



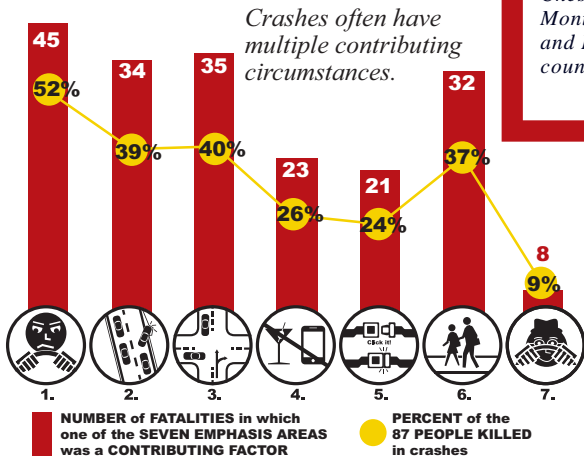
This bulletin provides an annual snapshot of road safety in PHILADELPHIA. It highlights and compares trends at the state, county, and local levels.

What Contributed to Fatalities in 2011?

Aggressive driving contributed to 45 of the 87 crash fatalities. Improvements in the following seven emphasis areas could eliminate almost all crash fatalities like these in the future.

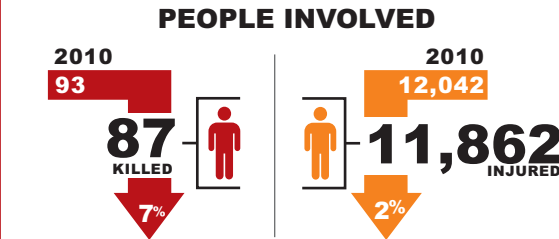
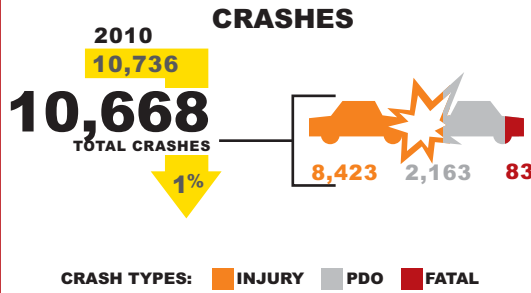
1. Curb Aggressive Driving
2. Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway
3. Improve the Design and Operation of Intersections
4. Reduce Impaired and Distracted Driving
5. Increase Seat Belt Usage
6. Ensure Pedestrian Safety
7. Sustain Safe Senior Mobility

These seven emphasis areas were identified in the 2012 Transportation Safety Action Plan: Improving Safety in the Delaware Valley, and were contributing factors in 95 percent of crash fatalities in the Delaware Valley, for the period 2008 through 2010.

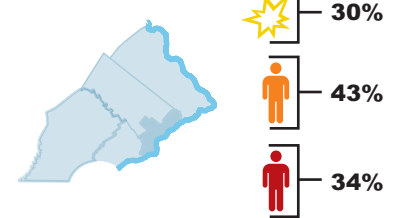


2011 Quick Crash Stats: Philadelphia

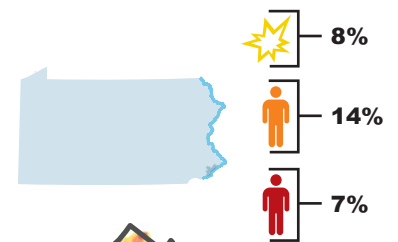
The following figures summarize total crashes [💥], number of people injured [👤] and killed [👤], and Property Damage Only (PDO)¹ crashes for Philadelphia in 2011. Compared to 2010, crashes, injuries, and fatalities are down.



Philadelphia, Compared to DVRPC's Pennsylvania Five-County Region² Totals:

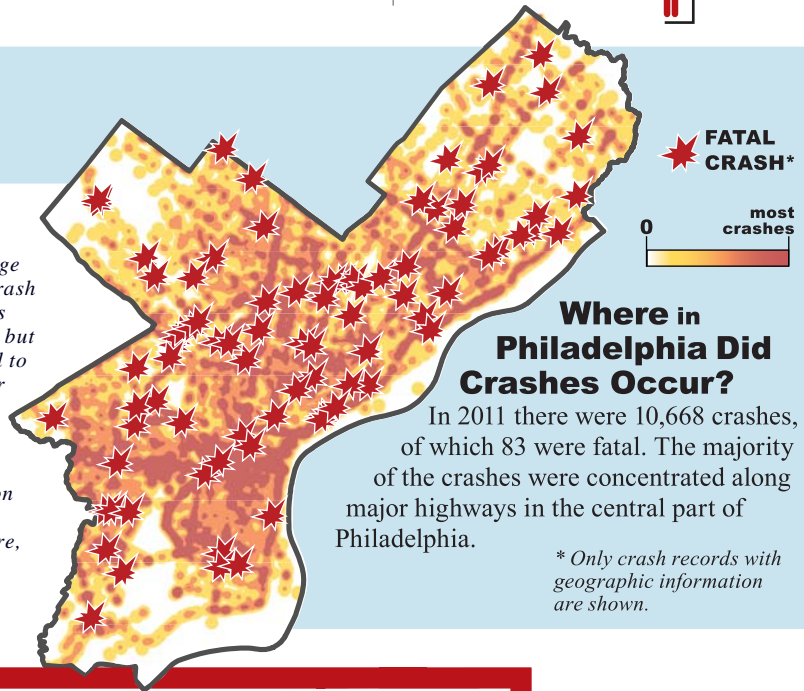


Philadelphia, Compared to the Rest of Pennsylvania's Totals:



¹Property Damage Only (PDO): A crash where no one was killed or injured, but damage occurred to a vehicle or other property.

