




AMANDA JOHNSON
Chester City

VISION ZERO DELCO
DRIVE SAFE > ROLL SAFE > WALK SAFE
SAFETY AMBASSADOR

Scan Me 




No-Turn-on-Red Signs

No-turn-on-red signs offer a means to restrict traffic flow, removing the option to turn right on red signals. Prohibiting right turns on red is a simple, low-cost measure to increase bicyclist and pedestrian safety (FHWA).

Photo Credit: *Delaware Department of Transportation*

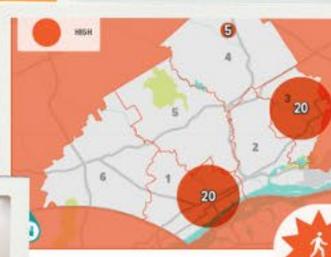



 **VISION ZERO DELCO**

DRIVE SAFE > ROLL SAFE > WALK SAFE 

**VISION ZERO DELCO:
AN INNOVATIVE COUNTY
APPROACH TO VISION ZERO
APA PA CONFERENCE 2025**

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Pedestrian Injuries Along Roads with Missing Sidewalks

Pedestrian-related crashes along local or collector roads without sidewalks. Approximately 5% of all VRU-involved crashes match this profile.



Congratulate

The Borough of Chester is the **second municipality** in Delaware to adopt Delaware County Action Plan



Want your municipality to work towards eliminating traffic deaths and life-altering injuries? Learn about Vision Zero Delco tinyurl.com/vzdelco



 **56%** of fatal or serious injury pedestrian crashes happened when walking in or crossing the road

 **51%** of fatal or serious injury crashes occurred at intersections

 **85%** of all fatal crashes occurred on PennDOT roads

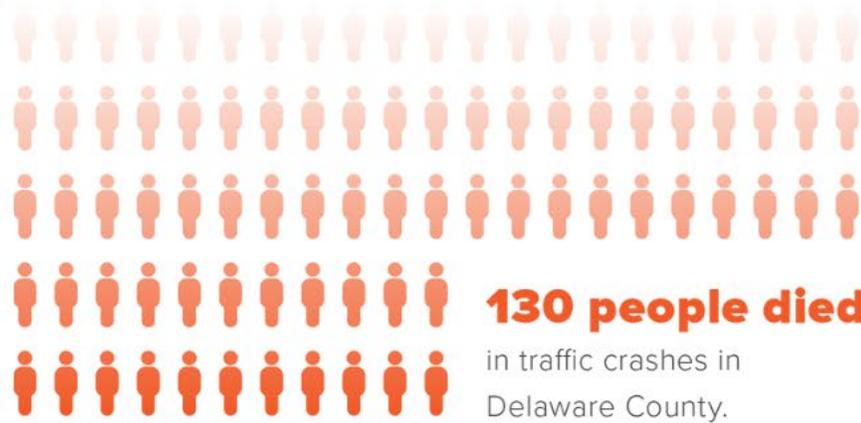


we heard from the Task Force

#1	Scenario #2 Severity	Scenario #3 Local Roads	Scenario #4 Countermeasures	Scenario #5 Geography	Other scenario ideas?
Some caution with severity since these roads may be more challenging to address	A balance of what can be achieved locally vs. statewide	Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	From a political standpoint, if all improvements went to one area that could raise concern	Identify by different funding sources
The corridors that overlap could push it higher on the list		Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	There does need to be balance without just a singular focus	Prioritize schools
		Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	Consider: identify an % of county roads where there are more crashes. Focus on those roads. Consider: more equity and severity	By risk factors	Highway safety: if analysis is done, it could be a good idea to use that as a guide to see which top of the list

Why?

Would Delco do a Vision Zero Plan?



56% of fatal or serious injury pedestrian crashes happened when walking in or crossing the road



51% of fatal or serious injury crashes occurred at intersections



85% of all **fatal** crashes occurred on PennDOT roads



Plan for Everyone!

Foundation of Safety

Opportunity for collaboration

Facilitation with partners

Data-driven decisions

Support underserved & overburdened municipalities

Unlock federal dollars

EYE ON SAFETY!



49

BARRIERS



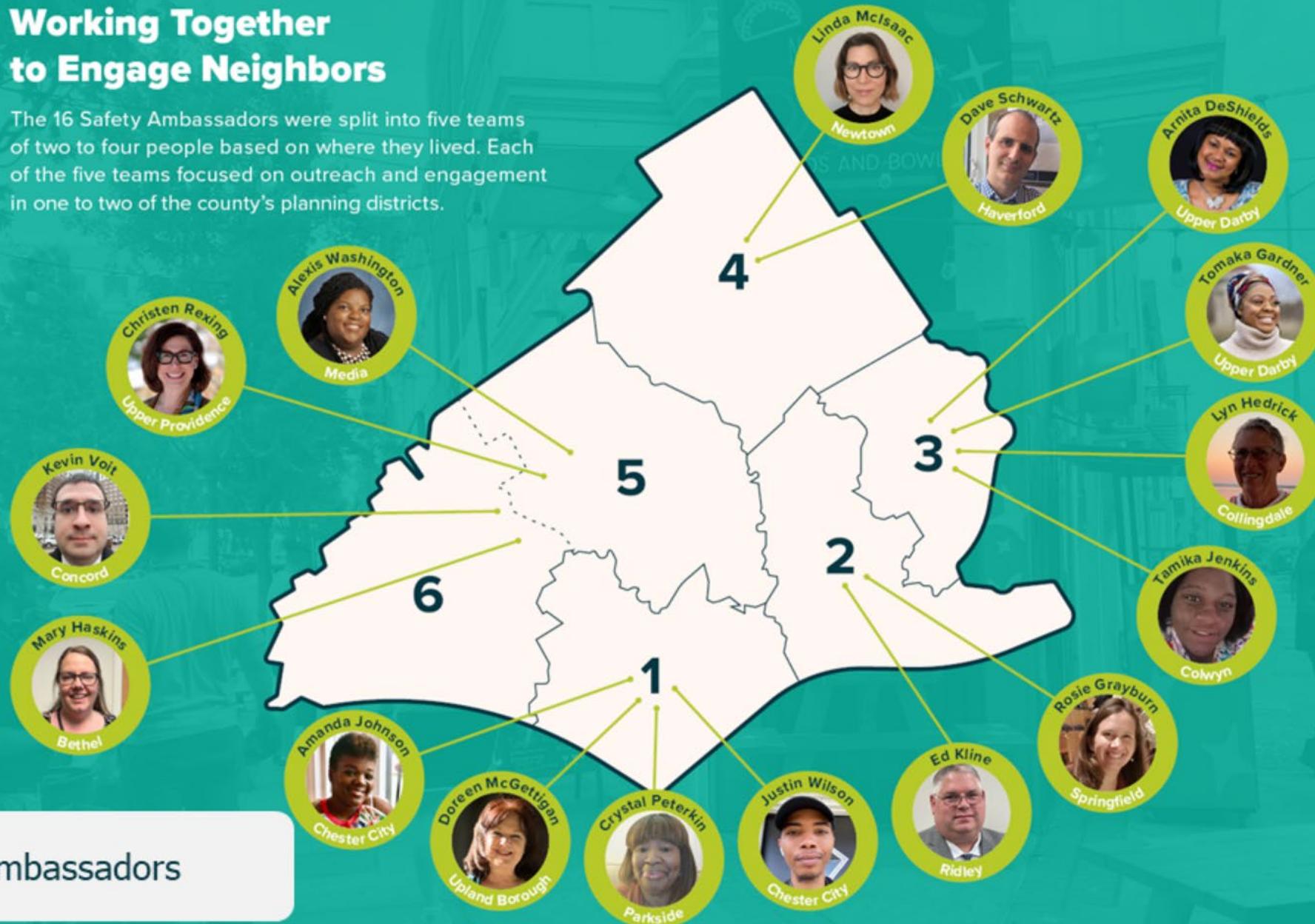
VISION ZERO DELCO

Even one life lost in a traffic crash is unacceptable.
Help us get to zero.

