



Vision Zero:

Neighborhood Slow Zones Pilot Project

MASITE Annual Meeting

Lancaster, PA

September 26-27, 2019



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Outline

- Vision Zero in Philadelphia
- Neighborhood Slow Zone Pilot Program
 - Number of Applications / Scoring
 - Extensive Community Outreach
 - Preliminary Designs
 - Timeline and Next Steps



VISION ZERO

CITY OF PHILADELPHIA



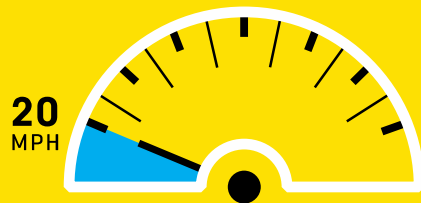
What is Vision Zero?

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

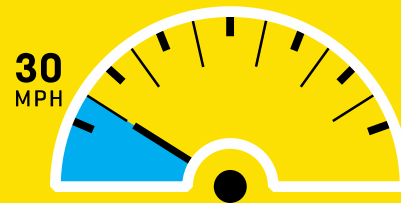
CORE PRINCIPLES:

- 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 human behaviors, education, and enforcement are essential contributors to a safe system.

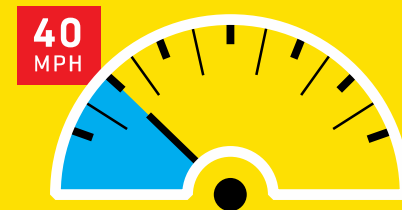
WHEN A PERSON IS HIT BY A DRIVER AT...



1 OUT OF **10** DIE



5 OUT OF **10** DIE



9 OUT OF **10** DIE

Slowing down saves lives.

Why Vision Zero in Philadelphia?

Every year, there are nearly 10,000 reported crashes on Philadelphia streets.

5-YEAR TREND:

- 2014: 82 killed / 223 severely injured
- 2015: 83 killed / 250 severely injured
- 2016: 96 killed / 252 severely injured
- 2017: 78 killed / 244 severely injured
- 2018: 91 killed / 249 severely injured

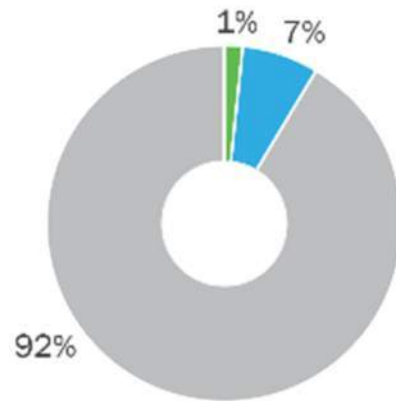
100 PEOPLE EVERY YEAR



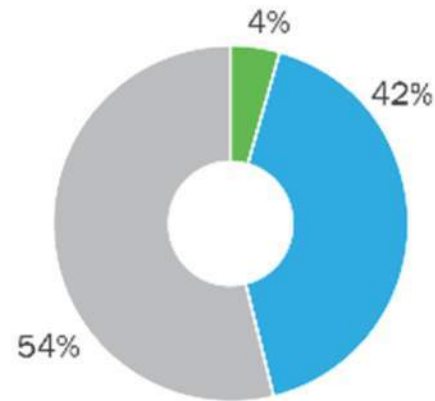
100 people are killed in traffic related crashes.

