



ROOSEVELT BOULEVARD AUTOMATED SPEED CAMERA ANNUAL REPORT

April 2020



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Executive Summary

The Boulevard was built with the intent to improve the connection of the Northeast with the city and today acts both a local road and a point to access for commuters to Philadelphia. It has a long history of being seen as one of the most dangerous stretches of road in the country. The intersections of Grant and Red Lion were the second and third most dangerous in the nation during a period of time. Soon after, the City and State enacted Red Light Camera Enforcement to encourage safe driving and to make the Boulevard safer for pedestrians to cross. The State and Local legislature have now passed legislation to install Speed Camera's along this corridor. With this new tool there should be a reduction in speed, allowing for better stop time and overall safety along the corridor for both pedestrians and the driving public. Reducing the speed that motorists travel will improve stopping time. As an example, a vehicle going over the posted speed limit will take longer to stop. A vehicle traveling 60 miles per hour in a 40 mile per hour zone will require an additional 120 feet. The Speed Camera program is likely to reduce the average speed of motorists significantly. Slowing drivers will save lives.

The Red Light program has successfully reduced the number of violations and has resulted in making the intersections safer. Speed cameras are expected to further reduce intersection violations and more importantly, reduce crashes and injuries to pedestrians along the Boulevard as a whole by reducing speeding.

As the Program Administrator, it is the Parking Authority's goal, with the assistance of the Philadelphia Police department, the Streets Department, PA DOT, and OTIS to improve the safety of the Roosevelt Boulevard. We are pleased to join with the Mayor and City Council to support this additional initiative connected with Vision Zero.

State law requires that a yearly report is to be submitted to the Department of Transportation by April 1st each year. The program is set to begin once the installation stage is completed. However, with the recent declaration of an emergency by the Governor it is likely that the commencement of the warning period which was set to begin in early April will be delayed. This report is intended to identify the progress that has been made in implementing the program.

History of Roosevelt Boulevard

The Roosevelt Boulevard was originally constructed as a way to expand the city of Philadelphia and develop the Northeast. In 1902 when Mayor Ashbridge proposed its construction the area was mostly rural, consisting of farm communities. Approval to construct the Boulevard was received from City Council. With the expected growth of the Northeast, lanes were added and the road was lengthened in sections over the years and by 1960 it reached the Bucks County border. Speed and congestion increased through the years, especially once the connection to I-76 occurred in 1961. Many various proposals were made to alleviate congestion. Some proposed making the Boulevard into an express way, creating a depressed express way in the center lanes, and even extend the Septa Broad Street line into the Northeast to help ease the burden. With growing communities and increased traffic, businesses and shopping areas also grew reducing the need for shoppers to go to center city.

The Boulevard today serves as both a local road and an arterial road connecting the Northeast and Bucks County with downtown Philadelphia. There is continued development along its length with new homes, businesses, and warehouses being added. More vehicles travel to the Boulevard commercial centers to get their daily necessities, over 90,000 vehicles a day.

The road configuration poses some unique challenges to the enforcement of speeding and intersection violations. The Boulevard is not straight, but full of twists as it maneuvers around to connect the Schuylkill to the Buck's county border. With multiple lanes in each direction, wide expanse, and crossovers make this road a challenge to keeping motorists and pedestrians safe.

Red Light Camera Program

When the Red Light camera enforcement was introduced and ultimately passed by the state legislature in 2002, Philadelphia had two of the most dangerous intersections in the nation on the Boulevard, Grant Ave. and Red Lion Rd. Red Light cameras were installed pursuant to the law with the intent of protecting motorists and pedestrians, and to reduce the cost of insurances attributed to the high number of accidents. The goal of the Red Light program is to reduce the number of accidents, the severity of the accidents and to save lives.

Red Light cameras were installed in 2005, immediately changed driver behavior. For instance, the intersection of Grant in the Boulevard had 2,498 warning notices sent the first month. The first month of enforcement, when fees were applied, there were 2,896 violations. As of November 2019, there were only 330 violations issued. At Red Lion and the Boulevard, in the first month of the warning phase there were 1,072 warning notices sent. In the first month of enforcement there were 912 violations issued, and as of November 2019 there were 153 violations issued. The number of vehicles running the red lights has been drastically reduced by red light camera.

