



RED LIGHT PROGRAM Annual Report

Fiscal Year 2021



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Executive Summary

The Red Light Camera program was enacted in 2005 by Pennsylvania Legislation in response to serious accidents and fatalities in a report issued identifying two (2) intersections along the Roosevelt Boulevard as among the most dangerous roads in the nation. Since the start of the program in 2005, all of the intersections entered into the Red Light Camera program have seen immediate and substantial reductions in red light camera violations.

The program's success is apparent from the significant and historical reductions in violations at all intersections. Currently, there are two intersections about to begin construction (31st and Spring Garden Streets and 52nd Street and Lancaster Avenue), and two more are being proposed to be added to the Red Light Camera program (58th Street and Baltimore Avenue and Front Street and Hunting Parking Avenue).

Comparing calendar year 2020 to 2019, violations increased 10.47%. Overall, violations rose at sixteen (16) locations and decreased at fourteen (14). This could have been caused in part by the pandemic and the stay-at-home order. In addition, a new intersection was added at 70th and Lindbergh. Once commuters return more regularly to Center City, it is anticipated that intersections that experienced increases in violations will return to pre-pandemic norms or lower.

Recommended improvements to the Red Light program are outlined below. I am available to answer any questions or concerns.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Scott A. Petri", is centered on the page. The signature is fluid and cursive.

Scott A. Petri
Executive Director

Recommendations

The goal of the Red Light program is safety and the reduction of serious accidents and fatalities attributed to the running of red lights. To that end, we recommend certain changes to the program. These recommendations are similar to those presented in last year's report.

For the reasons described later in this report, the Philadelphia Parking Authority (PPA) recommends:

- Consider increasing the fine for red light camera violations from \$100 to \$150 to deter violations. The fine for violations has remained at \$100 since the program's inception in 2005. It is believed that the proposed increase will further reduce violations;
- Add two (2) proposed locations to the Speed Camera pilot program at 700 W. Roosevelt Blvd. and 5000 Roosevelt Blvd. The locations are still in the process of being studied.
- Implement a process to write off bad debt. Outstanding debt is aging and a portion is already 10 years or older and is largely uncollectable, and
- Add additional intersections to the Red Light Camera program based upon a Vehicle Incident Monitoring System (VIMS) study which will prioritize new intersections based upon results of that study.

Overview of Red Light Program

The Red Light Camera program was created to improve safety at intersections within the City of Philadelphia. It is part of the Vision Zero initiative adopted by the City. The first locations were installed in 2005. Since its inception, the program has grown to include thirty-two (32) intersections as of fiscal year 2021, with more being proposed. Enforcement at 70th & Lindbergh began on August 1st, 2020. Two (2) additional intersections are awaiting the start of construction, 31st and Spring Garden and 52nd and Lancaster. These intersections are anticipated to be operational in 2022.

Due to the positive impact of the Red Light program, there are forty-seven (47) locations proposed for study identified in Appendix A. During the past year, the Philadelphia Streets Department with the PPA and the Red Light camera vendor have been conducting walkthroughs to further evaluate the locations that were provided by the City and elected officials. The process for selection of suitable sites is conducted by PennDOT, the Office of Transportation, Infrastructure and Sustainability (OTIS), and the Philadelphia Streets Department.

Since fiscal year 2008, the Red Light program has resulted in \$105,840,777.00 being sent to the Pennsylvania Department of Transportation for safety grants. Fifty percent (50%) of these funds are provided to the City of Philadelphia under the Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE Funding Program) for assistance in funding transportation projects. The Philadelphia Parking Authority, with the assistance of PennDOT, the Philadelphia Streets Department, and Office of Transportation and Infrastructure (OTIS) are working together to achieve the goals of the Mayors Vision Zero program. By making intersections safer for drivers and pedestrians with Red Light Cameras and the implementation of Speed Cameras on the Boulevard, this goal is being advanced.

The PPA reports annually on the number of violations at each intersection from their inception date to present. A list of intersections which are monitored and the number of violations issued during the warning period, the first fiscal year, and the latest fiscal year is attached in Appendix B. These figures support the assertion that Red Light Cameras substantially reduce the number of Red Light violators once the warning period expires and that the number of violations remain at lower levels. The change in driving behavior caused by Covid and the stay-at-home order created some anomalies. An article

published by The Washington Post in May of 2020* reported that traffic volume reduced across the United States during the Covid shutdown allowing for more risky and distracted driving behavior. As workers return to office work, it is expected that the violations will normalize.

**Source – https://www.washingtonpost.com/local/trafficandcommuting/the-coronavirus-pandemic-emptied-americas-highways-now-speeders-have-taken-over/2020/05/10/c98d570c-8bb4-11ea-9dfd-990f9dcc71fc_story.html*

Intersections and Violations

Currently, there are thirty two (32) intersections installed in the City of Philadelphia, located throughout the City. Comparing fiscal year 2020 (FY2020) to fiscal year 2021 (FY2021), there was an increase in total violations of 15.63%. Twenty eight thousand eight hundred and seventy nine (28,879) more citations were issued during FY2021 than in FY2020. Of this increase, five thousand five hundred and thirty six (5,536) are the result of cameras becoming operational at 70th Street and Lindbergh Boulevard. Three thousand one hundred and fifty one (3,151) were warnings. The most apparent contributing factor was likely the stay-at-home restrictions that were imposed during the pandemic. Cities reported that less trips resulted in more speeding and erratic driving.

Not all intersections saw an increase. There were reductions at fourteen (14) intersections including Island and Bartram Avenues; twelve thousand six hundred and thirty (12,630) violations were issued in the calendar year 2019, and in 2020 nine thousand seven hundred and seventy two (9,772) violations were issued in calendar year 2020. Island and Bartram Avenues are located near the Airport, which saw a decrease due to travel restrictions.

The Covid shut down did have an impact on the number of violations. From March to May of 2020 there were only thirty five thousand six hundred and seventy five (35,675) citations issued compared to the same months in 2019 where forty four thousand nine hundred and seven (44,907) citations were issued. Red Light Violations started to increase in June of 2020.

Results from New Intersections

The installation of a Red Light Camera at 70th Street and Lindbergh Boulevard was delayed by the Governor's restrictions of construction, but when the moratorium for construction was lifted in May of 2020 the intersection was able to be completed. The warning period began on August 1, 2020 and the Authority started issuing live notices on September 17th, 2020. In August of 2020, one thousand seven hundred and forty six (1,746) warnings were issued. In October, the first full month of notices that had fines attached, only had nine hundred and eighty five (985) citations issued. This was a decrease of 44.6%. The number of violations issued at this location have continued to decline.

Effect of Speed Cameras on Red Light Violations

Speed Camera legislation was approved by the state for the Route 1 (Roosevelt Boulevard) corridor with installation of eight (8) locations for the cameras completed on June 1, 2020. The warning period ended on August 1, 2020. Five (5) of these locations are near established Red Light Camera locations, being Southampton Road, Red Lion Road, Grant Avenue, Levick Street, and Mascher Street.

Due to the Covid shutdown, it is unknown if there was any significant effect the Speed Cameras had on the Red Light intersections that are located in close proximity. The implementation of the pilot Speed Camera program along the Roosevelt Boulevard will likely impact the intersections containing Red Light Cameras along the Boulevard. The expectation is that Speed Cameras will further reduce the number of violations at all nine (9) Red Light Camera locations along the Roosevelt Boulevard. As workers return to work, a better analysis of the effect that Speed Cameras have on Red Light violations should become apparent.

Financial Overview

Per state statute, the Authority remits all revenue, minus operation expenses to the Pennsylvania Department of Transportation’s Motor License Fund. PennDOT may utilize those funds for a Transportation Enhancement Grants Program (established by section 3116, relating to red light enforcement systems).

Red Light Camera Financial Snapshot for FY2021		
Fiscal Year 2021		
Violation Revenue	\$19,175,003	Violation Revenue (including credit card convenience fees) less refund amounts
Interest & Misc. Income	\$55	
Total Revenue	\$19,175,058	
Expenses		
Equipment	\$4,098,975	Paid to Conduent, the contractor who installs & maintains the cameras and tech support
Ticket Processing Fees	\$733,344	Paid to Duncan, TS, Harris and Harris and Professional Account Management and for collection Services
Philadelphia Police Department	\$77,377	Police Officer Expenses in the review and approval/rejection of violations
Philadelphia Department of Finance	\$44,062	The Office of Administrative Review is responsible for the 1st level hearings
Personnel Costs	\$778,368	Includes current staff and fringe benefits
PPA Support	\$746,964	The allocated expense for PPA support services HR, Purchasing, IT, Management, Security, Finance and Accounting
Rent Expense	\$61,540	Allocated rent expense for Red Light Camera Department
Credit Card Fees	\$256,892	Fees Paid on collection of credit card payments
Other Expenses	\$201,889	Misc. Expenses and fees such as office supplies, uniforms, auto expense, insurance, etc.
Total Expenses	\$6,999,411	
Net Income for FY19	\$12,175,647	
Total Payments to Date for FY 2021	-\$10,588,060	
GASB 68 Add-Back	\$0	
FY20 Overpayment	-\$455,019	
FY21 Audit Adjustment	-\$928,594	
Revenue overpaid to State	\$203,974	

Collection Efforts

The PPA continues to actively collect unpaid Red Light Camera violations. Violators receive two (2) notices. If the violation is not paid within the first thirty (30) days, penalties accrue in thirty (30) day intervals to a maximum amount of one hundred and seventy five dollars (\$175).

If a violation is still unpaid after one hundred and eighty (180) days, the violation is forwarded to one of the Debt Collection agencies under contract with the PPA. If a citizen accumulates three (3) Red Light violations or a combination of three (3) total Red Light violations, Speed Camera violations, or parking tickets, the violator's vehicle becomes eligible for immobilization.

Historically, collection rates are strong. Generally, tickets and violations are closed 50% upon ninety (90) days, 72% within one (1) year, 83% within three (3) years, and 85% within five (5) years. After ten (10) years, collection rates drop below 1% since most violations have already been paid and there is little incentive to pay unless a citizen's vehicle becomes immobilized or towed because of other infractions.

Despite best efforts, there are Red Light violations which are not able to be collected for a number of reasons, such as inability to locate the registered owner, out of state, etc. Some unpaid violations have now aged and should be considered uncollectable. Currently, as of August of 2021, outstanding debt by year is as follows:

FISCAL YEAR	TICKET COUNT	TOTAL AMOUNT DUE
FY2021	66,951	\$11,079,439.85
FY2020	40,654	\$6,878,777.78
FY2019	37,410	\$6,366,839.16
FY2018	36,768	\$6,249,898.39
FY2017	35,204	\$5,961,793.13
FY2016	24,078	\$4,062,886.67
FY2015	17,141	\$2,865,308.19
FY2014	21,712	\$3,547,993.41
FY2013	21,044	\$3,474,679.34
FY2012	16,900	\$2,760,098.11
FY2011	17,190	\$2,805,085.10
FY2010	16,059	\$2,618,126.68
FY2009	11,530	\$1,854,967.78

FY2008	10,922	\$1,742,178.57
FY2007	4,801	\$784,271.93
FY2006	3,198	\$544,085.12
Total	381,562	\$63,596,429.21

As debt ages, the amount that can be collected reduces. It is recommended that a policy be implemented and approved by the Department of Transportation allowing the write off of outstanding tickets that have aged and are not likely to be collected or where the cost to collect the debt exceeds the outstanding balance due.

Changes in Intersections

At times, intersections are removed temporarily from the Red Light camera program, usually because of construction activities.

During this past fiscal year, there were no intersections which were out of service. It is anticipated that Island and Bartram Avenues will be undergoing construction; however, the projected start date is currently unknown.

Intersections Under Process

There are two (2) intersections that are in process of construction for Red Light Cameras. The intersections that are in process are 31st and Spring Garden Streets and 52nd Street and Lancaster Avenue. VIMS studies indicated that there was a high occurrence of violations at these intersections that would be positively impacted by Red Light Cameras. At the time of the study, there were a probable six hundred fifty-seven violators (657) at 31st and Spring Garden. The study also identified one thousand and three hundred and ninety-eight (1,398) probable violators at 52nd and Lancaster. These intersections are currently have permit approval to break ground for installation and are expected to be operational in 2022.

VIMs studies were recently conducted at 58th and Baltimore and Front and Hunting Park. Results from these studies show that there is a high rate of Red Light violations at each intersection. VIM noted that these two intersections are near highly visited locations. 58th and Baltimore is near a very busy shopping center and the other is near schools. Site visits have been completed at an additional seven (7) locations, with another six (6) in process. Many other intersections have been recommended for approval by various community interests; Exhibit A identifies all of the sites under consideration. Some of these additional intersections may be considered in the upcoming fiscal year.

Appendix A

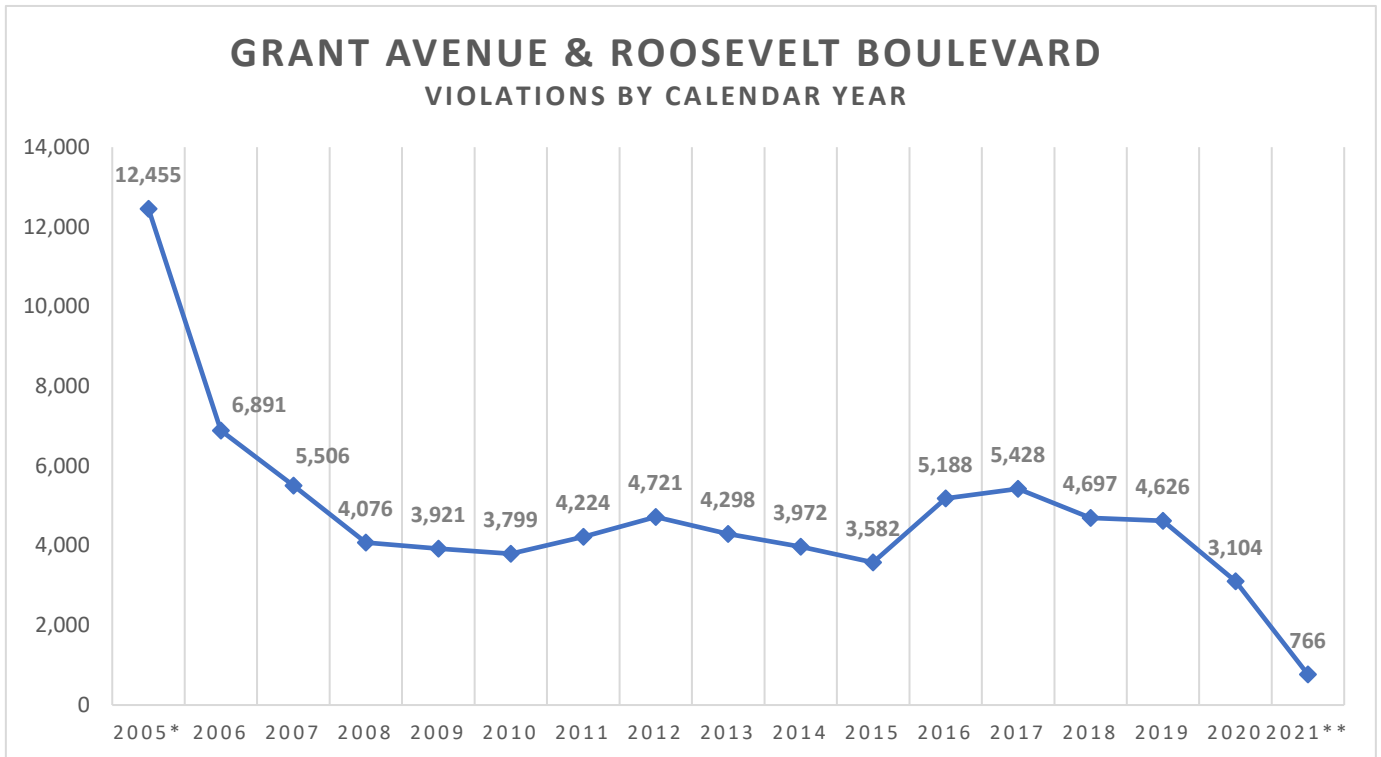
1. KELLY AND FALLS BRIDGE
2. 15TH AND ARCH
3. BELFIELD AND WINDRIM
4. 5TH AND BERKS
5. SCHOOL HOUSE AND HENRY
6. CASTOR AND ADAMS
7. BRIDGE AND TACONY
8. BELMONT AND WESTMINSTER
9. 11TH AND VINE
10. RHAWN AND VERREE
11. 15TH AND CAYUGA/ ST LUKES
12. 19TH AND ARCH
13. RIDGE AND MAIN
14. 34TH AND POWELTON
15. 56TH AND HAVERFORD
16. B AND WESTMORELAND
17. 21ST AND BEN FRANKLIN
18. 22ND AND BEN FRANKLIN
19. 25TH AND DIAMOND
20. LEVICK AND SUMMERDALE
21. GRAYS FERRY AND PASCHALL
22. CASTOR AND KNORR
23. ARDLEIGH AND WASHINGTON
24. 50TH AND CHESTNUT
25. ERIE AND K
26. 22ND AND DIAMOND
27. THORNTON AND WOODHAVEN
28. ACADEMY AND WOODHAVEN
29. CASTOR AND ST VINCENT
30. 7TH AND RACE
31. COULTER AND HENRY
32. GROVES AND GRAYS FERRY
33. F AND ROOSEVELT
34. C AND ROOSEVELT
35. BORBECK AND ROOSEVELT
36. LANGDON AND ROOSEVELT
37. PRATT AND ROOSEVELT
38. DEVEREAUX AND ROOSEVELT
39. LOTT AND ROOSEVELT
40. 30TH AND CHESTNUT
41. FRONT AND ROOSEVELT
42. 3/4TH AND ROOSEVELT
43. CITY AND PRESIDENTIAL
44. 15TH AND CAYUGA
45. BRIDGE AND ROOSEVELT
46. MIDVALE AND HENRY
47. TYSON AND ROOSEVELT

Appendix B

Violation Data for Red Light Camera Enforcement Intersections. For each intersection you will find a graph depicting the number of citations issued per calendar year, followed by a comparison of the first full fiscal year of enforcement to fiscal year 2021.

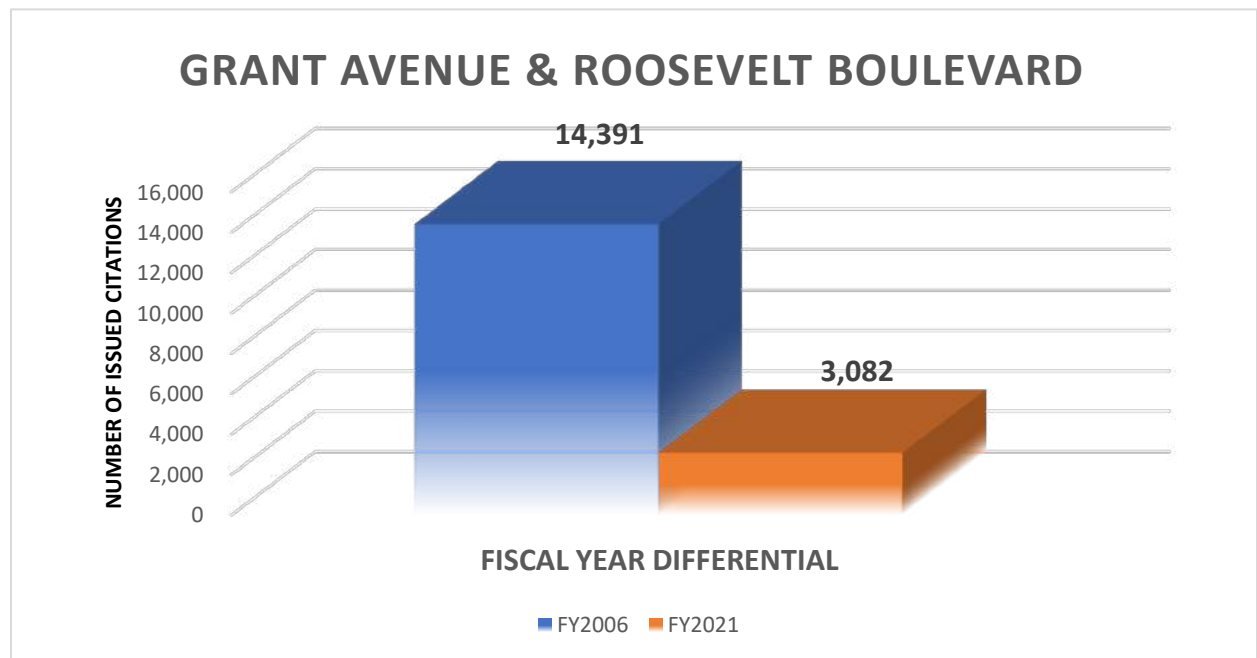
Grant Avenue and Roosevelt Boulevard

Date of Installation – February 23, 2005



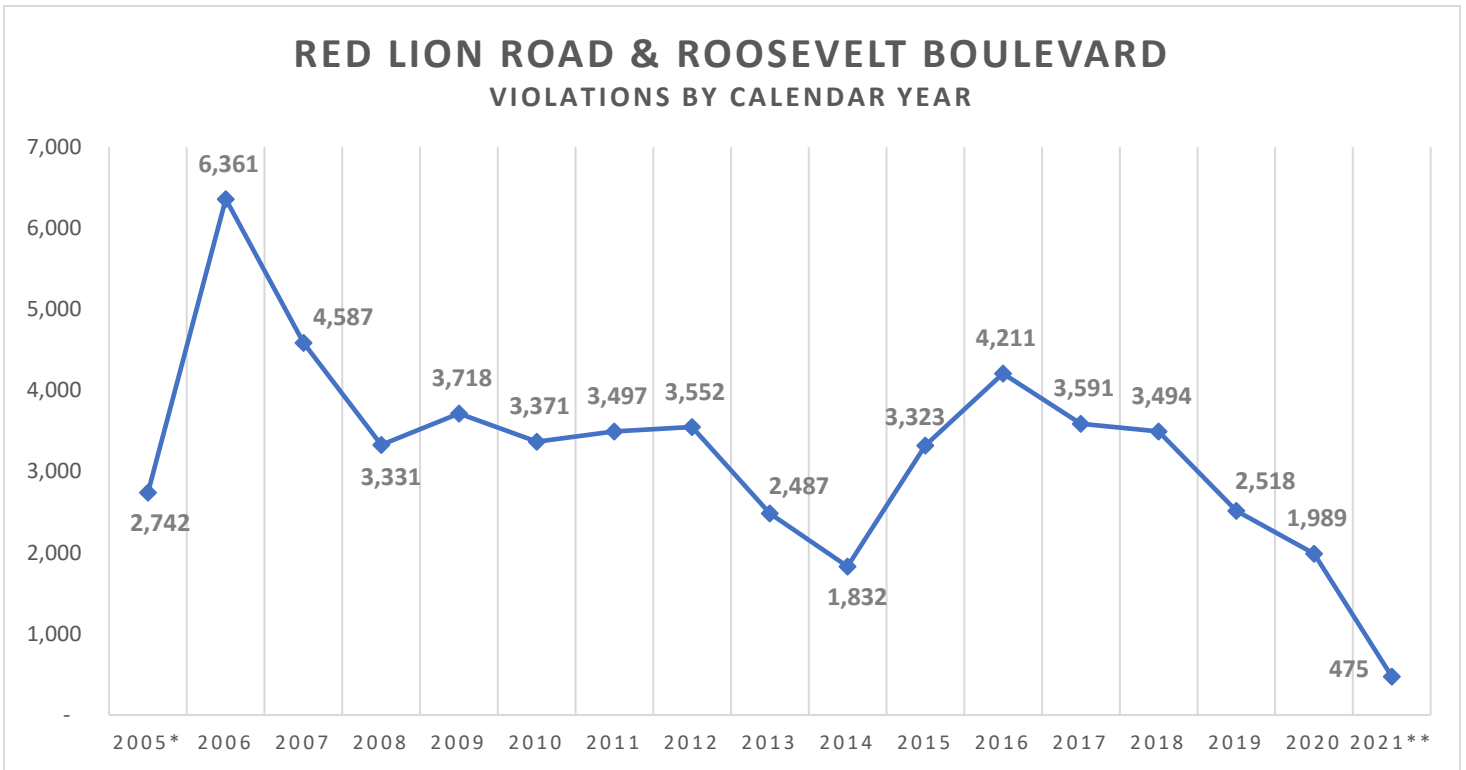
*Year 2005 had a total of 25,673 violations, of which 13,218 were in the warning phase. 12,455 citations were issued.