[LEARN MORE >>](#)

Working Together to Engage Neighbors

The 16 Safety Ambassadors were split into five teams of two to four people based on where they lived. Each of the five teams focused on outreach and engagement in one to two of the county's planning districts.



16 Safety Ambassadors

Application Questions

- Why?
- Networks?
- What do you bring?



Our non profit is well positioned to help as we already have a Facebook and Instagram page, collaborate with Township committees and officials, local businesses, and many members within the community, have some experience in gathering feedback/surveys, have successfully improved pedestrian safety in a previously unsafe traffic area. I could help leverage all of the above to work toward Vision Zero for my community.

LINDA MCISAAC
NEWTOWN SQUARE



My personal experience with traffic accidents in the last 10 years has left my brother with Traumatic Brain Injury and myself with chronic pain.

JUSTIN WILSON
CHESTER CITY



What we looked for

- Neighbors
- Safe Delco
- Investment



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 SAFETY AMBASSADOR

**Join the Conversation
 Take the Survey!**



SCAN ME

Join us in making Delco safer for walking, rolling, and biking. Take the **survey!** Your Voice. Your Story. Your Time. You could help save a life today!

<https://delcopa.gov/visionzerodelco>



In 2022 in Delaware County:
 54 people died in traffic crashes
 20 were died in walking crashes
 9 were rolling
 24 were driving.

VISION ZERO DELCO
 DRIVE SAFE › ROLL SAFE › WALK SAFE
**DELCO SAFETY AMBASSADOR:
 WALK AUDIT TOOLKIT**

AARP
Walk Audit Tool Kit

A self-service guide for assessing a community's walkability



VISION ZERO DELCO
 DRIVE SAFE › ROLL SAFE › WALK SAFE

**DELCO SAFETY AMBASSADOR:
 ENGAGEMENT WORKPLAN**

Name: _____

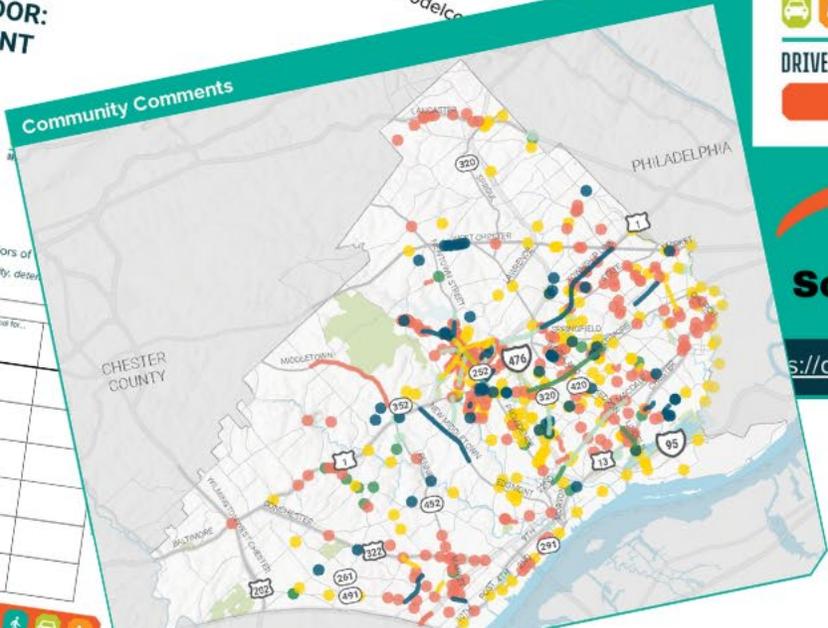
My Engagement Plan: Activities & Goal Setting

Delaware County's **Engagement Goals** for the Vision Zero Action Plan:

- Gather community input for the Delaware County Vision Zero Action Plan
- Increase awareness around Vision Zero and Safety in Delaware County
- Prioritize outreach and engagement to community members who live, work, play in Corridors of

Fill out the table below with the activities you will complete in your role as a Safety Ambassador. For each activity, determine one way you will measure the impact of the activity and set a goal.

Engagement Activity	Measuring the impact			
	Goal for Number of People Engaged	Goal for Number of Surveys Completed	Goal for Number of Social Media Posts	Goal for Number of Community Street Stresses Collected



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 Chester City

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 SAFETY AMBASSADOR



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<https://delcopa.gov/visionzerodelcod1>

Safety Ambassadors – Big Wins!