There is a common belief that once speed cameras are installed, there will be a reduction in speeding, just as what was seen with red light running with the Red Light Camera Program. By implementing Speed cameras, there could be further reduction in Red Light violations, especially at locations that are near the new zones, further increasing safety.

Legislation

House Bill 1187 and Senate Bill 172 were introduced to the legislature to amend Title 75 to allow a pilot program for Automated Speed cameras on Roosevelt Boulevard and in work zones. The law enacted by Governor Wolf on October 19, 2018. This allowed for Speed Cameras to be installed along the Boulevard with the Philadelphia Parking Authority being assigned the task of administering the program. Under the statute vehicles going over the posted speed limit would be issued a violation. At least a thirty (30) day warning period is required before fines are issued and a single fine cannot exceed \$150. The violations are not be deemed a criminal conviction, and do not carry points. When a speed camera is triggered by a motorist, the Authority issues a certificate of evidence showing the recorded images and the affirmation of a city police officer. Images that are obtained are destroyed within one year of final deposition, except those subject to court order. There also must be have documentation that the system was operating correctly at the time of the violation to sustain a violation. The law states that the system must be approved and the devices shall be tested for accuracy at regular intervals. Warning signs must be placed along the Boulevard, at least two at the beginning and end, and at two-mile intervals. An amendment was made with Act 86 that stated that the vehicles must be going eleven (11) miles per hour or more. It also stated that the system is to be published in the Pennsylvania Bulletin is operational. The Authority will report to the State the number of violations and fines issued, vehicle speed data, paid and outstanding penalties, payments to the vendor, and vehicle accidents, injuries, or fatalities that occur along the Boulevard no later than April 1st of each year.

The City of Philadelphia passed Ordinance 190184 on March 14, 2019 which was signed by Mayor Kenney on September 19, 2019. It states that vehicles that are going at least eleven (11) miles per hour over the speed limit are subject to a fine. The ordinance has a tiered fine structure based upon how fast a driver is traveling, 11 mph to 19 mph results in a \$100 fine, 20 mph to 29 mph a \$125 fine, and speeds 30 mph and over the speed limit a \$150 fine. No one can receive more than three Automated Speed Enforcement citations within a thirty-minute period. If a vehicle is tracked more than the three times, the three highest violations will be issued as per the ordinance. The ordinance opted for a sixty-day (60) warning period before a fine can be issued. Both the Red Light Camera program and the Speed Camera pilot program are part of Mayor Jim Kenney's Vision Zero initiative.

Detailed data by intersection is attached as Appendix A. As of this report, all requirements of state law have been met, except the installation of one camera location and some of the signage. That work was scheduled to be performed in early April of 2020. Due to the outbreak of a pandemic, the Governor order that all workers who are not life sustaining remain home. This declaration will delay the commencement of the warning period. To date, even though most of the cameras are operationally ready, there have been no violations or fines issued and therefore there is no data pertaining to vehicle speed, paid or outstanding penalties.

Process for Speed Camera Site Selection

In order to select locations for speed cameras along the Boulevard, the Philadelphia Parking Authority relied upon information available through PennDot and the City of Philadelphia's Offices of Transportation and Infrastructure (OTIS). These key stakeholders assisted in analyzing a number of appropriate locations for speed cameras. Initially eight locations were selected.

The Boulevard is approximately twelve (12) miles long and there are many different areas where speed cameras could have a positive impact. OTIS supplied crash, speed and aggressive driving data along the Boulevard to the Authority. Based on the data, a list of recommended locations was developed. Appropriate spacing of locations was also considered. Site inspections and analysis was done to confirm the chosen locations. The eight locations selected were: Banks Way, F St., Devereaux, Harbison, Strahle, Grant, Red Lion, and Southampton.