**Citations from January 2021 to March 2021.



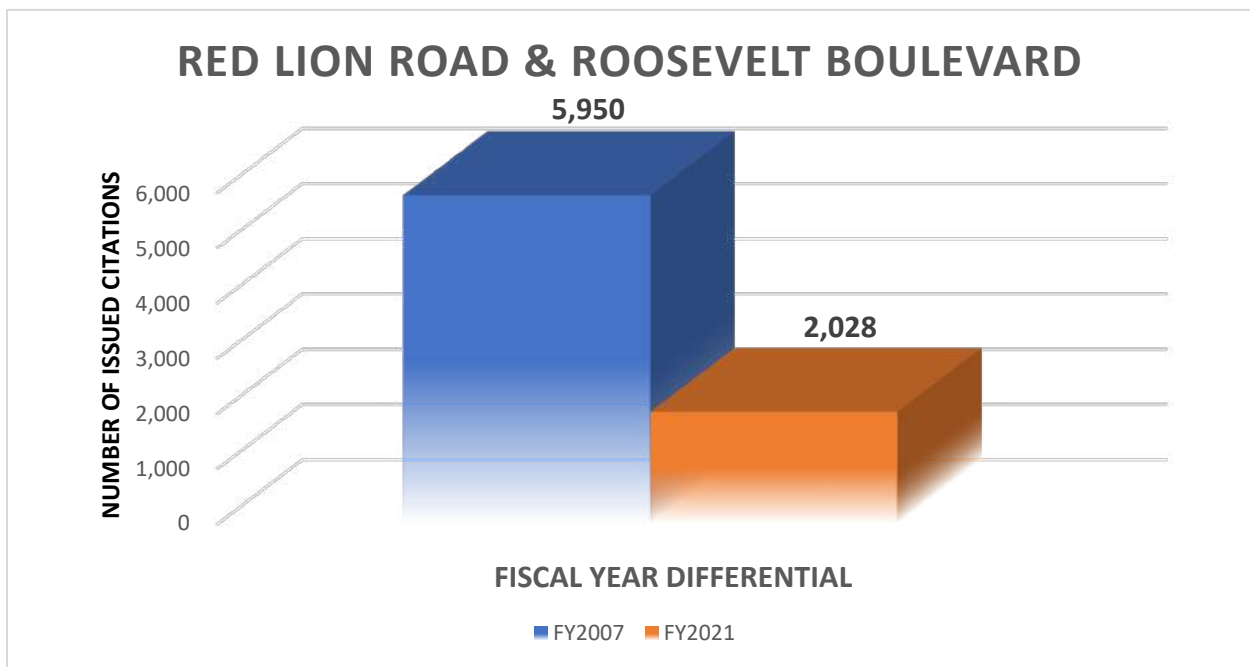
Red Lion Road and Roosevelt Boulevard

Date of Installation May 21, 2005



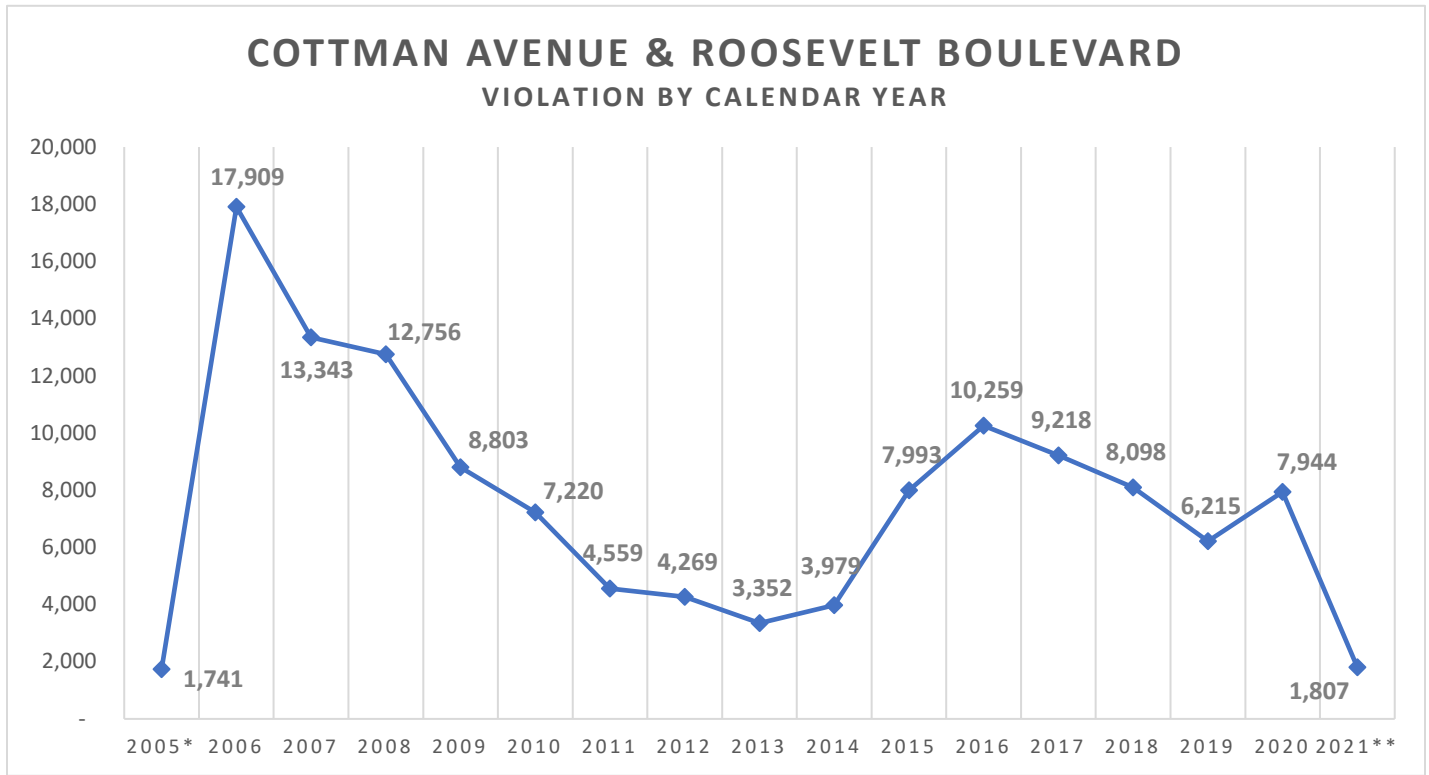
*Year 2005 had a total of 8,332 violations, of which 5,590 were in the warning phase. 2,742 citations were issued.

**Citations from January 2021 to March 2021.



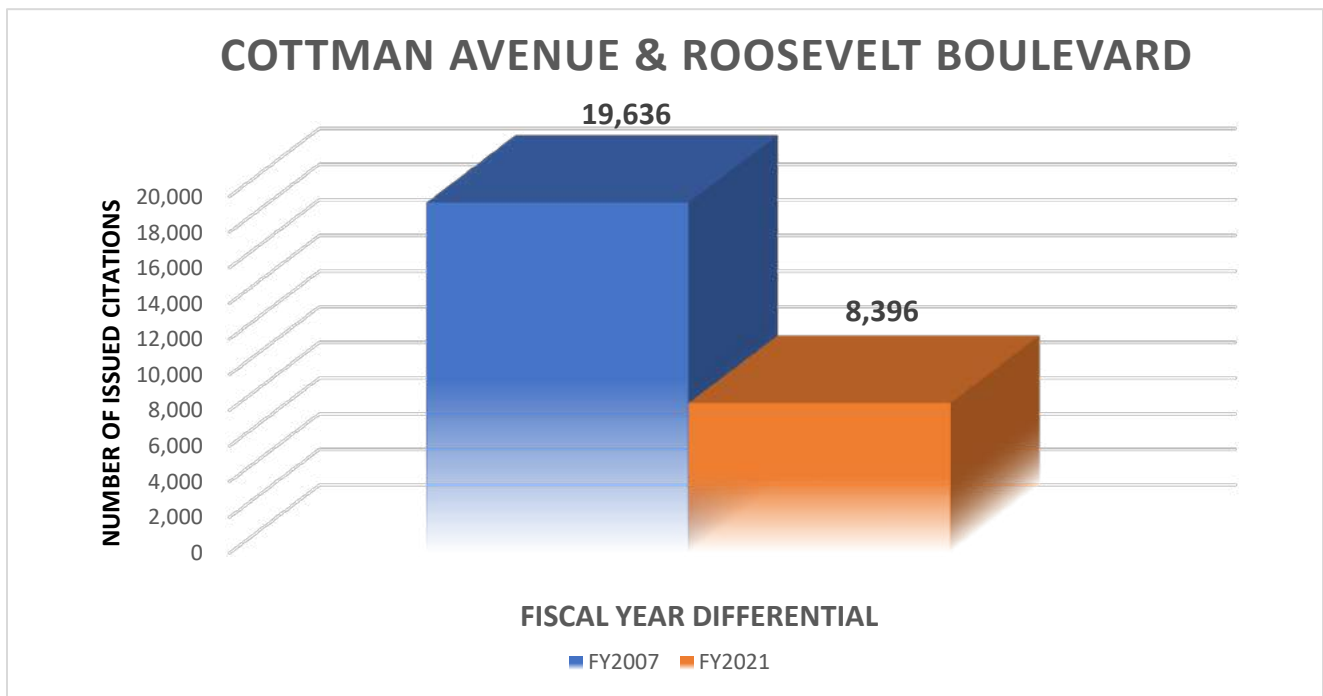
Cottman Avenue and Roosevelt Boulevard

Date of Installation – August 25, 2005



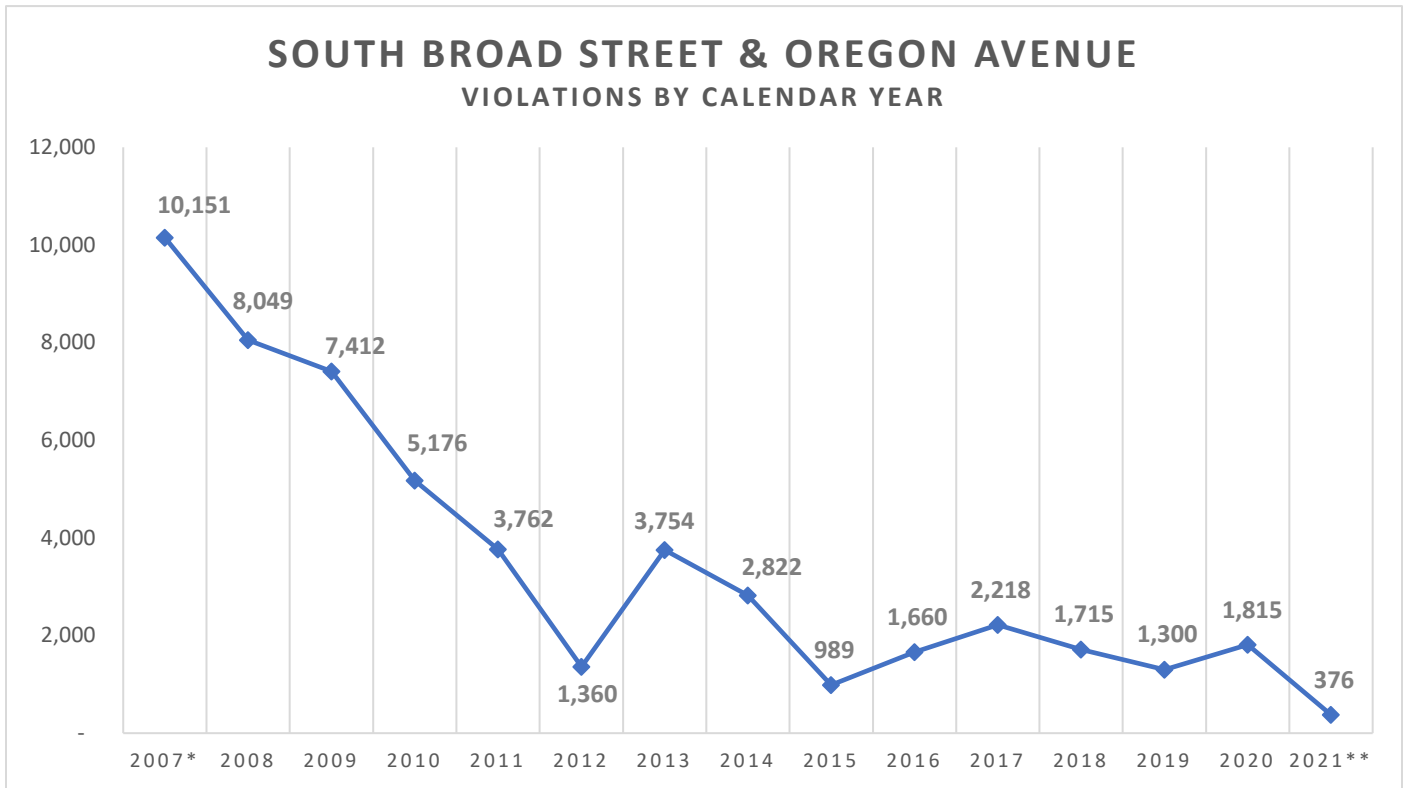
*Year 2005 had a total of 6,856 violations, of which 5,115 were in the warning phase. 1,741 citations were issued.

**Citations from January 2021 to March 2021.



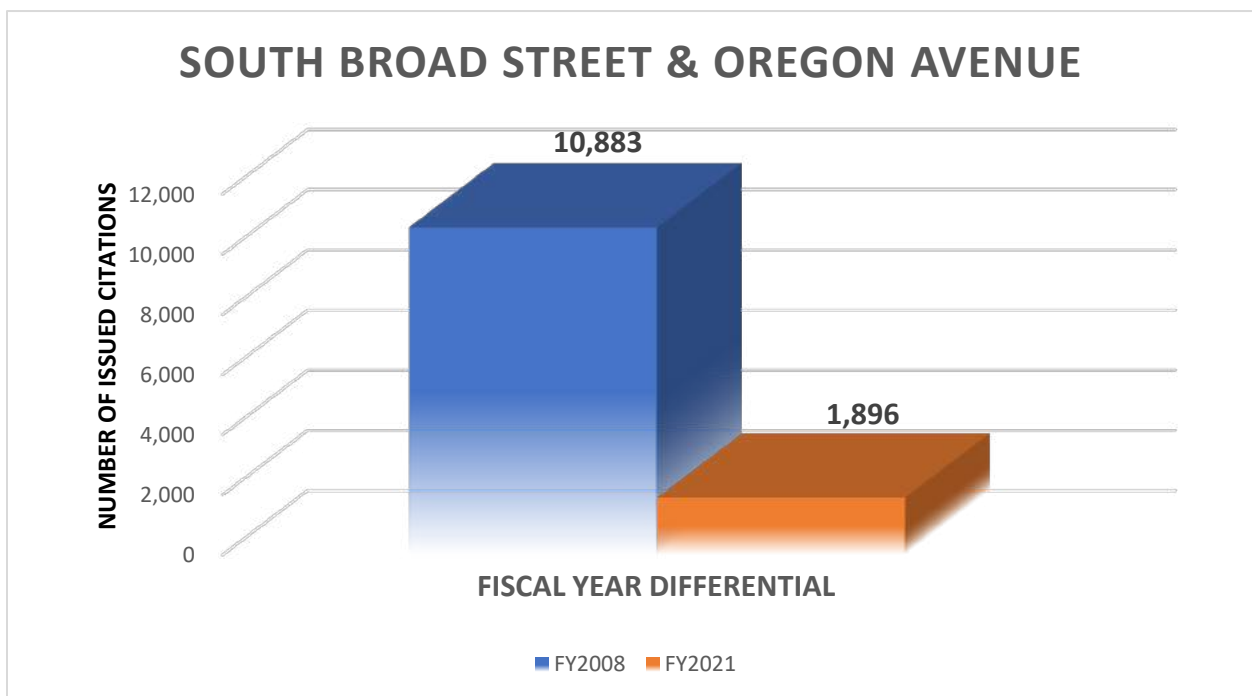
South Broad Street and Oregon Avenue

Date of Installation – October 31, 2006



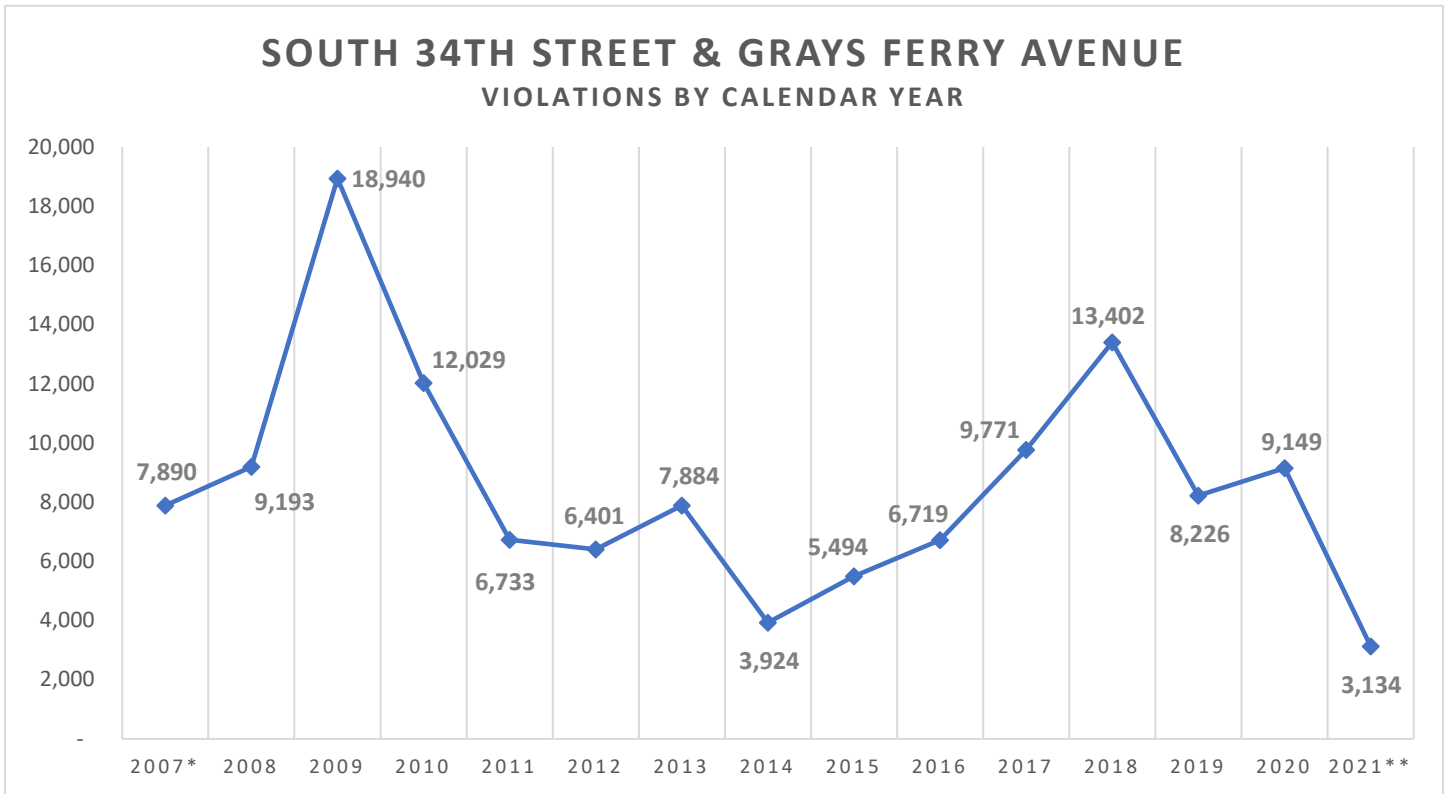
*Year 2007 had a total of 12,398 violations, of which 2,247 were in the warning phase. 10,151 citations were issued.

**Citations from January 2021 to March 2021.



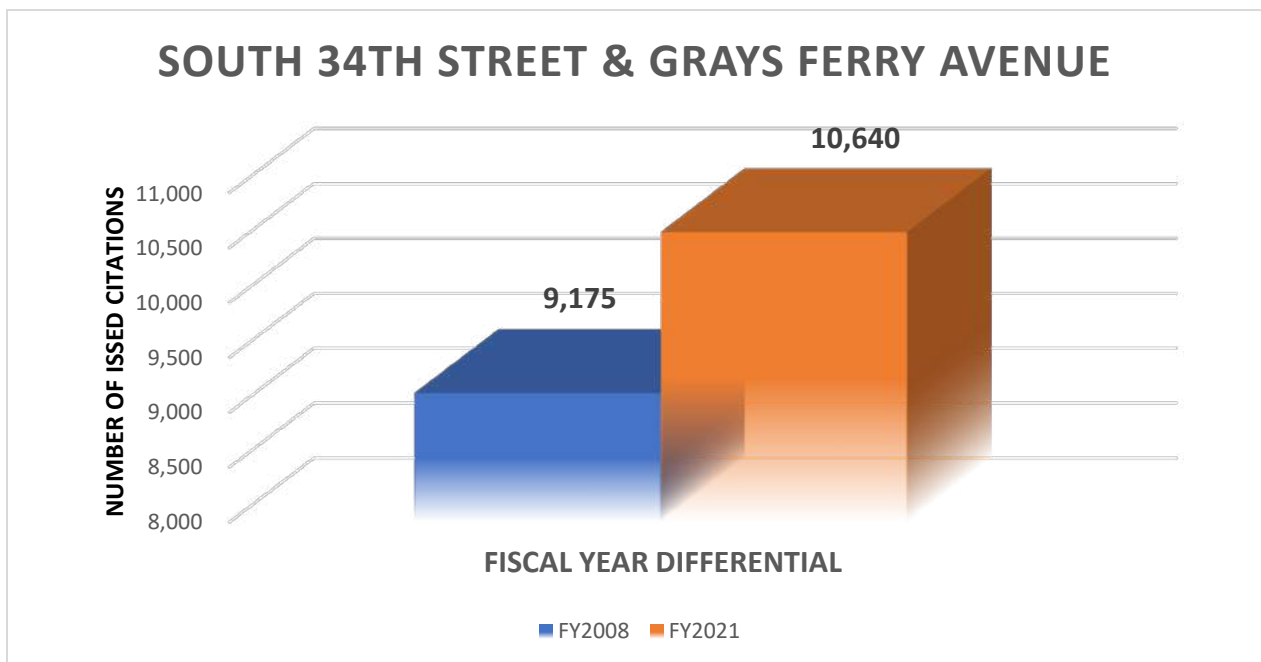
South 34th Street and Gray Ferry Avenue

Date of Installation – December 1, 2006



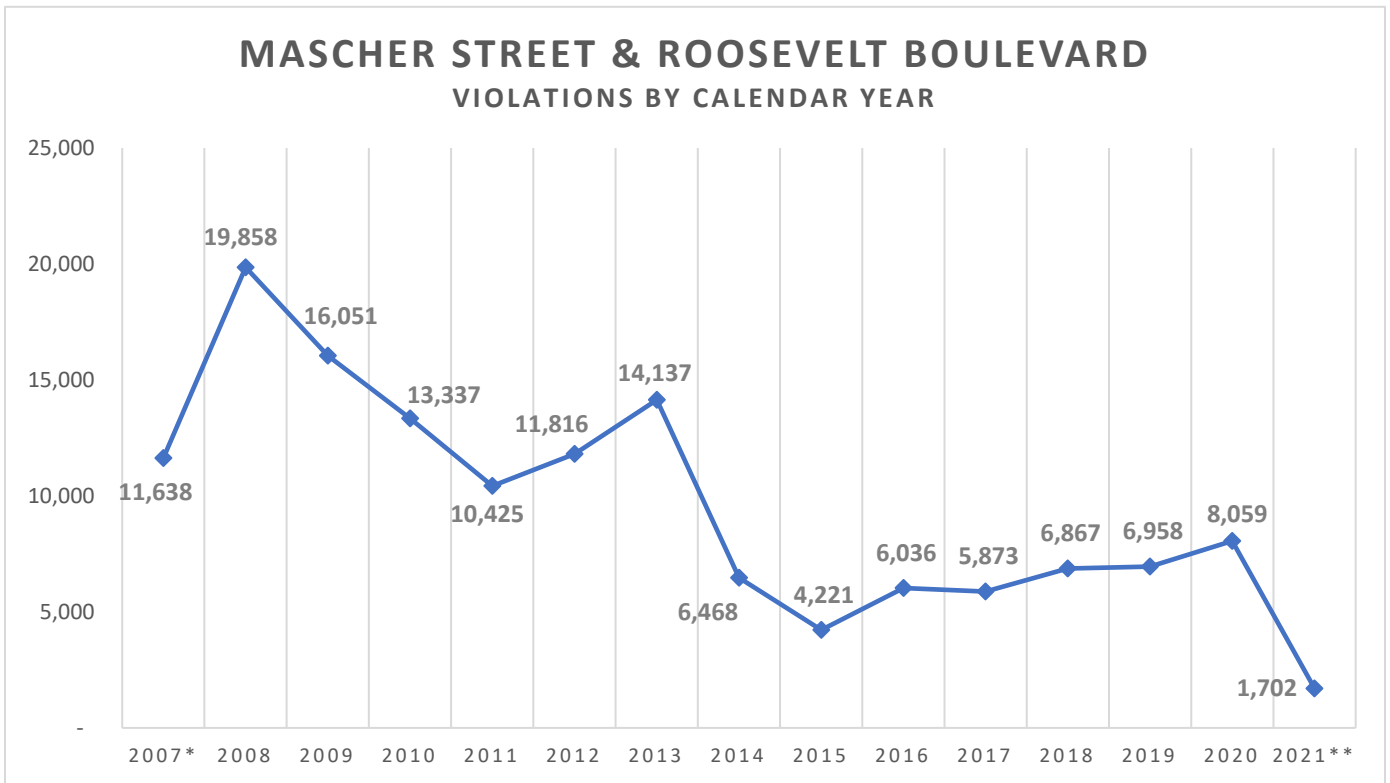
*Year 2007 had a total of 8,244 violations, of which 354 were in the warning phase. 7,890 citations were issued.

