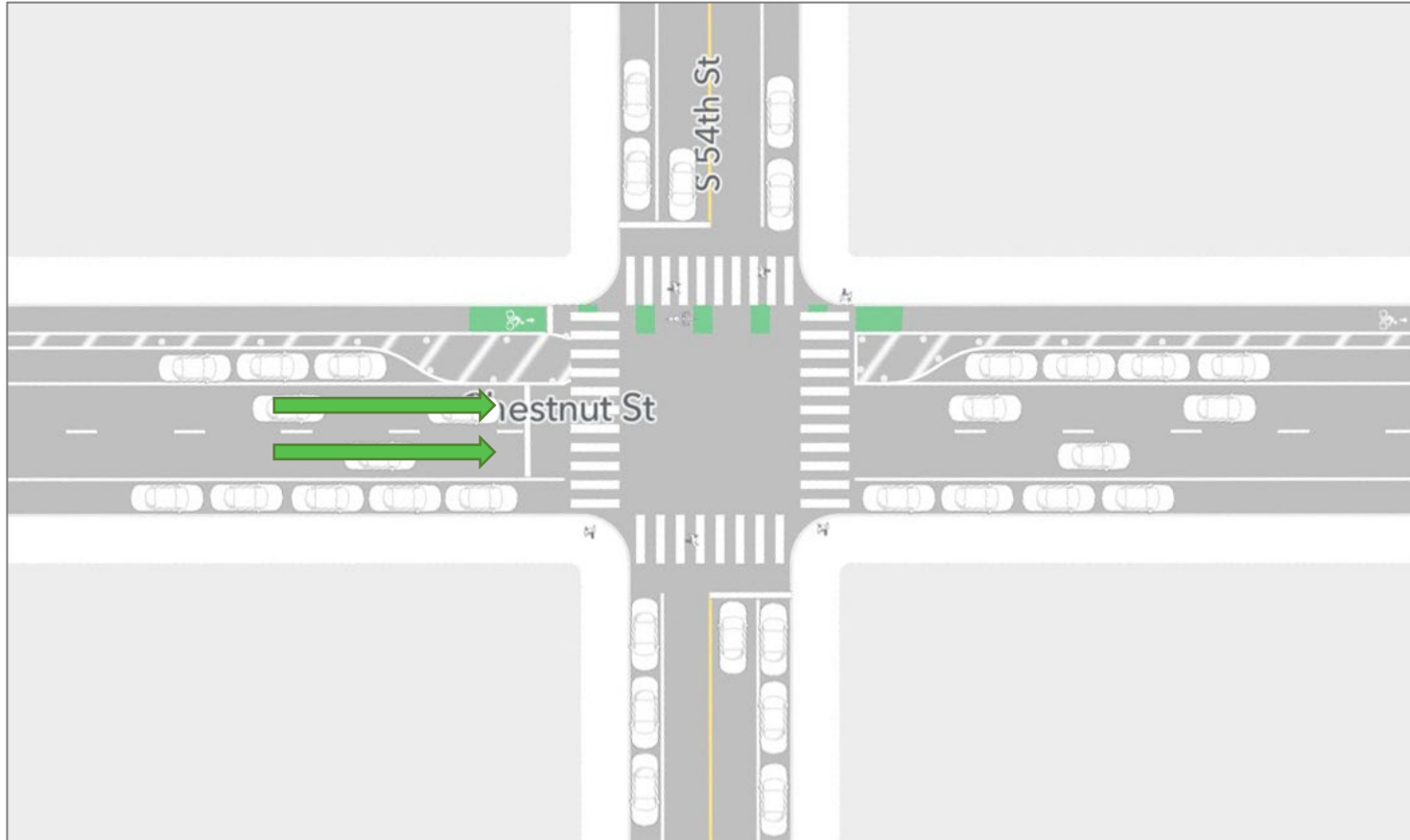
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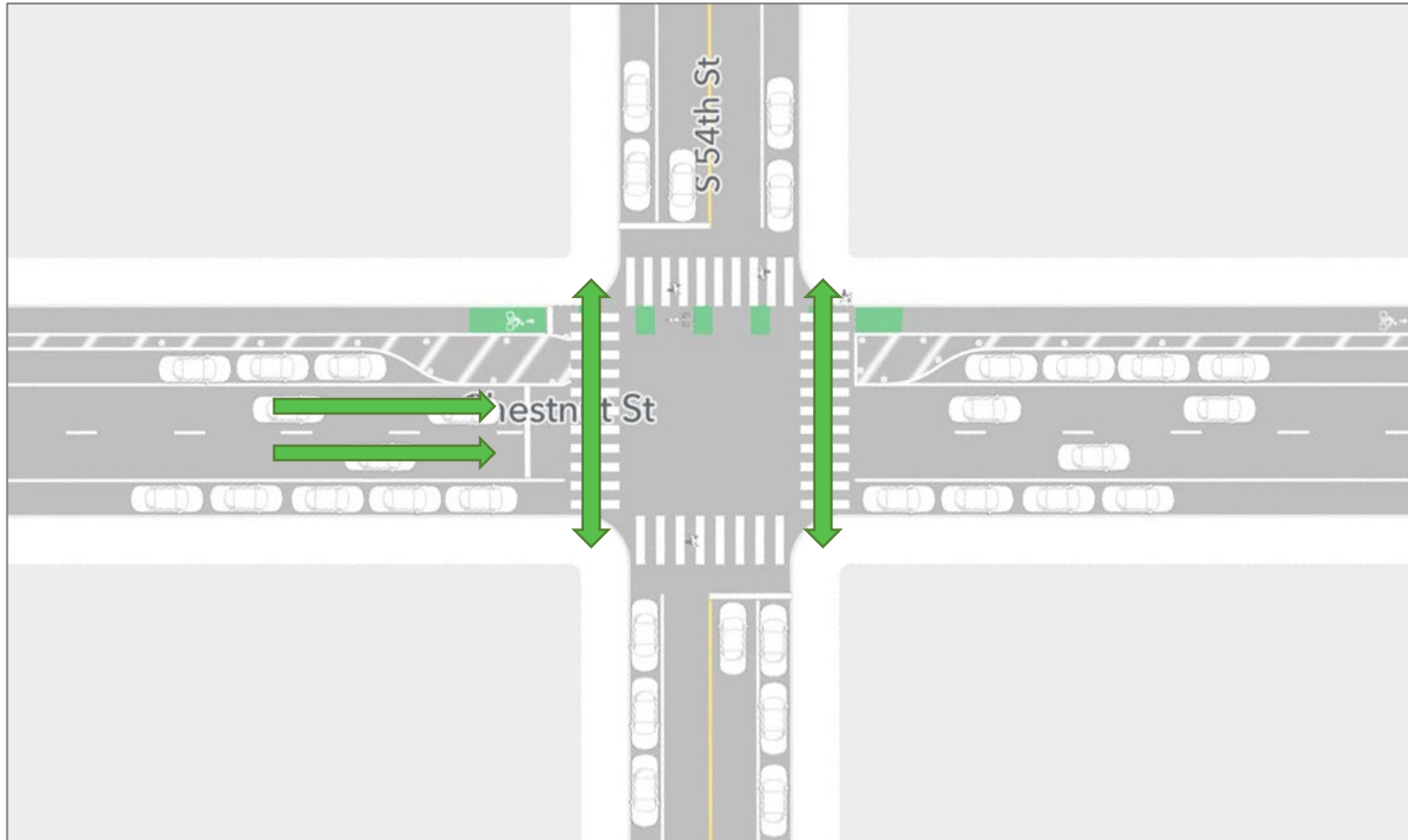
- **2 EB vehicle lanes**
reduces speed by narrowing roadway
- **People walking** cross fewer motor vehicles lanes
- **Buffered bike lane**
gives people on bikes dedicated roadway space