16
Safety Ambassadors



90+
Engagement events
and community visits



1,600+
People Engaged



120+
Social media posts



15
Walk audits



1,105
Surveys completed

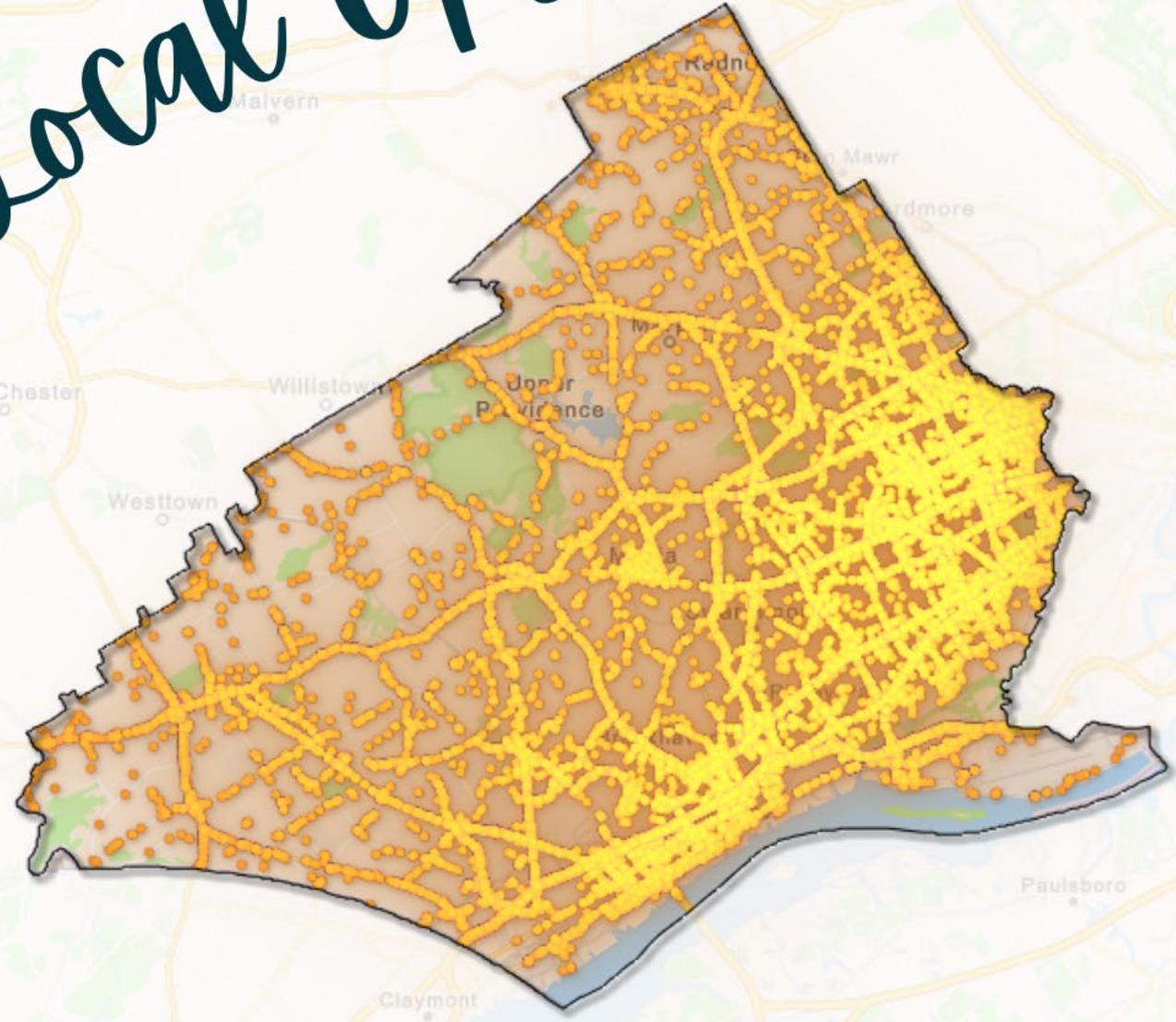


6
Focus groups

Local Options!



