

April 1, 2026

Pennsylvania Senate Majority Policy Committee

Public Hearing

April 7, 2026, 10:00 a.m.

The Community College of Philadelphia – Northeast Regional Center

Philadelphia, PA

Good morning chairman Argall, Senator Picozzi, and members of the Senate Majority Policy Committee.

My name is Kevin Murphy and I am a senior manager with the Delaware Valley Regional Planning Commission. The DVRPC is the federally designated Metropolitan Planning Organization (MPO) for Greater Philadelphia, serving 4 counties in NJ and 5 in Pennsylvania, including Philadelphia which is home to our offices.

I oversee DVRPC's Office of Safe Streets which is focused on improving roadway safety for all users. Why? Because everyone deserves to travel without the risk of being hurt or killed in a crash. This thinking aligns with DVRPC's Vision Zero Goal of eliminating killed and serious injury crashes by the year 2050. This goal is embraced by DVRPC and its state, county, and city partners, including the City of Philadelphia which has been a leader in traffic safety through its Vision Zero program.

For perspective, in 2024 roadway crashes killed 440 people in the 9 county region, and almost 2000 more were severely injured. Put another way:

- One person was killed or seriously injured every 3.7 hours, a trend that has worsened over the last 10 years.

A disproportionate share of those killed and seriously injured in crashes occurred in **Philadelphia** where 120 people died in 2024, **representing 27% of the 9 county regional fatality** total. And another 362 were seriously injured in Philadelphia that same year.

Not only is Philadelphia a standout in the region, it also accounted for the highest county share of statewide crash fatalities in Pennsylvania with **12.2% in 2024**, almost double that of the next highest county - Allegheny County at **6.5%**.

As stated in Philadelphia's 2030 Vision Zero Action Plan, of all the contributing factors determining crash severity, **speed is the most important**, making the difference between a fatal crash and an injury crash, especially when a pedestrian is involved. 19% of Philadelphia's fatal and serious injury crashes were speeding related between 2020 and 2024.

According to NHTSA - the National Highway Traffic Safety Administration, "**speeding is a factor in 29% of all motor vehicle fatalities in the United States** (2023 data)." Thus, nearly one in three deadly crashes involve driving too fast for conditions, exceeding the speed limit, or racing,

accounting for 11,000 deaths annually. ([NHTSA IIHS](#)) The research is clear: as speed increases so does crash severity. And on police crash reporting forms, speeding is considered one of several factors that define an aggressive driving crash.

Managing speed to increase roadway safety can take many forms. Education, enforcement, infrastructure changes, and speed limit setting are the most common categories of interventions. Each has its benefits, and of course its limitations. When employed together as part of a multi-pronged, multidisciplinary approach, benefits are more likely to multiply. With the release of the National Roadway Safety Strategy, the FHWA introduced a roadway safety paradigm called the [Safe System Approach](#), modeled after Vision Zero. The SSA as it's known promotes five critical elements of safety, and six guiding principles. I've included the SSA graphic in my submitted notes for reference. The Safe System Approach seeks to manage all risks inherent in the transportation system and eliminate conditions that could be deadly.

Here I will mention that what sets it apart from its predecessor is that the responsibility for improving roadway safety falls on everyone: the general public, the roadway designer, law enforcement, planners, and policy makers, etc. This approach embraces the reality that people make mistakes, at every level. But working together in a holistic approach promotes much needed redundancy to help prevent avoidable killed and serious injury crashes.

Making our roadways safer requires a shared responsibility approach. In order to advance the roadway safety in pursuit of an improved safety culture, the DVRPC brings people together in a forum for those discussions to happen, that forum is the Regional Safety Task Force. Facilitated by the Office of Safe Streets, the RSTF is a co-chairperson led, multi-disciplinary group of agencies and organizations that gather to improve road safety by exploring crash safety topics.

Since its inception in 2005, the RTSF has met quarterly, providing a public engagement forum, and serving as a mechanism to elevate roadway safety culture; driver behavior and speeding are recurring topics. The RSTF's membership is composed of planners, engineers, academics, law enforcement, health, advocates and citizens. The membership is broad because change takes all of us working together to build and maintain effective partnerships focused on making our roadways safer.

The RSTF's meetings traditionally focus on the crash Emphasis Areas analyzed in our Transportation Safety and Analysis Plan studies - 6 editions since 2005. These plans measure crash trends against many factors determined by experts to be special areas of consideration. They include locational factors like intersections and run off the road crashes. Demographic factors like younger and older system users. And even mode choice like pedestrian, bicyclist, and of course vehicle occupants.