Chestnut 3: Parking Protected Bike Lane



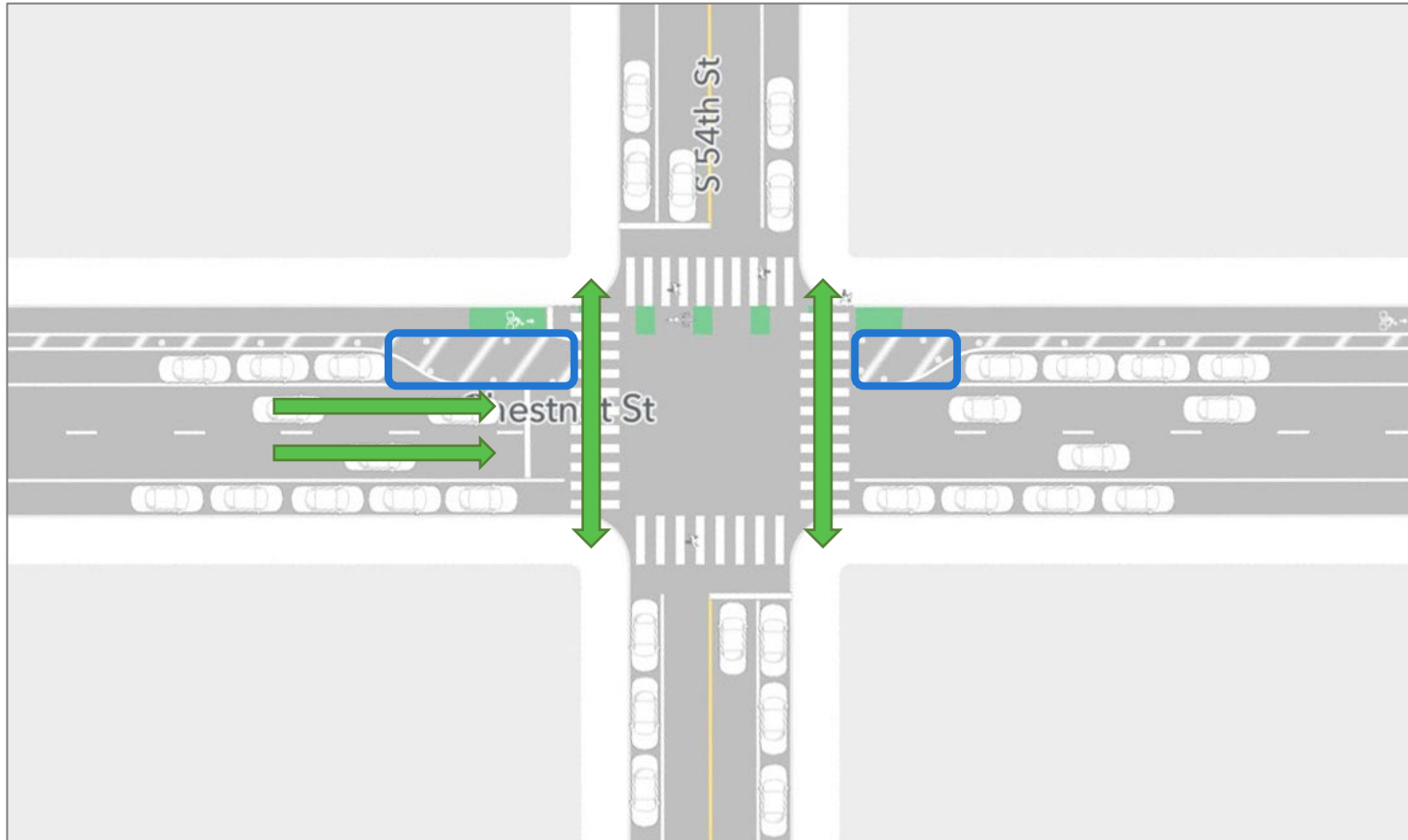
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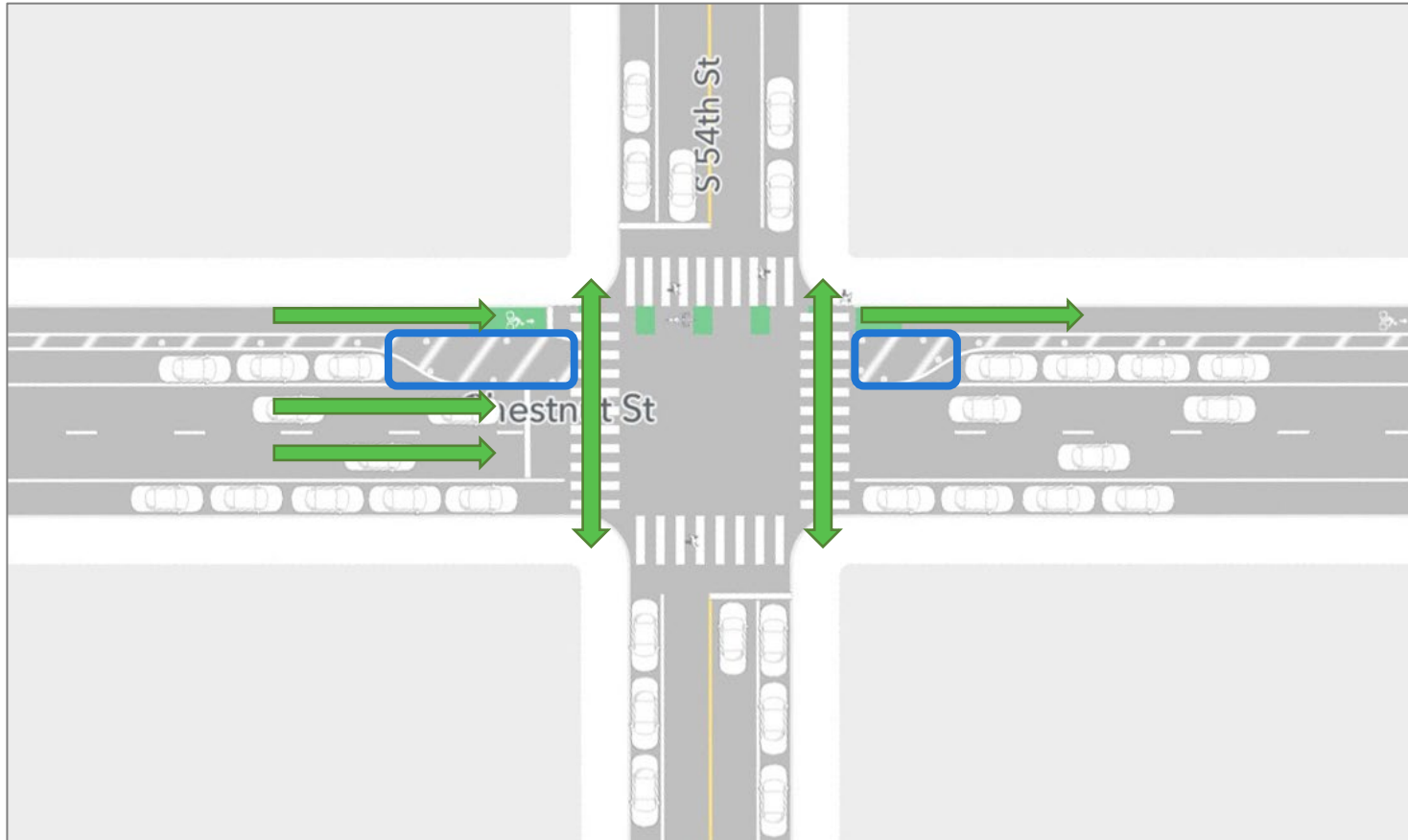
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Chestnut 3: Parking Protected Bike Lane



- **2 EB vehicle lanes** reduces speed by narrowing roadway
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- **Enforced corner clearance** areas help prevent crashes

