Child and youth pedestrian crashes deserve another look: Why and how to do it

Nancy Pullen-Seufert  UNC Highway Safety Research Center
Diane Lambert  Toole Design Group
Lily Reynolds  City of Philadelphia Office of Transportation, Infrastructure and Sustainability
Housekeeping

⇒ Submit your questions

⇒ Webinar archive: www.pedbikeinfo.org/webinars

⇒ Live transcript: https://link.ai.media/session?plink=HSRC

⇒ Certificates and professional development hours

⇒ Follow-up email later today

⇒ Review previous episodes and sign up for upcoming sessions
Upcoming Webinars

Two sessions coming up on crosswalk marking guidance:

Part 1 – Tuesday, February 15

Preview of the FHWA Crosswalk Marking Selection Guide

Part 2 – Thursday, February 17

Detailed Field Research Findings from the FHWA Crosswalk Marking Selection Guide

Visit www.pedbikeinfo.org/webinars for information about our upcoming sessions
Today’s Panel

Nancy Pullen-Seufert
UNC Highway Safety Research Center

Diane Lambert
Toole Design Group

Lily Reynolds
City of Philadelphia Office of Transportation, Infrastructure and Sustainability
Child and youth pedestrian crashes deserve another look: Why and how to do it

January 27, 2022

Philadelphia, PA
Today’s webinar

1. Child and youth pedestrians, Vision Zero for Youth and Demonstration Project with city of Philadelphia

2. Systemic child pedestrian safety analysis

3. Philadelphia Vision Zero and experience with focus on youth

4. Key takeaways

5. Q & A
TOP PRIORITIES

1. 

2. 

3. 
Child pedestrian deaths declining

Pedestrian deaths per 100,000 people by age, 1975-2019

Source: IIHS, https://www.iihs.org/topics/fatality-statistics/detail/pedestrians
Black children, Hispanic children more likely to be killed in crashes than White children

Figure 8. Non-Hispanic Black/African American children were at greatest risk of child pedestrian death in 2017/2018

Vision Zero for Youth
Creating safer streets starting where youth walk and bike

• Encourages cities to prioritize places where kids want or need to walk or bike
• Rooted in Safe Routes to School
• Communities demand better for kids
• Can accelerate implementation of large road safety commitments like Vision Zero

www.visionzeroforyouth.org
Children and places they walk deserve special attention

• Developmental differences

• Kids – like adults - may not have other options for how they get around

• Active habits
Opportunity: Schools 2\textsuperscript{nd} most frequent partner in Vision Zero plans

Most Frequent Partners on 25 VZ Plans

North Carolina child pedestrian crashes
Children and older adults more likely to have serious or fatal injury

Injury location†

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Head*</th>
<th>SC/VC*</th>
<th>Torso</th>
<th>Upper extremity*</th>
<th>Lower extremity</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-14</td>
<td>40%</td>
<td>4%</td>
<td>19%</td>
<td>25%</td>
<td>46%</td>
</tr>
<tr>
<td>15-24</td>
<td>27%</td>
<td>10%</td>
<td>19%</td>
<td>31%</td>
<td>49%</td>
</tr>
<tr>
<td>25-64</td>
<td>25%</td>
<td>12%</td>
<td>21%</td>
<td>29%</td>
<td>46%</td>
</tr>
<tr>
<td>65+</td>
<td>33%</td>
<td>13%</td>
<td>22%</td>
<td>33%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Abbreviations: SC, spinal column; VC, vertebral column
*P-value = <.05
†Patients may have more than one injury; therefore percentages do not sum to 100%.

Two-year demonstration project with city of Philadelphia

Mayor Kenney signs Vision Zero for Youth statement at 2019 Vision Zero Update press conference
Demonstration Project Components

- Crash analysis
- Suggestions for strategies for Vision Zero update
- Youth pedestrian systemic safety analysis
- Agency partner workshop
- Countermeasure considerations
- Priority location list
Data tells part of the story
Agency partner workshops

Thanks to collaboration with UNC Injury Prevention Research Center with support from the Collaborative Sciences Center for Road Safety, UNC
Vision Zero for Youth Demonstration Project Team

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Akshay Malik

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Federal Highway Administration through the PBIC
Vision Zero for Youth Demonstration Project

Systemic Analysis of Youth Pedestrian Crashes – City of Philadelphia
Systemic Safety Approach