**Citations from January 2021 to March 2021.



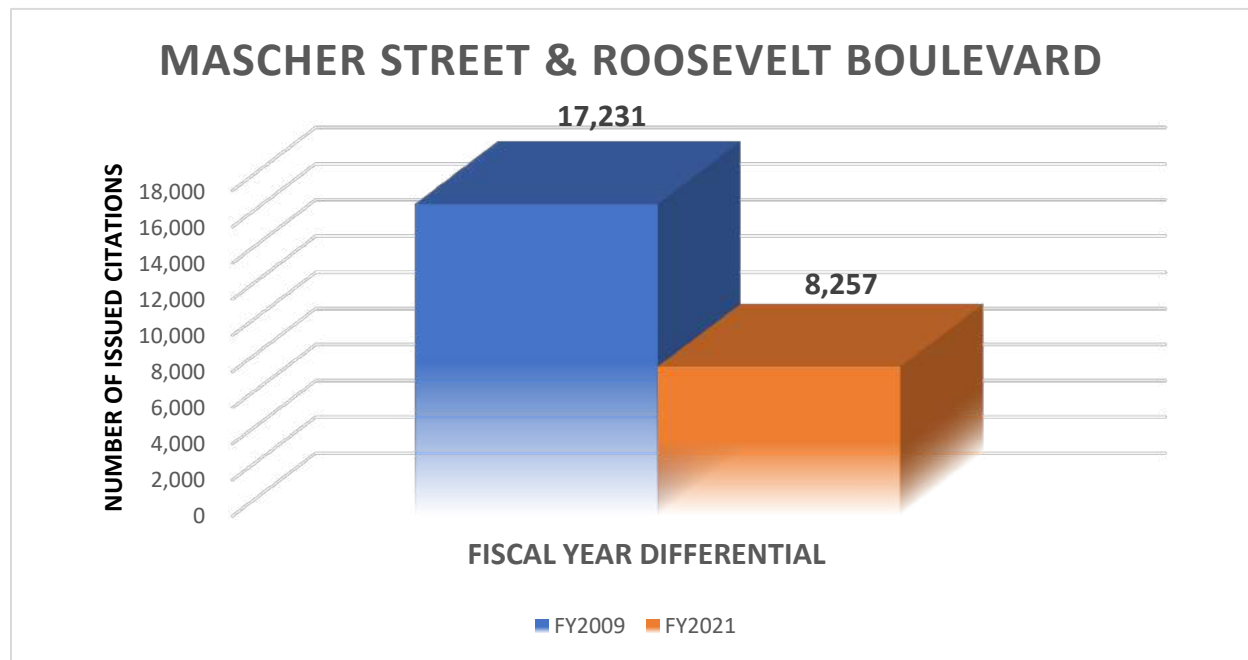
Mascher Street and Roosevelt Boulevard

Date of Installation – June 6, 2007



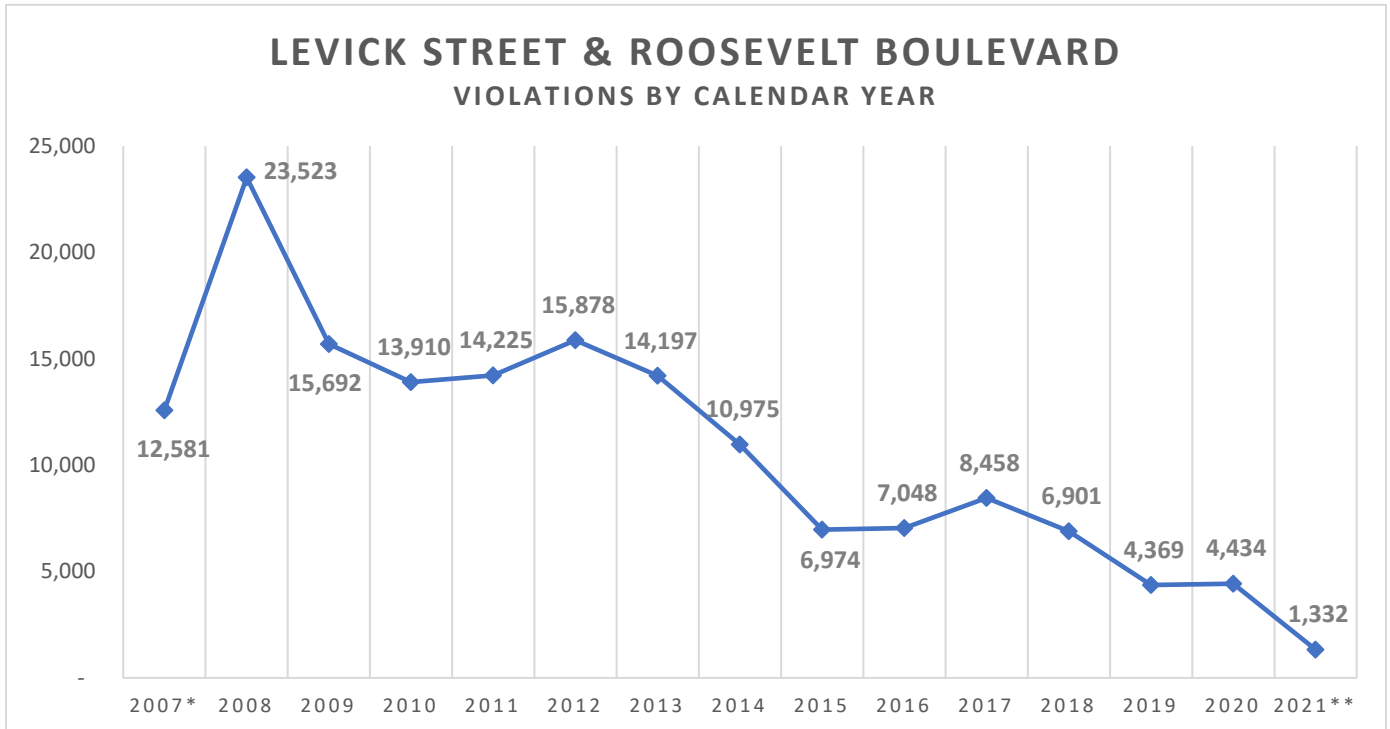
*Year 2007 had a total of 20,246 violations, of which 8,608 were in the warning phase. 11,638 citations were issued.

**Citations from January 2021 to March 2021.



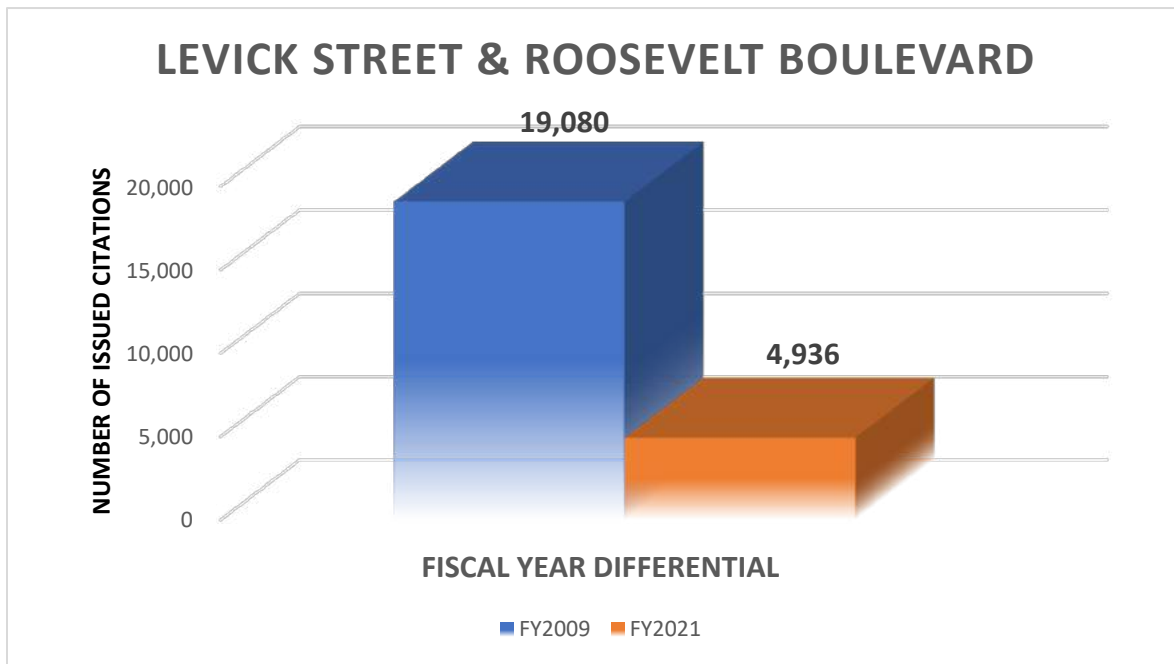
Levick Street and Roosevelt Boulevard

Date of Installation – June 6, 2007



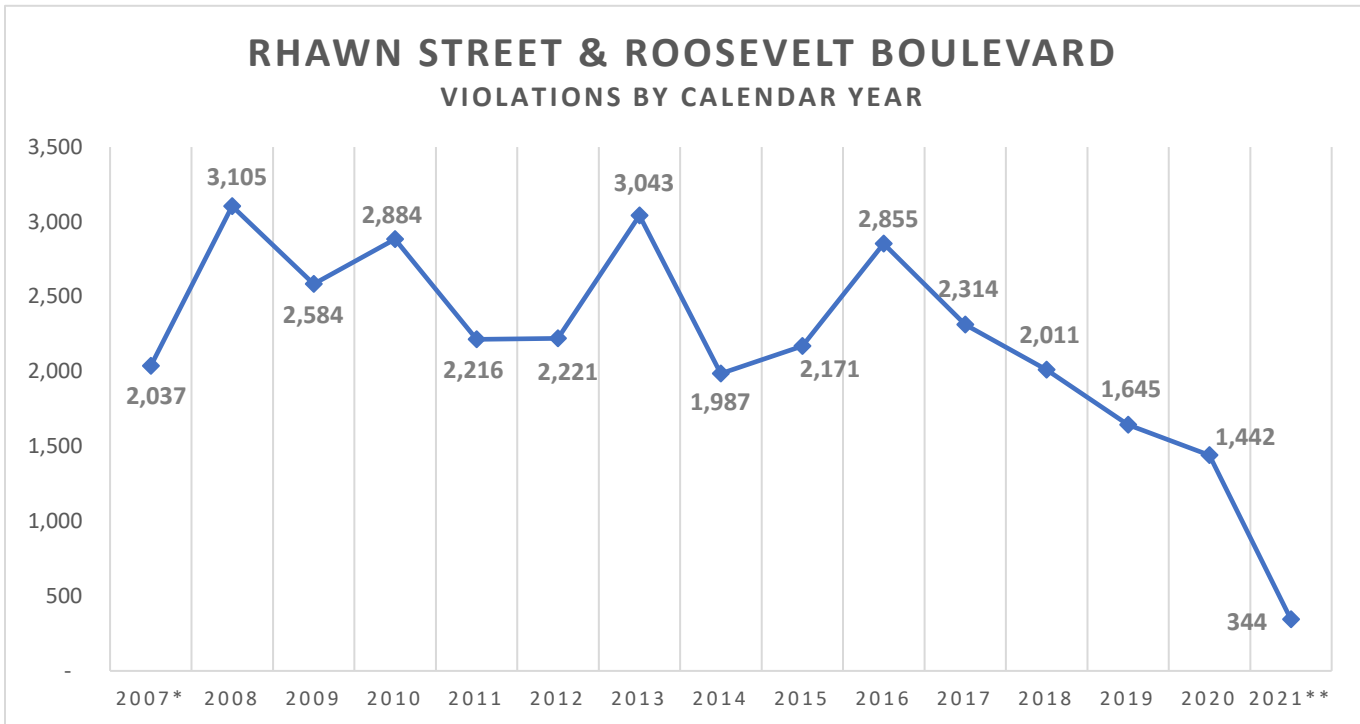
*Year 2007 had a total of 19,922 violations, of which 7,341 were in the warning phase. 12,581 citations were issued.

**Citations from January 2021 to March 2021.



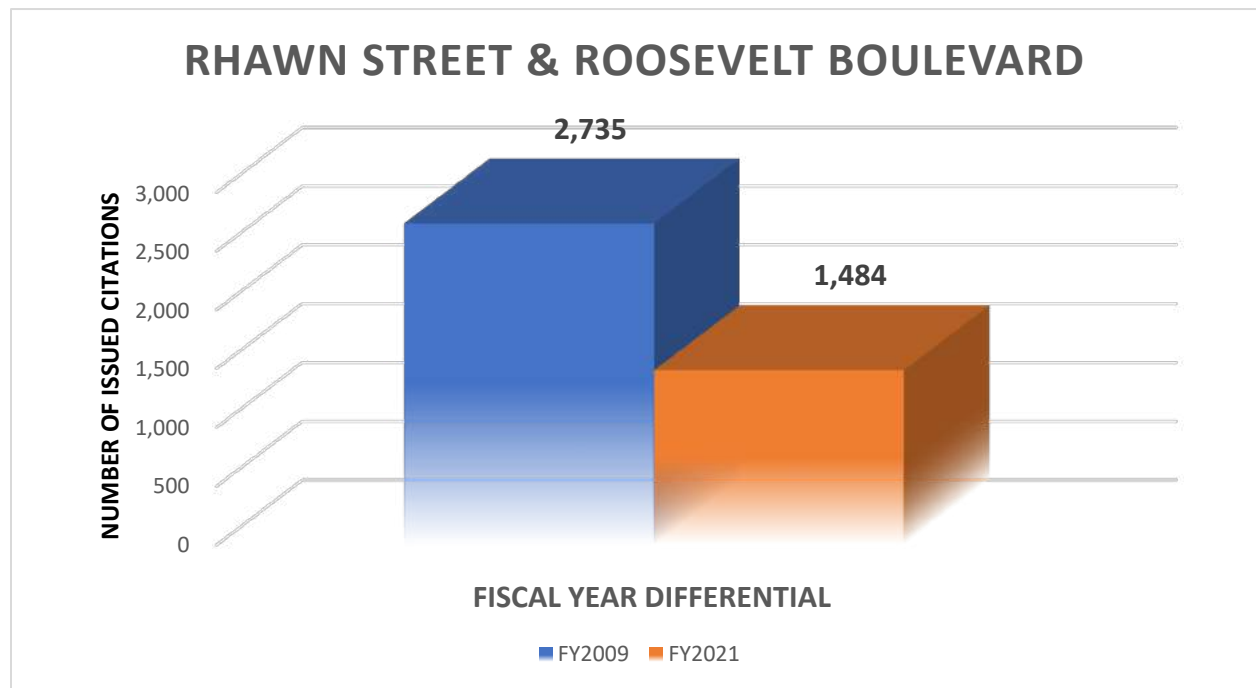
Rhawn Street and Roosevelt Boulevard

Date of Installation – June 6, 2007



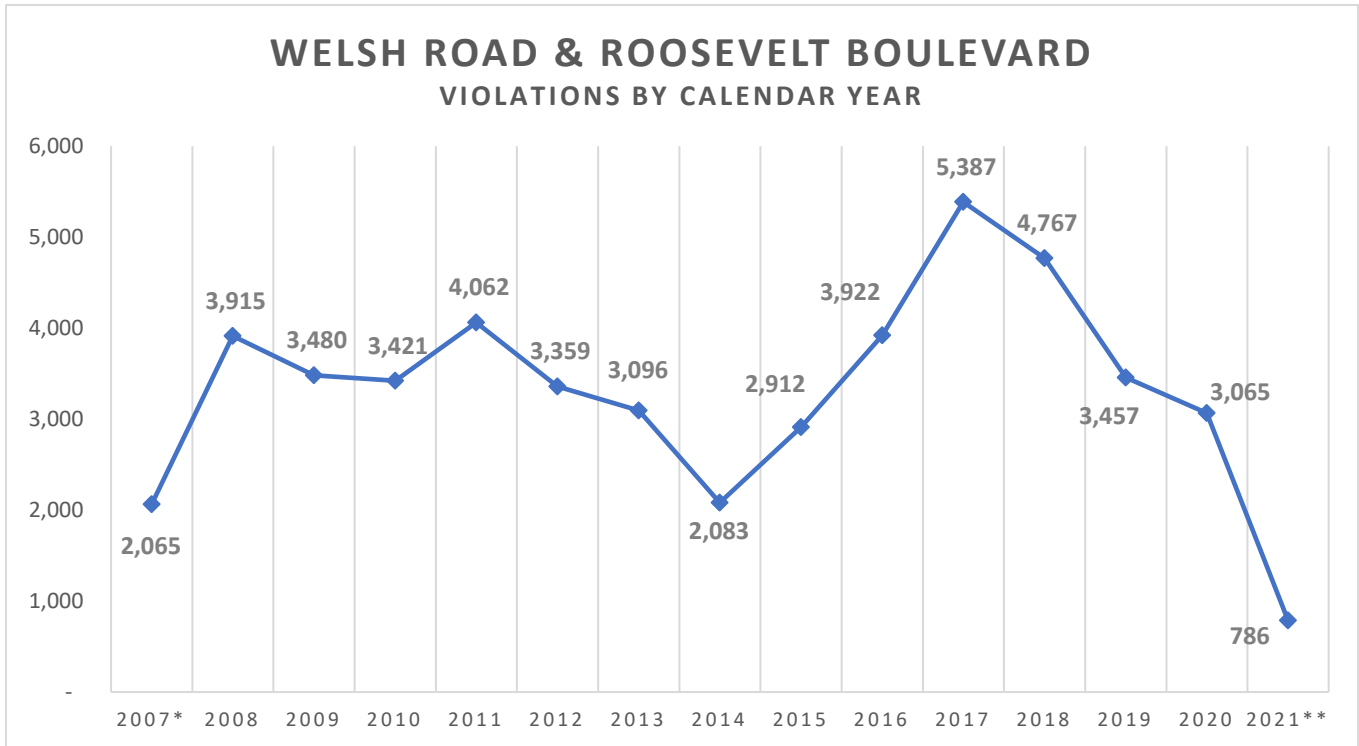
*Year 2007 had a total of 3,541 violations, of which 1,504 were in the warning phase. 2,037 citations were issued.

**Citations from January 2021 to March 2021.



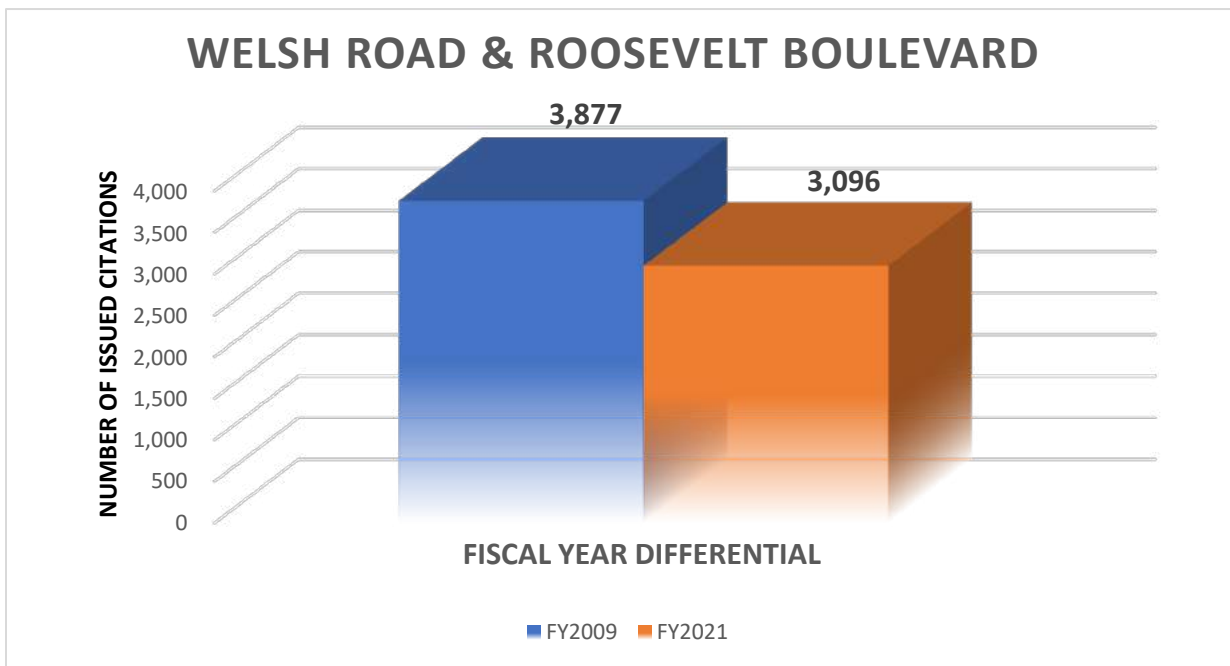
Welsh Road and Roosevelt Boulevard

Date of Installation – June 6, 2007



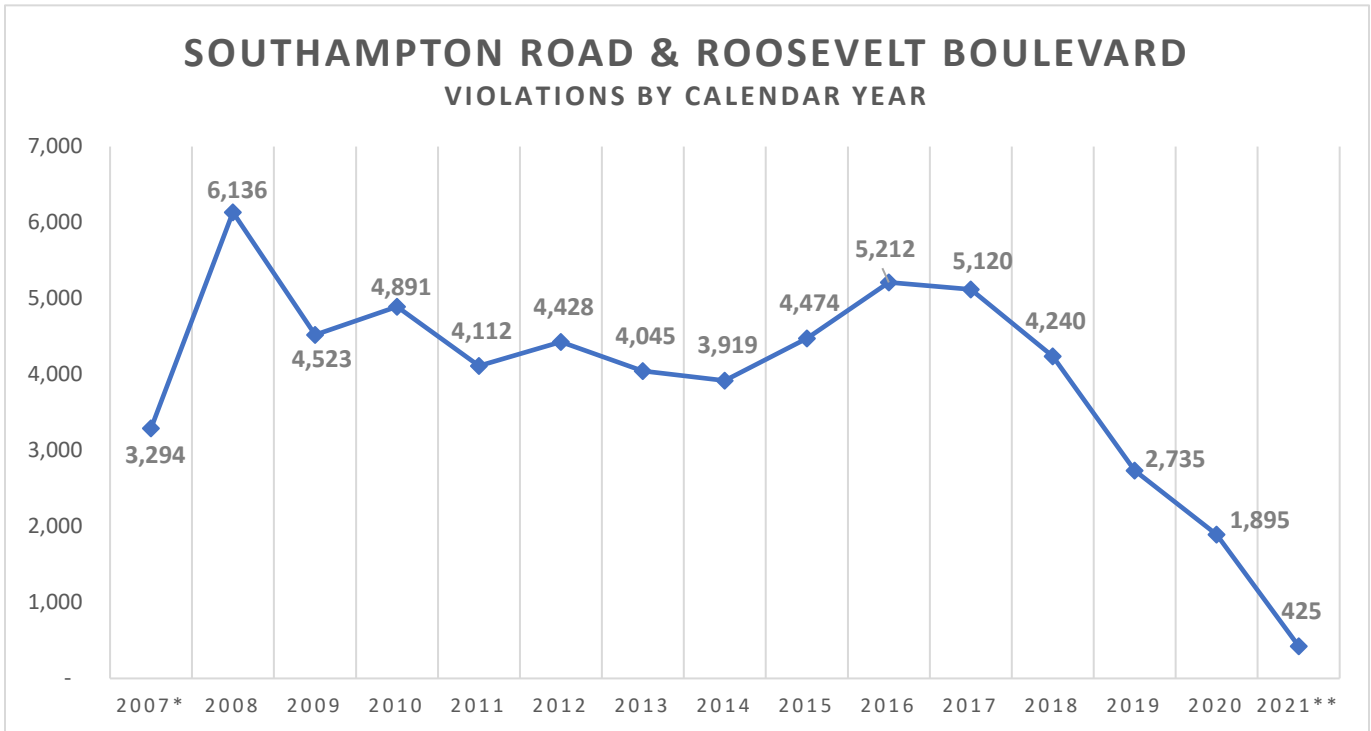
*Year 2007 had a total of 3,113 violations, of which 1,048 were in the warning phase. 2,065 citations were issued.

**Citations from January 2021 to March 2021.



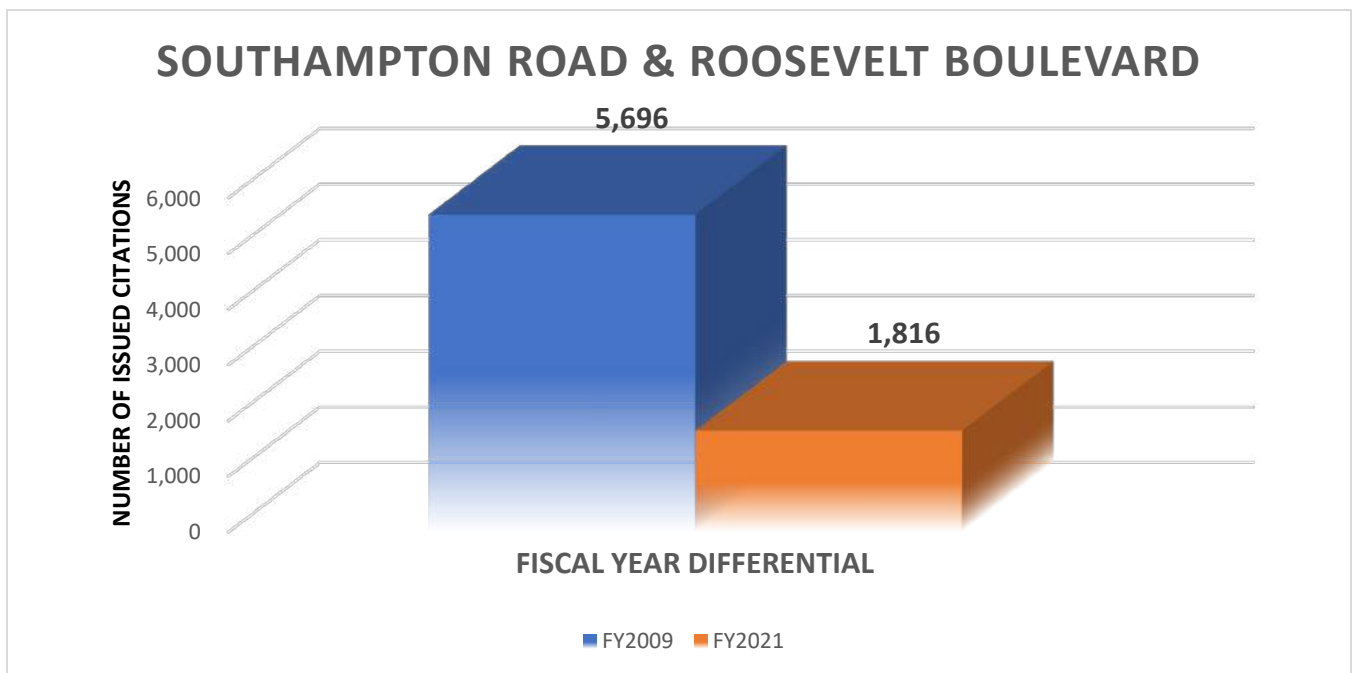
Southampton Road and Roosevelt Boulevard

Date of Installation – June 6, 2007



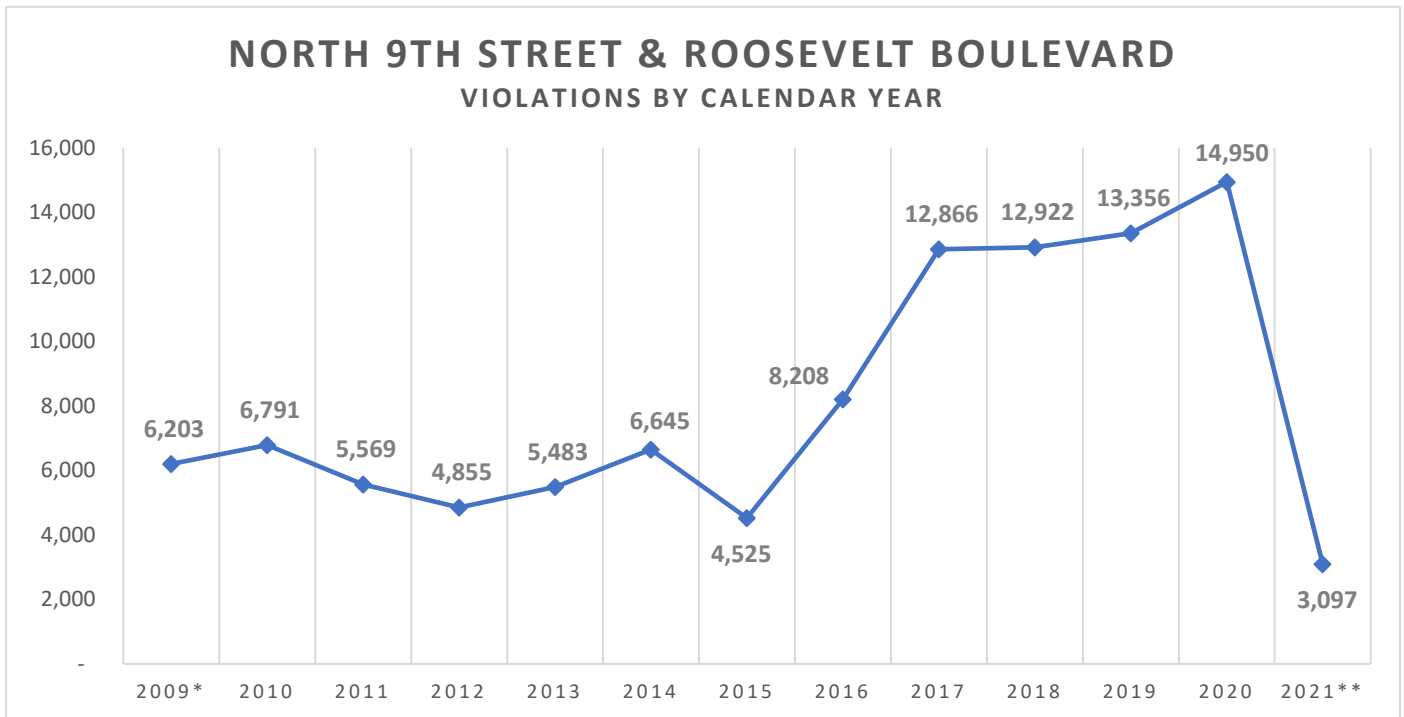
*Year 2007 had a total of 4,592 violations, of which 1,298 were in the warning phase. 3,294 citations were issued.

