

**EXECUTIVE ORDER NO. 4-24**  
**OFFICE OF MULTIMODAL PLANNING AND VISION ZERO TASK FORCE**

**WHEREAS**, the life and health of all people living and traveling in Philadelphia are of the highest priority, and no one should be at risk of death or serious injury while traveling on any city streets; and

**WHEREAS**, traffic safety is critical to delivering Philadelphians the safe, clean, and green city they deserve; and

**WHEREAS**, data from the Pennsylvania Department of Transportation, over a five-year period from 2018 to 2022, indicates traffic crashes in the City resulted in 571 fatalities and 1,876 serious injuries; and

**WHEREAS**, the City has experienced a general rise in speeding and aggressive driving since the COVID-19 pandemic; and

**WHEREAS**, people walking or biking are uniquely vulnerable to vehicular crashes and account for a growing share of all fatalities and serious traffic-related injuries in Philadelphia; and

**WHEREAS**, every week five children are hit by a vehicle while walking in Philadelphia; and

**WHEREAS**, longstanding racial disparities in traffic deaths are worsening, with Black Philadelphians accounting for 50% of traffic deaths since 2020 despite being only 40% of the population and Hispanic Philadelphians accounting for 20% of traffic deaths while representing only 16% of the population; and

**WHEREAS**, all people, regardless of age, ability, income, or ethnicity deserve the ability to safely use our public transit system, sidewalks, roadways, and pedestrian and bicycle paths; and

**WHEREAS**, through the federally endorsed transportation safety framework known as the Safe System approach, the City can improve safety and reduce traffic-related deaths and serious injuries towards zero; and

**WHEREAS**, a Complete Streets approach, as adopted under Chapter 11-900 of The Philadelphia Code, has been shown to have broader benefits for our City, including improving public health, spurring economic growth, enhancing residents' quality of life, reducing traffic congestion, and improving connectivity between neighborhoods, people, and services; and

**WHEREAS**, Complete Streets projects installed in Philadelphia have, thus far, decreased fatal and serious injury crashes by 34% and all injury crashes by 20% compared to other streets where such improvements have not been made; and

**WHEREAS**, automated speed enforcement on Roosevelt Boulevard has reduced speeding violations by 95% and saved at least three dozen lives since it was installed in 2020; and

**WHEREAS**, the City of Philadelphia desires to expand the options Philadelphians have to move around the city and further integrate practices like automated traffic enforcement that are proven to reduce fatalities and serious injuries to roadway users, including by improving sidewalk and roadway comprehensiveness, integration, and safety in all neighborhoods, for all persons, across all modes of travel, particularly through the work of the Managing Director's Office, Office of Transportation and Infrastructure, and in partnership with community stakeholders; and

**WHEREAS**, positive change can best be effected through grassroots efforts that bring together all parts of government, advocacy, the private sector, and the public; and

**WHEREAS**, the City's current Vision Zero policy has established that loss of life and severe injuries resulting from traffic-related crashes are unacceptable and preventable outcomes; and

**WHEREAS**, the Delaware Valley Regional Planning Commission has adopted a regional Vision Zero goal of zero deaths in the Greater Philadelphia region by 2050;

**NOW, THEREFORE**, I, CHERELLE PARKER, Mayor of the City of Philadelphia, by the powers vested in me by the Philadelphia Home Rule Charter, do hereby order as follows:

**SECTION 1. Office of Multimodal Planning.**

The Office of Complete Streets is hereby renamed the Office of Multimodal Planning.

**SECTION 2. Continuing Responsibilities of the Office of Multimodal Planning and Vision Zero Task Force.**

The Office of Multimodal Planning and the Vision Zero Task Force shall continue the work required under Executive Order 11-16, except as otherwise set forth herein. In doing so, those offices shall ensure that transportation policy, planning, and infrastructure reflect the City's ongoing commitment to safety, equity, clean and green spaces, economic opportunity, community engagement, government responsiveness, and environmental sustainability—the hallmarks of a government that Philadelphians can see, touch, and feel.

**SECTION 3. Additional Responsibilities of the Office of Multimodal Planning.**

In addition to the responsibilities set forth in Executive Order 11-16, the Office of Multimodal Planning shall:

- (a) Assist the Streets Department in reviewing and publishing all checklists as set forth in Chapter 11-900 of The Philadelphia Code which are intended to ensure city roadways are safe and accessible for all users, and ensure they are consistent with the policies and requirements of that chapter.
- (b) Develop additional checklists as needed to fulfill Chapter 11-900 of The Philadelphia Code.
- (c) Through data-driven and community-informed strategies, promote a citywide culture of safer driving, walking, and biking, to effect behavioral change.
- (d) Work with the School District of Philadelphia to educate students about traffic safety.
- (e) Develop an updated High Injury Network that identifies locations where the majority of citywide fatal and serious injury crashes occur, and take steps to implement safety measures along the entire High Injury Network by 2030.
- (f) Work to reduce traffic-related fatalities to zero as quickly as possible to support the goal of Regional Vision Zero 2050.

**SECTION 4. Vision Zero Task Force and Subcommittee Membership.**

The Task Force shall be appointed from public stakeholder organizations, hospitals and trauma centers, the Office of Multimodal Planning, the Streets Department, the Chief Public Safety Director, the Philadelphia Department of Public Health, the School District of Philadelphia, the Philadelphia City Planning Commission, Police Department, the Office of the District Attorney, the Law Department, Office of the Director of Finance, and Office of Fleet Management. Requests for representation may also be extended to the Pennsylvania Department of Transportation (PennDOT), Philadelphia Parking Authority, Delaware Valley Regional Planning Commission, and SEPTA.

**SECTION 5. Task Force Action Plan.**

Within 60 days from the date of this Executive Order, the Task Force shall commence planning for the next five-year Vision Zero Action Plan and the next Vision Zero Capital Plan, both of which shall be released no later than October 31, 2025, and made available for the public.

**SECTION 6. Task Force Annual Report.**

To better align with the release of relevant data from the Pennsylvania Department of Transportation, the annual report produced by the Vision Zero Task Force shall be due no later than October 31 of each year.

**SECTION 7. Effective Date.**

This order shall take effect immediately.

3/21/24

Date

Cherelle Parker

Cherelle Parker, Mayor