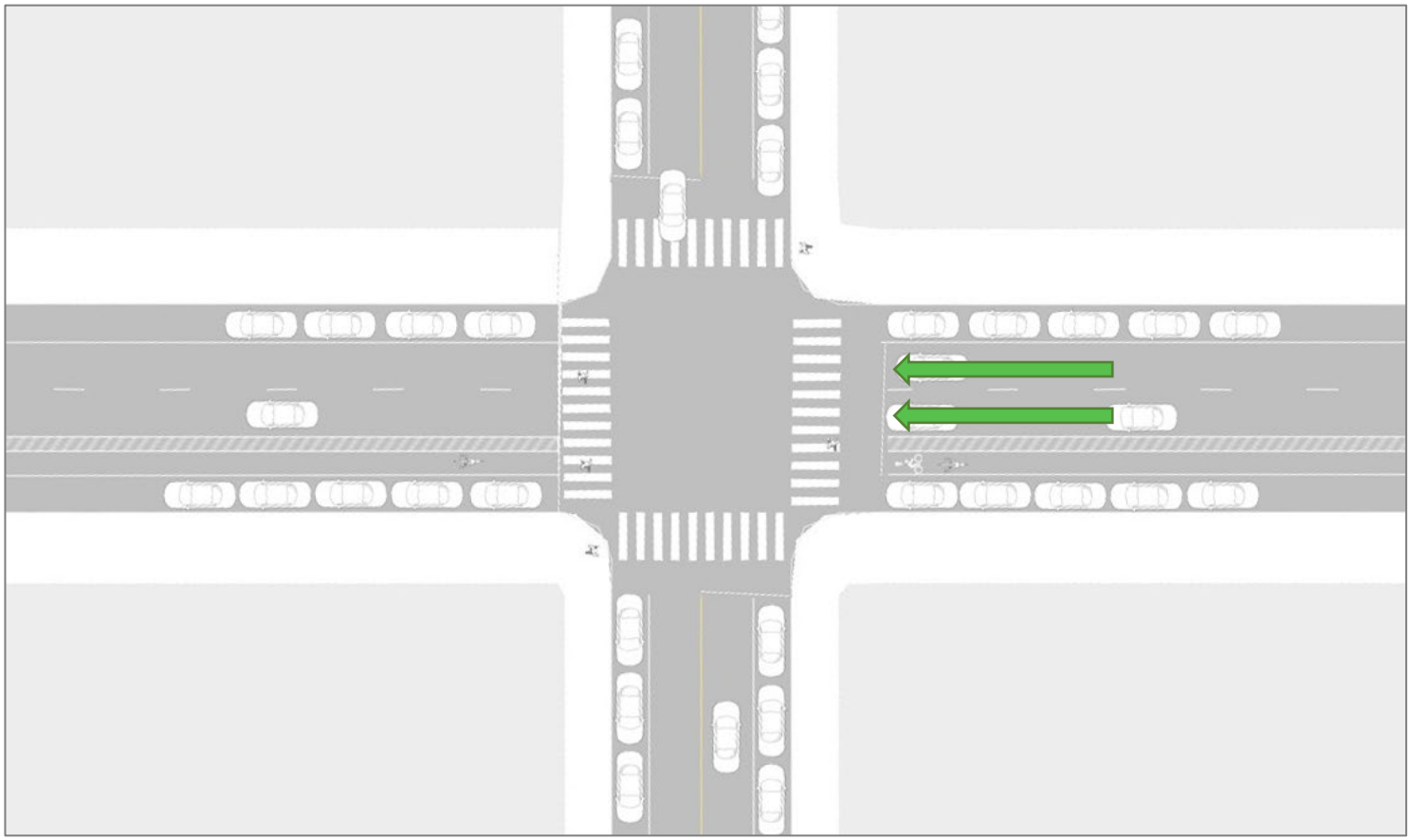
Chestnut 3: Parking Protected Bike Lane



- **2 EB vehicle lanes** reduces speed by narrowing roadway
- **People walking** cross fewer motor vehicles lanes.
- **Enforced corner clearance** areas help prevent crashes
- **Protected bike lane** separates different modes



