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RED-LIGHT CAMERA PROGRAM ANNUAL REPORT

SEPTEMBER 2025

PREPARED BY CASEY WECH
AUTOMATED ENFORCEMENT

Contents

Executive Summary.....	1
Recommendations.....	2
Overview of the Red Light Camera Program	3
Intersections and Violations	5
Red Light Camera Contract	7
Intersections in Progress	8
Financial Review	9
Collection Efforts	11
Appendix B – Violation Data for Red Light Locations.....	14

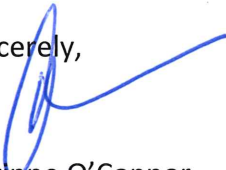
Executive Summary

Twenty years ago, Philadelphia activated its first red-light cameras along Roosevelt Boulevard. Since then, the program has improved overall driving behavior and helped make neighborhoods safer for commuters and residents alike. Its effectiveness has prompted expansion within the city and into surrounding counties: Bucks County has installed cameras at multiple locations, and Montgomery County has also expanded its program. Continued advances in technology are expected to further strengthen results.

Compared with last year's report, FY2025 citations declined slightly. Approximately two-thirds of monitored locations recorded fewer red-light violations. While violation levels remain higher than in the period before the FY2023 installations, the sustained decline since the warning periods indicates the cameras remain effective. Newer locations installed over the past few years have likewise shown decreases in violations following their warning periods.

Bringing additional camera sites online has been slower than anticipated due to design, permitting, and construction timelines. Lessons learned over the past year should accelerate delivery. In FY2026, the Authority expects to report data for four new intersections, have three more in construction, and submit additional red-light intersection requests to City Council for approval.

Sincerely,



Corinne O'Connor

Deputy Executive Director

Recommendations

The goal of the Red-Light camera program is to encourage safe driving so that the walking, driving, and riding public can commute without the risk of accidents or fatalities. Currently the program is still considered a pilot program that is set to expire on July 15, 2027. The Authority is hoping that through legislation this program becomes permanent prior to the sunset date. The program has shown success not only in Philadelphia but in surrounding communities in both Montgomery County and Bucks County.

The Philadelphia Parking Authority reiterates the following to better obtain its goal which include:

- Consider increasing the penalty for Red Light Camera violations from \$100 to a base fine of \$150 to further deter violations. The statutory penalty for violations has remained the same since the enactment of Act 123 of 2002. It is believed that increasing the fine will further reduce violations.
- We also wish to further cooperation between the Department of Transportation, the City and the PPA to add additional intersections to the Red-Light Camera Program based upon empirical data developed through a Vehicle Incident Monitoring System (VIMS) study.

Overview of the Red Light Camera Program

As of the end of FY 2025, the Red-Light Camera Program has thirty-four (34) locations operating with one hundred and forty-six (146) cameras. There are currently no cameras out of service for the fiscal year due to construction. There are seven additional locations approved by City Council that are in various stages of construction. Three intersections are still in design stage, two have completed construction in FY 2026 and two more will be completed by the end of FY 2026.

The Authority also has taken on the cost of intersection upgrades so that the vendor would not be responsible for these costs. Due to the time it takes to have designs made for intersection upgrades, obtaining a Construction Management firm and Electrical contractor through the competitive bidding process, obtaining permits, and the time it takes for construction for the requested upgrades from the Philadelphia Streets Department and PennDOT, the Authority has not been able to complete any intersection installations in FY 2025. The Authority is working through the outstanding requested locations as quickly as possible to continue to assist in reducing traffic crashes, and fatalities throughout the City of Philadelphia and in the process, help achieve our part in the Vision Zero initiative.

Since last year's report, the PPA has received six additional requests for new red light camera installations. The full list can be found in Appendix A. The Authority has begun doing site reviews of the different intersections with representatives from the Streets Department and PennDOT to find those locations that will benefit from the program. Eight locations were reviewed and those that are viable will be submitted to City Council in FY 2026 for approvals by ordinances. The Authority intends to review more locations as construction continues and will work with the City of Philadelphia's Office of Transportation and Infrastructure Systems (OTIS), Streets Department, and PennDOT to select those that would benefit the most from having a Red Light Camera installed.