**Citations from January 2021 to March 2021.



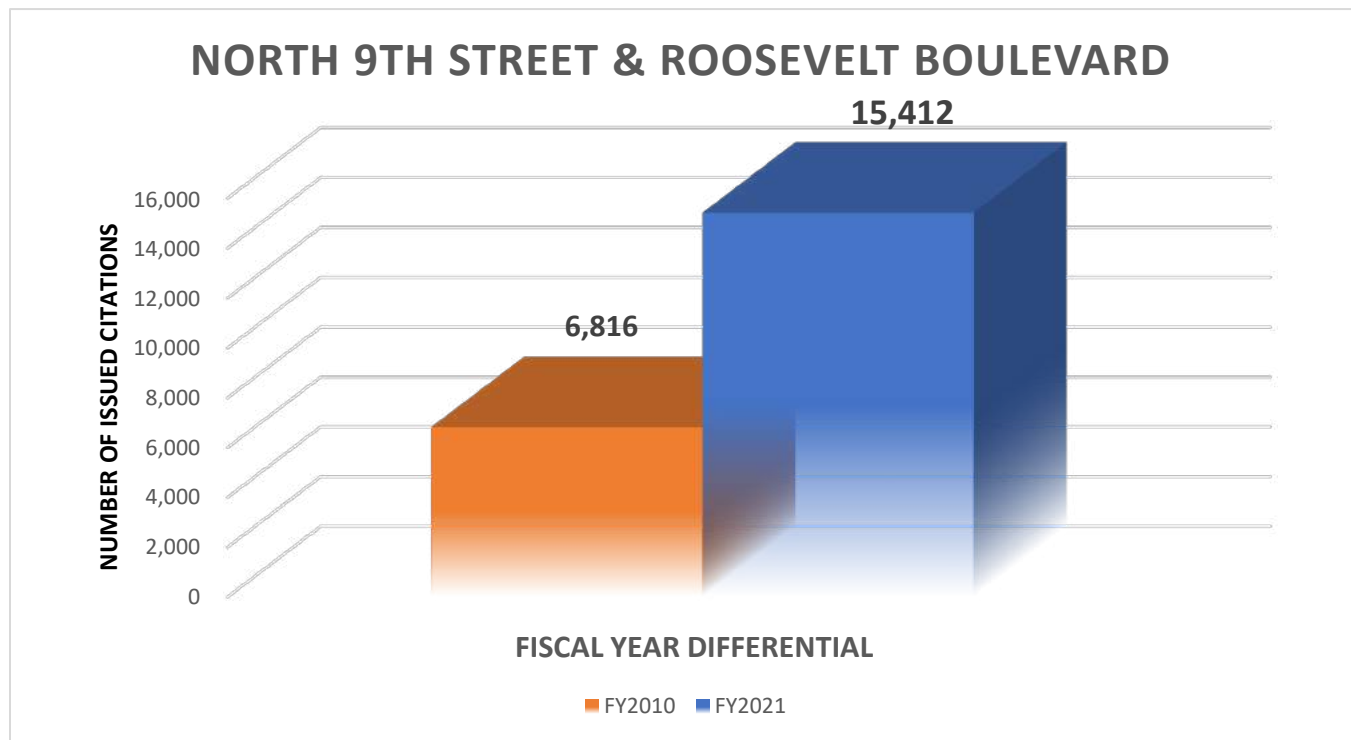
North 9th Street and Roosevelt Boulevard

Date of Installation – November 8, 2008



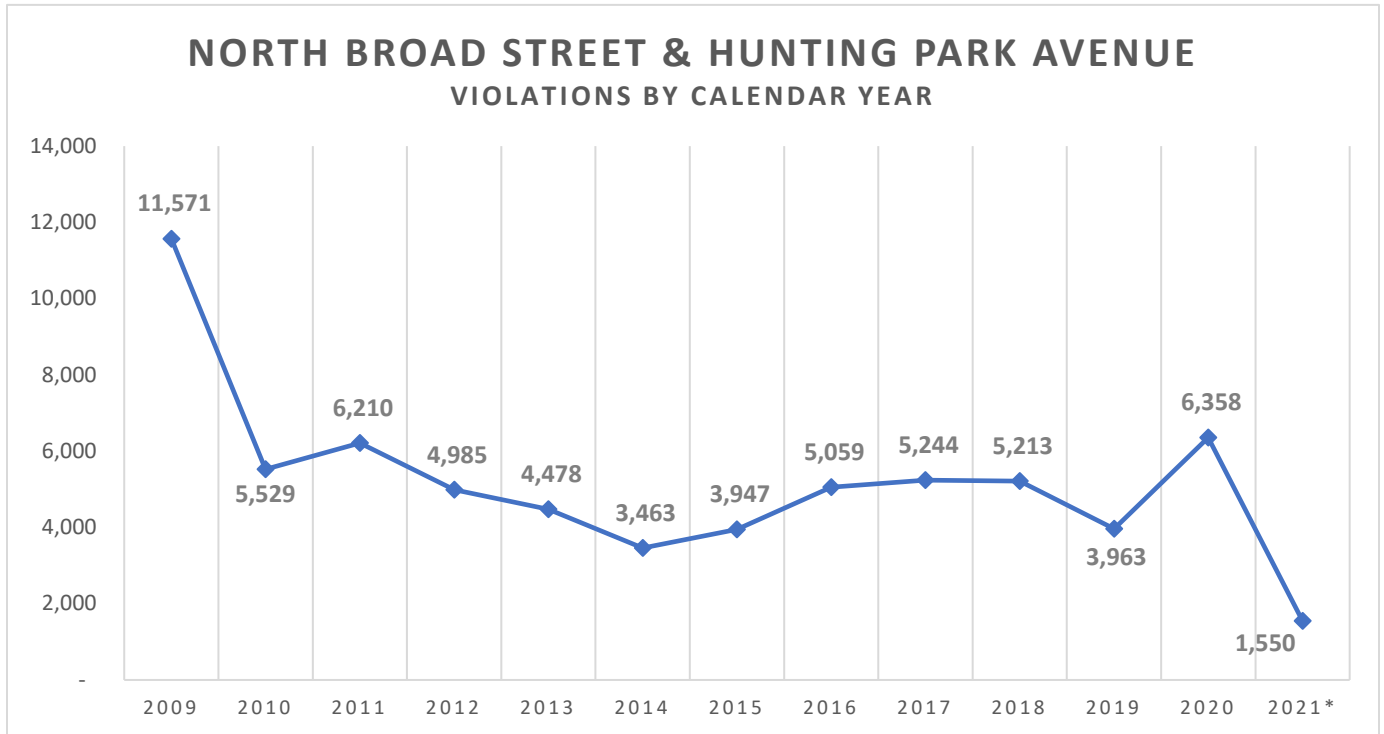
*2009 Warning period ended January 7, 2009.

**Citations from January 2021 to March 2021.

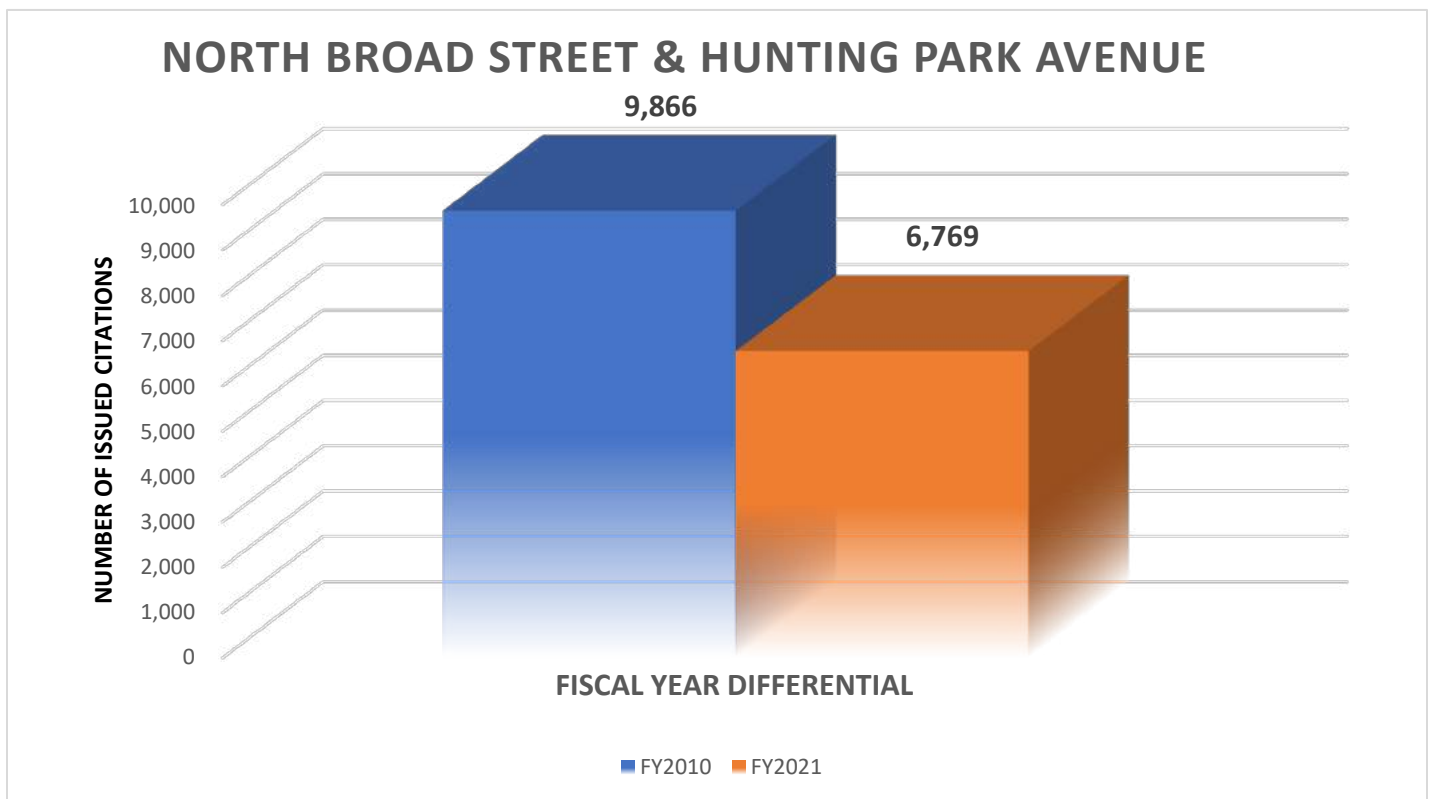


North Broad Street and Hunting Park Avenue

Date of Installation – November 8, 2008

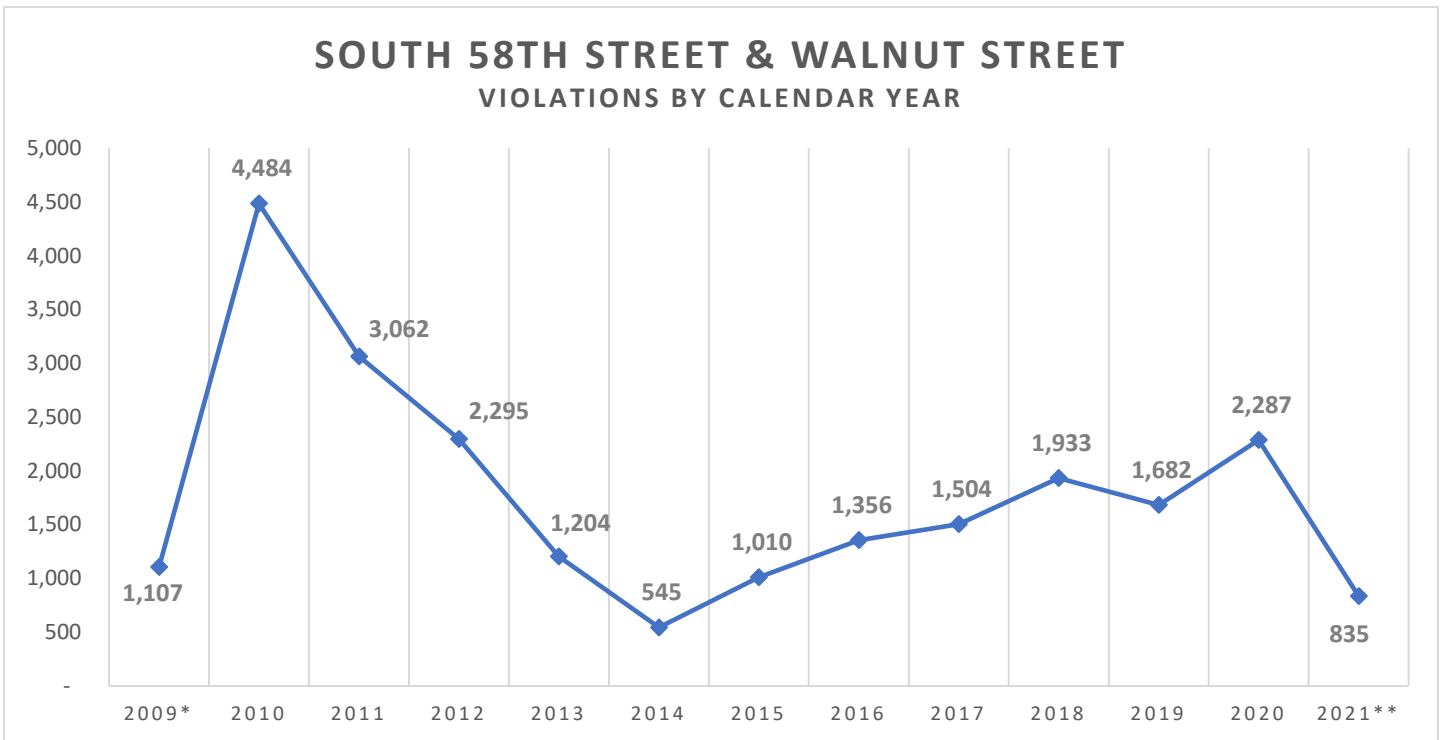


*Citations from January 2021 to March 2021.



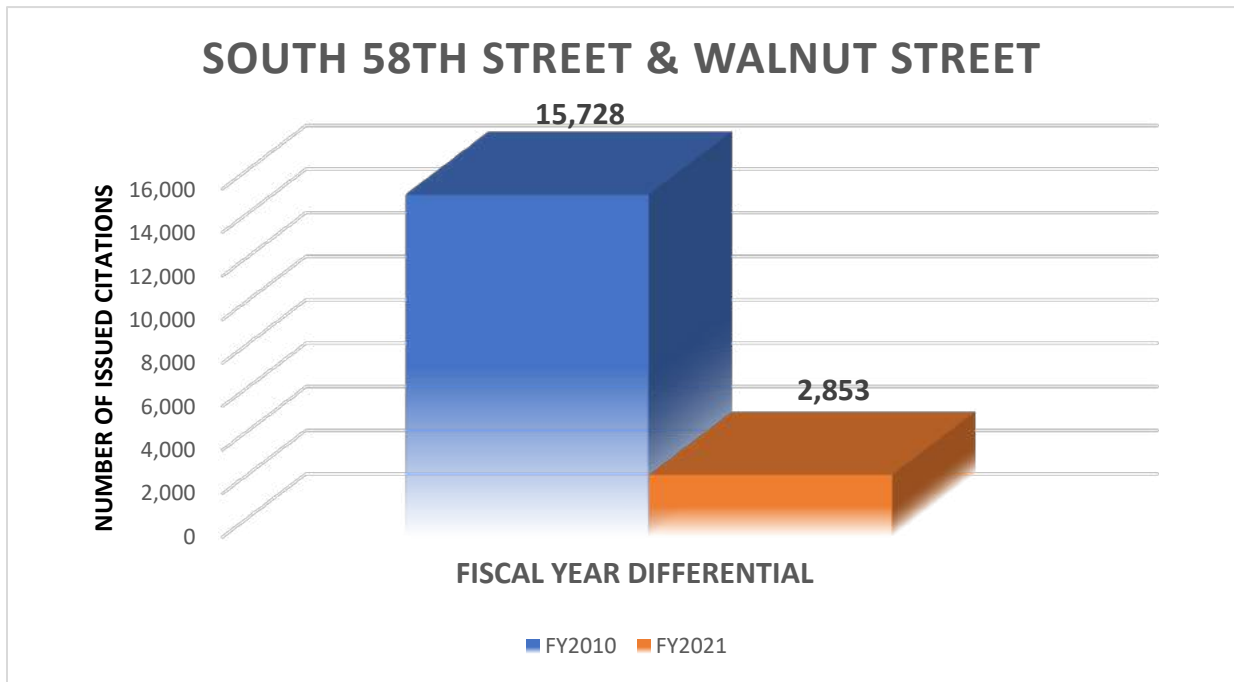
South 58th Street and Walnut Street

Date of Installation – November 8, 2008



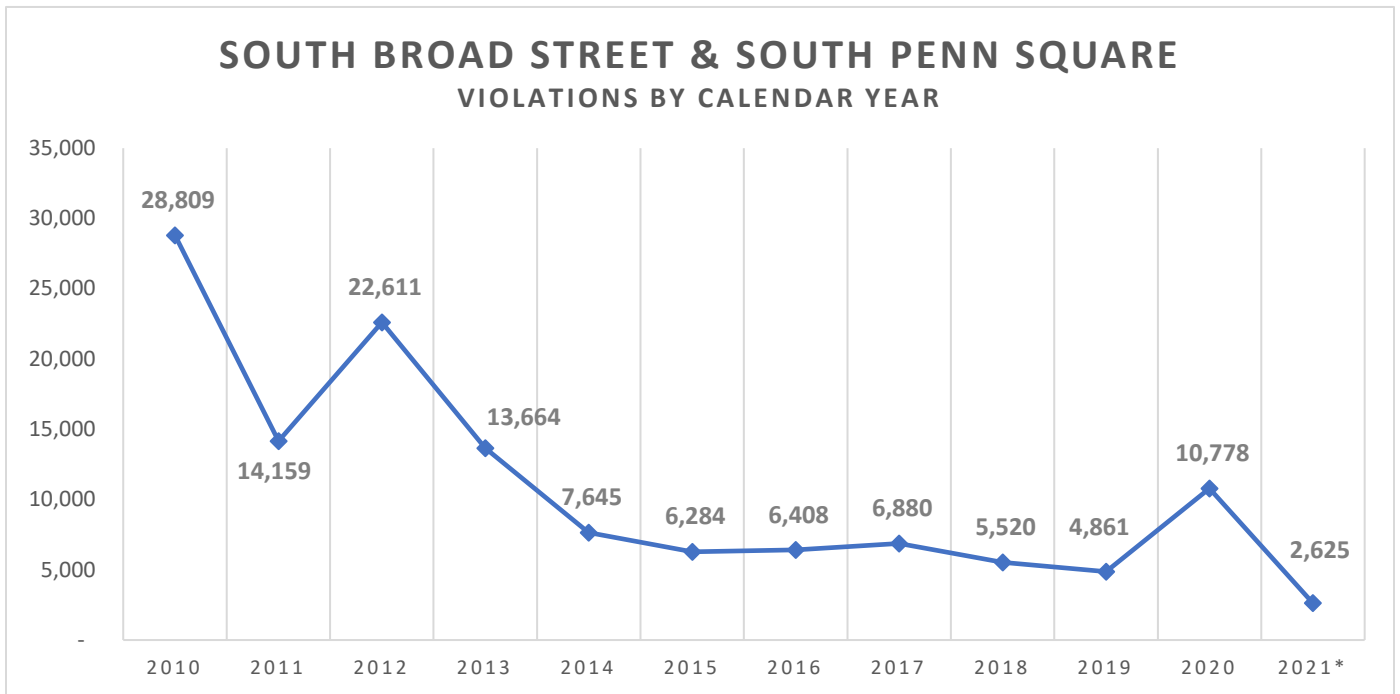
*2009 Warning period ended January 7, 2009.

**Citations from January 2021 to March 2021.

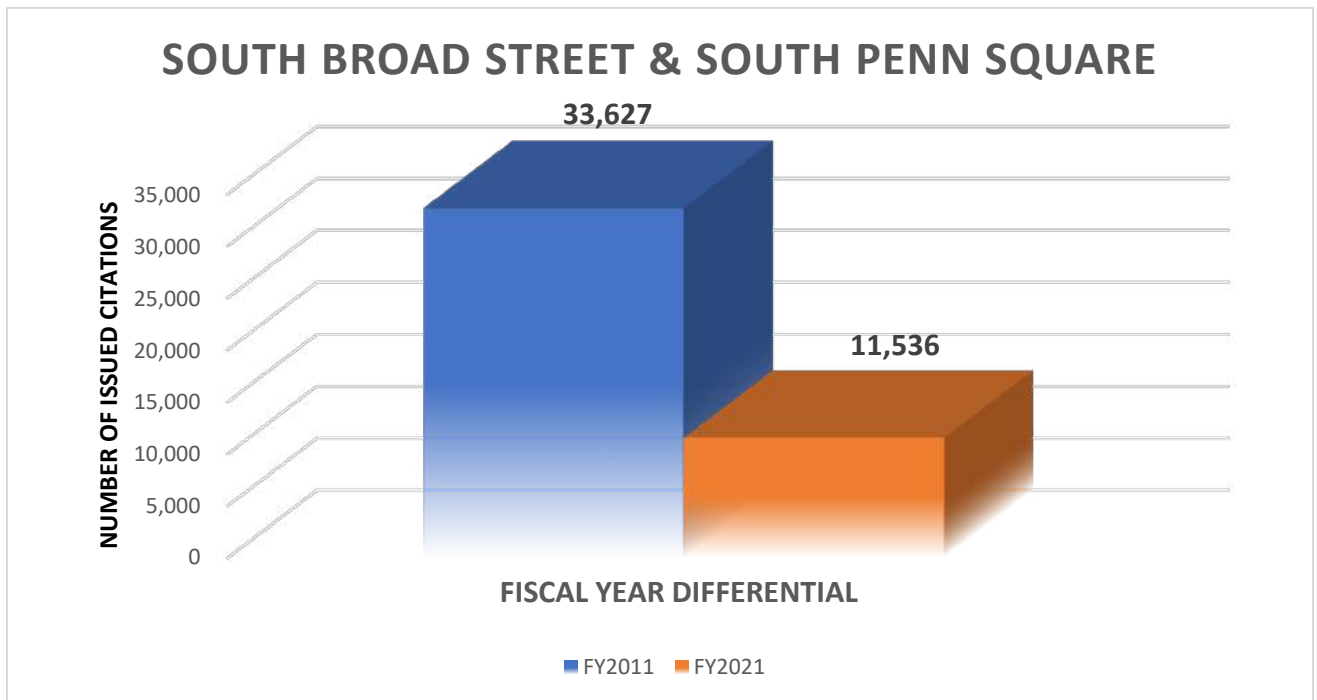


South Broad Street and South Penn Square

Date of Installation – October 1, 2009

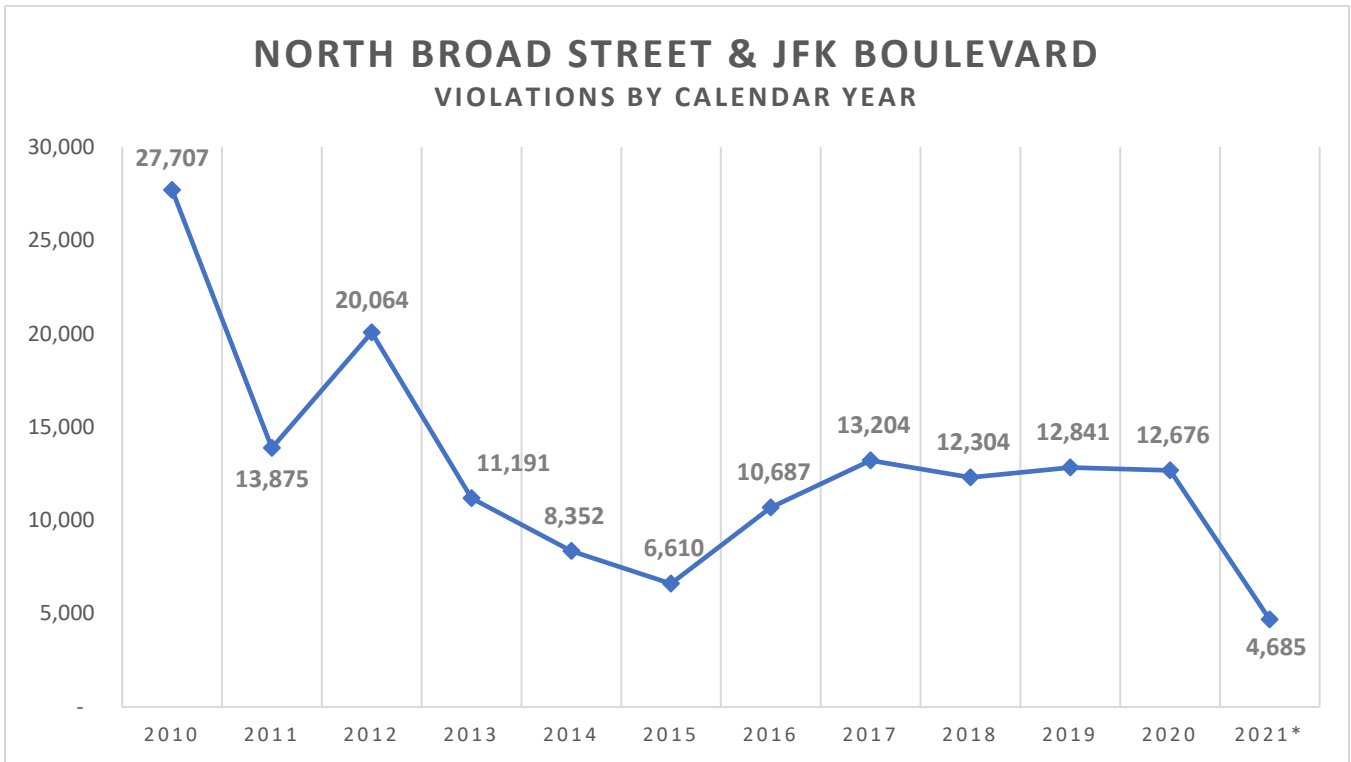


*Citations from January 2021 to March 2021.