Traffic deaths by mode

People Involved in Crashes
2014 - 2018



People Killed in Crashes
2014 - 2018



■ People Walking
 ■ People Biking
 ■ People in Motor Vehicles

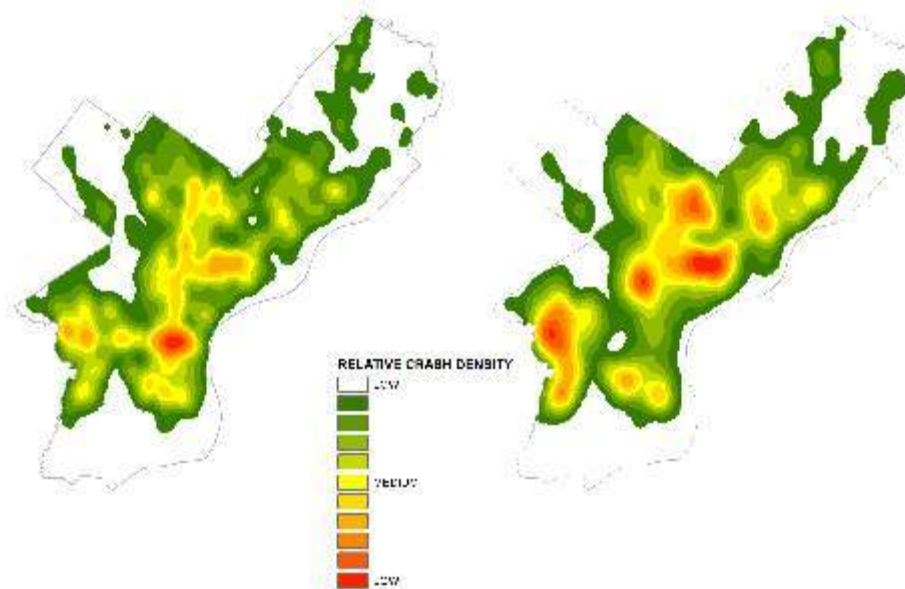
Source: PennDOT 2014 - 2018

Pedestrian crashes

Traffic crashes do not impact Philadelphians the same.

Pedestrian crashes (>18years)

Pedestrian crashes (<18years)





**VISION
ZERØ**
CITY OF PHILADELPHIA

**OUR CITY AND OUR
FAMILIES DESERVE
SAFER STREETS.**

Zero traffic deaths by 2030.



Vision Zero principles to priorities

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 safe driving, walking, and biking

EVALUATION Evaluate efforts to ensure resources are being used effectively



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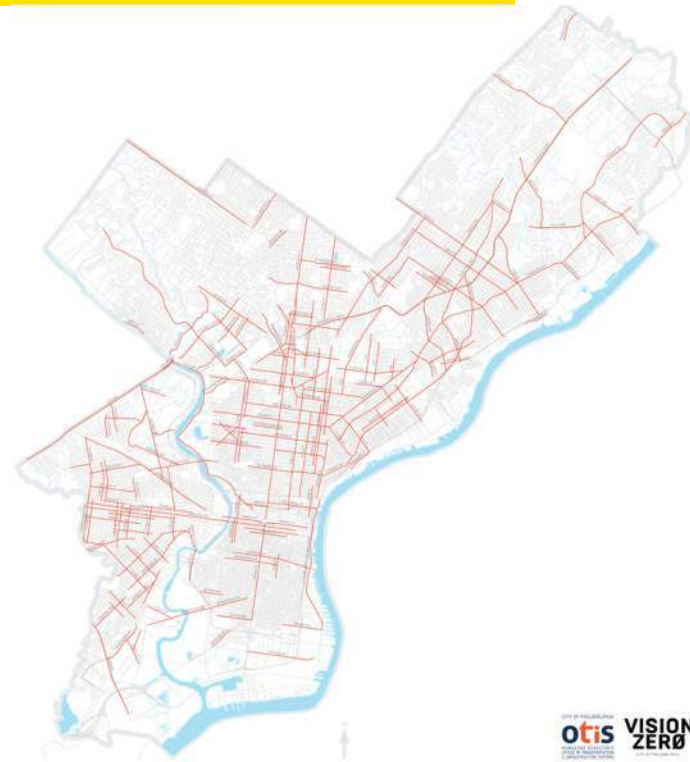
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High Injury Network

50% of killed and serious injury **crashes** occur on **only 12%** of city streets



Year 1: Implemented Projects

- **Market/JFK Vision Zero Pilot Project**
- **South Broad Street Intersection Safety Modifications**
- **American St construction underway**
- **Lincoln Drive construction underway**
- **Resurfacing & integrated safety upgrades –**
Each resurfacing project is an opportunity to improve the design of a street.





Neighborhood Slow Zones

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Neighborhood Slow Zone Program

A new Vision Zero program that brings 20 MPH speed limits and traffic calming to a clearly marked zone of residential streets.