- Identifies **risk factors** associated with specific crash types
- Proactively addresses **prior crash occurrence** AND **future crash risk**
- Aligns with Vision Zero
- Maximizes limited resources through low-cost, rapid-implementation solutions

Adapted from National Academy of Sciences, Systemic Pedestrian Safety Analysis, 2018
Systemic Pedestrian Safety Analysis Process
Guided by NCHRP Report 893, Systemic Pedestrian Safety Analysis

Demonstration Project

1. Define Study Scope
2. Compile Data
3. Determine Risk Factors
4. Identify Potential Treatment Site
5. Select Potential Countermeasures
6. Refine and Implement Treatment Plan
7. Evaluate Project and Program Impacts

City of Philadelphia

1. Define Study Scope

Youth Pedestrian Crashes (under age 18)  
2014 - 2018

2,009* crashes (25% of all pedestrian crashes)  
* Able to geo-code 2,002 crashes
2. Compile Data

<table>
<thead>
<tr>
<th>Roadway Risk Variable</th>
<th>Risk Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Posted Speed</td>
<td>&gt;25 mph</td>
</tr>
<tr>
<td>Average Annual Daily Traffic (AADT)</td>
<td>&gt;=5,000</td>
</tr>
<tr>
<td>Multi-lane</td>
<td>&gt;2 lanes bi-directional, &gt;1 lane one-way</td>
</tr>
</tbody>
</table>

Risk variable criteria for demonstration project:
- Associated with pedestrian crashes (research)
- Readily available
- Widely applicable
3. Determine Risk Factors
Crash Trees: Location

Youth Pedestrian Injury Crash Location:

- 49% intersection
- 51% mid-block

*Approximately 2/3 of adult pedestrian injury crashes occurred at intersections, 1/3 mid-block.*
Determine Risk Factors
Crash Trees: Location + Motorist Turning Movement

89% of youth pedestrian injury crashes:
1. Intersection, motorist going straight – 27%
2. Intersection, motorist turning left – 13%
3. Mid-block, motorist going straight – 48%

Motorist Going Straight:
• 75% of all injury crashes
• 88% of severe and fatal
Determine Risk Factors
Crash Trees: Location + Motorist Turning Movement + Roadway Risk Variables

Crash Type 1 – Intersection, Motorist Going Straight

Crash Type 2 – Intersection, Motorist Turning Left

Crash Type 3 – Mid-block, Motorist Going Straight
Determine Risk Factors
Crash Rate Examples

HIGH AADT, LOW POSTED SPEED, ONE LANE PER DIRECTION
- 61 Injury Crashes, 6 Severe or Fatal
- 3% of All Injury Crashes
- 6% of All Severe or Fatal Crashes
- 595 Intersections (17% of Signalized Intersections)
- 0.10 Injury Crashes per Intersection

61 crashes / 595 intersections = 0.10 crashes per intersection

HIGH AADT, LOW POSTED SPEED, ONE LANE PER DIRECTION
- 124 Injury Crashes, 7 Severe or Fatal
- 6% of All Injury Crashes
- 7% of All Severe or Fatal Crashes
- 155 Miles (6% of All Miles)
- 0.8 Injury Crashes per Mile

124 crashes / 155 miles = 0.80 crashes per mile
Summary of Findings

### Key Youth Pedestrian Crash Types and Associated Roadway Risk Variables

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>High-Risk Locations (Associated Roadway Risk Variables)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Intersection Crashes, Motorist Going Straight</td>
<td>Signalized Intersections, AADT &gt; 5,000, posted speed &lt;25mph, one lane in each direction</td>
</tr>
<tr>
<td></td>
<td>• Highest associated crash rate per intersection (0.10)</td>
</tr>
<tr>
<td></td>
<td>• 61 crashes, 595 intersections</td>
</tr>
</tbody>
</table>
## Summary of Findings

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<tr>
<td>1 Intersection Crashes, Motorist Going Straight</td>
<td>Signalized Intersections, AADT &gt; 5,000, posted speed ≤25mph, one lane in each direction</td>
</tr>
<tr>
<td></td>
<td>• Highest associated crash rate per intersection (0.10)</td>
</tr>
<tr>
<td></td>
<td>• 61 crashes, 595 intersections</td>
</tr>
<tr>
<td>2 Intersection Crashes, Motorist Turning Left</td>
<td>Signalized Intersections, AADT &gt; 5,000, posted Speed &gt;25mph, one lane in each direction</td>
</tr>
<tr>
<td></td>
<td>• Highest associated crash rate per intersection (0.09)</td>
</tr>
<tr>
<td></td>
<td>• 58 crashes, 633 intersections</td>
</tr>
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</table>
### Summary of Findings