85% of all **fatal** crashes occurred on PennDOT roads



Biggest bang for Buck

Communication

Quick implementation

School Safety

Options

Balance

Geographic representation

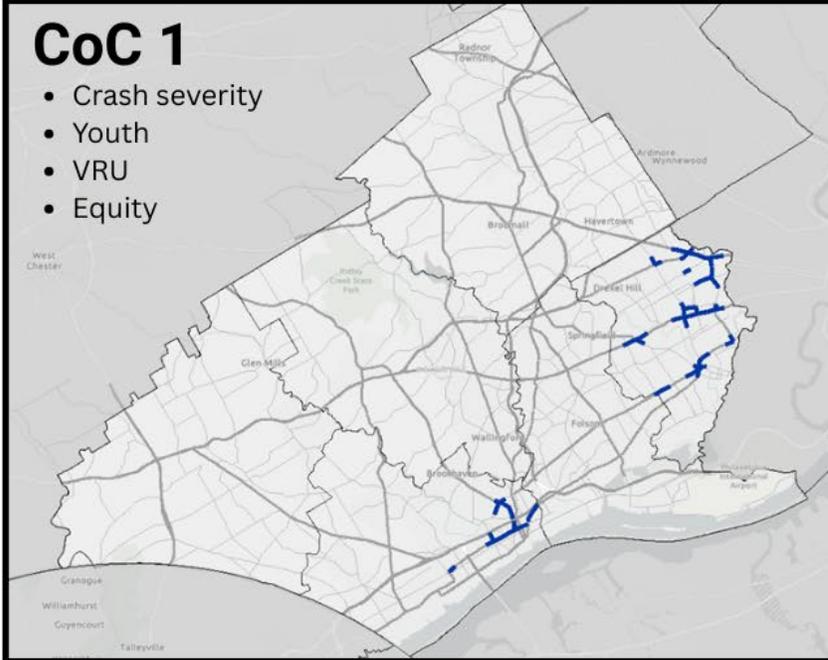
Corridor overlap

Collaboration

Connectivity

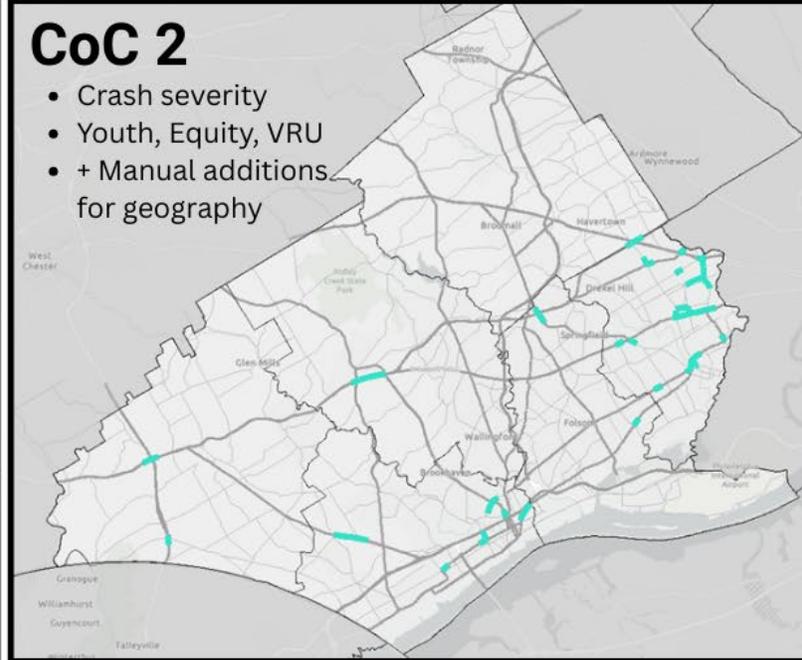
CoC 1

- Crash severity
- Youth
- VRU
- Equity



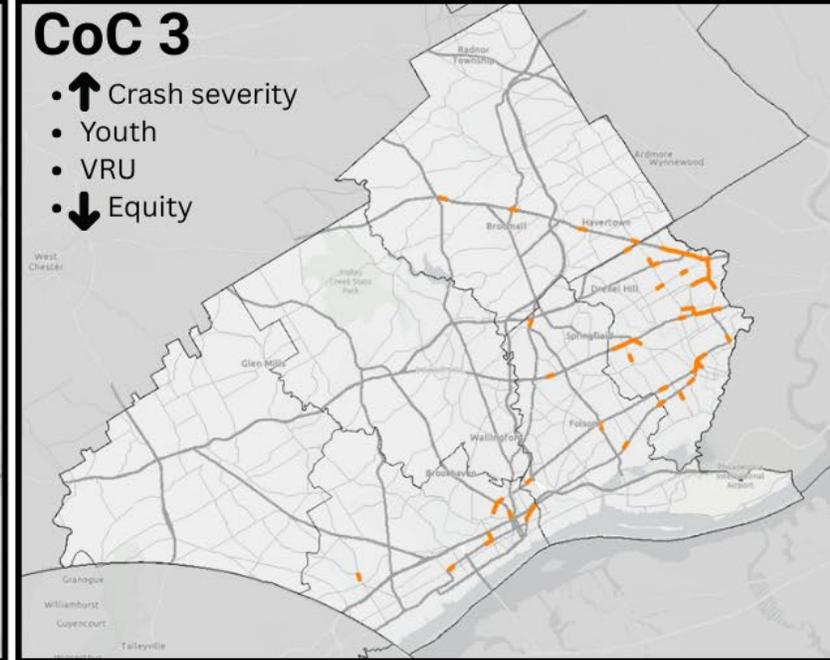
CoC 2

- Crash severity
- Youth, Equity, VRU
- + Manual additions for geography



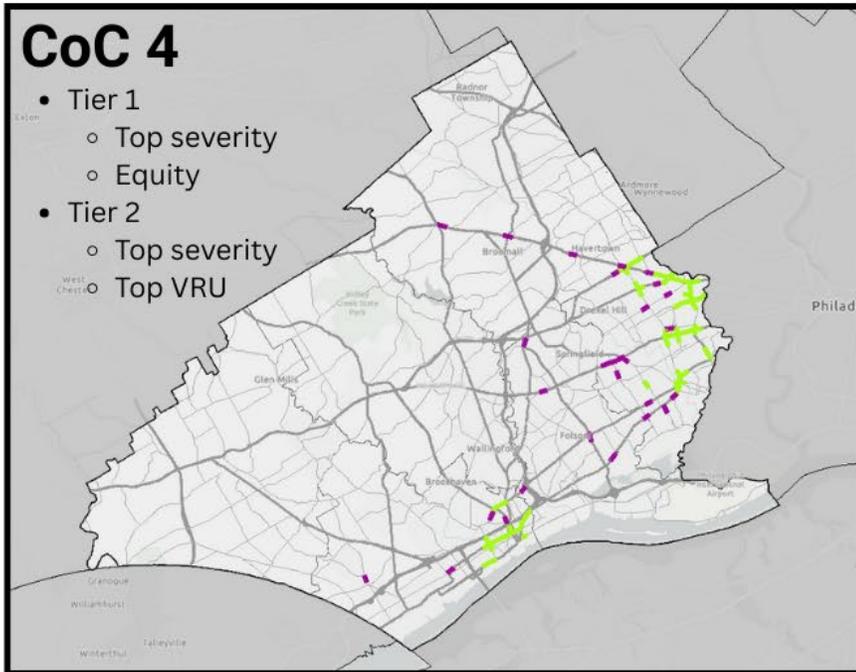
CoC 3