NEIGHBORHOOD SLOW ZONE PROGRAM WILL:

- Work with neighbors to develop a plan for traffic calming that responds to critical traffic safety issues
- Lower speed limits to 20MPH
- Install traffic calming (speed cushions and more)



**All improvements
must be installed for
at least 5 years.**

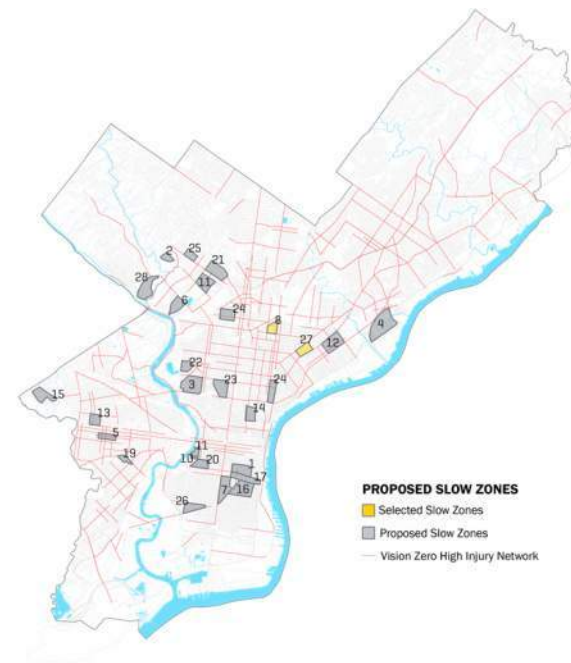


Neighborhood Slow Zone applications

The City received (28) complete Slow Zone applications by the January 18, 2019 deadline.

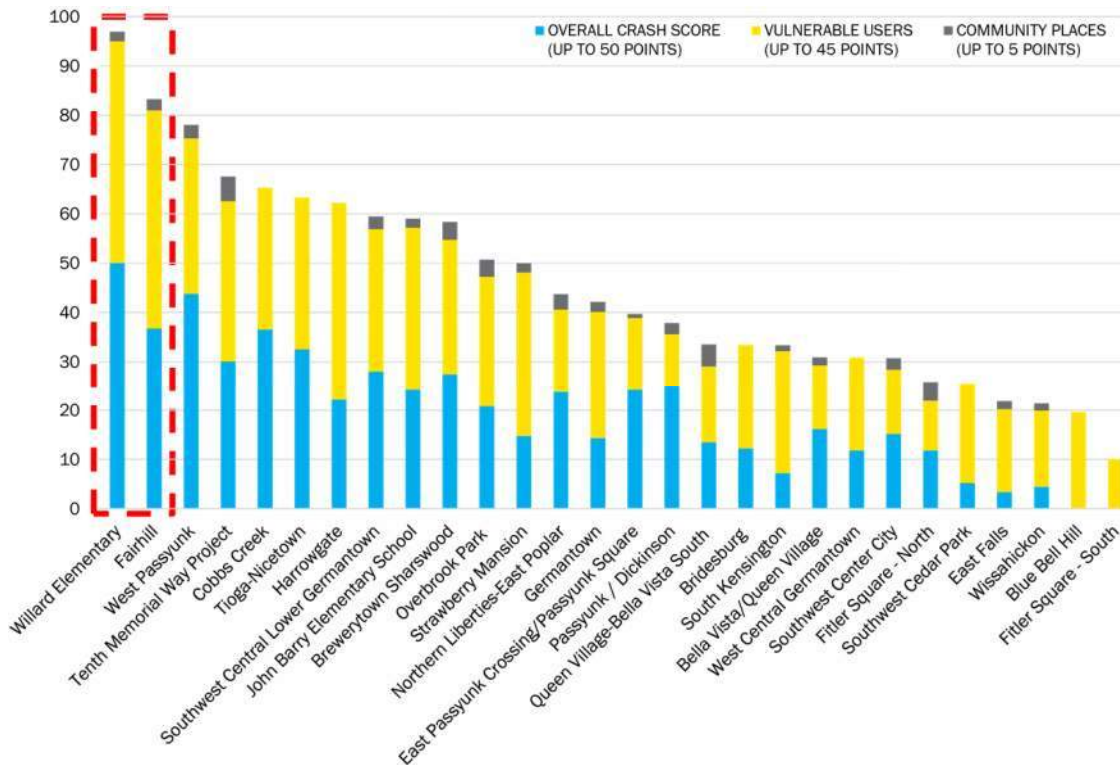
SCORING

- Crash history
- Vulnerable users
 - Percent of households below 18
 - Percent of households over 60
 - Percent of households living below the poverty line
- Community places