**Key Youth Pedestrian Crash Types and Associated Roadway Risk Variables**

<table>
<thead>
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<th>Crash Type</th>
<th>High-Risk Locations (Associated Roadway Risk Variables)</th>
</tr>
</thead>
</table>
| 1 Intersection Crashes, Motorist Going Straight | Signalized Intersections, AADT > 5,000, posted speed ≤25mph, one lane in each direction  
• Highest associated crash rate per intersection (0.10)  
• 61 crashes, 595 intersections                                     |
| 2 Intersection Crashes, Motorist Turning Left   | Signalized Intersections, AADT > 5,000, posted Speed >25mph, one lane in each direction  
• Highest associated crash rate per intersection (0.09)  
• 58 crashes, 633 intersections                                     |
| 3 Midblock Crashes, Motorist Going Straight  | Roads with AADT >5,000, posted speed ≤25mph, one lane in each direction  
• Highest associated crash rate per mile (0.80)  
• 124 crashes, 155 miles                                                                 |

**Also:** Roads with AADT <5,000, posted speed ≤25mph, one lane in each direction  
• 68% of all midblock/motorist going straight crashes (656 crashes)  
• 38% of all severe or fatal crashes  
• Crash rate per mile of 0.32 (656 crashes/2,031 miles)
# Youth Pedestrian Crashes and the HIN

## City of Philadelphia Pedestrian Injury Crashes and the High Injury Network

<table>
<thead>
<tr>
<th></th>
<th>% OFF HIN*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth</td>
<td>61%</td>
</tr>
<tr>
<td>Adult</td>
<td>41%</td>
</tr>
</tbody>
</table>

*2014-2018 crashes, 2020 HIN

## City of Philadelphia Youth Pedestrian Crash Risk and the High Injury Network

<table>
<thead>
<tr>
<th>High-risk locations/Crash types</th>
<th>% off the HIN*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalized intersections on roads with AADT&gt;5,000, posted speed ≤25mph, one lane in each direction (Crash type 1)</td>
<td>42%</td>
</tr>
<tr>
<td>Signalized intersections on roads with AADT&gt;5,000, posted speed &gt;25mph, one lane in each direction (Crash type 2)</td>
<td>31%</td>
</tr>
<tr>
<td>Roads with AADT &gt;5,000, posted speed ≤25mph, one lane in each direction (Crash type 3)</td>
<td>71%</td>
</tr>
<tr>
<td>Roads with AADT &lt;5,000, posted speed ≤25mph, one lane in each direction (also Crash type 3)</td>
<td>97%</td>
</tr>
</tbody>
</table>

*2014-2018 crashes, 2020 HIN

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*80% of all crashes, and serious injuries occurred on just 14% of our streets.*

*12% of our streets.*

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[pedbikeinfo.org](http://pedbikeinfo.org)  
[@pedbikeinfo](http://pedbikeinfo.org)
Equity Analysis

What are the relationships between sociodemographic factors and youth pedestrian crashes and crash risk factors?

Eight sociodemographic factors:
- Black/African American population
- Hispanic/Latinx population
- Asian population
- White population
- Median household income
- Zero vehicle households
- Limited educational attainment*
- Limited English proficiency

* adults over 25 without high school diplomas
Equity Analysis of Youth Pedestrian Crashes

• There are clear disparities between White residents and residents of other races and ethnicities.
• Lower median income areas saw more child crashes and higher median income areas saw fewer.
# Equity Analysis of Youth Pedestrian Crash Risk

## Equity Analysis of Key Youth Pedestrian Crash Types and Associated Roadway Risk Variables

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>High-Risk Locations (Associated Roadway Risk Variables)</th>
<th>Overrepresented Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Intersection Crashes, Motorist Going Straight</td>
<td>Signalized Intersections, AADT &gt; 5,000, posted speed &lt;25mph, one lane in each direction</td>
<td>• No distinct demographic patterns</td>
</tr>
</tbody>
</table>
| 2 Intersection Crashes, Motorist Turning Left | Signalized Intersections, AADT > 5,000, posted Speed >25mph, one lane in each direction | • Hispanic/Latinx population  
• Black population  
• Limited educational attainment  
• Limited English proficiency |
| 3 Midblock Crashes, Motorist Going Straight | Roads with AADT >5,000, posted speed <25mph, one lane in each direction | • Zero vehicle households  
• Black population  
• Limited educational attainment |
| | Also: Roads with AADT <5,000, posted speed <25mph, one lane in each direction | • Zero vehicle households  
• Black population  
• Hispanic/Latinx population  
• Limited educational attainment |
Identify Potential Treatment Sites