²DVRPC's Pennsylvania five-county region includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.





















Resources to Improve Safety: DVRPC pursues a wide-ranging approach to improve traffic safety. The Regional Safety Task Force, road safety audits, intersection safety studies, local road newsletters, and funding strategies are available resources:
www.dvrpc.org/Transportation/Safety/

See the back for an inside look at crash trends for Philadelphia.

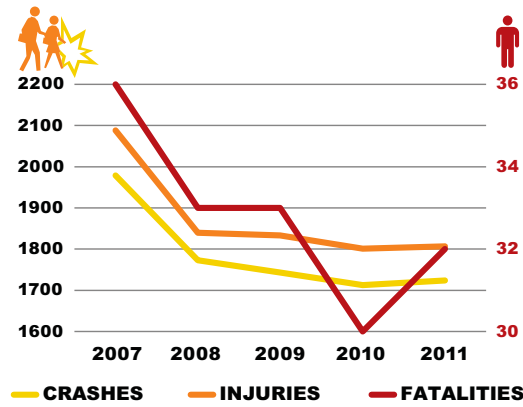
What Are the Crash Trends in Philadelphia?

 # of CRASHES |
  # of PEOPLE INJURED |
  # of PEOPLE KILLED

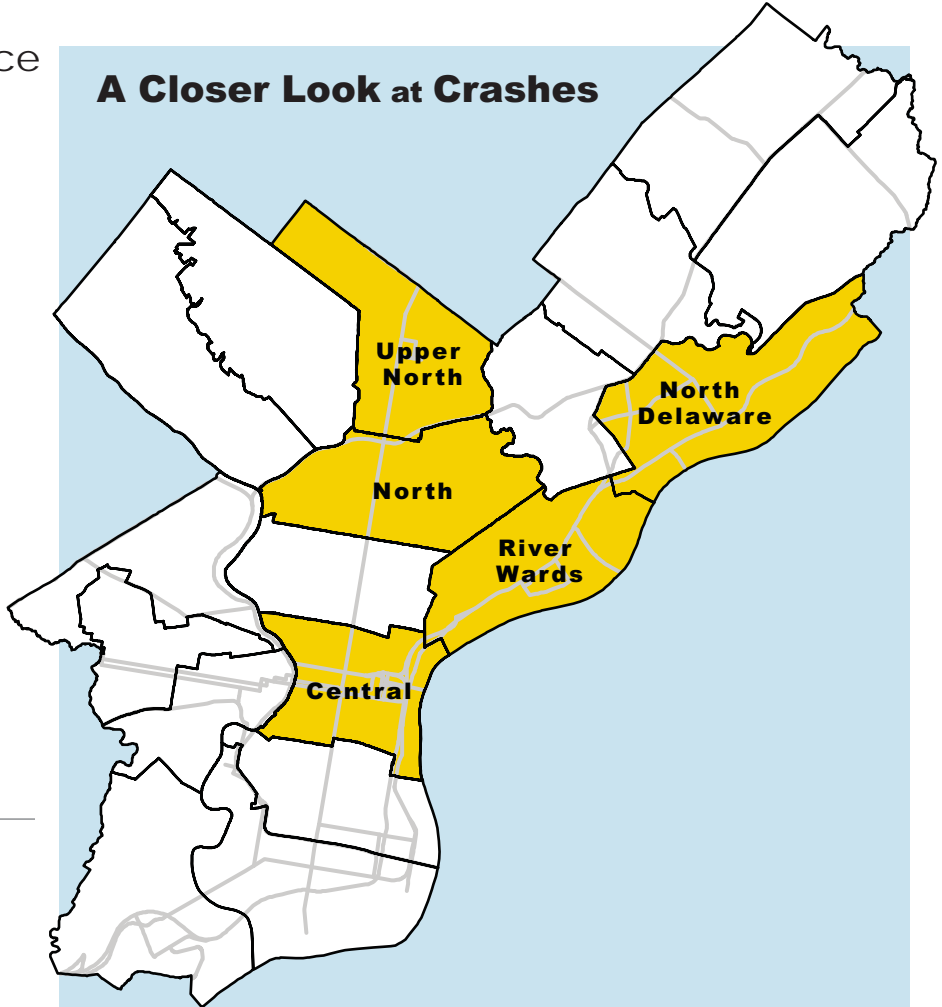
	2007			2008			2009			2010			2011			TOTALS: 2007-2011		
																		
PHILADELPHIA CITY TOTAL	11,468	13,386	125	10,471	11,555	92	10,550	12,045	95	10,736	12,042	93	10,668	11,862	87	53,893	60,890	492

Pedestrian Crash Experience 2007 – 2011

Pedestrian crashes, injuries, and fatalities continue to decline. Crashes and injuries are declining at the same rate and have remained steady since 2008. Fatalities dropped to their lowest level in 2010, but increased slightly in 2011.



A Closer Look at Crashes



Nearly 40 percent of the crashes reported in 2011 occurred in five of the city's 18 planning areas: Central (10%), North (9%), Upper North (7%), North Delaware (7%), and River Wards (6%). Major highways including I-95, I-676, PA 611, and U.S. Route 1 (Roosevelt Boulevard) run through these heavily populated planning areas. Angle (31%), rear-end (23%), hit pedestrian (16%), and hit-fixed-object (13%) collision types represented 83 percent of Philadelphia's crashes in 2011. Nearly 76 percent of all crashes reported in 2011 resulted in injuries.

Bicyclist Crash Experience 2007 – 2011

Bicyclist crashes, injuries, and fatalities have shown fluctuations over the years. Crashes and injuries peaked in 2010 and fell in 2011 to levels reported in 2007.