- ↑ Crash severity
- Youth
- VRU
- ↓ Equity



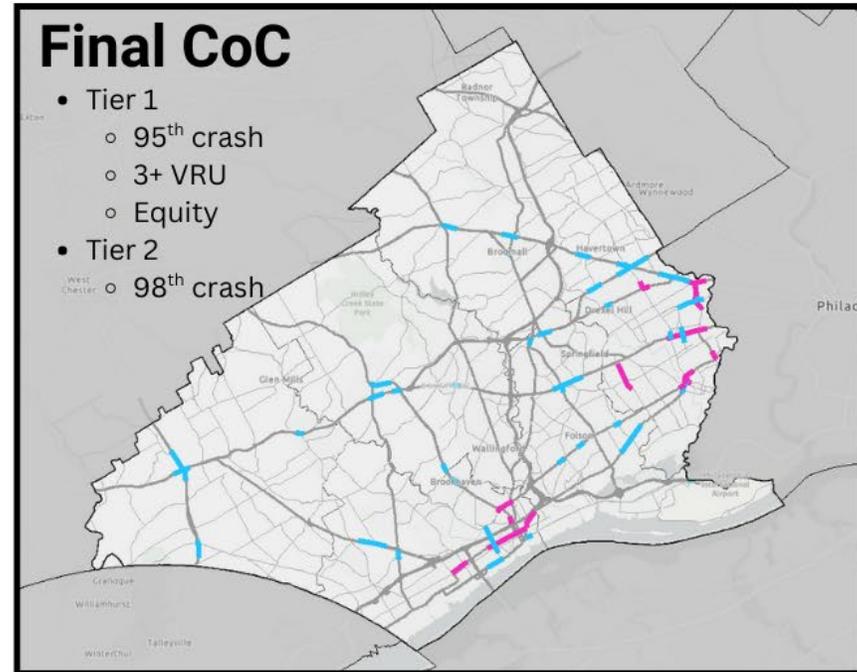
CoC 4

- Tier 1
 - Top severity
 - Equity
- Tier 2
 - Top severity
 - Top VRU

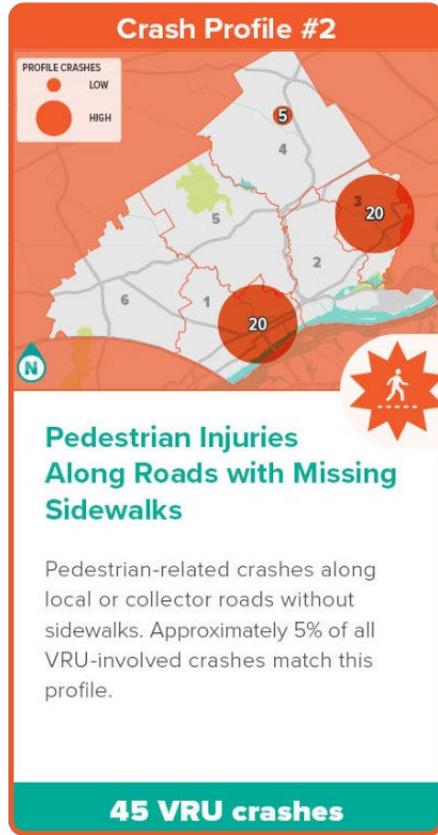


Final CoC

- Tier 1
 - 95th crash
 - 3+ VRU
 - Equity
- Tier 2
 - 98th crash

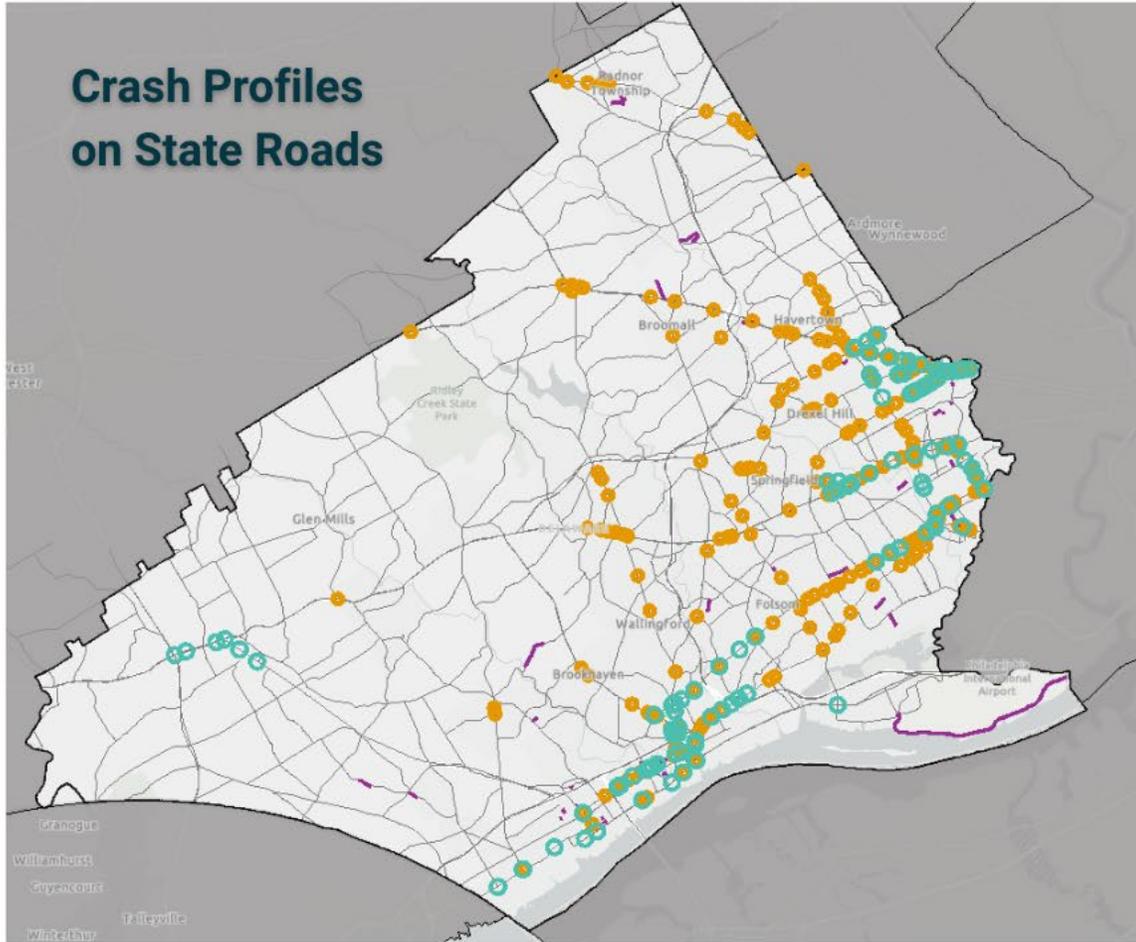


Crash Profiles for Add of Delco!

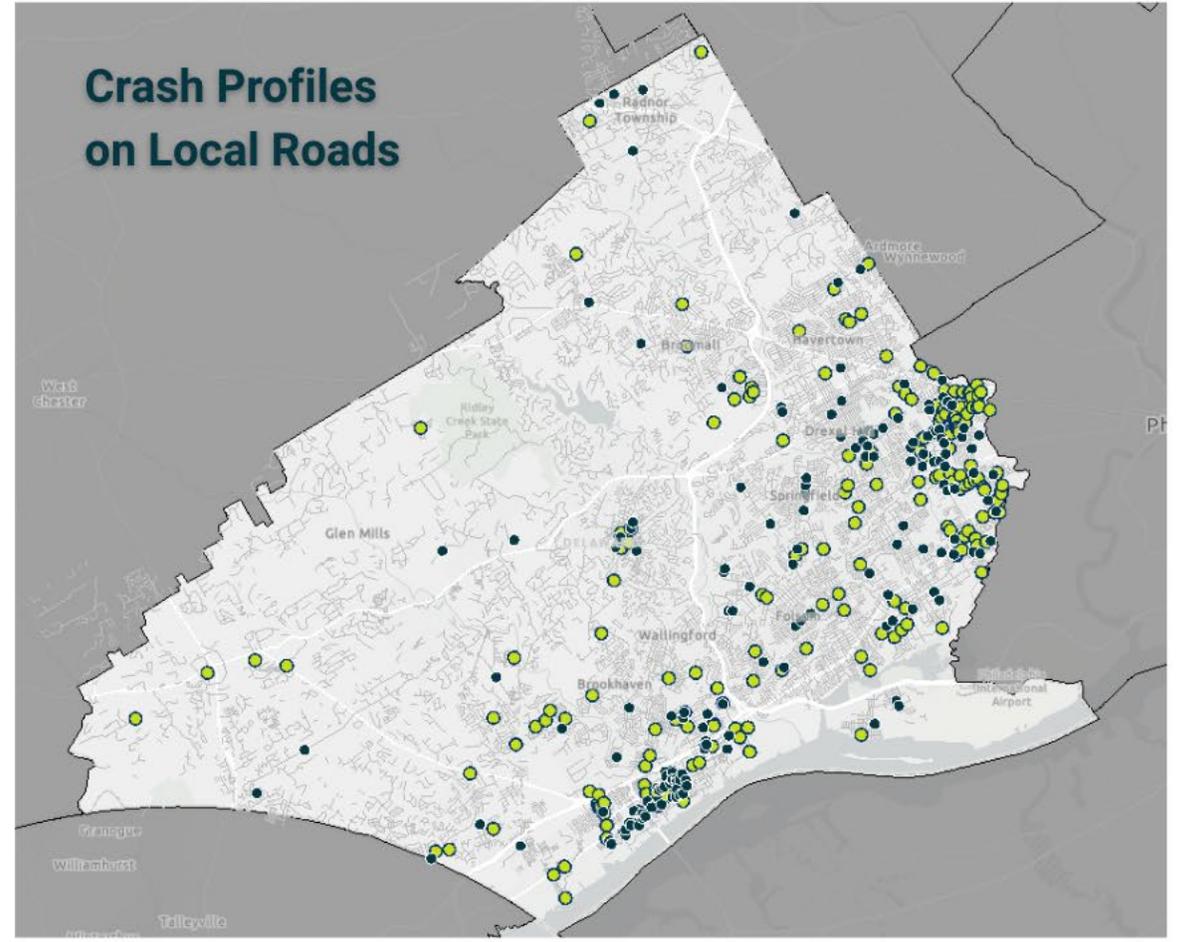


Crash Profiles for ALL of Delco!

**Crash Profiles
on State Roads**



**Crash Profiles
on Local Roads**



Local Solutions!