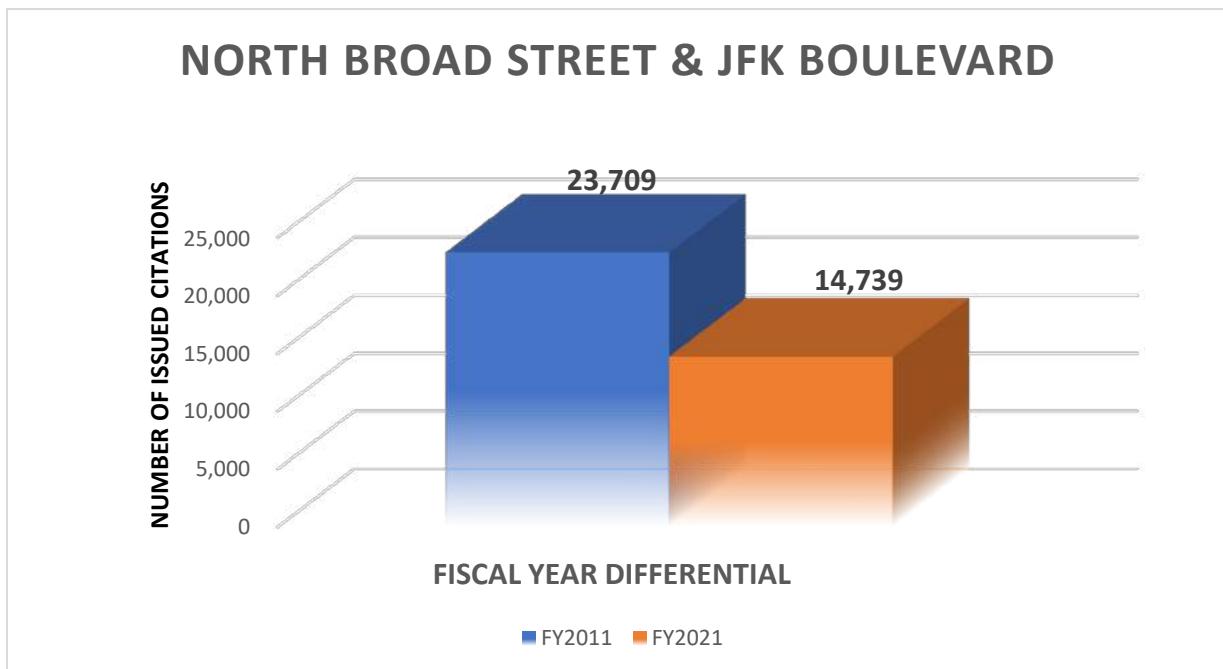


North Broad Street and John F. Kennedy Boulevard

Date of Installation – October 1, 2009

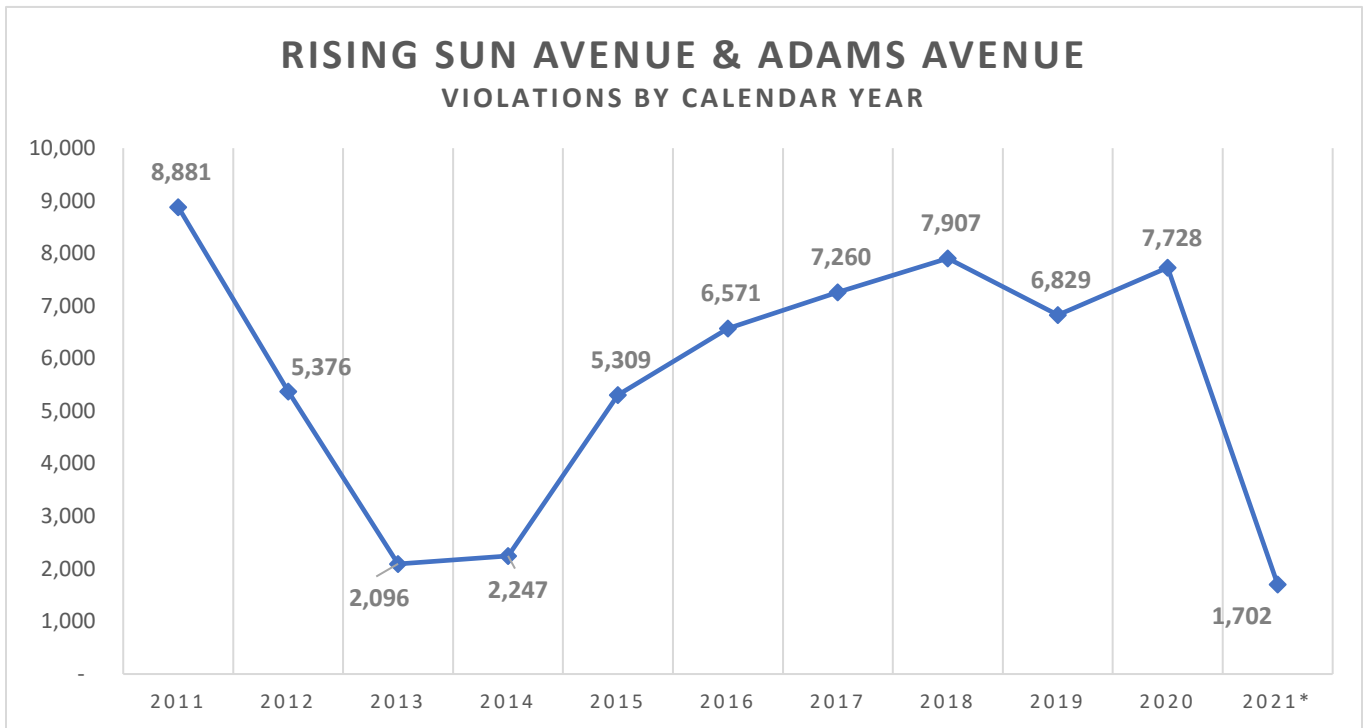


**Citations from January 2021 to March 2021.*

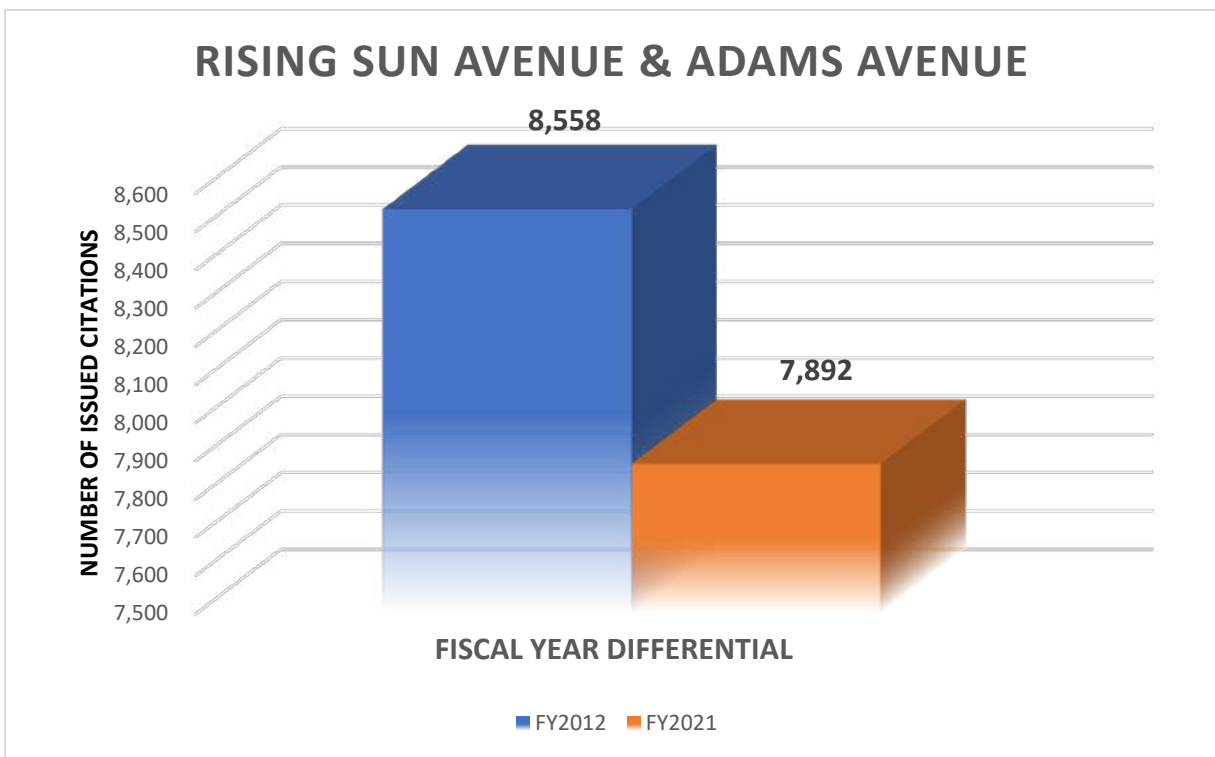


Rising Sun Avenue and Adams Avenue

Date of Installation – September 13, 2010

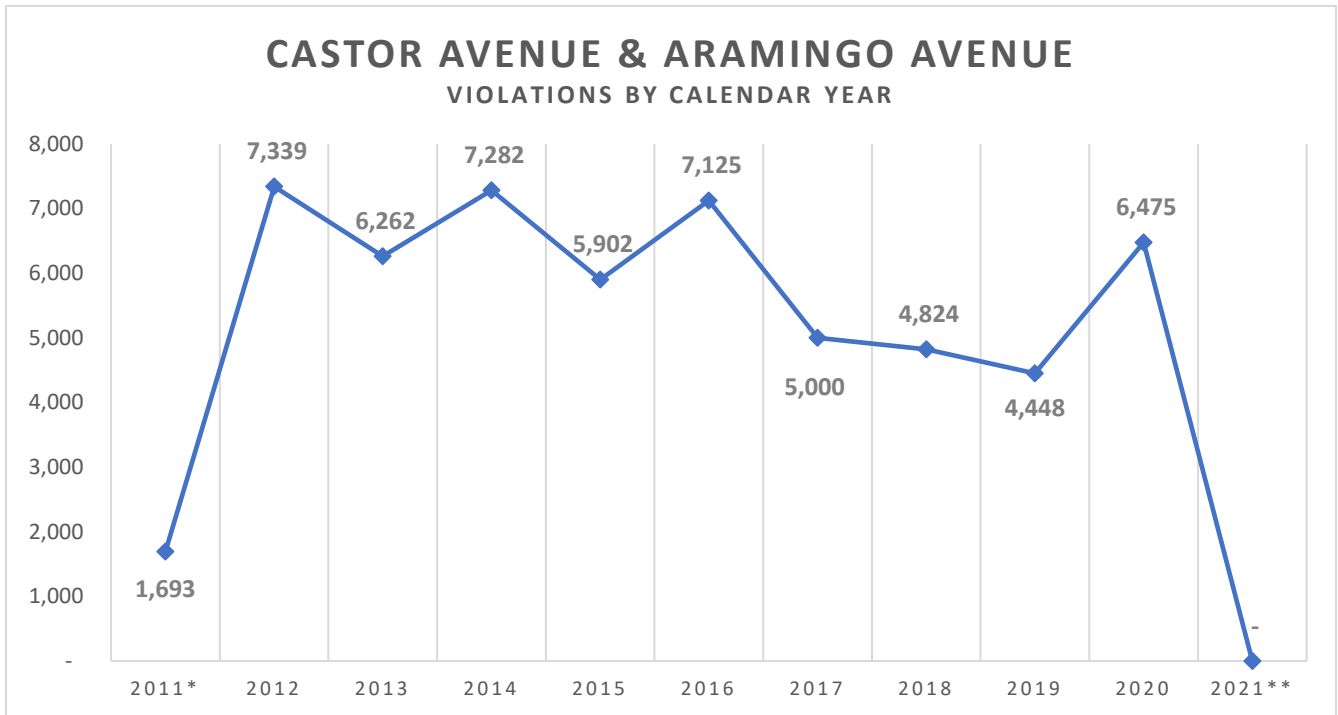


*Citations from January 2021 to March 2021.



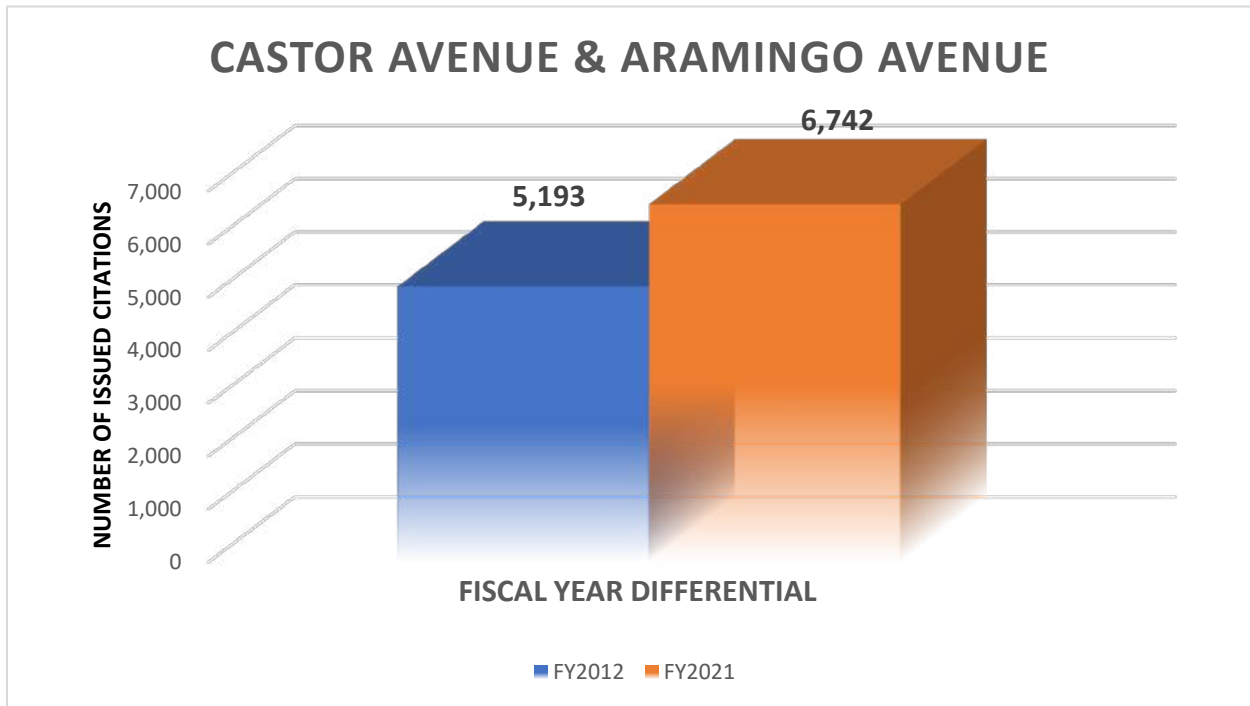
Castor Avenue and Aramingo Avenue

Date of Installation – November 1, 2011



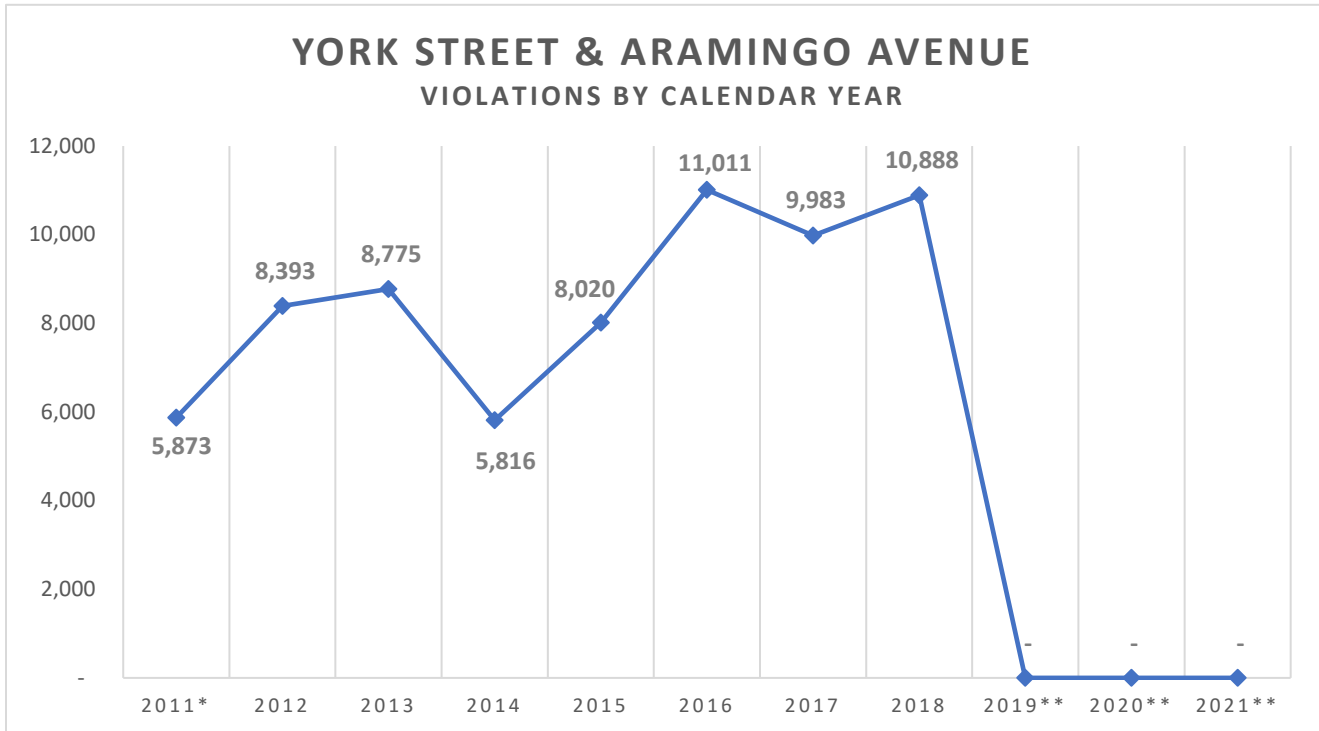
*Year 2011 had a total of 7,282 violations, of which 5,589 were in several stages of a warning phase. 1,693 citations were issued.

**Cameras were removed due to construction.



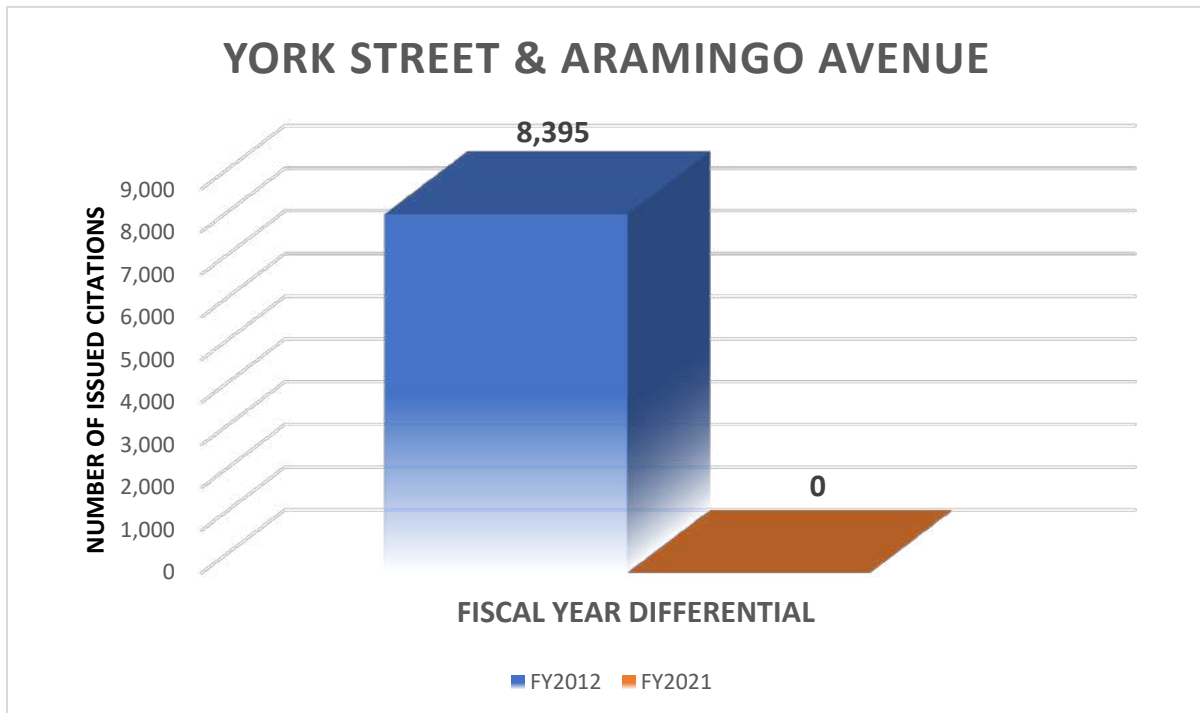
York Street and Aramingo Avenue

Date of Installation – November 1, 2011



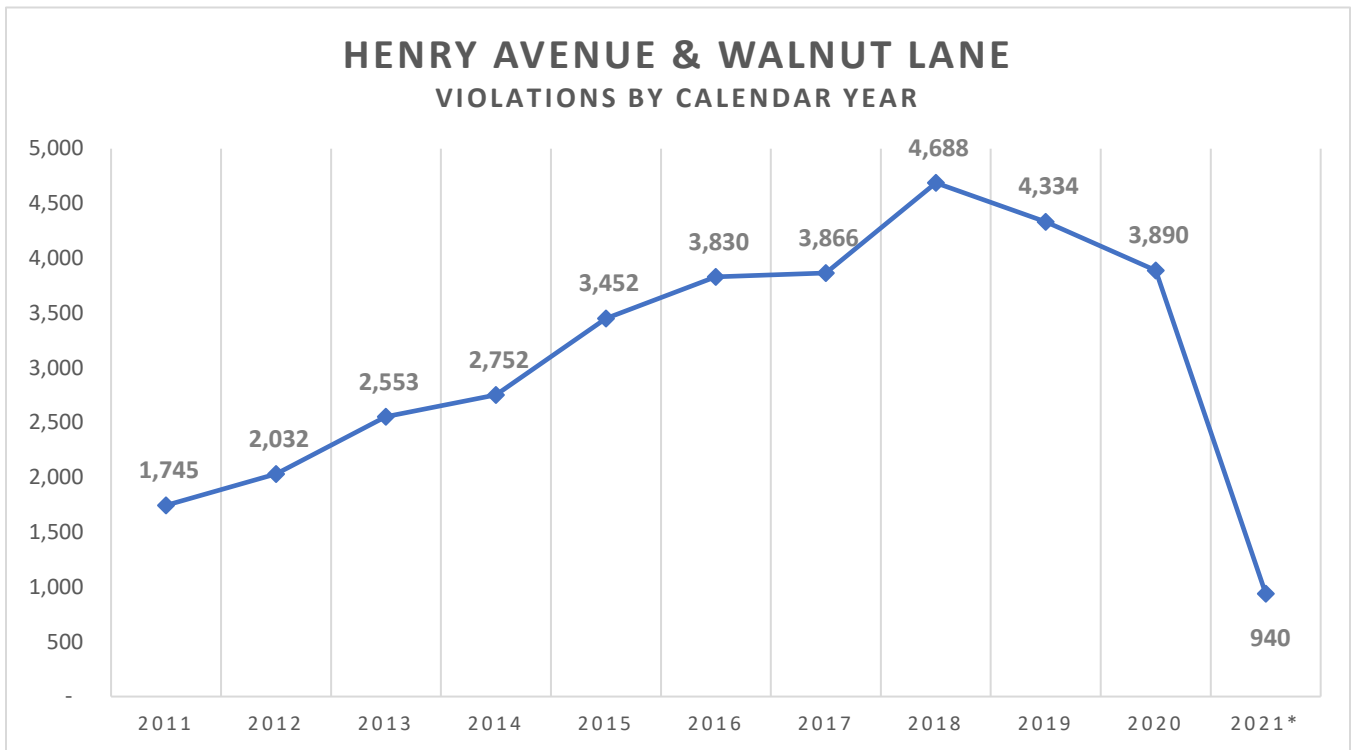
*Year 2011 had a total of 7,765 violations, of which 1,892 were in the warning phase. 5,873 citations were issued.