In FY 2025, the Red-Light Camera Program has delivered \$25,057,370 to the Pennsylvania Department of Transportation's Transportation Enhancements Grant Program. This fund provides transportation safety related grants throughout the Commonwealth. Approximately half of those funds are used for safety improvements in the Philadelphia area. In February, PennDOT announced that they were distributing approximately \$20.4 million in Automated Red-Light funding to 25 municipalities statewide. In Philadelphia the ARLE grants will fund the following projects:

- \$1.5 million to continue the Slow Zone program and bring the speed management toolkit to two neighborhoods experiencing high rates of crash-related injuries and deaths. The Indiana project area is in the Fairhill/West Kensington neighborhood in the area of Allegheny Avenue, Front Street, Lehigh Avenue, and Second Street. The Hestonville project area is located in West Philadelphia in the area of Lancaster Avenue, 52nd Street, Girard Ave, and 54th Street.
- \$2 million to continue the "Signal Integration" program and to focus this program on City Avenue, between Presidential Boulevard and 77th Street. which currently runs as adaptive response signal control. With updated signal integration via fiber, the corridor will be retimed and operated via ATMS. Funds may also be used to supplement similar signal integration projects throughout the City.
- \$1.5 million to improve safety for transit users at intersections along SEPTA's Trolley Modernization corridors. Proposed work will improve sight distance, reduce pedestrian crossing time, and allocate additional right-of-way time for transit. This project will be concentrated on

remaining intersections with high crash clusters along Lancaster Avenue from 40th Street to 52nd Street, Woodland Avenue from 50th Street to Cemetery Avenue, and Baltimore Avenue from 54th Street to 61st Street.

- \$2 million to construct modern roundabouts at two or more locations citywide, replace geometrically over-capacity or overly complex signalized intersections having adequate existing right-of-way. The proposed locations are 11th & Wagner Avenue and 10th & Fisher Avenue.
- \$3.6 million for Roosevelt Blvd Parallel Corridor Intersection Modifications. The program will fund design and construction at several locations, which be determined by project viability, crash data, and funding gaps for projects currently underway. Possible corridors for intersection improvements include Castor Ave (from Van Kirk to Cottman) Rising Sun Ave (from Van Kirk to Cottman Ave), and Adams Ave (from Rising Sun to Roosevelt). Other corridors and intersections may be considered in the vicinity of Roosevelt Blvd, depending on need. This project will help to slow traffic at intersections, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing times.

The full list of projects that were awarded grants can be found at <https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/PressReleaseARLE2024.html>.

The PPA reports annually on the number of violations at each intersection from their inception date to present. To make the report more viewable, we have included the last four years of data from all intersections attached in Appendix B. All prior fiscal year data is available in last year's report which is posted on the Philadelphia Parking Authority's website at philapark.org.

Intersections and Violations

When comparing FY 2024 and FY 2025, the issuance numbers have declined. There was a decrease of 8.91% in the issuance. In last year's FY 2024's report the dramatic increase in the issuance numbers was attributed to new technology that both vendors installed during FY 2023 as well as possible increased risky driving behavior that has been observed in many different locations.

FY 2025's decrease shows that the cameras continue to influence driving behavior, especially when you look at the locations that are newer. Once installed the numbers start to decrease showing the change in behavior. The PPA remains committed to working with the Streets Department, the Office of Transportation, and Infrastructure Systems (OTIS), and PennDOT by leveraging technology and strategic initiatives to improve road safety and reduce violations to obtain the goals of Vision Zero. Despite the challenges, the program continues to play a vital role in the city's traffic safety efforts, with plans to further expand and enhance its effectiveness in the coming years.

During FY 2025, the Philadelphia Parking Authority released two RFPs looking for a contractor to complete upgrades to new red light camera intersections for safety improvements requested by the City of Philadelphia's Office of Infrastructure, and Sustainability (OTIS), Streets Department, and PennDOT. The selected contractor would also need to coordinate with Elovate for red light camera installation. Carr & Duff was awarded the intersections of N. 20th Street and John F. Kennedy (JFK) Boulevard., N. Front Street and Hunting Park Avenue., and Kelly Drive and Eakins Oval. Saravalli was awarded the S. 58th Street and Baltimore Avenue project. Construction was completed at N. 20th Street. and JFK Boulevard and N. Front Street. and Hunting Park after the closing of the FY 2025. Construction has started at the other two locations as of the submittal of this report. We hope to be able to provide data for all four locations in next year's report.