<table>
<thead>
<tr>
<th>Score Category</th>
<th>Maximum Score</th>
<th>Details</th>
</tr>
</thead>
</table>
| Safety         | 60 points     | • Crash History – 25 points  
                  Tier 1: Multiple KSI (25pts)  
                  Tier 2: Single KSI and Multiple non-KSI (20pts)  
                  Tier 3: Single KSI or Multiple non-KSI (15pts)  
                  Tier 4: Single non-KSI (10pts)  
                  • Exposure (1/10 mile of a school) - 25 points  
                  • Block length (550-650ft) – 10 points |
| Equity         | 40 points     | Black population – 8 points  
                  Latinx population – 4 points  
                  Asian – 4 points  
                  Limited education attainment – 8 points   | Median income – 4 points  
                  Limited English Proficiency – 4 points  
                  Zero-vehicle households – 8 points |
Prioritized Location List – Youth Pedestrian Mid-block Crashes

Prioritization criteria applied to road segments with:

- AADT>5,000, posted speed <25mph and one lane per direction (high crash rate) – Excerpt shown below
- AADT<5,000, posted speed <25mph and one lane per direction (high crash prevalence)

| id   | stname       | fnode_ | tnode_ | zip_left | zip_right | l_f_add | t_f_add | r_f_add | t_t_add | r_t_add | st_code | l_hundred | r_hundred | safety_score | equity_score | prioritization_score_total | prioritization_score_sc | prioritization_rank |
|------|--------------|--------|--------|----------|-----------|---------|---------|---------|---------|---------|---------|----------|-----------|-----------|---------------|---------------|------------------------|-----------------------|---------------------|
| 13879| B ST         | 13879  | 13622  | 19134    | 19134     | 3200    | 3201    | 3299    | 15380   | 3200    | 3200    | 47.5     | 20.83     | 68.33     | 100           | 1             |
| 14337| N 6TH ST     | 14337  | 14112  | 19133    | 19133     | 2500    | 2501    | 2599    | 19133   | 2500    | 2500    | 47.5     | 16.43     | 64.18     | 96.34         | 2             |
| 15485| N 6TH ST     | 15485  | 15005  | 19133    | 19133     | 2500    | 2501    | 2599    | 19133   | 2500    | 2500    | 47.5     | 16.43     | 64.18     | 96.34         | 3             |
| 24360| S 21ST ST    | 24360  | 24515  | 19145    | 19145     | 1901    | 1900    | 1999    | 19145   | 1900    | 1900    | 47.5     | 20.83     | 68.33     | 100           | 1             |
| 13882| N 6TH ST     | 13882  | 13622  | 19133    | 19133     | 2500    | 2501    | 2599    | 19133   | 2500    | 2500    | 47.5     | 16.43     | 64.18     | 96.34         | 2             |
| 24360| S 21ST ST    | 24360  | 24515  | 19145    | 19145     | 1901    | 1900    | 1999    | 19145   | 1900    | 1900    | 47.5     | 20.83     | 68.33     | 100           | 1             |

Excerpt shown below

Prioritization criteria applied to road segments with:

- AADT>5,000, posted speed <25mph and one lane per direction (high crash rate) – Excerpt shown below
- AADT<5,000, posted speed <25mph and one lane per direction (high crash prevalence)
Prioritized Location Distribution
Youth Pedestrian Mid-block Crashes (higher risk locations with AADT>5,000)
Example Maps – Visualize Prioritization Outputs
Why Vision Zero in Philly?

Rate of Traffic-Related Deaths
(Per 100,000 Residents)

- Philadelphia: 6.21
- New York City: 2.75
- Boston (Suffolk County): 3.42
- Chicago (Cook County): 4.96
- San Francisco: 3.59
- Los Angeles County: 7.03

Data Source: NHTSA, 2018
82% increase in traffic fatalities in 2020
People Killed in Crashes 2010-2021

Data Source: PennDOT 2010 – 2020; Philadelphia Police Dept 2021
“On July 16, 2013, Samara Banks and three of her four sons lost their lives when hit by two people drag racing on Philadelphia streets. Saamir was in her arms that night, Saasean in his stroller, and Saadeem holding on to the stroller. Samara was a young mother who cherished her kids and loved working with children. She was full of life! Samara’s spirit will live on through her one son who survived the crash.”