Neighborhood Slow Zone applications



Fairhill's Slow Zone application included:

500 signatures of support
and
5 letters of support



Program Guidelines

- **No improvements on boundary streets**
- **Finances**
 - Made possible by Automated Red Light Enforcement (ARLE) funding, which is distributed by PennDOT
 - \$1 Million Grant
 - \$50,000 for engineering efforts of each Slow Zone
 - \$450,000 for construction for each Slow Zone
- **Use tools from the Vision Zero traffic calming toolkit**
 - Must use Gateway Treatments and Speed Cushions



Community Engagement

Community Meeting #1: *conducted walk audits with community members to better understand the area, the concerns, and see and hear the needs of the community*

Community Meeting #2: *introduced the VZ toolkit and asked community members where their destinations were, where they walk, and opportunity for residents to map out which improvements they would like to see*

Community Meeting #3: *draft engineering plan of improvements for review and comment*

Community Meeting #4: *presented final engineering plan*

Community Engagement



General Slow Zone Concerns:

- Excessive driver speeds
- Illegal parking
- Poor visibility
 - Especially for students
- Missing or poorly maintained crosswalks

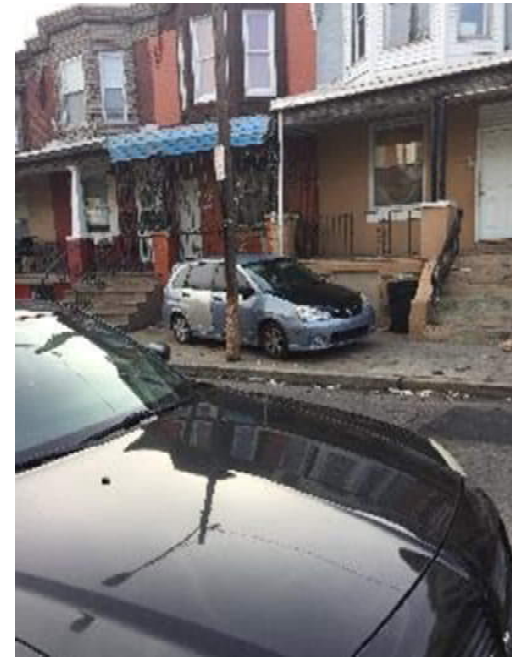


Willard Elementary Slow Zone





Fairhill Slow Zone



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Community Meetings





**Vision Zero
traffic calming
toolkit →**

**Which tools
were used?**

Must use: Signs & gateway treatment



Photo credit: NACTO

Must use: Self-enforcement: Speed cushions



Photo credit: Gersh Kuntzman

Could use: Raised crosswalks



Photo credit: FHWA

Could use: Direction change to one-way streets



Photo credit: Google

Could use: Street murals





Proposed Improvements (Willard)