Walnut 1: Don't Change Anything

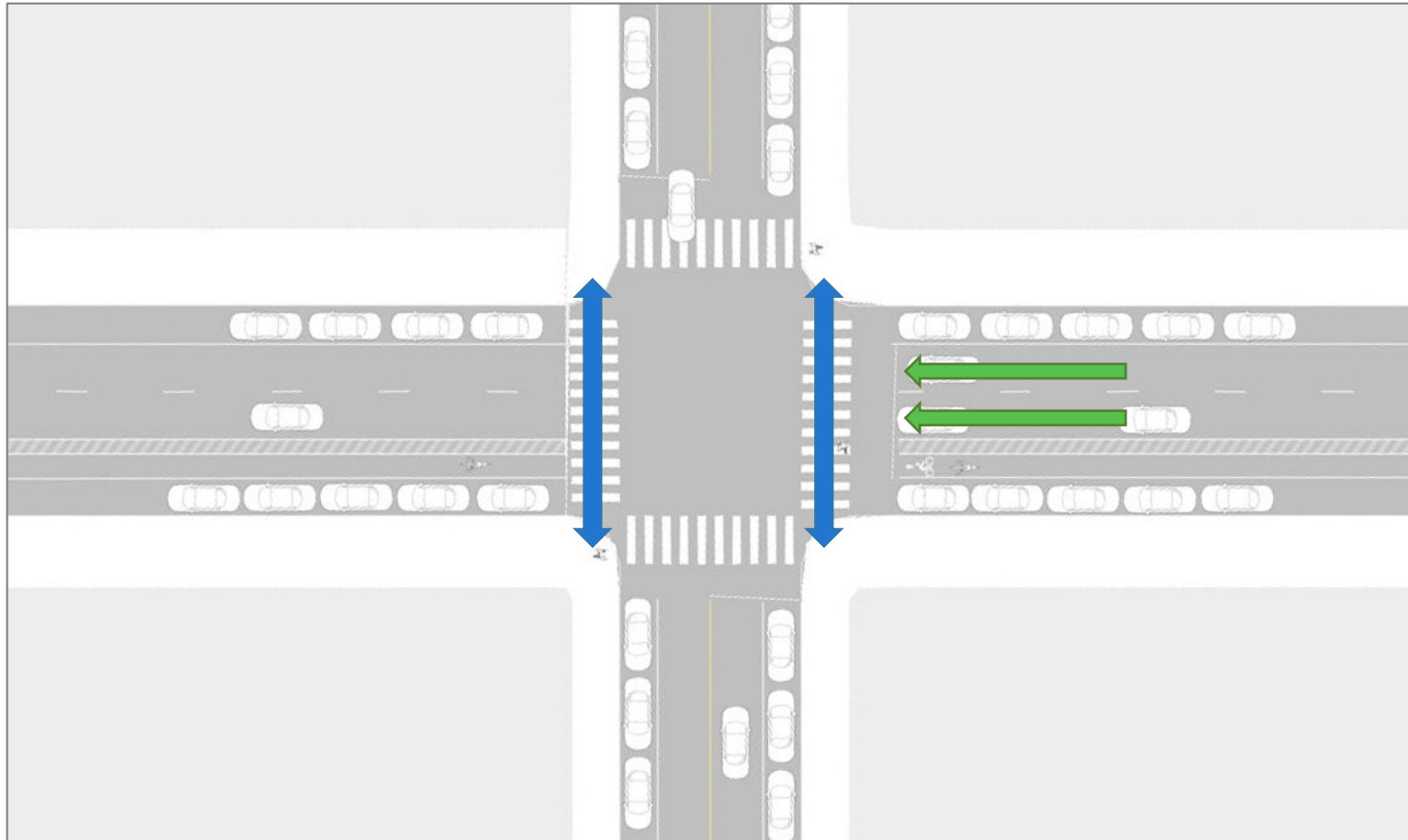


- **2 WB vehicle lanes** reduces speed by narrowing roadway





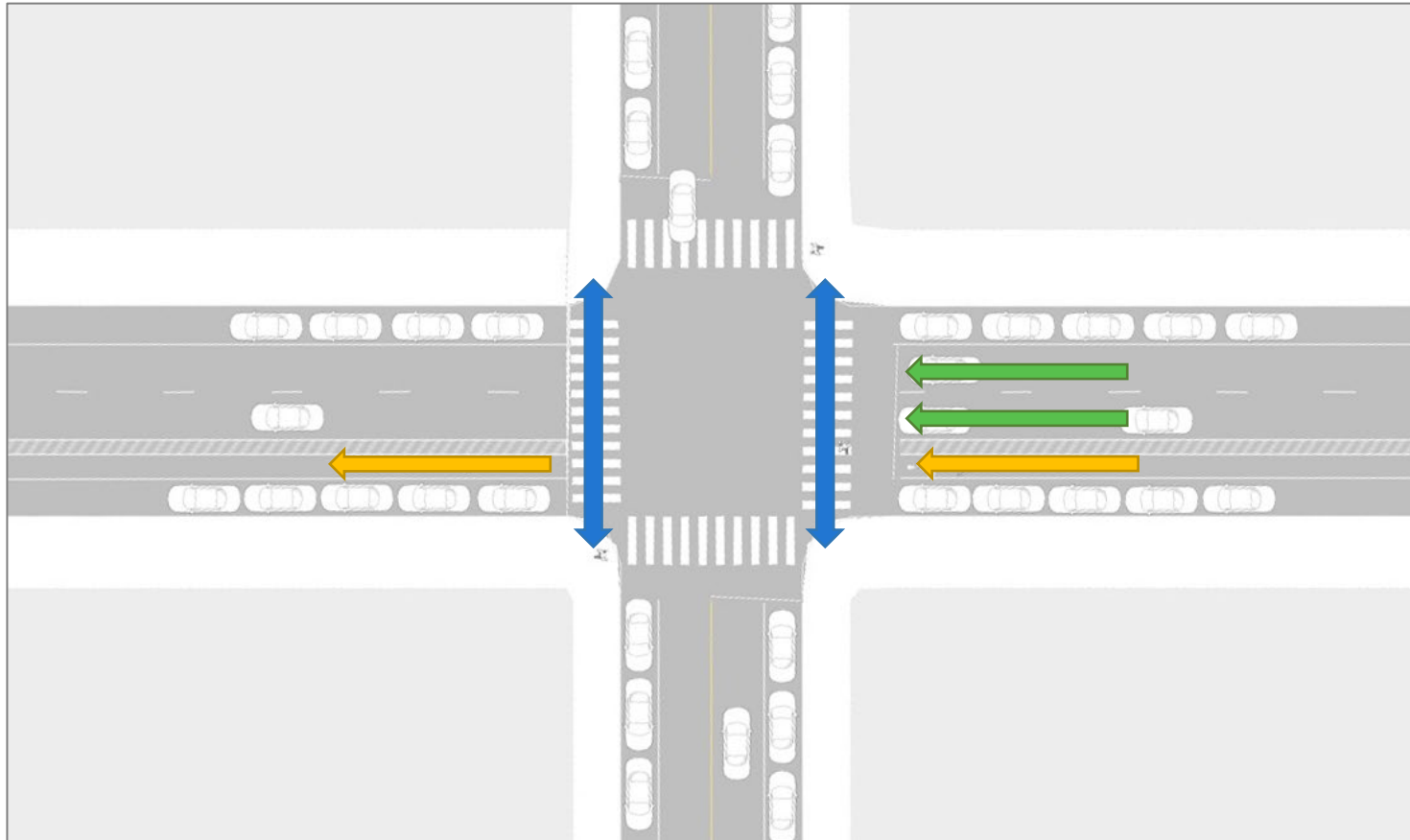
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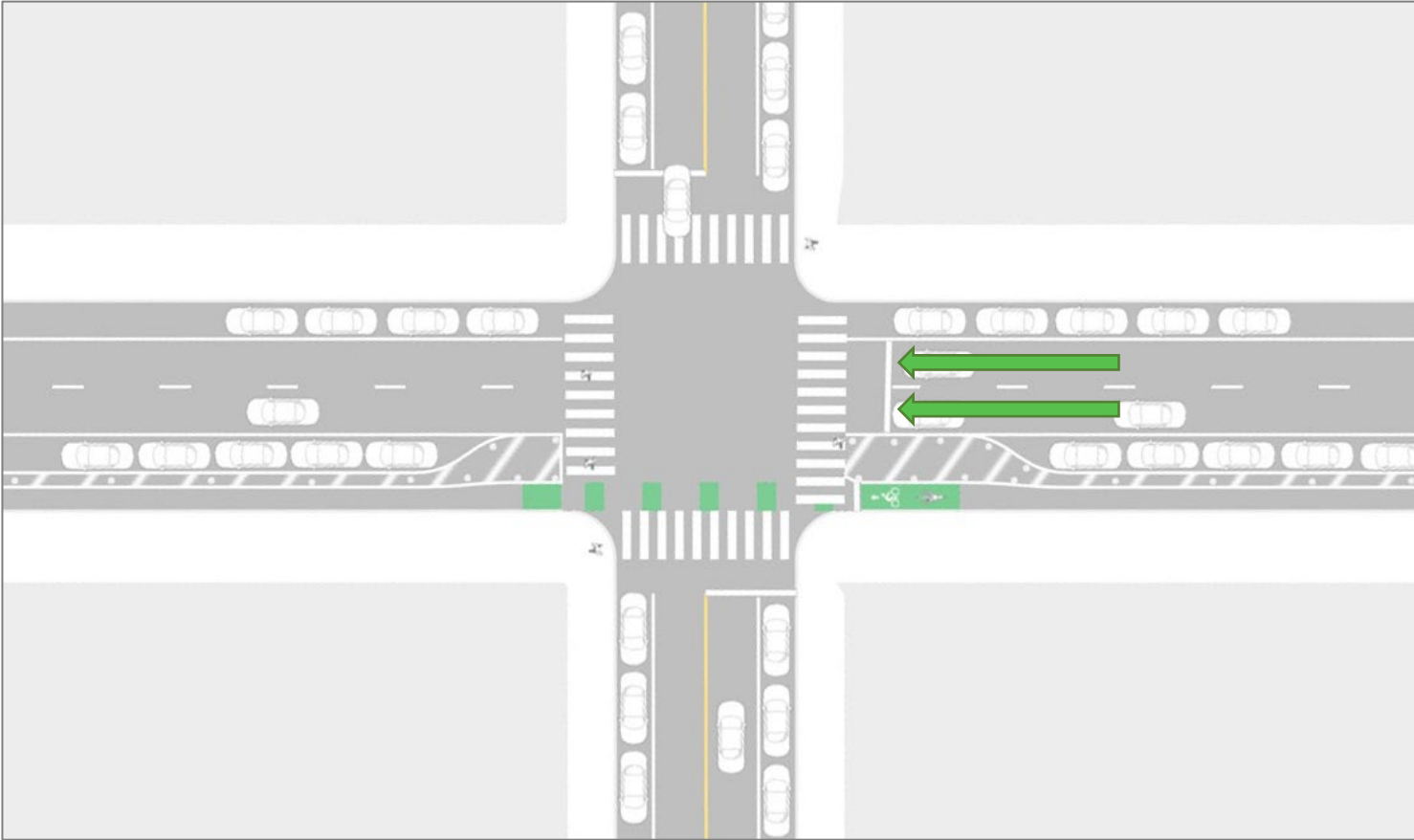
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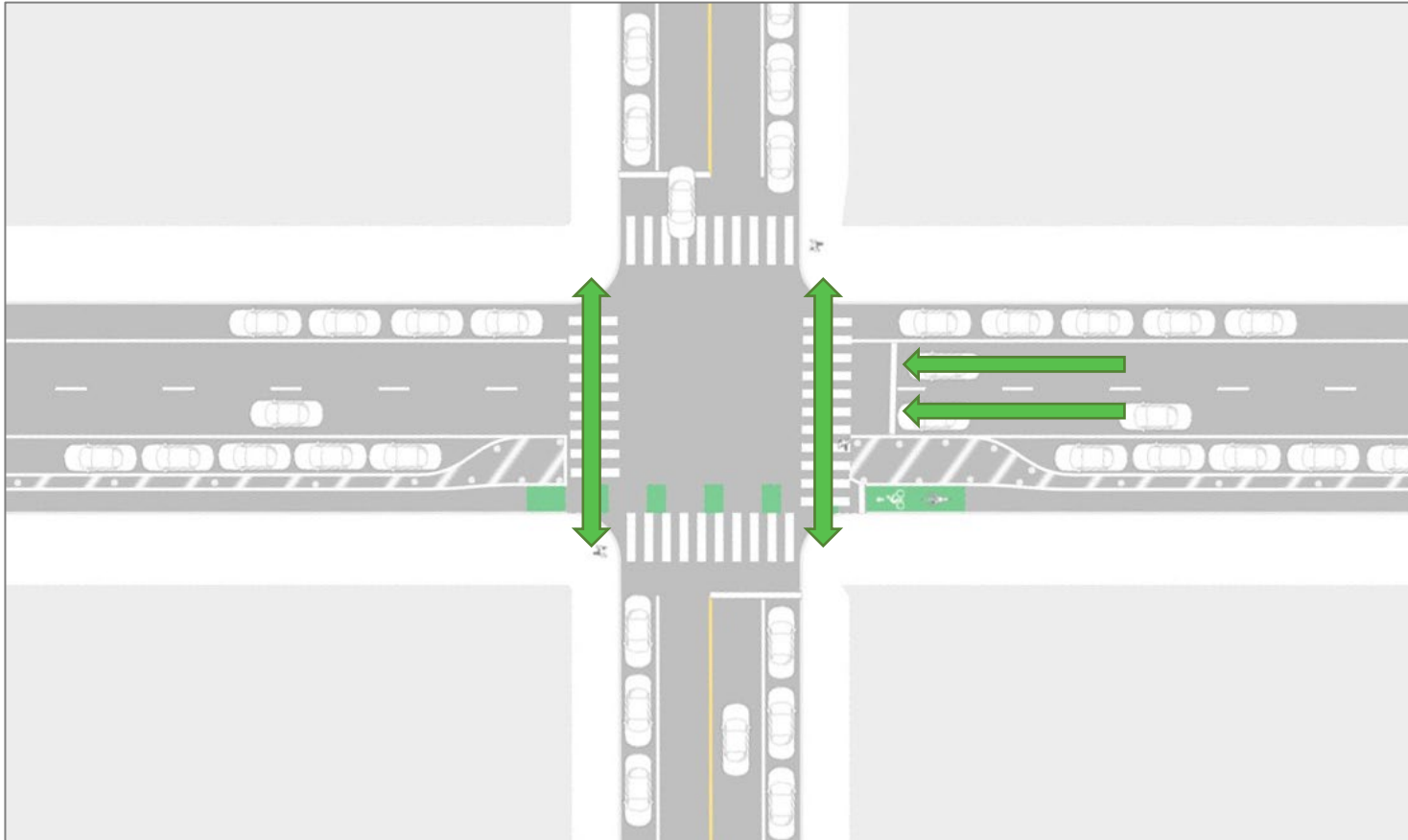
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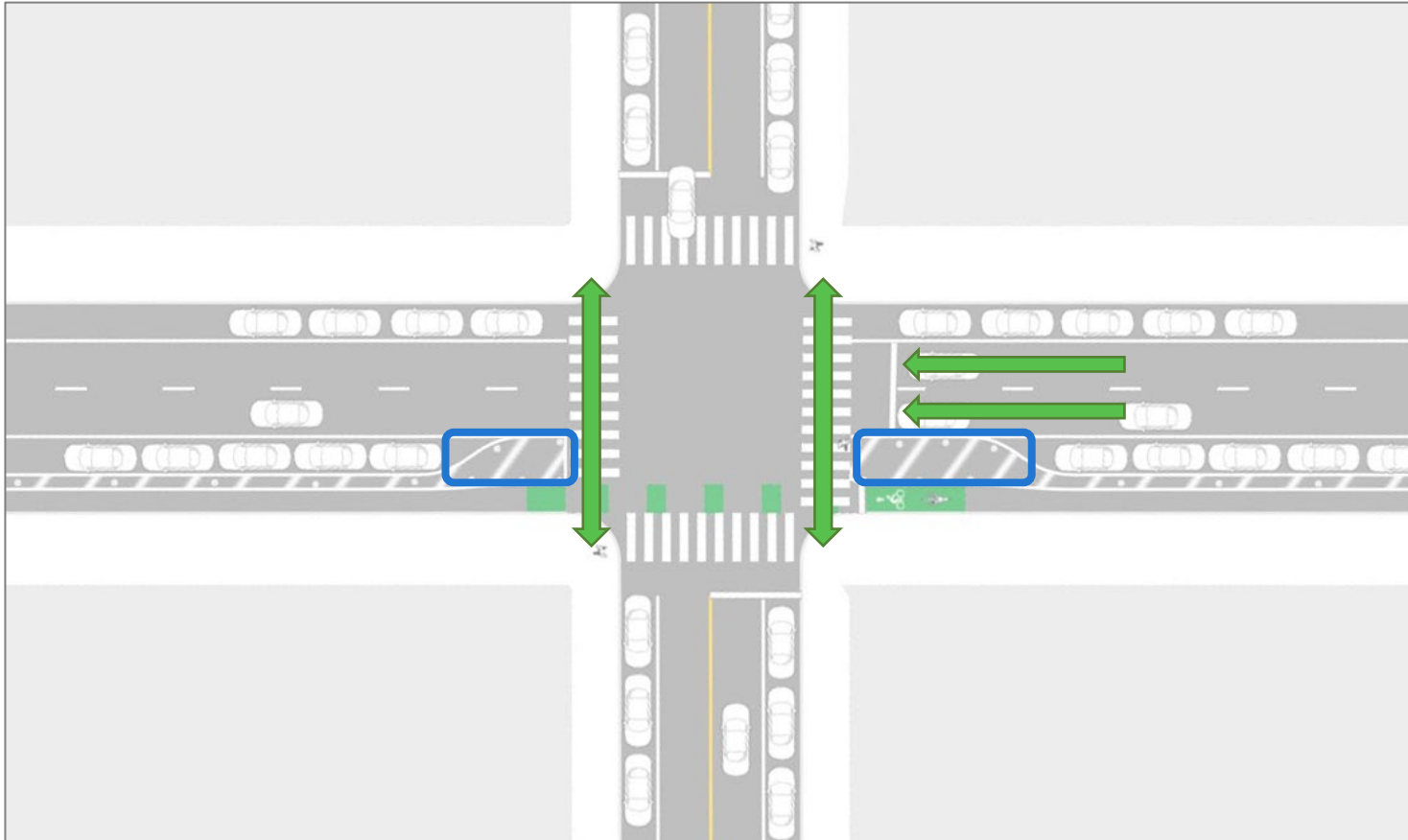