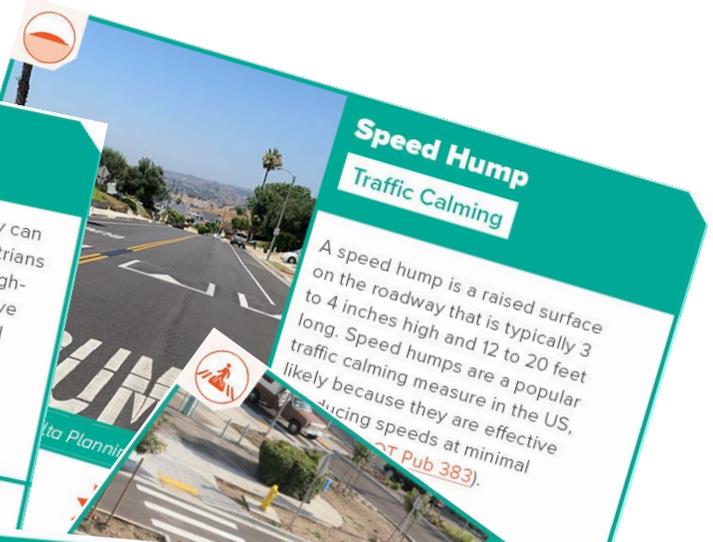
Leading Pedestrian Intervals

A leading pedestrian interval lets pedestrians begin crossing 3 to 7 seconds before vehicles are given a green light. Benefits include increased pedestrian visibility, lower conflicts with vehicles, and driver yielding to pedestrians, resulting in increased safety.



High-Visibility Crosswalks

Crosswalks with high visibility can increase awareness of pedestrians for drivers. Crosswalks gain high-visibility status through reflective pavement markings, improved lighting, and signage indicating pedestrian presence (FHWA).



Speed Hump Traffic Calming

A speed hump is a raised surface on the roadway that is typically 3 to 4 inches high and 12 to 20 feet long. Speed humps are a popular traffic calming measure in the US, likely because they are effective at reducing speeds at minimal cost (PennDOT Pub 383).

Photo Credit: FHWA

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs consist of two, rectangular-shaped yellow indicators, each with a light-emitting diode array with an alternating flashing pattern activated at the intersection.



Pedestrian Countdown Timers

Pedestrian signals provide positive guidance to pedestrians by showing the remaining time to cross the street.



Photo Credit: Alta Planning + Design

Right-In/Right-Out Island Traffic Calming

Right-in/right-out islands are a form of intersection channelization that prevents left turns and through movements to and from a side street at an intersection with a major street. (PennDOT Pub 383).



Photo Credit: NACTO



Photo Credit: Macron Telegraph, Georgia

No-Turn-on-Red Signs

No-turn-on-red signs offer a means to restrict traffic flow, removing the option to turn right on red signals. Prohibiting right turns on red is a simple, low-cost measure to increase bicyclist and pedestrian safety (FHWA).

Medians and Pedestrian Refuges with or without Marked Crosswalk

A median is the area between opposing traffic lanes. It can include a pedestrian refuge.



Local Solutions!

Real World Example



Curb extensions for reduced turn speeds. (Philadelphia, PA)

Figure 2 Highland Avenue and Swarts Street Intersection



Elements

- A** **Curb extension** at this intersection to reduce turning speeds and discourage illegal parking.
- B** **Median refuge island** with Rectangular Rapid Flashing Beacons (RRFBs) and high-visibility crosswalks at intersection, or moved to midblock to accommodate buses.
- C** **Crosswalk markings** along south and east intersection crossings.
- D** **Stop lines** for traffic on Swarts St.
- E** **Advance yield markings** for crosswalk visibility.

The Safety Problem

The intersection of Highland Avenue and Swarts Street is situated between 9th Street (a major east-west corridor) and I-95, presenting a safety risk for vulnerable road users, including students. Between 2018 and 2022, there were three crashes at this intersection resulting in injury, with a high number of angle crashes from turning cars.

The Safety Solutions

Median refuge islands provide a safe midpoint for crossing pedestrians and reduce crossing distances. **Rectangular Rapid Flashing Beacons (RRFBs), advance yield markings**, and other signage improvements enhance the visibility of an intersection and establish pedestrian priority. **Curb extensions** reduce the distance and improve the visibility of pedestrian crossings, while slowing the speed of turning vehicles.

Background



Planning District
1



Crash Profile(s)
2,5



Corridor of Concern?
N



Road Ownership
PennDOT



Equity Emphasis Area?
Y



Quick Build Opportunity?
Y

To Learn More: tinyurl.com/vzdelco

Vision Zero Delco Maps, Data, and Dashboards

A collection of Delco crash data, maps, and data driven solutions that helped to inform our Vision Zero Delco initiative and the recommendations in the [Safety Action Plan](#).



Corridors of Concern

The Corridors of Concern (CoC) are of the roads with the greatest transportation safety needs.

[Explore](#)



Crash Profiles

Characteristics of 5 common crashes in Delco and associated road safety solutions for each profile.

[Explore](#)



Inventory of Crashes

A dashboard for crashes in Delco (PennDOT data 2013-Current). The data is updated annually.

[Explore](#)



Vision Zero Concern Dashboard

A dashboard displaying what people have reported through the Vision Zero Report a Concern application.

[Explore](#)

Vision Zero Delco Safety Action Plan Recommendations

[Action Plan Highlights](#) | [Action Plan Overview](#) | [How are we doing?](#) | [The Recommendations](#)

The United States Department of Transportation, cities, and counties across the US have adopted the Safe Systems Approach. The Safe System Approach to road safety. This approach understands that people make mistakes but works to tackle safety from all angles and builds redundancy so that when crashes do happen, the harm is not life-long. Delco's Safety Action Plan is informed by these principles.

While Delaware County does not own any roads, the County supports road safety in multiple ways: drafting and adopting road safety policies for our municipalities, advocating for statewide policy changes, education and outreach to the public and municipalities, assisting municipalities in finding funding for road projects, community engagement activities, and partnerships and collaboration with municipalities and stakeholders.

The Safety Action Plan Recommendations

is our roadmap to achieve **zero traffic deaths.**

43 are ongoing or will be

they represent **7** topic areas

- Data
- Design
- Education & Training
- Land Use
- Plans
- Policy
- Programs

20 came from community input

- Crash Data
- Corridor of Concern
- Crash Profiles
- Safety Task Force
- Community Engagement
- Peer Research & Best Practices



What we heard

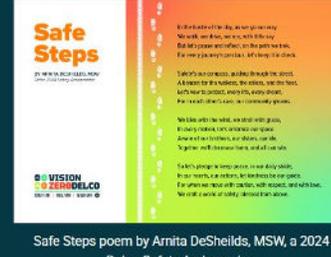
Vision Zero Delco was centered on both the data and the lived experiences of the residents, employees, visitors, first responders, crossing guards, and school bus drivers.



Community Engagement Summary Report



What we heard: Community Engagement Comments Explorer



Safe Steps poem by Arnita DeSheilds, MSW, a 2024 Delco Safety Ambassador

Working together

You can help us get to zero! There are so many ways to help: complete a walk audit, tell us about unsafe driving or road concerns, ask your municipality to adopt Vision Zero Delco, or Take the Vision Zero Pledge to practice safe driving! Getting to Zero takes all of us!



Achieving Zero- Walk Audits

I help make our roads safer! Learn how to do a walk audit.