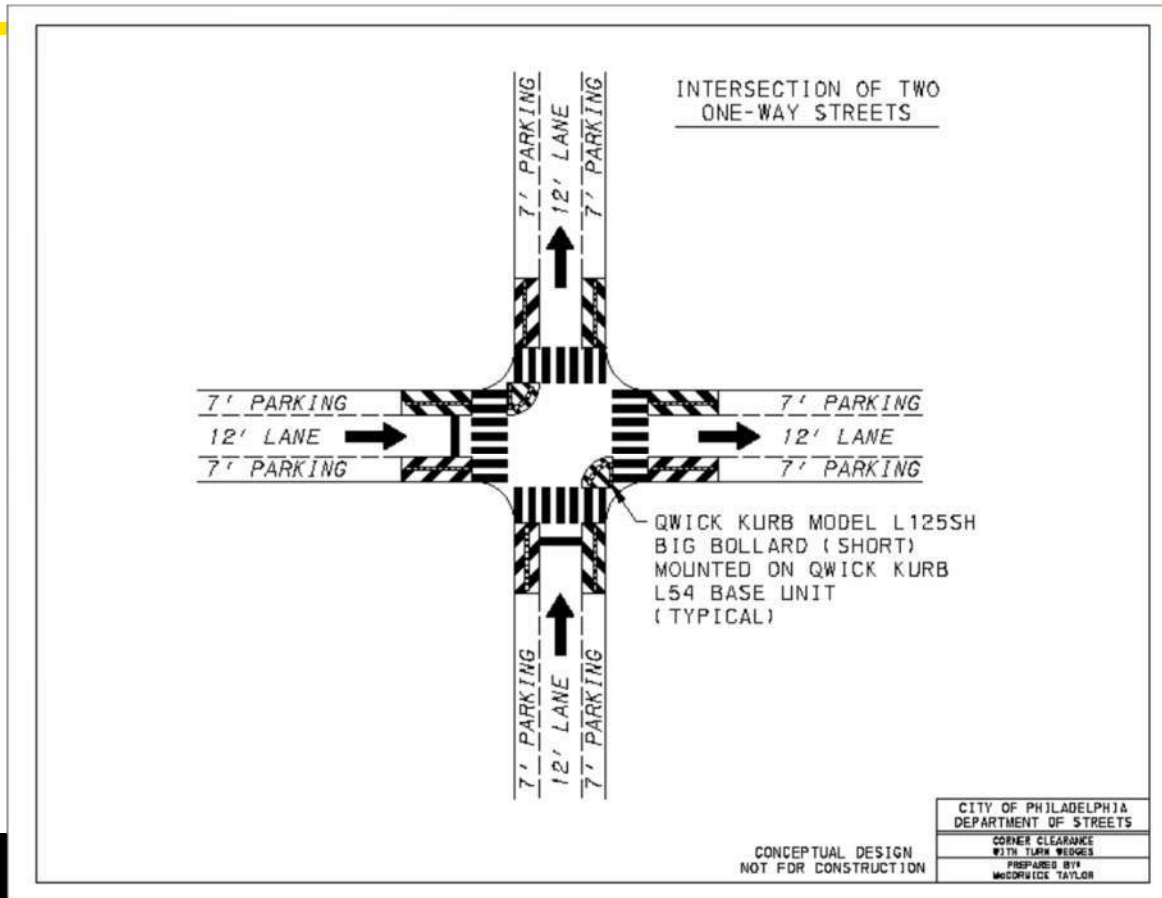




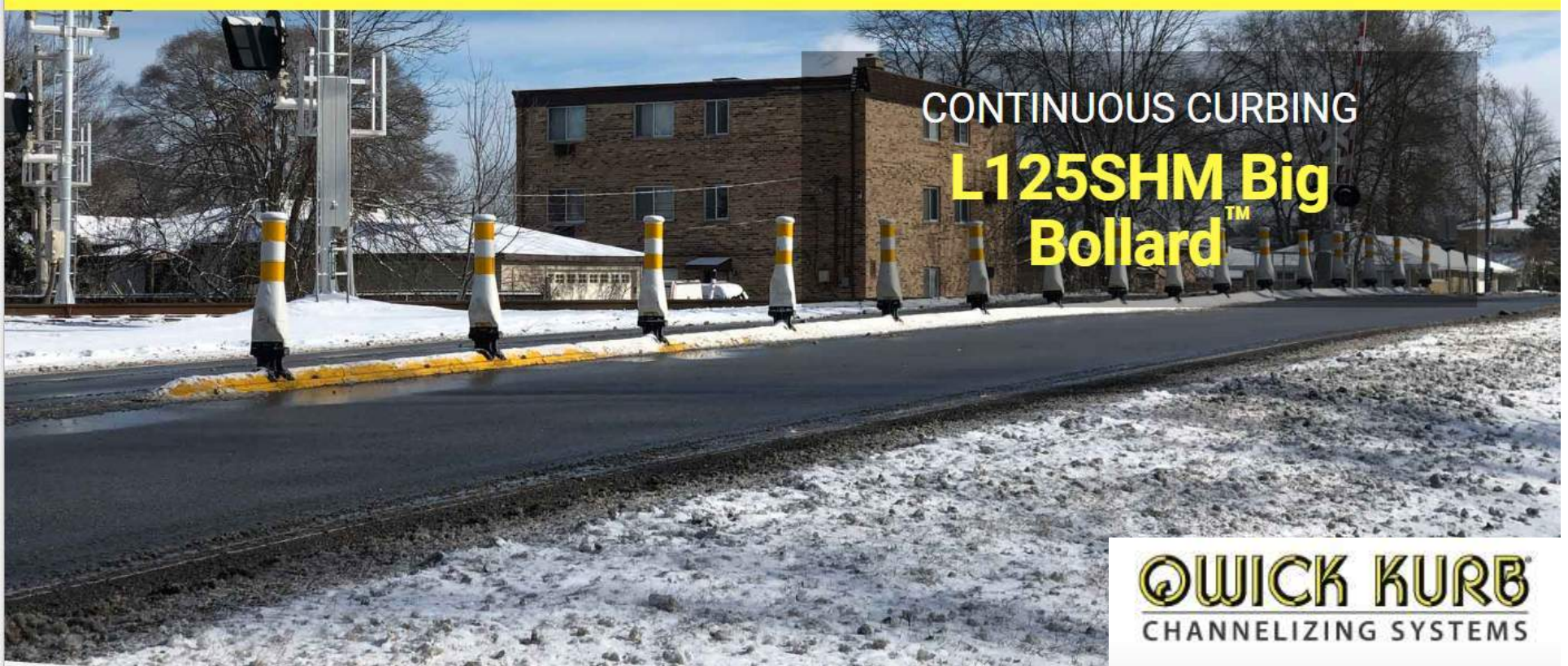
Proposed Improvements - Fairhill



Draft Intersection Detail



Example of Qwick Kurb



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Next Steps?