Walnut 2: Parking Protected Bike Lane



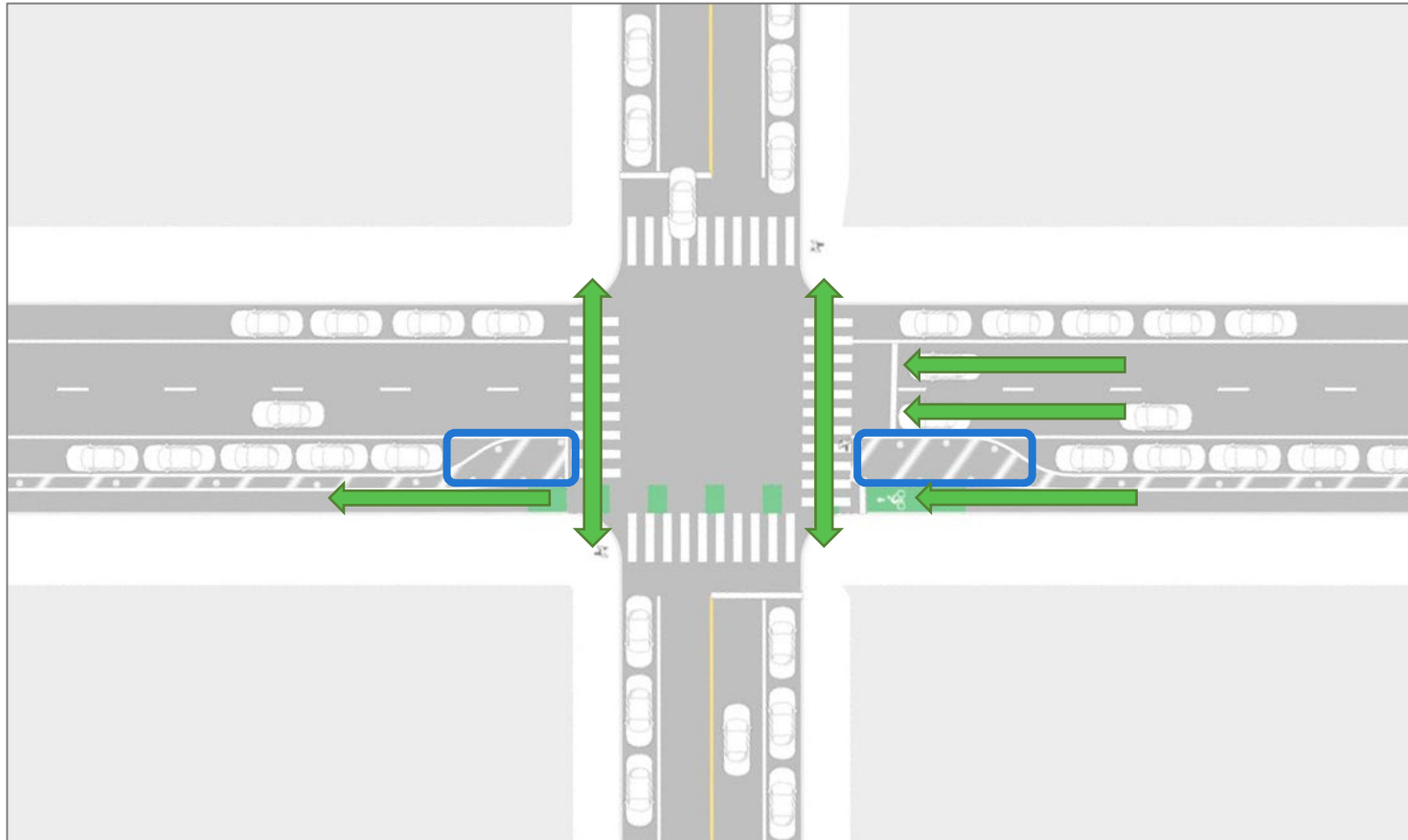
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Walnut 2: Parking Protected Bike Lane



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Outreach Strategy





Project Steps as of 2/6/22

Information Sharing

- On-line Civic Meetings (April - June 2021)
- Door to door flyering in residential areas (June/July 2021)
- Posters along the corridor (June/July 2021)

Public Input

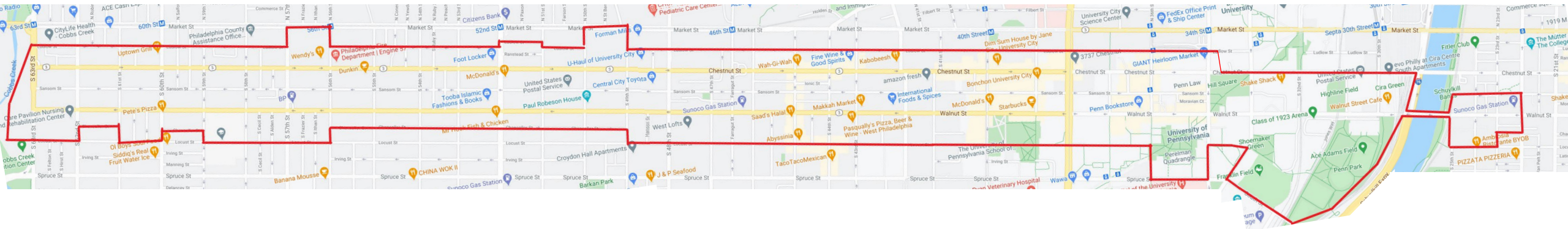
- Public open houses (June, July 2021)
- Corner meetings (July, September, October 2021)
- On-line public survey (Summer & Fall 2021)
- In-paper survey mailing to addresses along the corridor (June 2021)
- Community Events & In-Person Outreach (Summer/Fall 2021)
- Door-knocking along Chestnut Street (September & October 2021)