Banks Way was selected due to the history of the location. Due to a tragic accident that occurred at the location, a crosswalk and traffic signals were added. This was not enough to prevent the excessive speed of vehicles observed in this area. This is in a mostly residential neighborhood near the overpass for N. 5th St.

F St. was selected due to its location. It is near an overpass over the Tacony/Frankford Creek which provides a long stretch without a traffic signal that encourages speeding. On the north end is a large commercial area which results in high pedestrian traffic in this area. This location has seen a high number of crashes.

Devereaux showed a high percentage of crashes due to speeding and/or aggressive driving. Devereaux is located near the intersections of Bustleton, Levick, and Oxford circle that are heavily traversed and is also heavily residential.

Harbison was selected due to the high volume of traffic you see there. The long stretch of roadway encourages speeding. It also had high percentage of crashes involving aggressive driving and/or speeding.

Strahle was selected due to the long stretch of road over the Pennypack creek, and the underpass of Holme Avenue. It is an area that encourages high rate of speed. It is near the Woodward location that had a high percentage of crashes involving aggressive and/or speeding according to the OTIS report.

Grant has had a long history of dangerous and aggressive driving. The intersection near this location was greatly improved with the addition of the Red Light camera and having a speed camera near the location may further improve the area. In addition, there are a lot of commercial properties, with a large number of vehicles entering and exiting driveways. According to the OTIS report 79% of crashes at this location involved speeding and/or aggressive driving.

Red Lion (Whitting St.) is further up in the Northeast where there are large stretches of road, with less intersections to slow down. There are some commercial properties located near this location that produces a lot tractor trailer traffic. There is a large recreational field and a school is near this location as well. The OTIS report showed 63% of crashes were due to speeding and/or aggressive driving.

Southampton (Horning Rd.) was selected due to its proximity near the border of the city. Vehicles entering or exiting Bucks County tend to be going at a high rate of speed. There are also ramps to

Woodhaven Rd (Rt. 63) which adds to the vehicles going at a higher rate of speed to enter and exit the area. This location is also in proximity to a school and a large recreational field.

Timeline of Milestones

Listed below are major milestones attained by the Philadelphia Parking Authority and since the law was enacted in October of 2018. We are currently projected to start the warning phase at all eight locations on April 18th, 2020. If this date is met, violations will begin issuance on June 16th, 2020.

- October 2018, Governor Wolf signed Senate Bill 172 into law. This was the Automated Speed Camera legislation which allows speed cameras to be used in PennDOT and Turnpike Construction projects as well as along Route 1, also known as the Roosevelt Boulevard, in Philadelphia. The Philadelphia Parking Authority was selected to administer the program within the city.
- Jan. 3, 2019, the Philadelphia Parking Authority released its Request for Proposal.
- March 4th, 2019 the local ordinance was introduced into City Council.
- April 23rd, 2019 Verra mobility receives approval for the Authority's board as the speed camera vendor.
- May 16th, 2019 the Speed Camera pilot program is unanimously approved by Philadelphia City Council.
- Sept. 19, 2019 Mayor James Kenney holds the public signing of the Law with stakeholders' present. Also, on this date eight locations are designated along the Boulevard by the Authority with assistance of input from OTIS and the Streets Department. (see map)
- October 1st, 2019 Field meeting with PA Dot, Streets Department, and OTIS to establish pole locations for the speed cameras.
- Nov. 12, 2019 Verra does a presentation to OTIS, Streets Department, and PA Dot on how the radar works and how the violations are captured.
- Nov. 19th, 2019 Verra and PA DOT held a meeting pertaining to equipment approval.
- Dec. 20, 2019 Public outreach discussions with OTIS.
- Jan. 13, 2020 Speed Camera press conference held on boulevard with Mayor Kenney, Executive Director of the PPA Scott Petri, Councilman Henon, and former State Rep. John Taylor.
- Jan. 27, 2020 Installation begins of camera poles at Banks Way and continued north.
- March 3rd, 2020 Field certification test done for PA Dot approval.
- March 6th, 2020 Brochures and literature completed (see attached)
- March 9th, 2020 Warning sign installation begins on the Boulevard.
- March 21st, 2020 Submit system to be in the Pennsylvania Bulletin.
- March 30th, 2020 Creation of Public Service announcements. *
- April 18th, 2020 Start of sixty-day warning period to begin. *
- June 16th, 2020 Violations that occur to have fee notices sent. *