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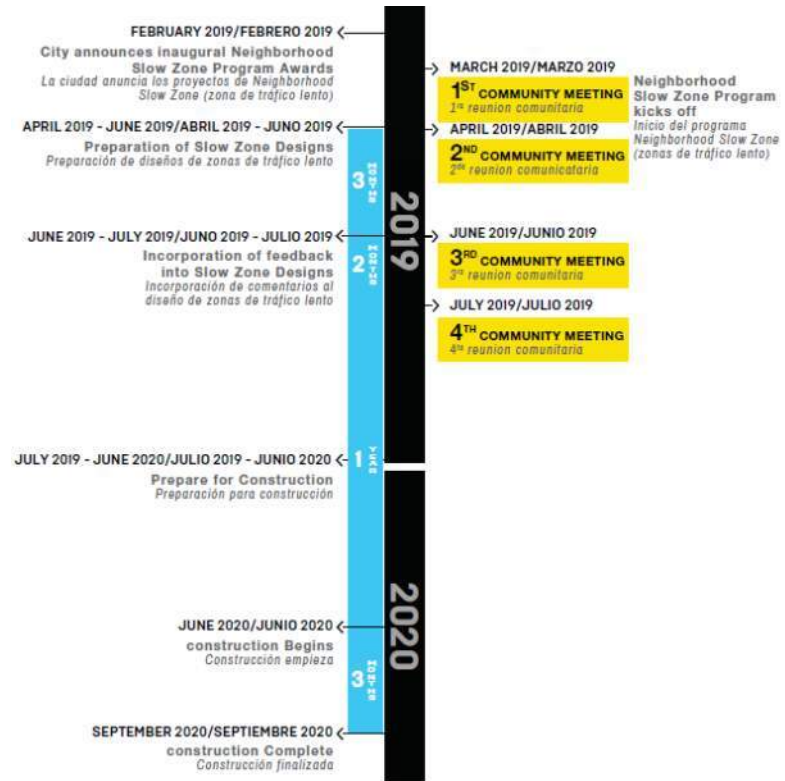


Next Steps

Schedule:

Total program application to completed construction is less than 2 years

THAT'S FAST!





Questions?

Jeannette J. Quirus, PE, PTOE

215-592-4200

jjquirus@mccormicktaylor.com