- Latanya Byrd (Samara’s aunt)
Vision Zero Action Plan 2025
Vision Zero 2020-2025

Rebalancing the Road Injury Prevention Effort

Credit: Towards Zero Foundation
High Injury Network

Data Source: PennDOT (2014-2018; interstates excluded)

80% of all traffic deaths and serious injuries occurred on just

12% of our streets.
Equity & High Injury Network

- Traffic crashes are not evenly distributed

Fatal or serious injury crashes are **30% more likely** to occur in areas of the city **where most residents are people of color** compared to areas where most residents are white.

Pedestrian Safety in Philadelphia

PEDESTRIAN FATALITIES PER 100,000 RESIDENTS IN PHILADELPHIA AND SIMILAR CITIES IN 2018

Philadelphia has a higher pedestrian fatality rate per resident than peer cities.

People Involved in Crashes

- 2% Person Biking
- 7% Person Walking
- 90% Person Driving/Passenger in Car

People Killed in Crashes

- 4% Person Biking
- 40% Person Walking
- 40% Person Driving/Passenger in Car
- 16% Person Riding Motorcycle

Source: National Highway Traffic Safety Administration, 2018

Data Source: PennDOT (2015-2019)
Vision Zero for Youth
Mayor Kenney signs Vision Zero for Youth statement 2019
Vision Zero for Youth
Prioritized Schools List

Table 6 lists the top 27 schools for nearby crashes (also shown in Figure 12) and schools with five or more youth pedestrians crashes within one-quarter mile.