Parking & Loading Survey

- Business loading survey (ongoing)

Print Survey & Paper Correspondence

OTIS mailed **3,492** surveys to near neighbors along Chestnut and Walnut Streets



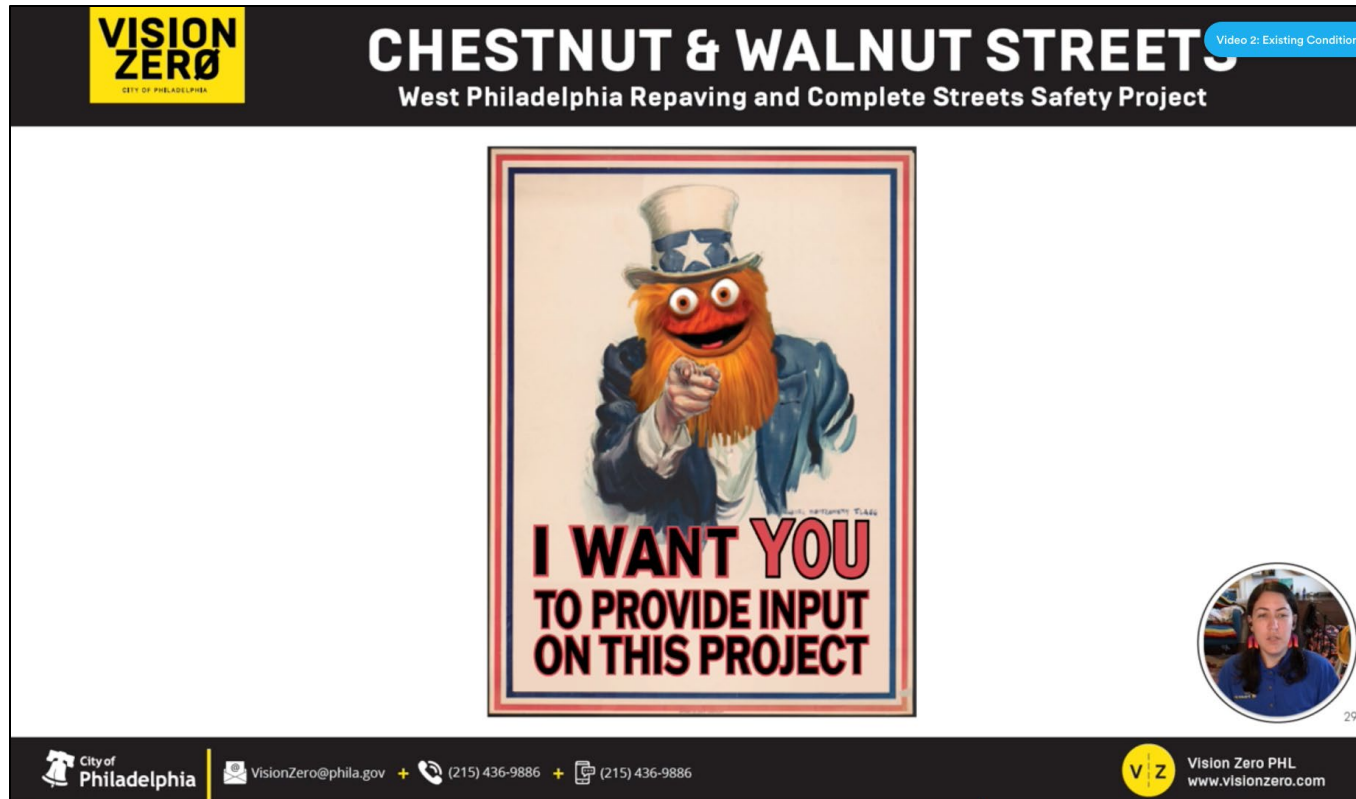
OTIS received **128** paper survey responses and **3** handwritten letters providing input

Posters and Flyers

OTIS put up paper notices about the project in **25 locations** west of 45th Street. These notices provided project information, a QR code linking to the project website, and contact information for our office.



Informational Project Videos



OTIS recorded a series of short videos explaining the project, its goals, and each design option.

3 short videos:

- Project Overview (3 min)
- Existing Conditions (5 min)
- Future Options (7 min)

1,147 combined views

All three videos can still be viewed online at: <https://bit.ly/cwphl-videos>

Public Survey Responses



1,763 total survey responses across all platforms



1,569 online survey responses (89% of total)



194 paper survey responses (11% of total)