[Explore](#)



Report a Vision Zero Concern

Tell us your Vision Zero concerns through this reporting app!

[Explore](#)



Municipal Vision Zero Adoption Tracker

Check whether your municipality support Vision Zero and learn how you can help!

[Explore](#)



Vision Zero Delco Pledge

We are in this together. Take the Pledge and commit to being a safe driver today!

[Explore](#)

APPROVED

LOCAL CONVERSATIONS

Municipal Vision Zero Delco Adoption Tracker

Delaware County completed the Vision Zero Delco Safety Action Plan to unlock federal dollars that will allow our municipalities to pursue road safety projects. We hope that every municipality in Delaware County will adopt this plan. The Planning Department has developed a resolution template for governing bodies to use for the adoption of the Vision Zero Delco Safety Action Plan. We hope the residents of Delaware County will join us in encouraging their municipality to adopt this plan. This dashboard provides a quick look at how many municipalities have adopted the plan.

Vision Zero Adoption Sample Resolution Document

Municipal Adoption Status

- Chester Township
- Folcroft Borough
- Bethel Township
- Glenolden Borough
- Chester City
- Lower Chichester Township
- Upper Chichester Township
- Millbourne Borough
- Rose Valley Borough
- Sharon Hill Borough
- Nether Providence Township
- Middletown Township
- Ridley Township
- Marcus Hook Borough
- Marple Township
- Haverford Township
- Parkside Borough
- East Lansdowne Borough
- Morton Borough
- Norwood Borough
- Prospect Park Borough
- Collingdale Borough
- Swarthmore Borough
- Aston Township
- Newtown Township
- Darby Borough
- Yeadon Borough
- Lansdowne Borough

Want to adopt Vision Zero Delco?

Learn about next steps



Congratulations!

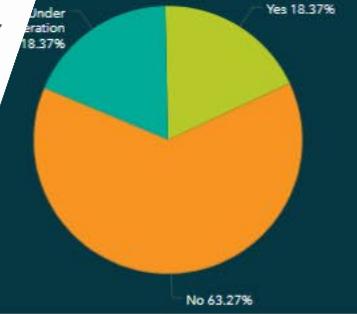
The Borough of Chester Heights is the **second municipality** in Delaware County to adopt Delaware County's Vision Zero Action Plan



Want your municipality to work towards eliminating traffic deaths and life-altering injuries?

Learn about Vision Zero Delco at tinyurl.com/vzdelco

Adoption of Vision Zero Delco



Number of Municipalities who are considering adopting Vision Zero Delco



Number of Municipalities that have adopted Vision Zero Delco

9



Safe Streets for Schools

Chester Upland and SE Delco School Districts

Tell us about the streets near your school!

Delaware County wants to **improve street safety around schools** in SE Delco and Chester Upland School Districts.

You can get involved!

Want to learn more? Go to tinyurl.com/ss4sdelco

 **Safe Streets for Schools**
Chester Upland and SE Delco School Districts

Let's make streets near schools safer!



شارك في هذا الاستبيان الذي يستغرق 5 دقائق

سيساعدنا هذا في معرفة المدارس التي تحتاج إلى تحسينات وكيف يمكننا

tinyurl.com/ss4surveyAR

تعرف على المزيد عبر tinyurl.com/ss4sdelco

Ranpli sondaj sa a ki pran 5 minit.

Ou ka ede nou lè ou reponn kèk kesyon sou lari ki toupre lekòl ou.

Aprann plis sou: tinyurl.com/ss4sdelco



tinyurl.com/ss4sSondaj

 **Safe Streets for Schools**
Chester Upland and SE Delco School Districts

Planning Department wants to make the streets near schools in Chester Upland and Southeast Delco School Districts safer!

[Español](#) / [Kreyol Ayisyen](#) / [العربية](#)

About this Project

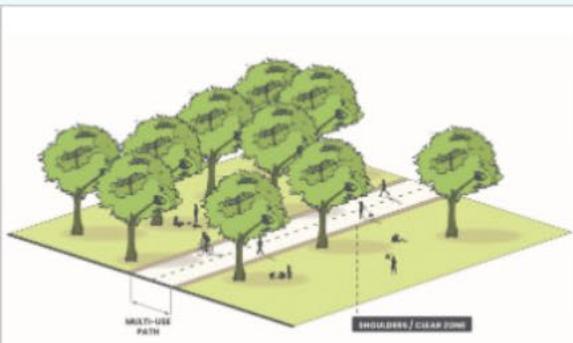
Delaware County is hoping to do "quick-build projects" -- low-cost, temporary street improvements to calm traffic and beautify the streets around schools. Right now, the project team is collecting background information on schools for this project. This project is federally funded by the [Safe Streets for](#)


Planning District #4
 Miles of Greenways: 16.0
 Miles of Sidepaths: 7.2
 Miles of existing trails: 89.000000
 Number of Spot Improvements: 2


Planning District #6
 Miles of Greenways: 15.7
 Miles of Sidepaths: 5.4
 Miles of existing trails: 63.000000
 Number of Spot Improvements: 2