Aggressive driving is a special area of consideration, and the definition includes speeding as a factor. Pennsylvania tracks aggressive driving crashes using the definition provided by NHTSA - the National Highway Traffic Safety Administration's definition: performing two or more dangerous and often illegal actions, such as running a stop sign or red light, passing in a

no-passing zone, and speeding. I mention this definition because it is conservative, and it can result in fewer crashes being attributed to aggressive behaviors like speeding.

Reducing aggressive driving is one of the key goals of a Vision Zero-informed regional safety culture. Aggressive driving crashes accounted for 14.4% of total KSI in the region from 2016 to 2018. In the Safe System approach, controlling speed is the key to eliminating severe crashes; modifying behavior to reduce aggressive driving is central to this aim.

DVRPC works to build consensus for a shared regional vision, and roadway safety for all system users is integral to that vision. The Commission's primary responsibilities include the collaborative development of the regional long-range plan, which serves as a blueprint for prioritizing capital transportation investments (see attachment for more details).

The DVRPC's Unified Planning Work Program, is developed in collaboration with our county and city partners to help advance regional goals at the local level, by way of studies that DVRPC staff work on. And each year our partners ask for studies that help them understand and quantify crash safety problems, with recommendations for how to address those problems. In the forthcoming 2027 work program, there are more crash-safety focused projects than ever, including:

- a study for SEPTA to employ a safety assessment program for evaluating system critical roadway locations;
- a regional, multi-year, safe access to schools study called Getting to School Safely in the Delaware Valley Region; and
- two projects for the City of Philadelphia: 1) including an assessment of the complex intersections of North Broad Street, Olney Avenue, and Old York Road, and 2) a systemic safety examination of the City's Vision Zero High Injury Network.

Thank you for your attention today, and for this opportunity to testify on behalf of the RSTF and the DVRPC.

Sincerely,
Kevin Murphy, Senior Manager
Office of Safe Streets
Delaware Valley Regional Planning Commission



Meet DVRPC

Who we are, What we do



PA

NJ

BUCKS
MERCER
MONTGOMERY
CHESTER
PHILADELPHIA
DELAWARE
BURLINGTON
CAMDEN
GLOUCESTER

-  2 states
-  9 counties
-  1 large city
-  3 small cities
-  350 municipalities
-  6M people

About Us

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.

Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal **transportation** network for all
- An innovative and connected **economy** with opportunity and shared prosperity
- Healthy, walkable, and vibrant **communities**
- A preserved and restored natural **environment** with thriving ecological systems
- Clean, reliable, and affordable **infrastructure and utility services** resilient to the effects of extreme weather

Primary Responsibilities

DVRPC develops the long-range plan that sets the vision for the region and serves as a blueprint for prioritizing capital transportation investments over the coming decades. We are also responsible for creating and maintaining the short-term capital project list, or Transportation Improvement Program (TIP), one for New Jersey and one for Pennsylvania.

What We Do

In addition to our primary responsibilities, DVRPC conducts research, develops plans, maintains and analyzes data, provides technical assistance, and acts as a resource for local governments, organizations, and people across the region.



Transportation

The region receives almost \$2 billion a year in federal funds to build, maintain, and improve our comprehensive transportation network. DVRPC works to improve our transportation system through a variety of programs and projects, including bicycle, pedestrian, transit, and freight planning; mobility analysis and design; congestion management; traffic count programs; and more.



Economy

In addition to a variety of planning initiatives, DVRPC serves as the Economic Development District for Greater Philadelphia and manages the Comprehensive Economic Development Strategy (CEDS) with the aim of achieving an innovative and connected economy with prosperity for all residents and businesses in the region.



Communities

For inclusive, healthy, and walkable communities, DVRPC works with a variety of stakeholders to encourage smart growth, downtown revitalization, transit-oriented development, and public health.



Environment

DVRPC supports a preserved and restored natural environment and healthy ecological systems through planning for trails, open space, coasts and waterfronts, and resiliency, and providing tools and services to municipalities to help protect the environment.



Infrastructure & Utility Services

DVRPC works with counties in the region to coordinate electricity procurement, allowing the counties to access low and stable utility prices, access renewables, and use resources more efficiently. DVRPC supports planning for broadband, water, electricity, heating, and cooling services.



Tools & Resources

DVRPC develops and maintains a range of data products and resources to assist local governments and organizations. DVRPC also convenes numerous committees and hosts forums to address transportation, land use, air quality, goods movement, healthy communities, and more.



Grant Programs

Whether it is through assisting local governments in applying for competitive grants or administering our own grant programs, DVRPC supports planning, development, and implementation projects across the region that achieve our vision.

Learn more about DVRPC at www.dvrpc.org.



DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit www.dvrpc.org/GetInvolved/TitleVI, or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215-592-1800 or via email at public_affairs@dvrpc.org.