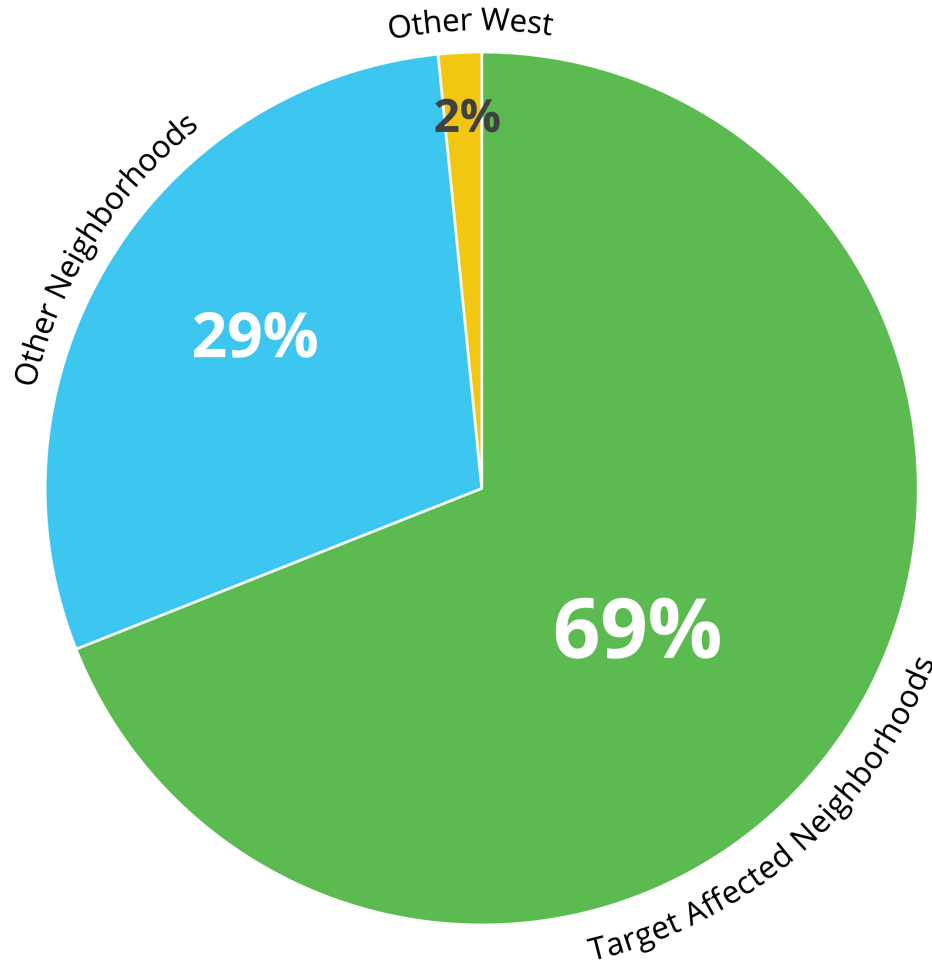


69% of all respondents report living in a target neighborhood



top 5 neighborhoods were target neighborhoods

Survey Responses by Geography

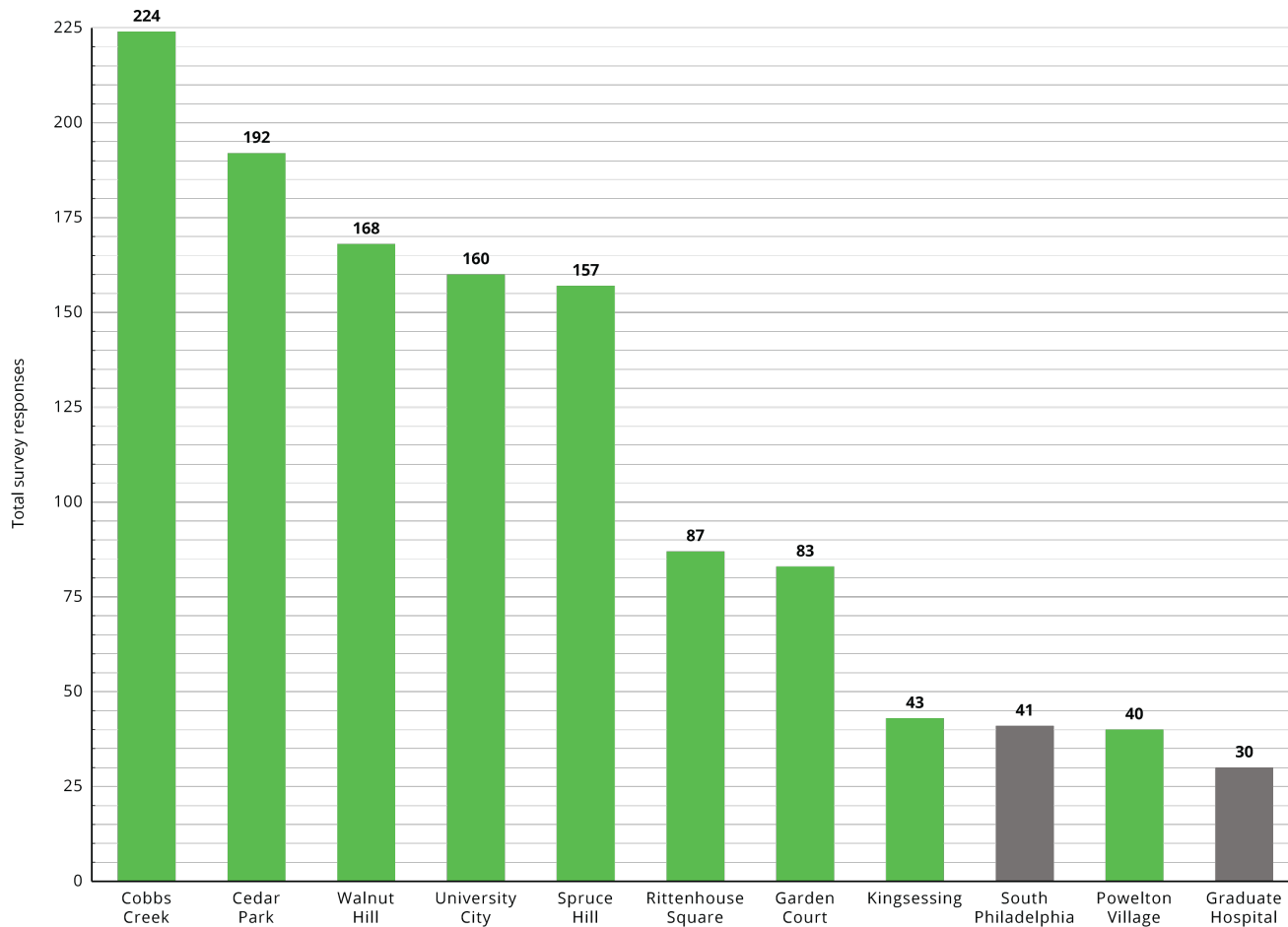


91% of people who completed the survey provided their neighborhood.

69% of people who provided a neighborhood self-identified as **members of one of the target affected neighborhoods, where Chestnut and Walnut are within or near the neighborhood.**

2% of people who provided a neighborhood self-identified as a resident of a different neighborhood in West Philadelphia or just wrote "West Philadelphia."

Top 10 Neighborhoods

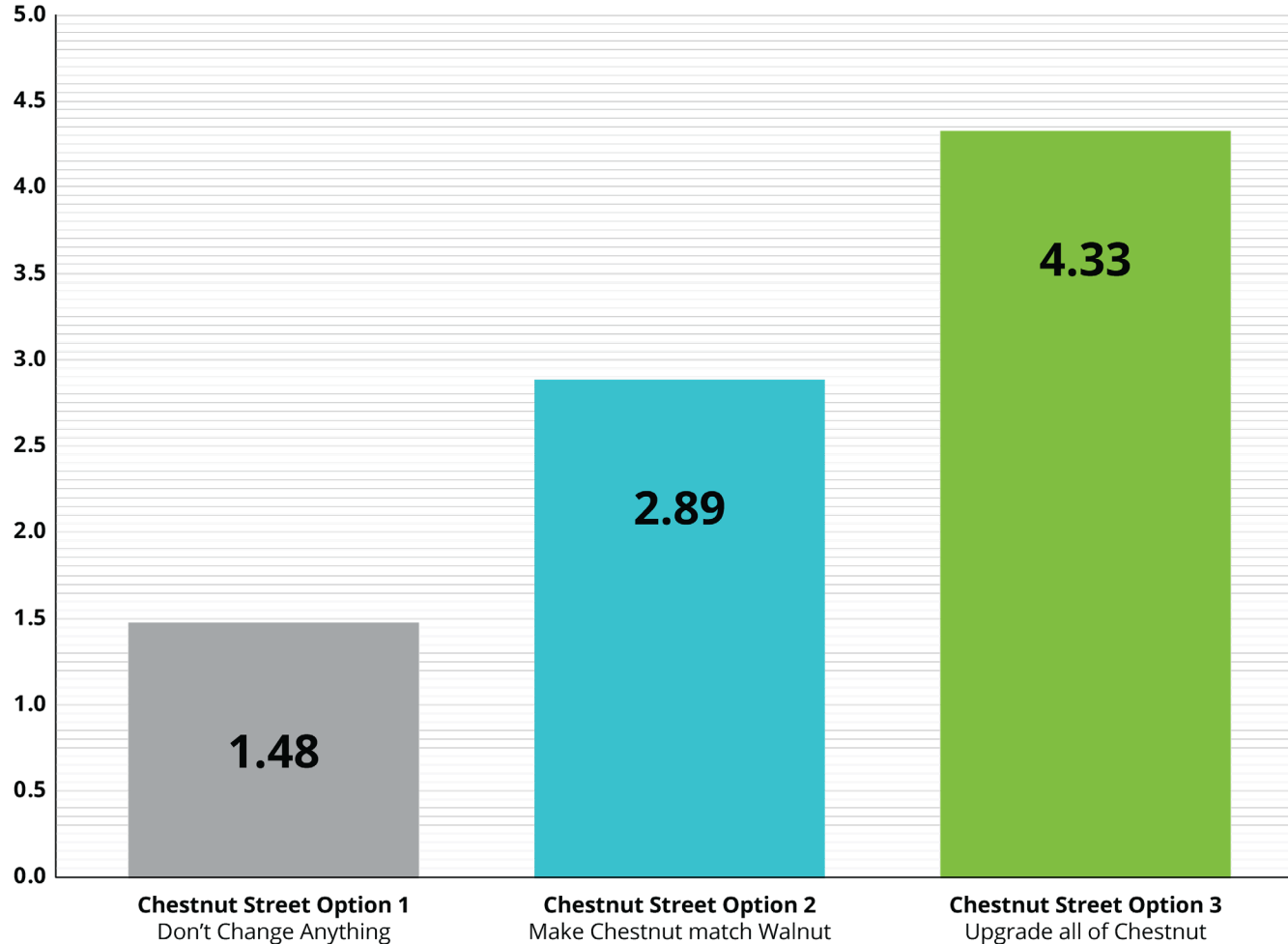


Looking at neighborhoods by number of responses, **eight (8) of the top ten (10) are target neighborhoods** along Chestnut and Walnut Streets.

Target neighborhoods include Cedar Park, Cobbs Creek, Garden Court, Haddington, Kingsessing, Mantua, Mill Creek, Overbrook, Powelton Village, Rittenhouse, Spruce Hill, University City, and Walnut Hill.

People who took the survey self-reported **78 unique neighborhoods, including areas outside the City**, like Upper Darby and Merion.