**Cameras removed in November of 2018 due to construction.

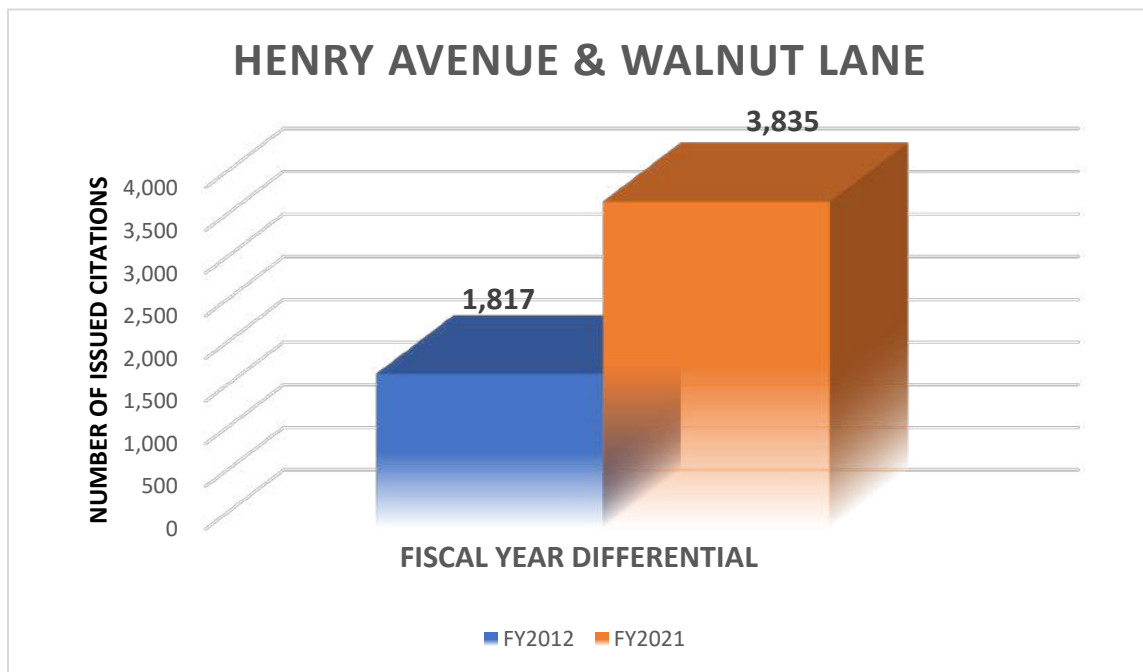


Henry Avenue and Walnut Lane

Date of Installation – September 13, 2010

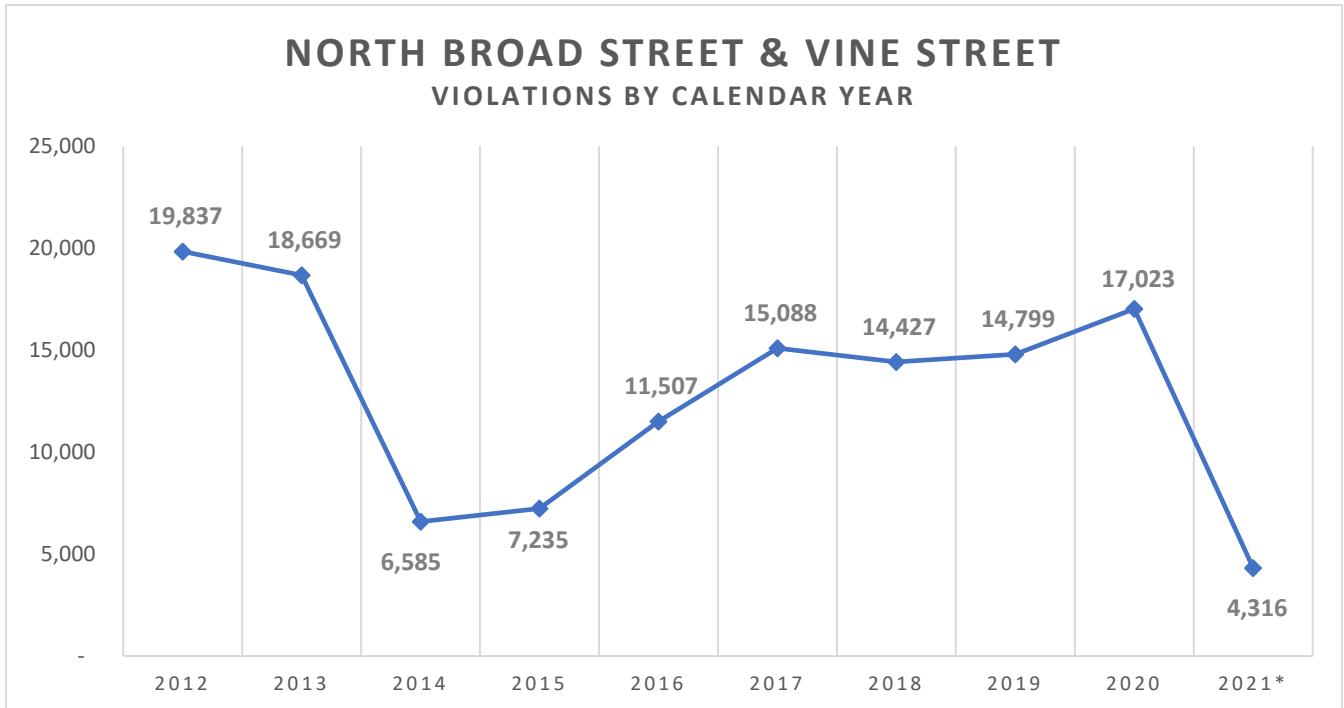


*Citations from January 2021 to March 2021.

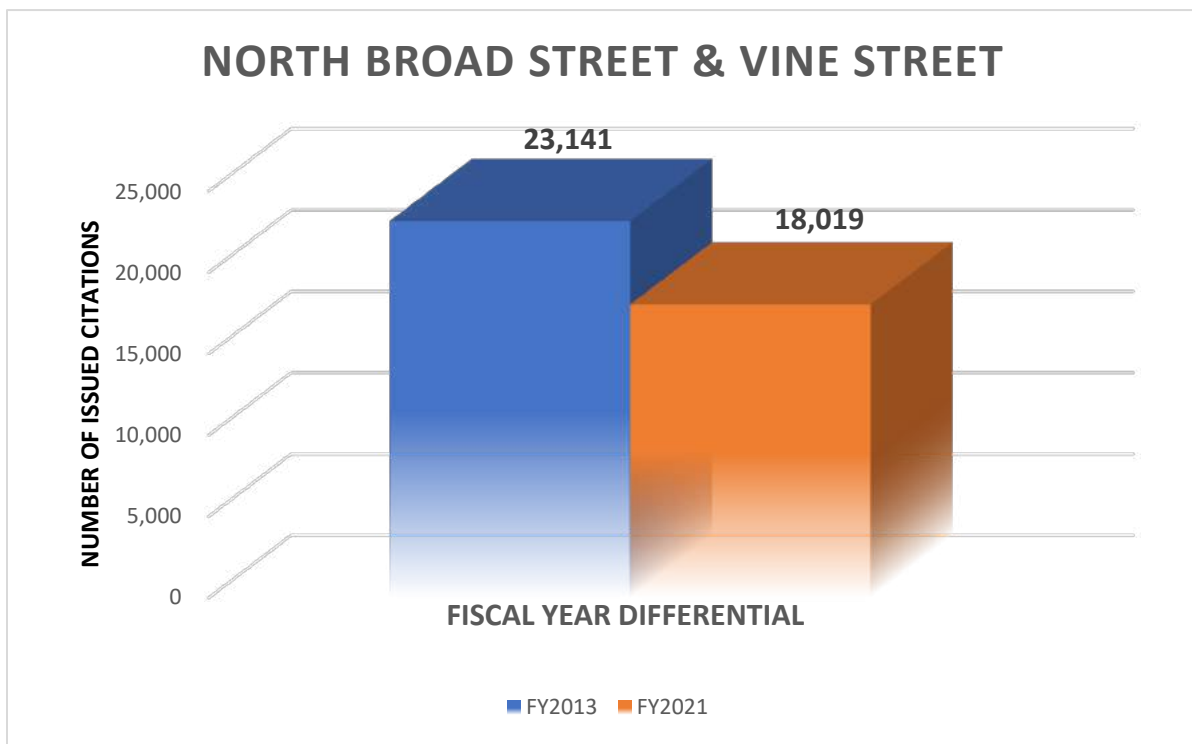


North Broad Street and Vine Street

Date of Installation – October 1, 2011

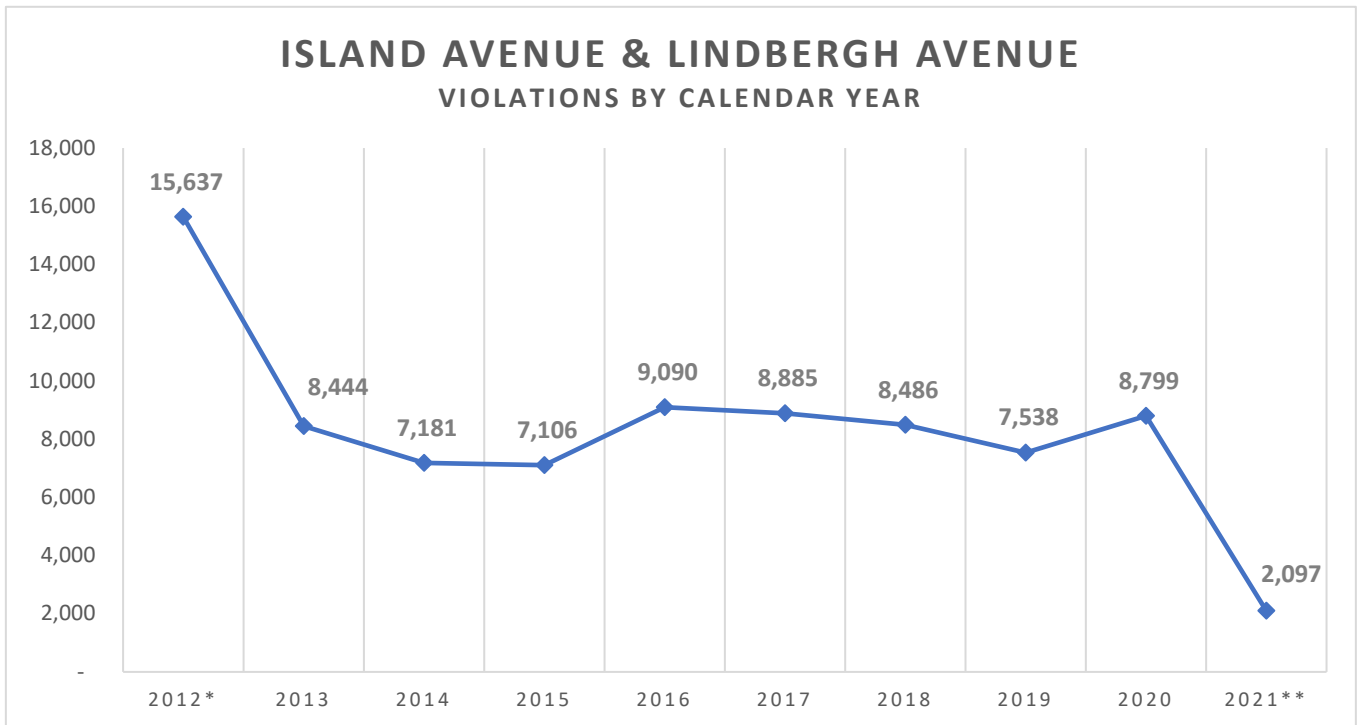


*Citations from January 2021 to March 2021.



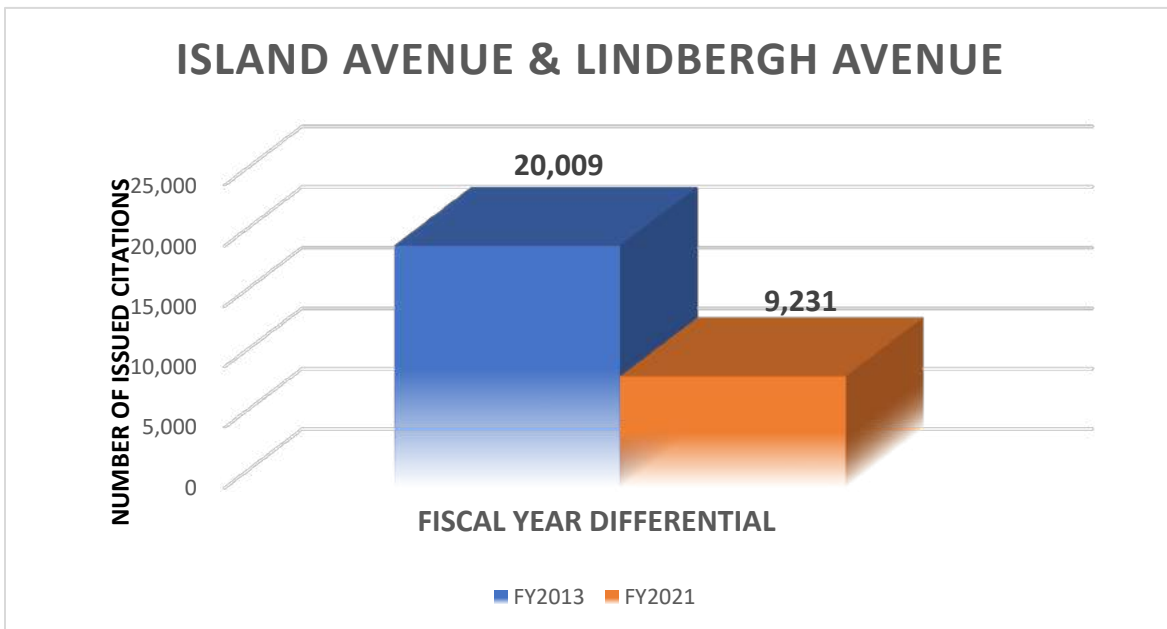
Island Avenue and Lindbergh Avenue

Date of Installation – December 1, 2011



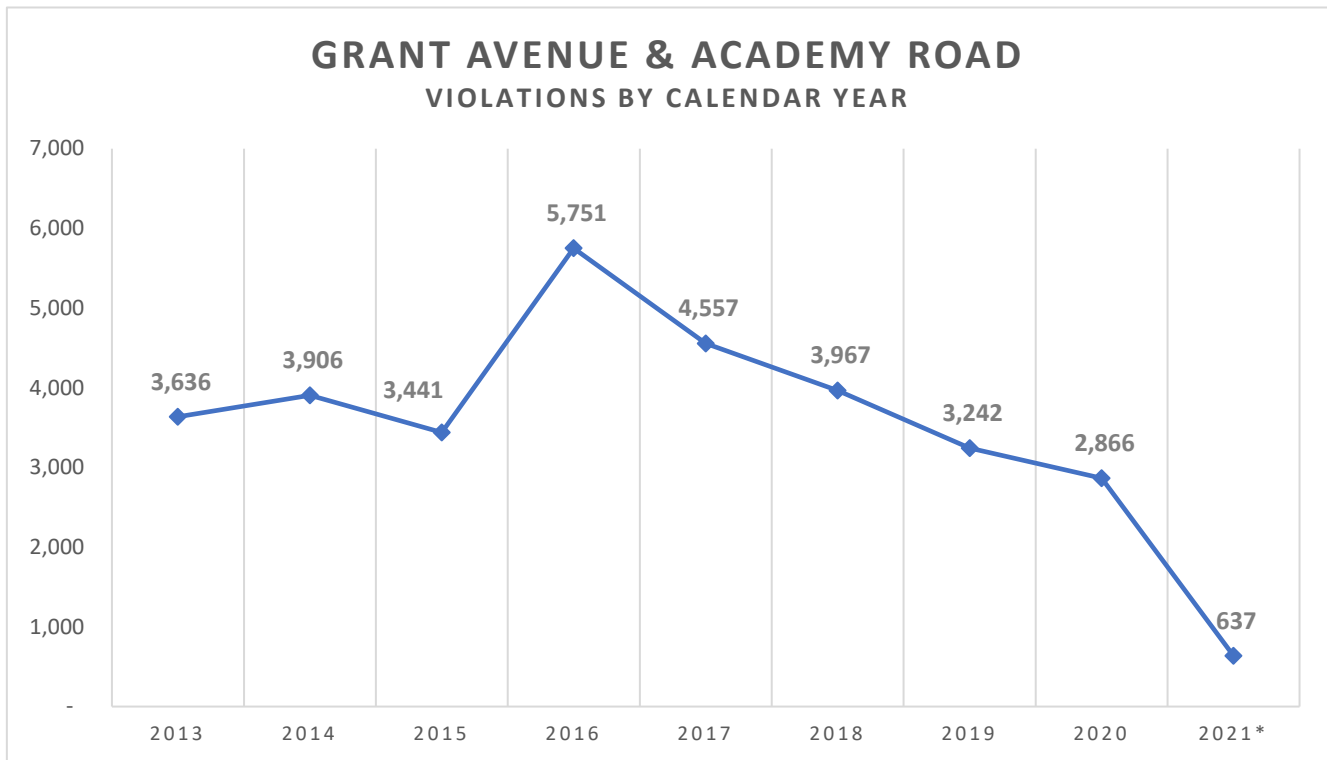
*Year 2012 had a total of 41,063 violations, of which 25,456 were in the warning phase. 15,637 citations were issued.

**Citations from January 2021 to March 2021.

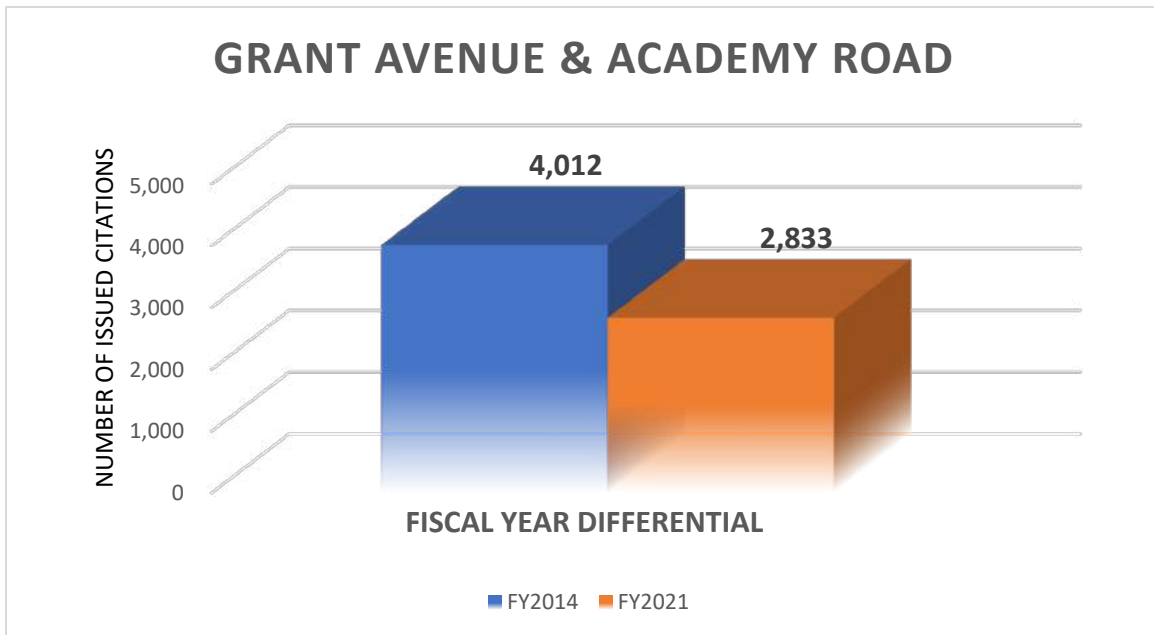


Grant Avenue and Academy Road

Date of Installation – October 19, 2012

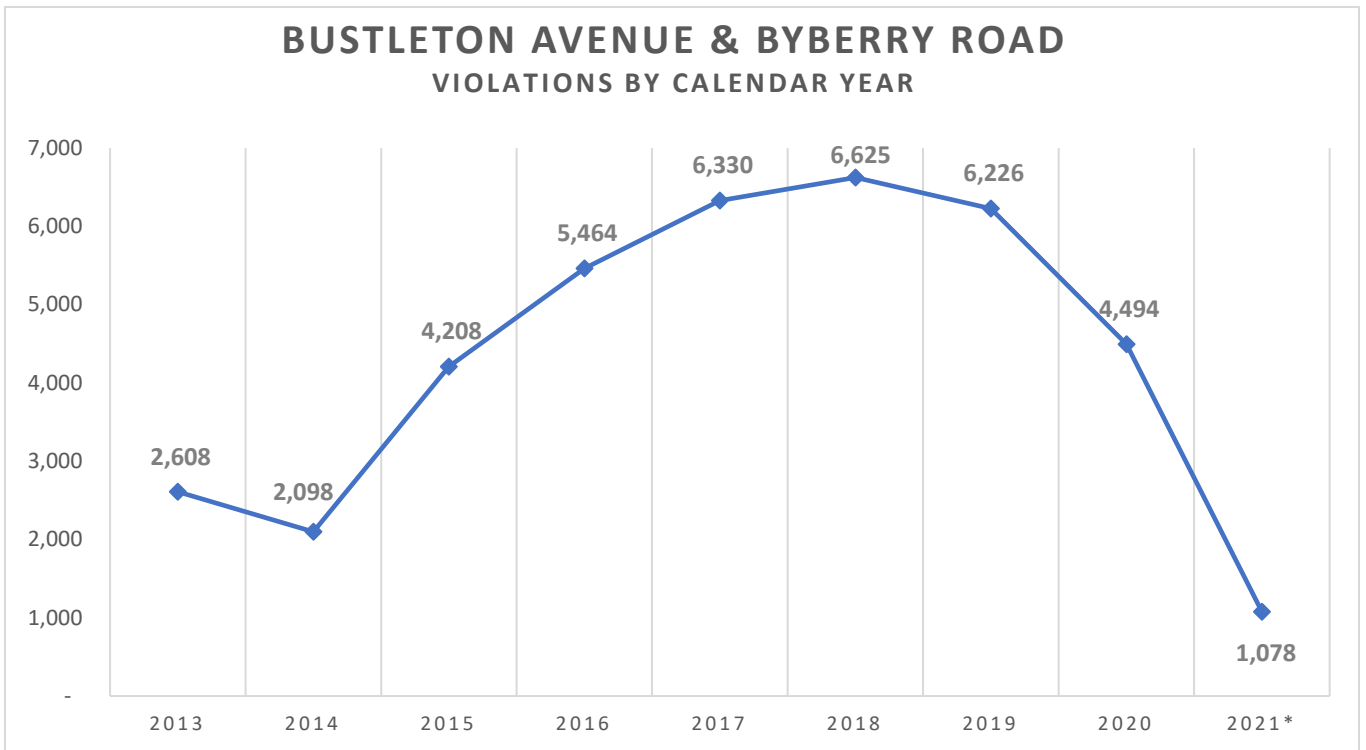


*Citations from January 2021 to March 2021.