<table>
<thead>
<tr>
<th>School</th>
<th>Crashes</th>
<th>Address</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIVERSAL CHARTER @ DAROFF</td>
<td>19</td>
<td>5630 VINE ST</td>
<td>39.9633279</td>
<td>-75.23282149</td>
</tr>
<tr>
<td>SHERIDAN, PHILIP H. SCHOOL</td>
<td>17</td>
<td>800 E ONTARIO ST</td>
<td>39.9957368</td>
<td>-75.114223</td>
</tr>
<tr>
<td>Kids World Christian Education Center-West Philadelphia</td>
<td>15</td>
<td>100-04 S 61ST ST</td>
<td>39.96054457</td>
<td>-75.2433261</td>
</tr>
<tr>
<td>MEMPHIS ST. CHARTER @ JP JONES</td>
<td>14</td>
<td>2950 MEMPHIS ST</td>
<td>39.98816011</td>
<td>-75.11288148</td>
</tr>
<tr>
<td>COMEGYS, BENJAMIN B. SCHOOL</td>
<td>13</td>
<td>5100 GREENWAY AVE</td>
<td>39.94051194</td>
<td>-75.21628721</td>
</tr>
<tr>
<td>MASTERY CHARTER @ HARRITY</td>
<td>13</td>
<td>5601 CHRISTIAN ST</td>
<td>39.94880916</td>
<td>-75.23581176</td>
</tr>
<tr>
<td>CAYUGA SCHOOL</td>
<td>12</td>
<td>4344-4358 N 5TH ST</td>
<td>40.0179501</td>
<td>-75.135019</td>
</tr>
<tr>
<td>ELKIN, LEWIS SCHOOL</td>
<td>12</td>
<td>3199 D ST</td>
<td>39.99700982</td>
<td>-75.12127224</td>
</tr>
<tr>
<td>LONGSTRETH, WILLIAM C. SCHOOL</td>
<td>12</td>
<td>5700 WILLOWS AVE</td>
<td>39.94090017</td>
<td>-75.210123</td>
</tr>
<tr>
<td>School of Faith in God</td>
<td>12</td>
<td>1860-82 Bridge Street</td>
<td>40.02165155</td>
<td>-75.07544701</td>
</tr>
<tr>
<td>UNIVERSAL CHARTER @ BLUFORD</td>
<td>12</td>
<td>5720 MEDIA ST</td>
<td>39.97373093</td>
<td>-75.2360182</td>
</tr>
<tr>
<td>ASPIRA CHARTER @ STETSON</td>
<td>11</td>
<td>3200 B ST</td>
<td>39.99872182</td>
<td>-75.12564268</td>
</tr>
<tr>
<td>Computer Kids Christian Academy</td>
<td>11</td>
<td>2243-57 N. 20th St</td>
<td>39.98870858</td>
<td>-75.16512928</td>
</tr>
<tr>
<td>Cornerstone Christian Academy</td>
<td>11</td>
<td>1938 S 58TH ST</td>
<td>39.83516728</td>
<td>-75.2257418</td>
</tr>
<tr>
<td>CRAMP, WILLIAM SCHOOL</td>
<td>11</td>
<td>3449 N MASCHER ST</td>
<td>40.00262104</td>
<td>-75.12993449</td>
</tr>
<tr>
<td>G.L.A. CHARTER @ HUEY</td>
<td>11</td>
<td>5200 PINE ST</td>
<td>39.95331885</td>
<td>-75.22685564</td>
</tr>
<tr>
<td>KEY, FRANCIS SCOTT SCHOOL</td>
<td>11</td>
<td>2230 S 8TH ST</td>
<td>39.92087512</td>
<td>-75.16050797</td>
</tr>
<tr>
<td>OLNEY ELEMENTARY SCHOOL</td>
<td>11</td>
<td>5301 N WATER ST</td>
<td>40.03109318</td>
<td>-75.12087087</td>
</tr>
<tr>
<td>63rd St Multicultural Academy of Academic Excellence</td>
<td>10</td>
<td>5828 Market St</td>
<td>39.9613075</td>
<td>-75.23791243</td>
</tr>
<tr>
<td>BETHUNE, MARY MCLEOD SCHOOL</td>
<td>10</td>
<td>3301 OLD YORK RD</td>
<td>40.0036326</td>
<td>-75.14818259</td>
</tr>
<tr>
<td>BOYS LATIN OF PHILA CHARTER</td>
<td>10</td>
<td>5601 CEDAR AVE</td>
<td>39.95177152</td>
<td>-75.23374672</td>
</tr>
<tr>
<td>Crystal River Academy</td>
<td>10</td>
<td>6401 LORETO AVE</td>
<td>40.04037755</td>
<td>-75.07845708</td>
</tr>
<tr>
<td>DePaul Catholic School</td>
<td>10</td>
<td>44 W LOGAN ST</td>
<td>40.02710943</td>
<td>-75.16300311</td>
</tr>
<tr>
<td>Legacy Christian Academy</td>
<td>10</td>
<td>6208-10 GRAYS AVE</td>
<td>39.92560248</td>
<td>-75.22800412</td>
</tr>
<tr>
<td>LOWELL, JAMES R. SCHOOL</td>
<td>10</td>
<td>450 W NEDRO AVE</td>
<td>40.04909544</td>
<td>-75.12588883</td>
</tr>
<tr>
<td>MASTERY CHARTER @ CLEVELAND</td>
<td>10</td>
<td>3701 N 19TH ST</td>
<td>40.0192415</td>
<td>-75.1587197</td>
</tr>
<tr>
<td>St Huberts Catholic High School</td>
<td>10</td>
<td>1AVE</td>
<td>40.03134747</td>
<td>-75.0342236</td>
</tr>
</tbody>
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Safe Routes Philly
Neighborhood Slow Zones
Automated Speed Enforcement

Automated Speed Enforcement Pilot Program – Roosevelt Boulevard
Violations
June 2020 – February 2021

- June 2020: 224,206
- July 2020: 178,153
- August 2020: 84,608
- September 2020: 56,639
- October 2020: 42,157
- November 2020: 30,660
- December 2020: 31,940
- January 2021: 31,136
- February 2021: 16,776

93% decrease in speeding violations
Our city and our families deserve safer streets.

Zero traffic deaths by 2030.
Key takeaways

1. Children walk in **different places** and at **different times of day** than adults.

2. For all racial and ethnic populations except the White population, the number of youth pedestrian **crashes increases** as the population in a block group increases. **Lower median income areas** saw more child crashes and higher median income areas saw fewer.

3. **High injury networks** should be examined to determine if they will sufficiently address child pedestrian crash risks.

4. Education, the most common way that children are included in Vision Zero plans, needs to be **coupled with other actions** oriented to a Safe System approach, including changes to the built environment.

5. Like pedestrian crashes among adults, child pedestrian crashes occur as a result of range of **interconnected, broad factors** that require multi-agency, multi-discipline solutions determined in partnership with community members.
Discussion

⇒ Send us your questions

⇒ Follow up with us:
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⇒ Archive at www.pedbikeinfo.org/webinars