Survey Results: Chestnut Street Options

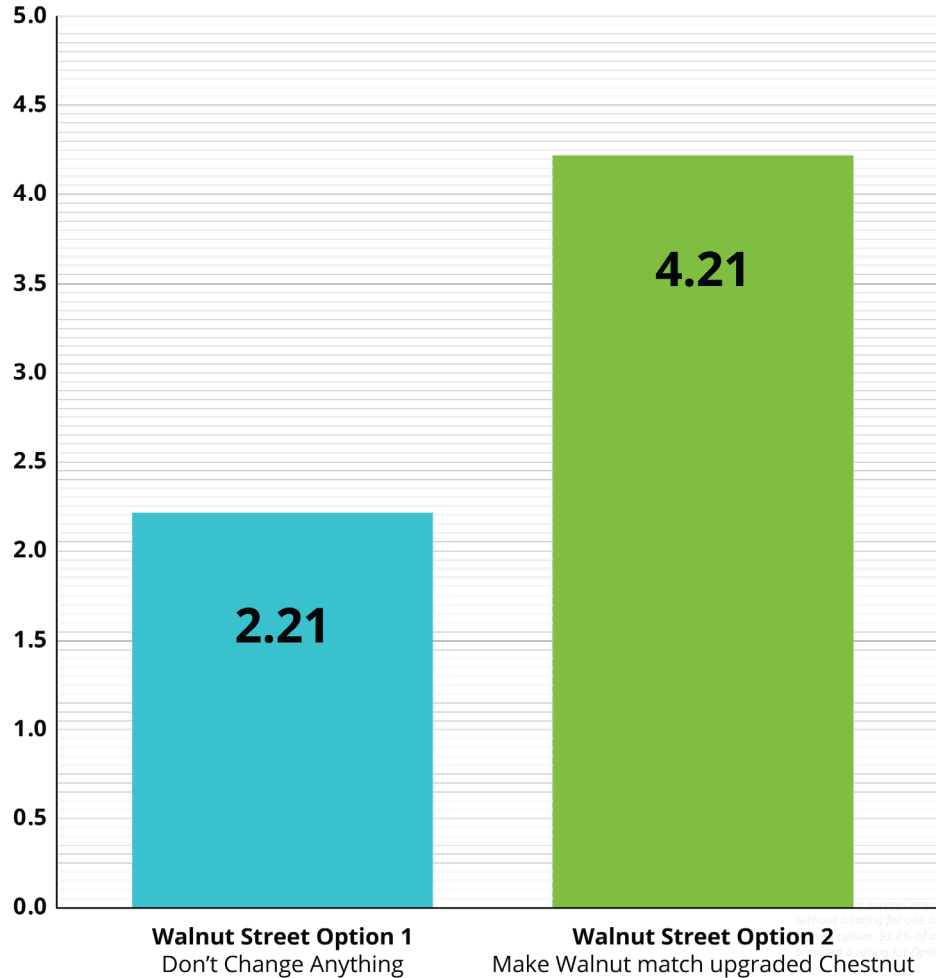


The chart at left shows the overall ratings for each of the three (3) Chestnut Street options:

- **Option 1: Existing Layout** received an overall rating of **1.48** out of 5 stars.
- **Option 2: Painted Bikeway Layout** received an overall rating of **2.89** out of 5 stars.
- **Option 3: Parking Protected Layout** received an overall rating of **4.33** out of 5 stars.

Note: Online surveys required a rating for each option, but paper surveys were sometimes returned without a rating for one or more options. Average ratings account only for surveys with a rating for a given option. 91.4% of all respondents provided a rating for Option 1, and 91.8% of all respondents provided ratings for Options 2 and 3.

Survey Results: Chestnut Street Options



The chart at left shows the overall ratings for each of the two (2) Walnut Street options:

- **Option 1: Existing Layout** received an overall rating of **2.21** out of 5 stars.
- **Option 2: Parking Protected Layout** received an overall rating of **4.21** out of 5 stars.

Note: Online surveys required a rating for each option, but paper surveys were sometimes returned without a rating for one or more options. Average ratings account only for surveys with a rating for a given option. 91.8% of all respondents provided a rating for Option 1, and 91.7% of all respondents provided ratings for Options 2 and 3.



Select Completed Projects



Spruce & Pine Streets




Spruce and Pine Repaving and Safety Project Pine Street at 8th Street - After



Parkside Avenue Protected Bikeway

Parkside Avenue Protected Bikeway: After



 City of Philadelphia

www.VisionZeroPHL.com

6th Street Protected Bike Lane

6th Street Protected Bike Lane: After



6th Street Protected Bike Lane

6th Street Protected Bike Lane: After



5th Street Protected Bike Lane

5th Street Protected Bike Lane: After



5th Street Protected Bike Lane

5th Street Protected Bike Lane: After





Upcoming Projects

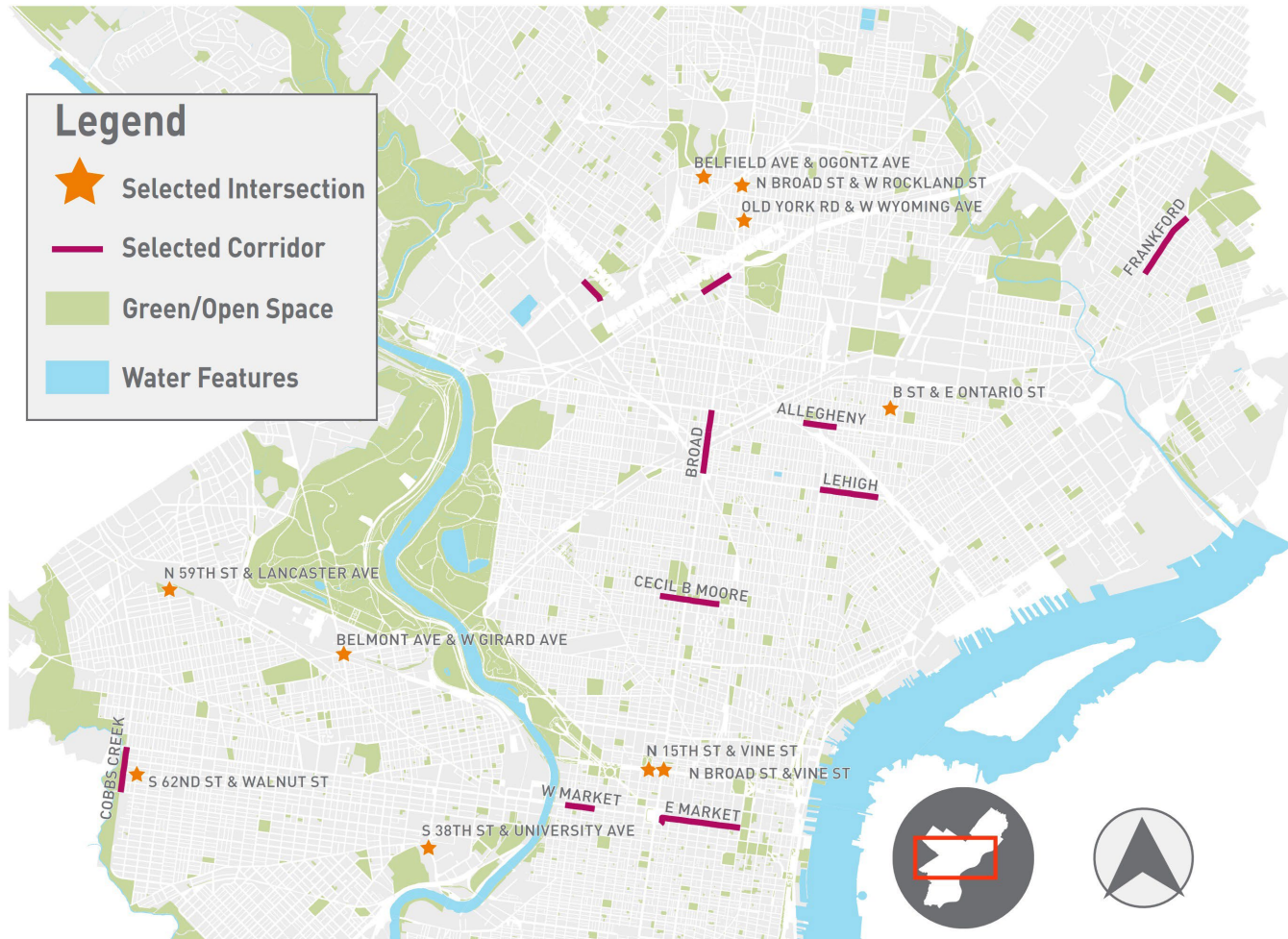




Funded VZ / Complete Streets projects

- Willard Elementary School Slow Zone (in construction)
- Fairhill Neighborhood Slow Zone (in construction)
- Cramp Elementary School Slow Zone (in final design)
- Franklin Square Pedestrian Access Phase 2 (in final design)
- West Market Street Bike Lane Improvement Project (in final design)
- Broad, Germantown, and Erie Intersection Improvements (in design)
- Washington Avenue Repaving & Safety Project (in design)
- West Walnut Street Repaving and Safety Project (in planning/outreach)
- 10th Memorial Way Neighborhood Slow Zone (in pre-planning)
- West Passyunk Neighborhood Slow Zone (in pre-planning)

Vision Zero Capital Plan Locations



These corridors and intersections have been selected because they are some of the most dangerous places on the High Injury Network and because projects here would meet other City goals including equity, transit, or bike network priority, economic development, and youth safety. Over the next five years, the City will endeavor to fund, design, and build safety improvements at these priority locations.



// end //

Discussion & Questions

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