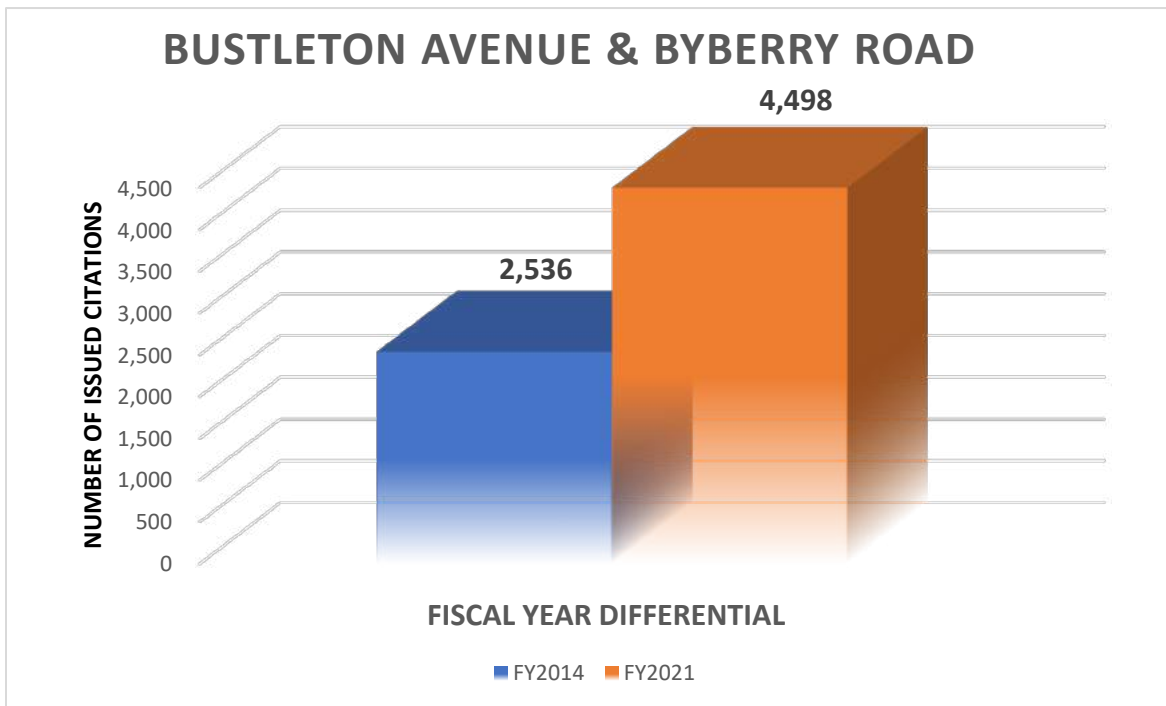


Bustleton Avenue and Byberry Road

Date of Installation – October 19, 2012

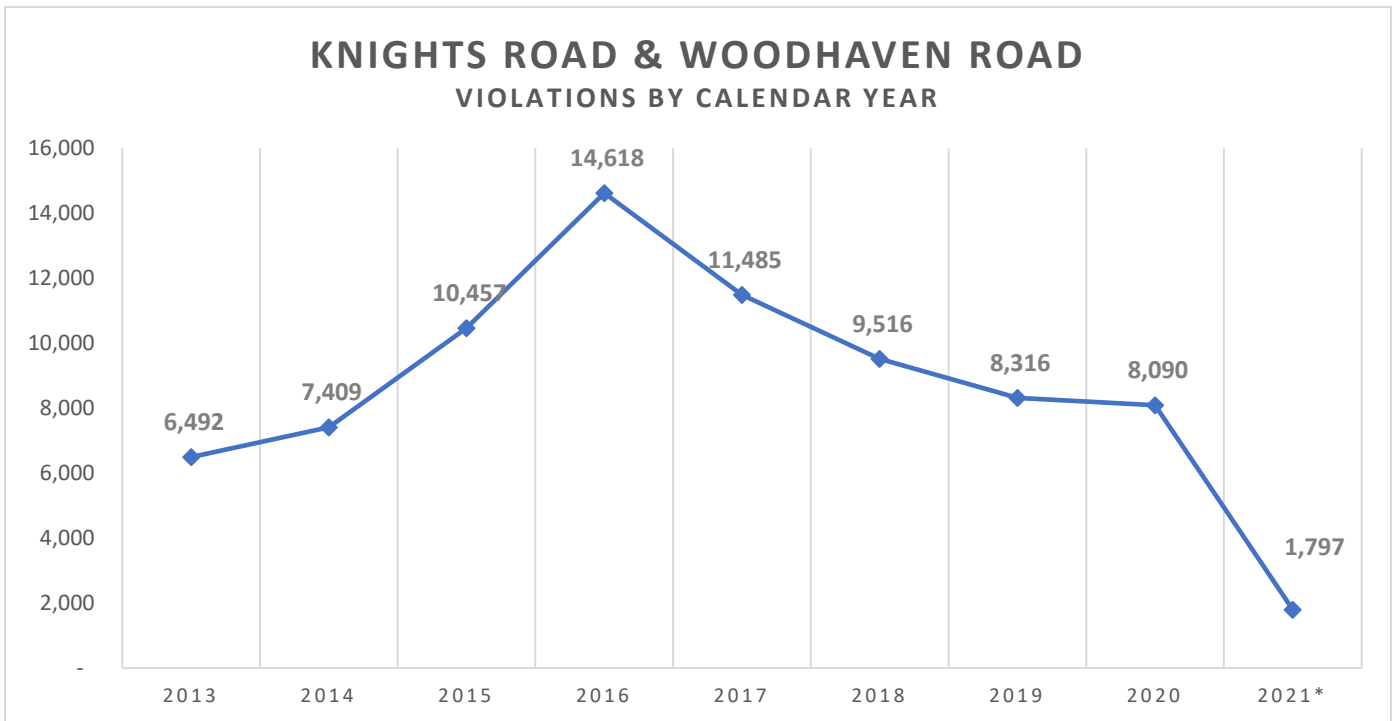


*Citations from January 2021 to March 2021.

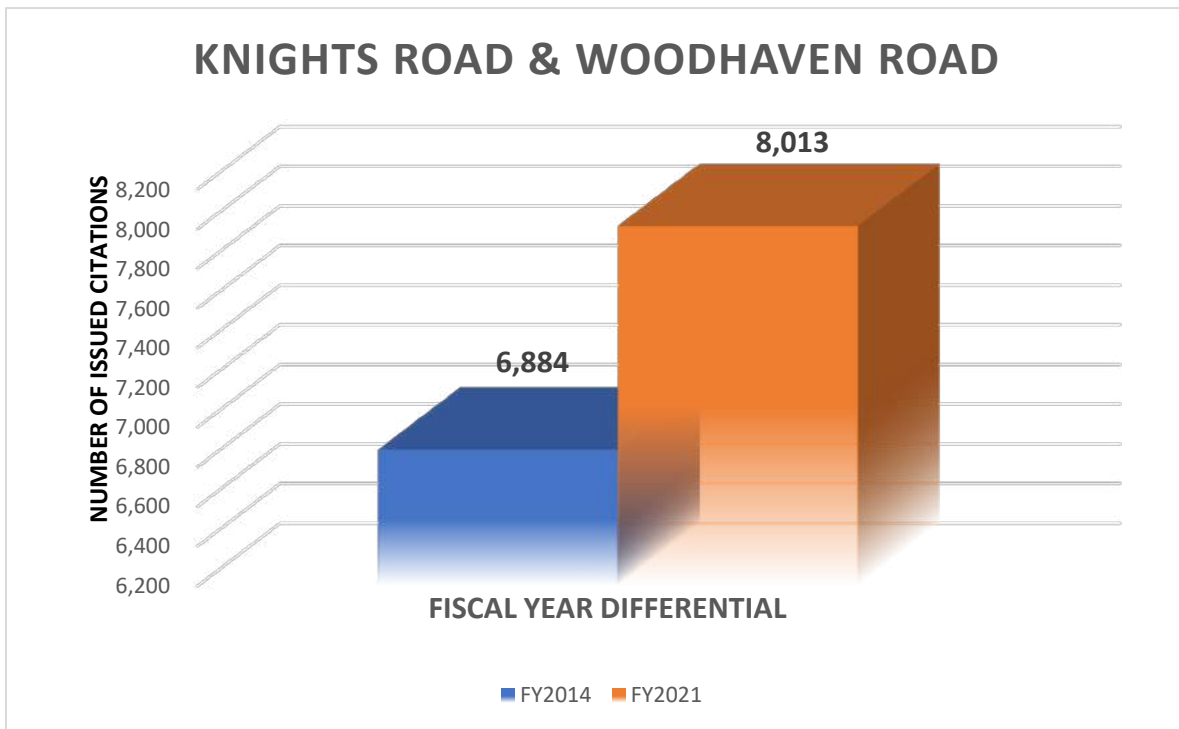


Knights Road and Woodhaven Road

Date of Installation – October 29, 2012

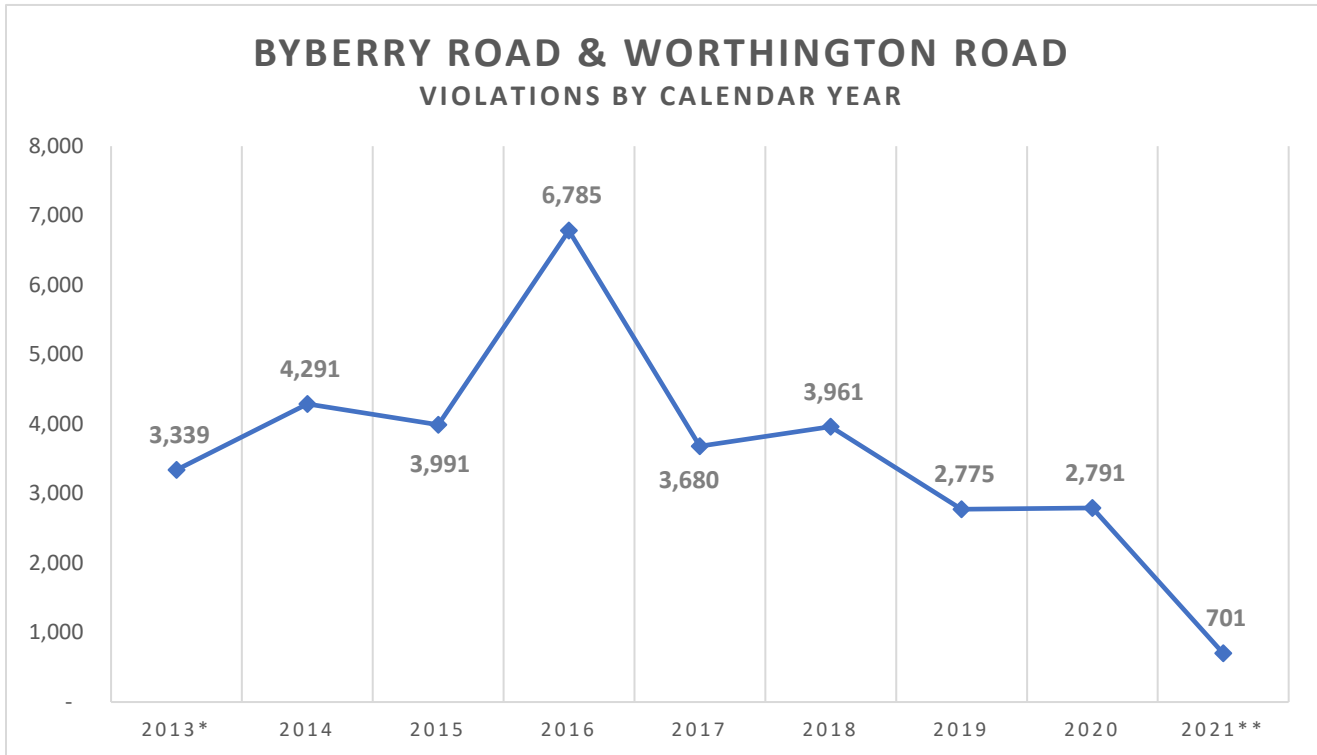


*Citations from January 2021 to March 2021.



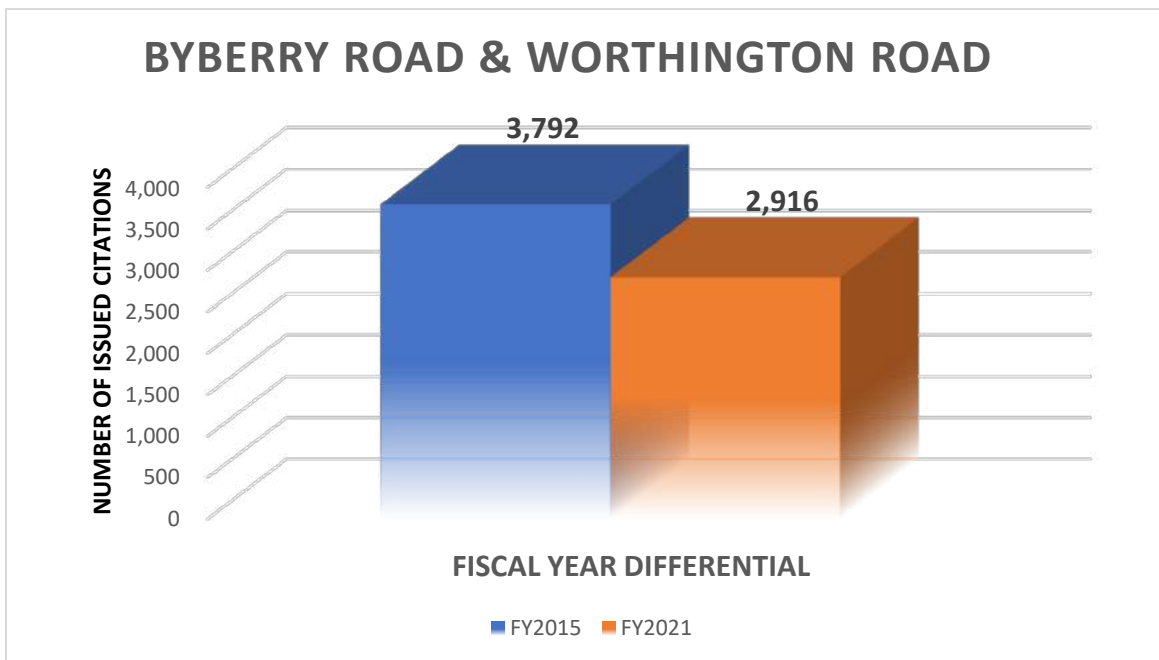
Byberry Road and Worthington Road

Date of Installation – June 10, 2013



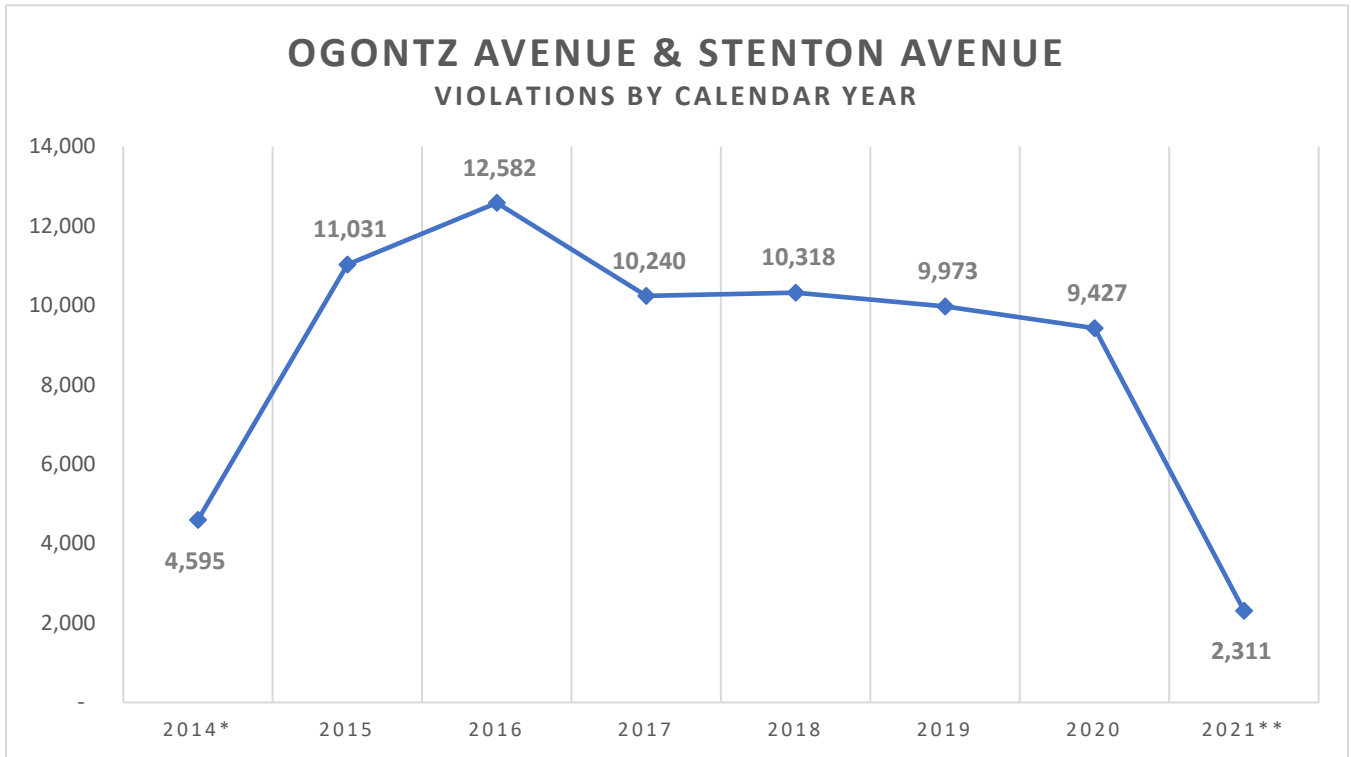
*Year 2013 had a total of 4,075 violations, of which 736 were in the warning phase. 3,339 citations were issued.

**Citations from January 2021 to March 2021.



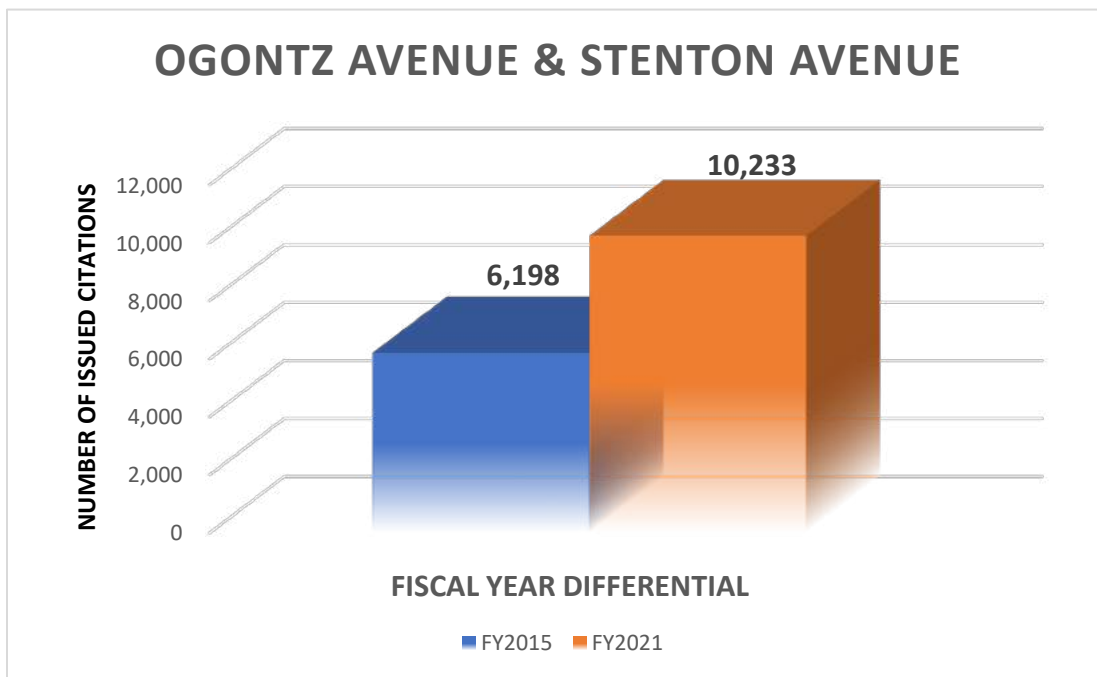
Ogontz Avenue and Stenton Avenue

Date of Installation – January 20, 2014



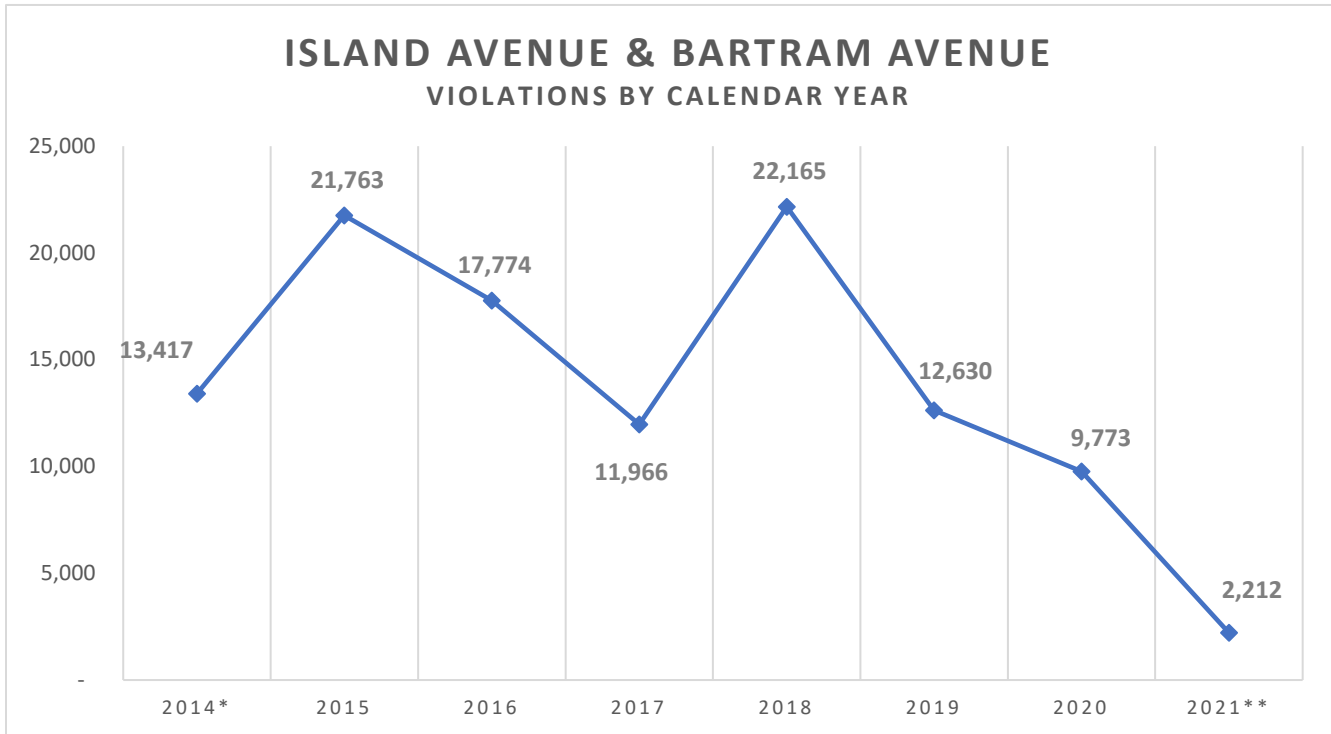
*Year 2014 had a total of 5,310 violations, of which 715 were in the warning phase. 4,595 citations were issued.

**Citations from January 2021 to March 2021.



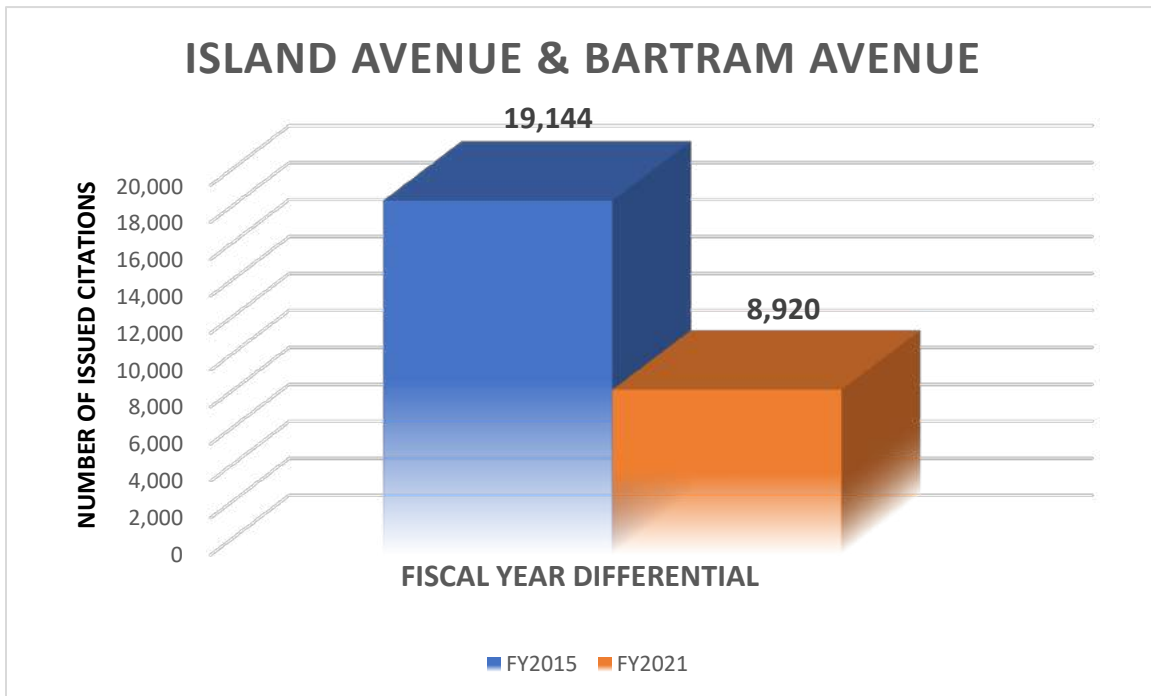
Island Avenue and Bartram Avenue

Date of Installation – April 25, 2014



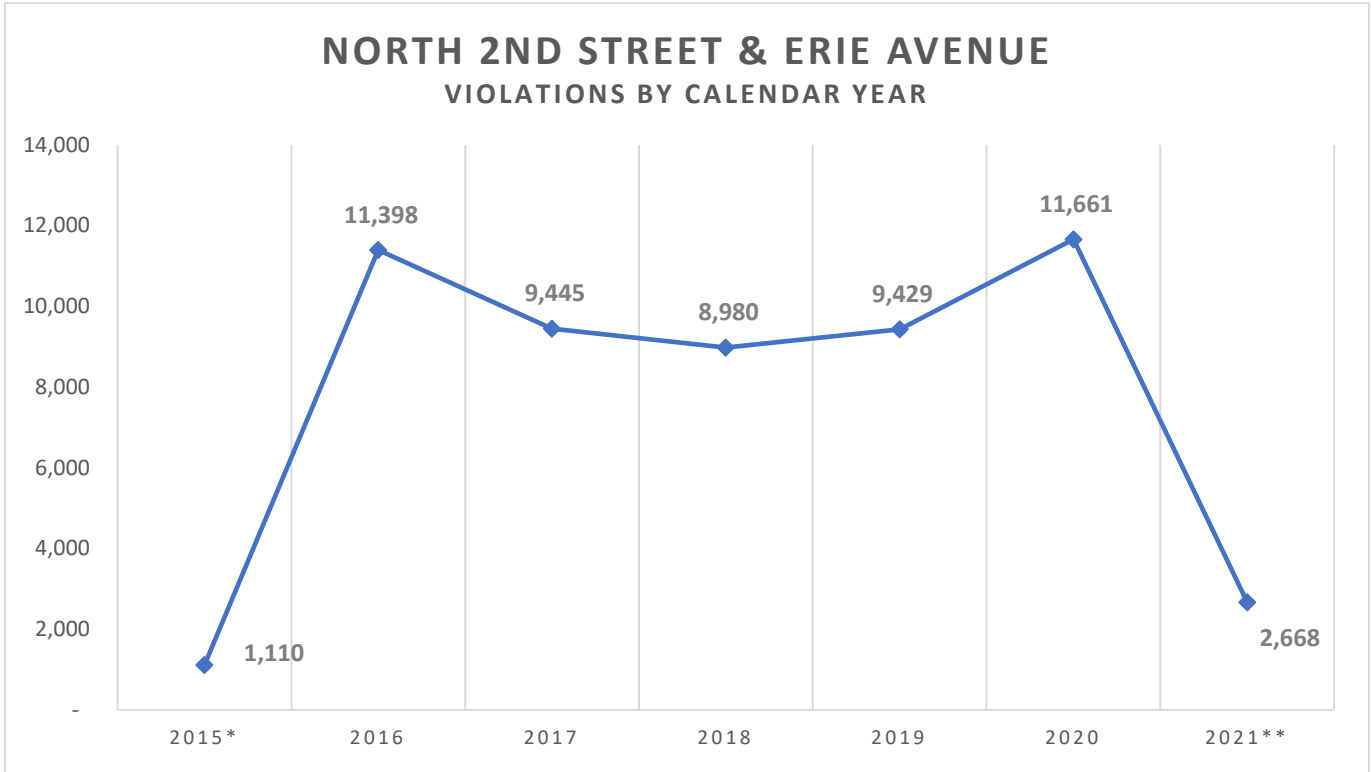
*Year 2014 in warning phase until June 12, 2014.