*Date subject to change

Verra Mobility

The Philadelphia Parking Authority released a request for proposals for a speed camera vendor on January 3rd, 2019. The Authority seeking proposals from companies that are fully competent to perform, have the necessary facilities, experience, and the financial capacity to fulfill the duties of the program. Four vendors responded. Following the requirements of state procurement law and the Authority's procurement policy, Verra Mobility was selected as the highest responsible bidder. The Authority's Board of Directors approved the vendor on April 23rd, 2019. Verra Mobility started installation at all eight camera locations and are in the process of having all the systems certified.

The system utilizes a single radar sensor that can accurately measure distance, angle, and speed for up to thirty-two vehicles at a given moment and they have a secondary verification method to ensure that the violation is correct. It can perform self-calibrations and self-testing. If the system fails it automatically takes itself out of operation. Verra is required to replace the system with new certified systems once a year. The system has been approved by PennDOT and certified by two laboratories, YCG and Keystone. The system approval was published in the PA Bulletin on March 21, 2020. The cost of each camera system will be \$2,995 which will be invoiced to the Philadelphia Parking Authority.

Education and Outreach

In 2019 OTIS held community outreach meetings for Route for Change at three locations. This is a program that is looking into different options to improve the Boulevard. These meetings were to get community feedback about various changes that they are looking into making the Boulevard safer and more commuter friendly. The Parking Authority was present to assist in answering any questions pertaining to the program.

The Authority held a press conference in January 2020 on the Roosevelt Boulevard. This event resulted in media coverage on all of the major networks and publications in the southeast Pennsylvania area for the speed camera implementation.

Brochures have been approved and will be created to be distributed (see Appendix C). The Parking Authority will utilize a Public Service Announcements with our Speed Camera Vendor to be released to the public and displayed on the Authority's website. The Public Service announcement will cover all pertinent information pertaining to the Speed Camera Program.

Budget

A budget has not yet been approved by the Board of Directors of the PPA. To date, the Authority has incurred only a small amount toward startup costs. Once the Board of Directors signs a budget, a copy will be posted on the Authority website and transmitted to the Secretary of the Department of Transportation.

Appendix A – List of Crash Data for Locations Along Roosevelt Boulevard

List of locations provided from OTIS containing Crash Data for Roosevelt Boulevard.

| Location Landmark | Total Crashes | Total Fatalities | Serious Suspected Injuries | Aggressive Driving And/Or Speeding | PCT of Crashes involving Aggressive Driving and/or Speeding |
|-------------------|---------------|------------------|----------------------------|------------------------------------|---|
| 9th Street | 249 | 5 | 9 | 111 | 45% |
| Bank's Way | 88 | 4 | 2 | 50 | 57% |
| B Street | 125 | 5 | 4 | 73 | 58% |
| F Street | 196 | 4 | 5 | 99 | 51% |
| S-Curve | 127 | 2 | 5 | 73 | 57% |
| Oxford Circle | 108 | 1 | 5 | 39 | 36% |
| Deveraux | 117 | 3 | 2 | 85 | 73% |
| Harbison | 207 | 5 | 2 | 126 | 61% |
| Cottman | 172 | 1 | 4 | 54 | 31% |
| Ryan Avenue | 67 | 3 | 3 | 37 | 55% |
| Holme | 79 | 1 | 2 | 28 | 35% |
| Woodward St | 84 | 4 | 3 | 53 | 63% |
| Grant Ave | 151 | 0 | 1 | 120 | 79% |
| Red Lion Rd | 112 | 1 | 2 | 76 | 68% |
| Southampton Rd | 95 | 2 | 4 | 60 | 63% |
| TOTAL | 1977 | 41 | 53 | 1084 | 55% |