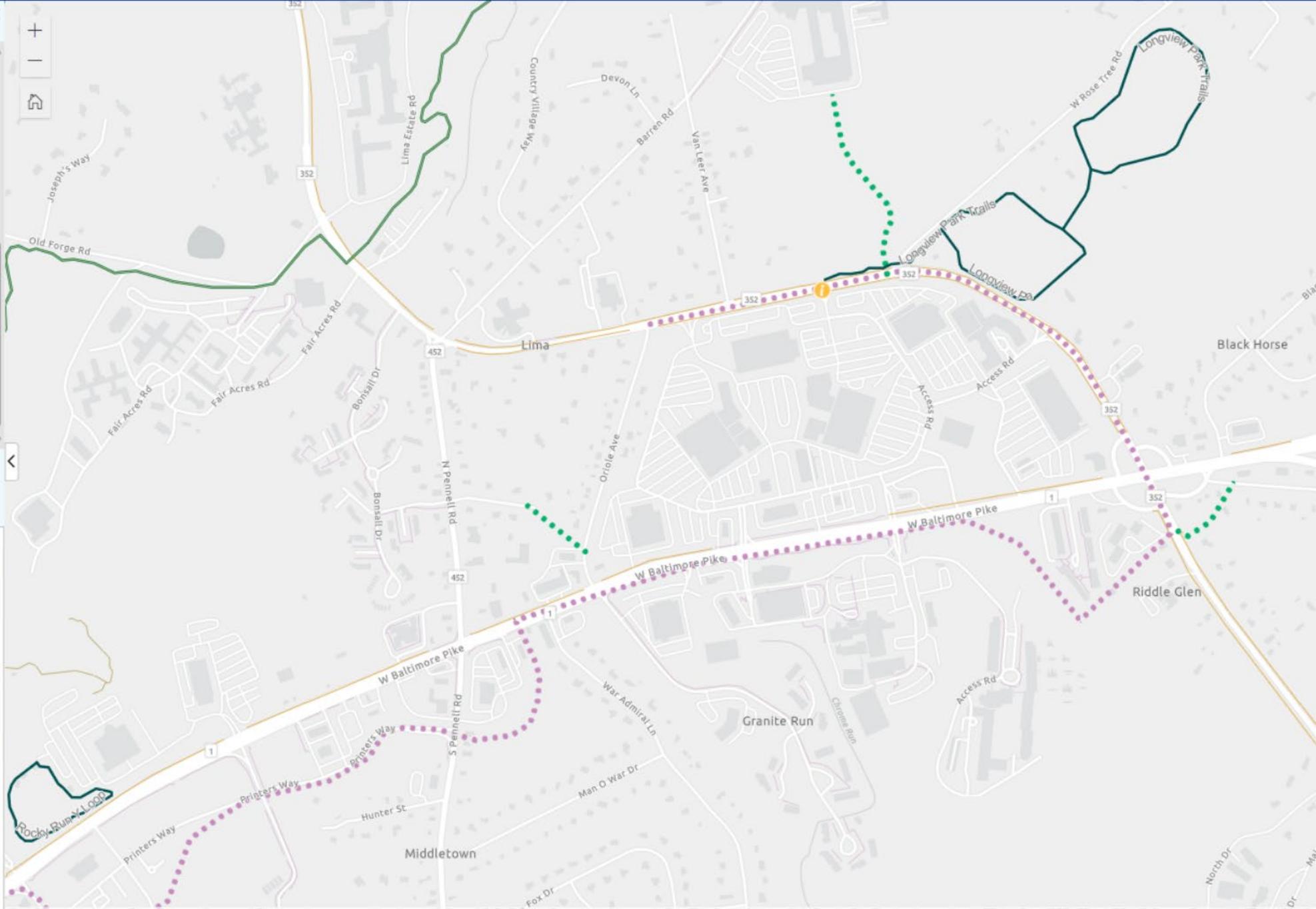

Planning District #5
 Miles of Greenways: 13.9
 Miles of Sidepaths: 5.7
 Miles of existing trails: 108.000000
 Number of Spot Improvements: 15

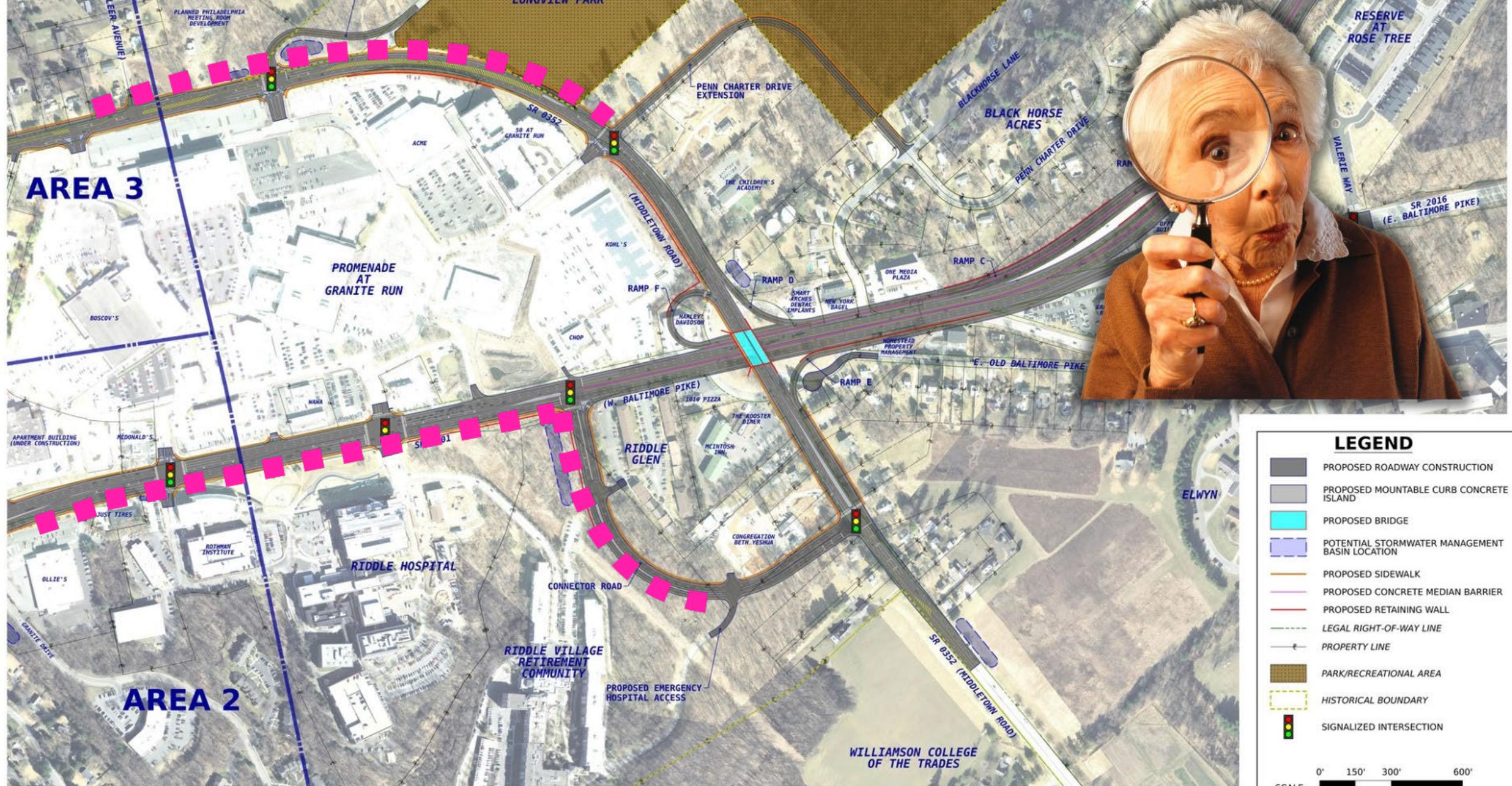

 < Prev Next >



Greenway

Routes through open space for walking and biking, which can include both paved and unpaved trails.





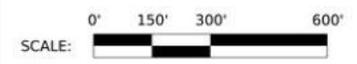
AREA 3

PROMENADE AT GRANITE RUN

AREA 2

LEGEND

- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED MOUNTABLE CURB CONCRETE ISLAND
- PROPOSED BRIDGE
- POTENTIAL STORMWATER MANAGEMENT BASIN LOCATION
- PROPOSED SIDEWALK
- PROPOSED CONCRETE MEDIAN BARRIER
- PROPOSED RETAINING WALL
- LEGAL RIGHT-OF-WAY LINE
- PROPERTY LINE
- PARK/RECREATIONAL AREA
- HISTORICAL BOUNDARY
- SIGNALIZED INTERSECTION





VISION ZERO DELCO

DRIVE SAFE > ROLL SAFE > WALK SAFE

VISION ZERO DELCO: AN INNOVATIVE COUNTY APPROACH TO VISION ZERO

APA PA CONFERENCE 2025

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