**Citations from January 2021 to March 2021.



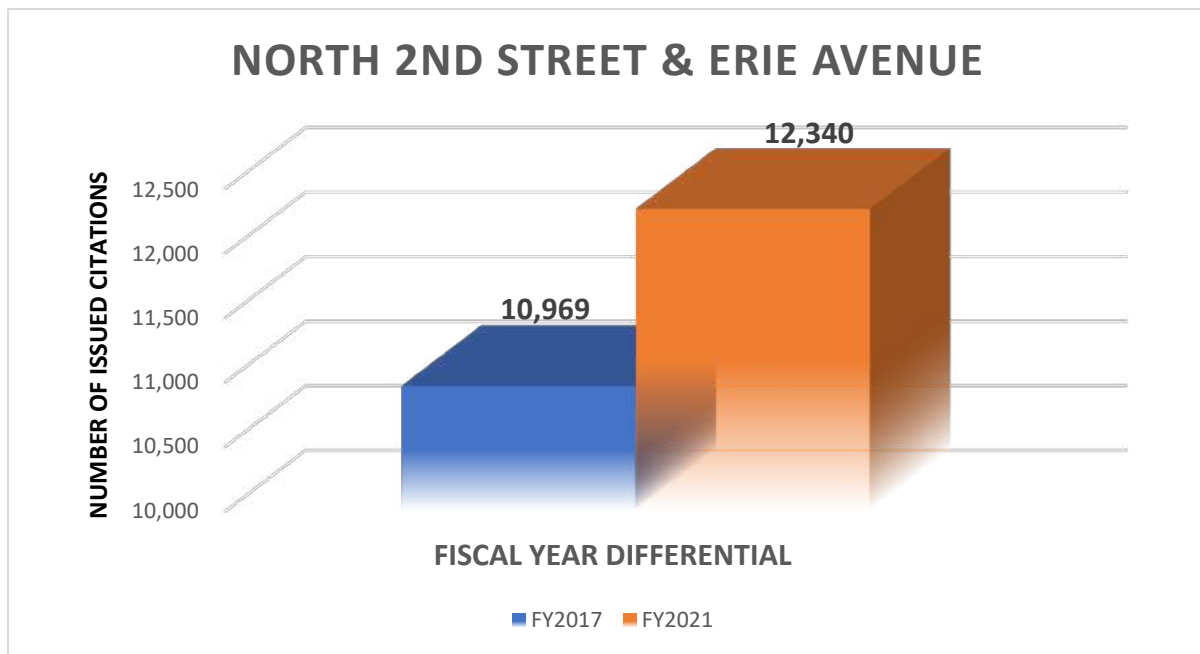
North 2nd Street and Erie Avenue

Date of Installation – October 16, 2015



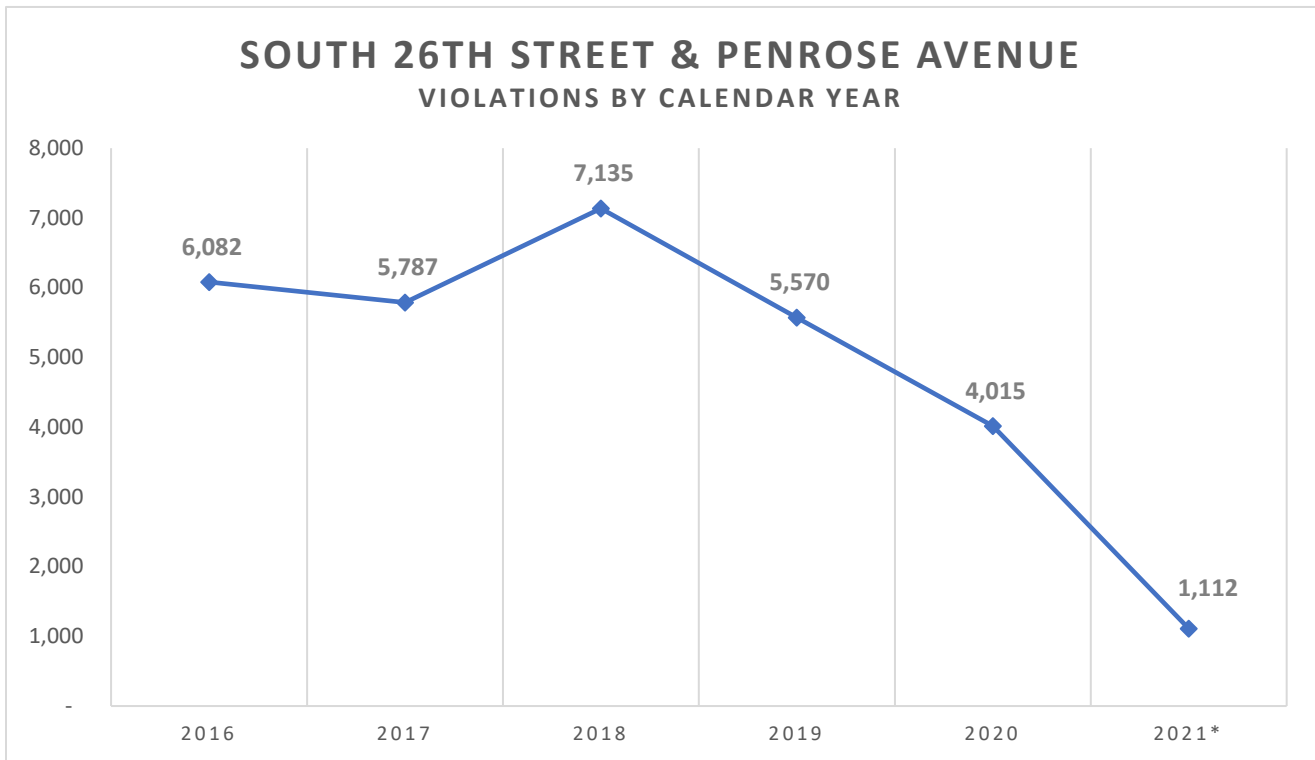
*Year 2015 had a total of 3,306 violations, of which 2,196 were in the warning phase. 1,110 citations were issued.

**Citations from January 2021 to March 2021

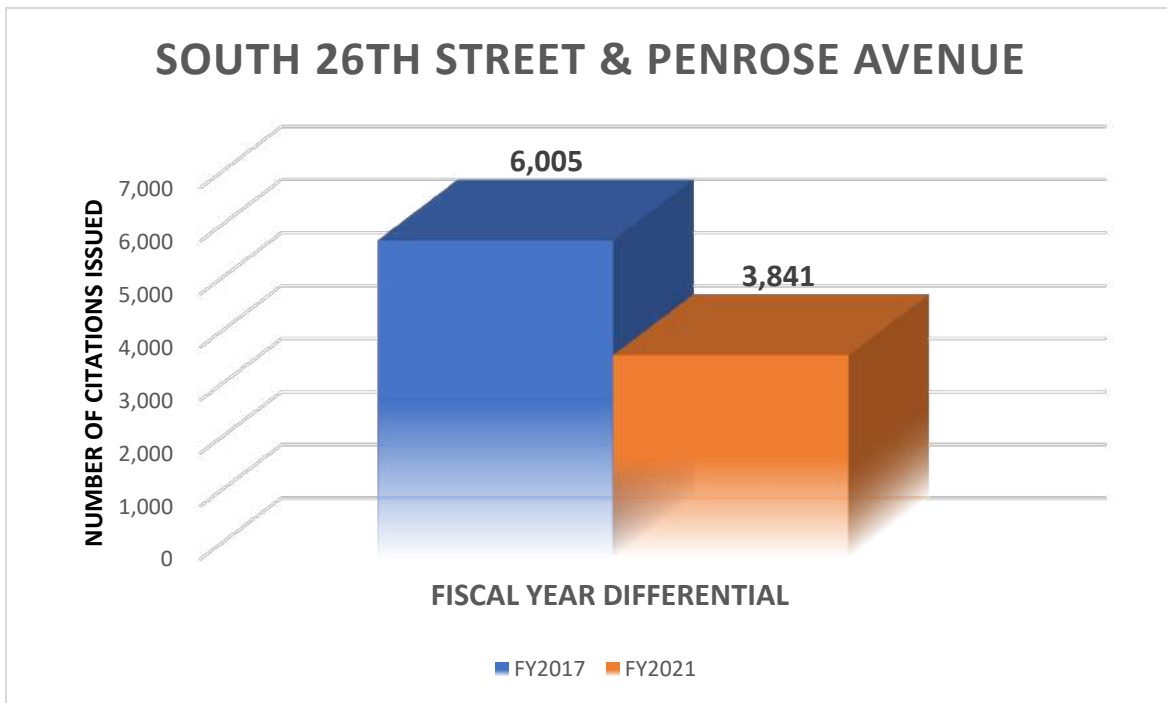


South 26th Street and Penrose Avenue

Date of Installation – November 11, 2015

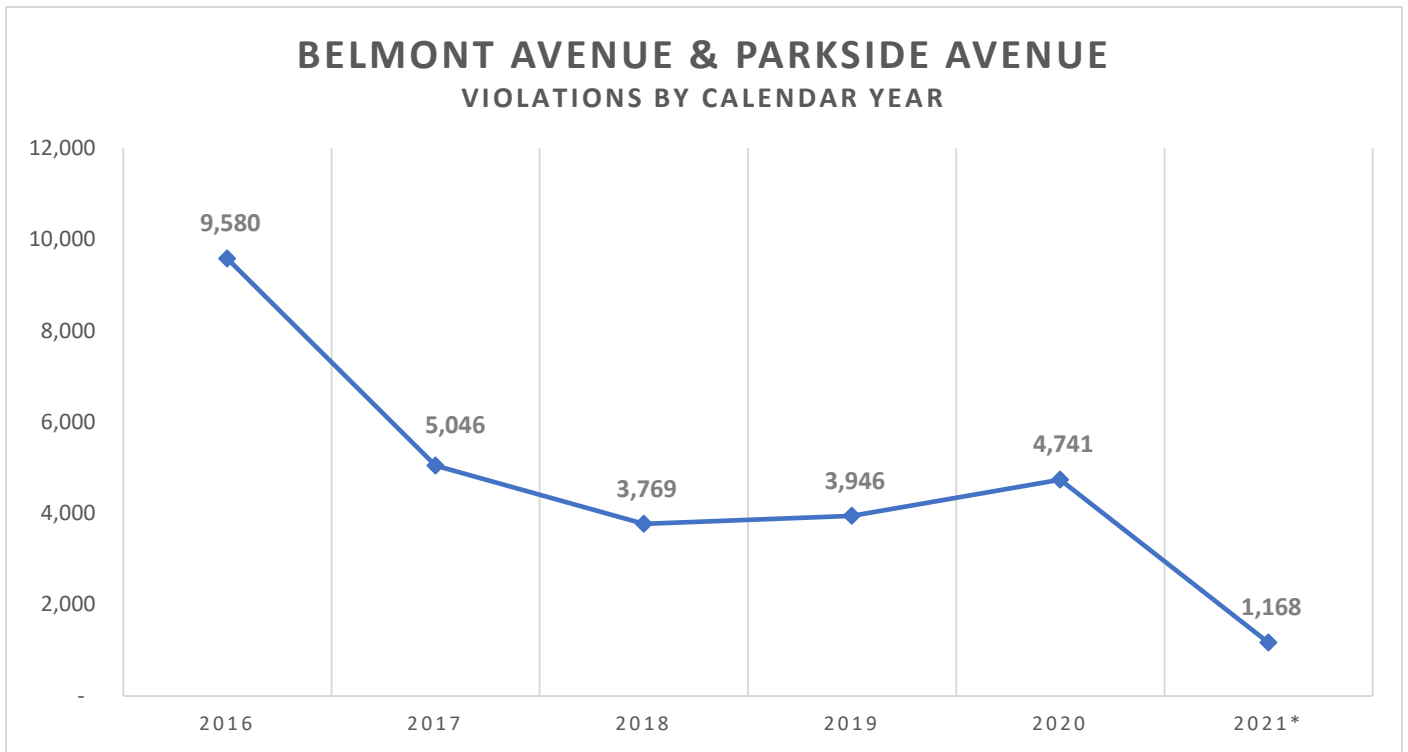


*Citations from January 2021 to March 2021

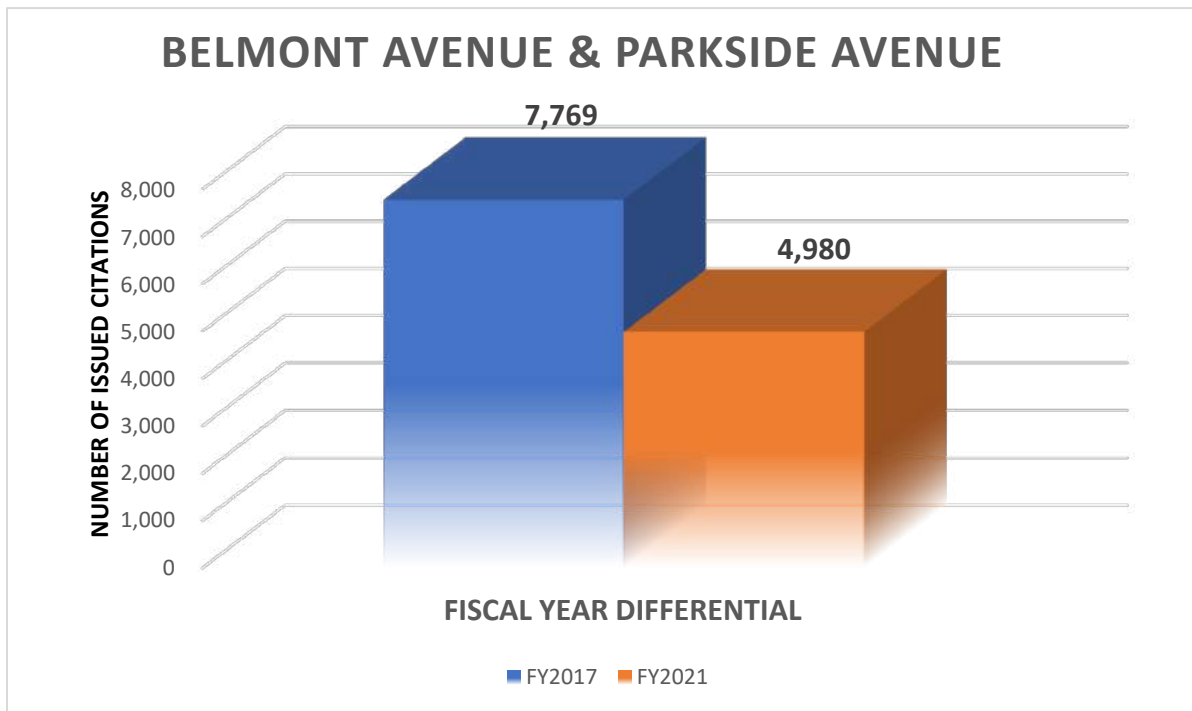


Belmont Avenue and Parkside Avenue

Date of Installation – November 6, 2015

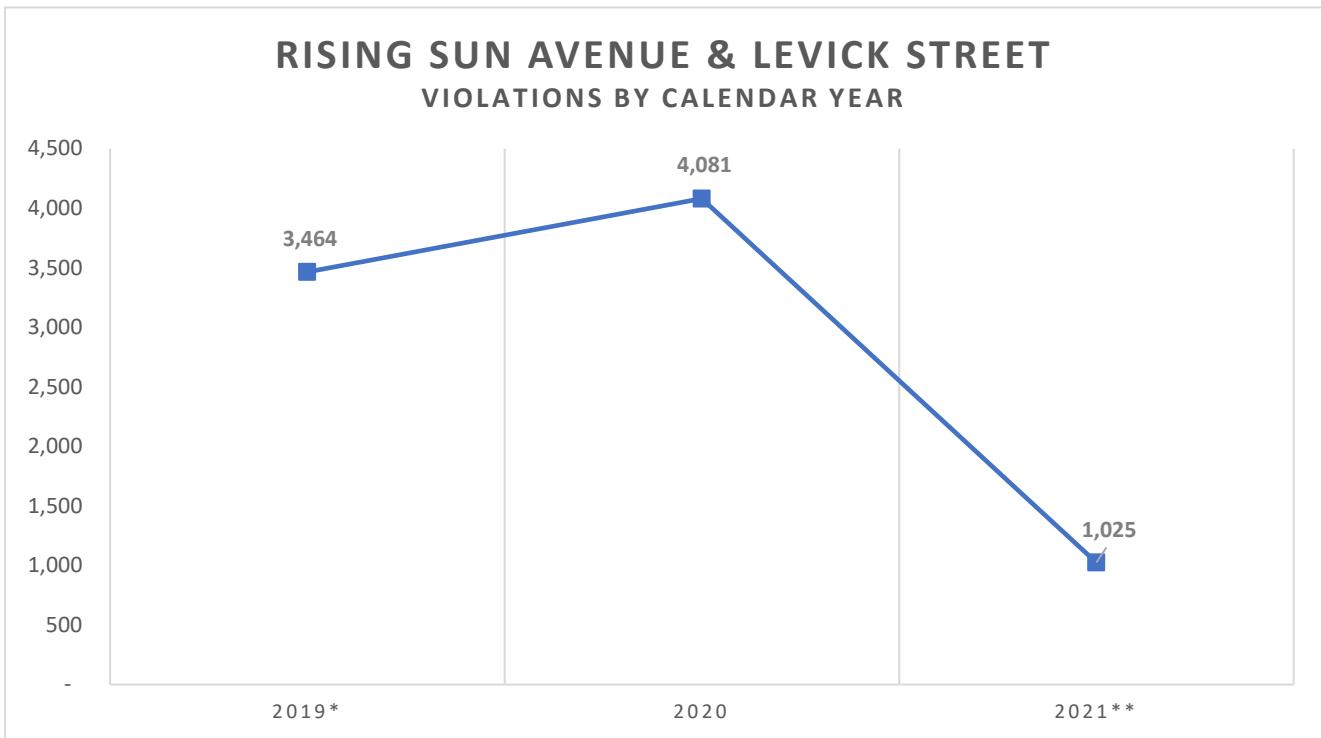


*Citations from January 2021 to March 2021



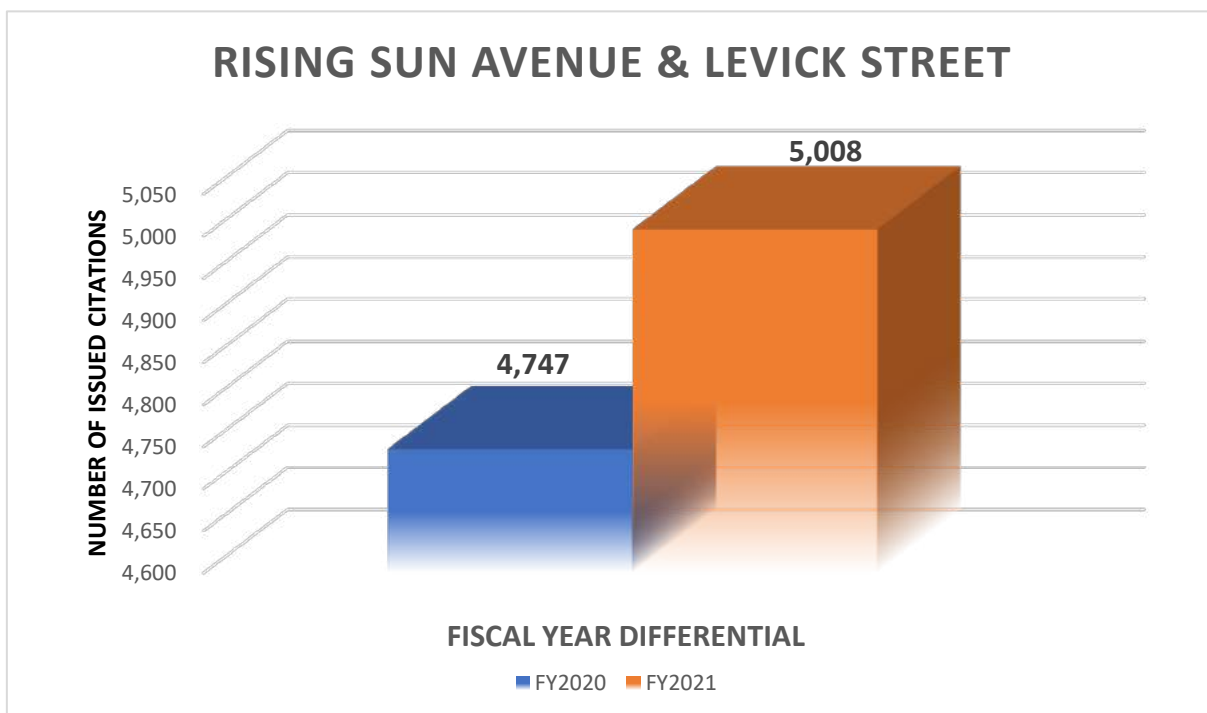
Rising Sun Avenue and Levick Street

Date of Installation – March 18, 2019



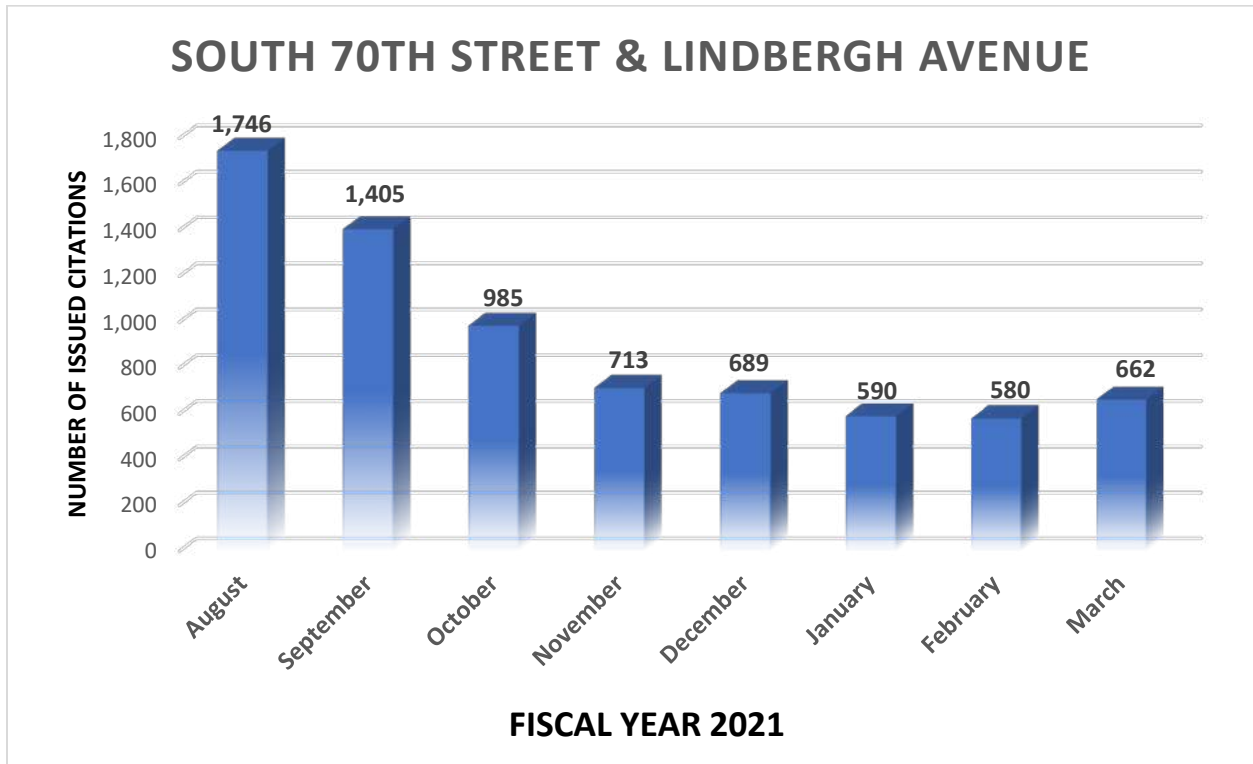
*Year 2019 had a total of 4,095 violations, of which 631 were in the warning phase. 3,464 citations were issued.

**Citations from January 2021 to March 2021



South 70th Street and Lindbergh Avenue

Date of Installation – August 1, 2020



**Year 2020 had a total of 5,536 violations, of which 3,151 were in the warning phase. 2,385 citations were issued.*