There are currently three more intersections approved by City Council and the Secretary of Transportation for Red Light Camera Enforcement. These locations are S. 17th Street and Washington Avenue, Kelly Drive and Falls Bridge, and Belmont Avenue and Overbrook Avenue. These are currently waiting for design approval by the City. Once approved, the Authority will go out for Request for Proposal to obtain a contractor to install the requested improvements. These locations will be assigned to Verra Mobility for enforcement.

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
APRIL	13,659	18,488	19,530	20,483	14,864	9,856	21,561	24,485	31,862	31,258
MAY	15,099	18,827	19,768	21,110	15,669	13,581	22,785	23,176	39,342	33,477
JUNE	14,140	19,472	19,565	21,637	16,666	18,042	23,036	25,968	37,700	32,113
JULY	13,501	21,756	19,657	21,052	17,582	22,681	24,782	24,792	34,815	28,200
AUGUST	12,777	23,107	18,487	21,715	17,389	24,092	23,935	26,293	34,203	26,372
SEPTEMBER	13,225	20,671	17,992	19,622	15,947	21,117	22,918	24,184	30,028	29,210
OCTOBER	16,465	18,831	17,835	17,843	16,655	19,758	23,517	15,978	32,049	33,779
NOVEMBER	16,607	18,317	17,628	15,332	15,533	17,352	22,721	11,857	26,847	29,312
DECEMBER	16,008	18,187	17,377	12,878	15,141	16,285	22,615	14,748	27,427	27,103
JANUARY	13,578	14,582	14,954	11,339	13,400	15,585	16,770	22,841	23,974	22,354
FEBRUARY	14,726	14,900	15,004	11,500	13,653	14,792	20,137	24,561	26,404	21,360
MARCH	15,615	17,477	19,193	14,374	12,238	20,475	22,909	29,992	29,611	26,393
TOTAL	175,400	224,615	216,990	208,885	184,737	213,616	267,686	268,875	374,262	340,931

Red Light Camera Contract

The Authority continues to have two vendors for the Red Light Camera Enforcement program. Verra mobility was assigned seventy-four (74) cameras and Elovate was assigned Seventy-two (72) cameras. The locations per vendor are as follows:

Verra Mobility	Elovate
Southampton Rd. and Roosevelt Blvd.	N. Mascher St. and W. Roosevelt Blvd.
Red Lion Rd. and Roosevelt Blvd.	N. 9 th St. and W. Roosevelt Blvd.
Grant Ave. and Roosevelt Blvd.	N. Broad St. and Hunting Park Ave.
Welsh Rd. and Roosevelt Blvd.	N. 2 nd St. and E. Erie Ave.
Rhawn St. and Roosevelt Blvd.	Castor Ave. and Aramingo Ave.
Cottman Ave. and Roosevelt Blvd.	E. York St. and Aramingo Ave.
Levick St. and Roosevelt Blvd.	Henry Ave. and Walnut Ln.
Rising Sun Ave. and Levick St.	S. 58 th St. and Walnut St.
Knights Rd. and Woodhaven Rd.	N. Broad St. and Vine St.
Bustleton Ave. and Byberry Rd.	N. Broad St. and JFK Blvd.
Byberry Rd. and Worthington Ave.	S. Broad St. and S. Penn Sq.
Grant Ave. and Academy Rd.	Island Ave. and Lindbergh Blvd.
S. Broad St. and Oregon Ave.	Island Ave. and Bartram Ave.
S. 26 th St. and Penrose Ave.	S. 70 th St. and Lindbergh Blvd.
S. 34 th St. and Greys Ferry Ave.	N. 31 st St. and Spring Garden St.
Rising Sun Ave. and Adams Ave.	Ogontz Ave. and Stenton Ave.
	Belmont Ave. and Parkside Ave.
	N. 52 nd St. and Lancaster Ave.

Intersections in Progress

Currently there are seven locations that have been approved by City Council. Per the new red light contract the Philadelphia Parking Authority (PPA) is responsible for construction costs associated with the installation of the new intersections. In addition, the PPA has obtained a construction and electrical contractor to complete the necessary upgrades that were requested by the Philadelphia Streets Department and PennDOT. The locations can be broken down into three different phases. They are:

Phase 1- Completed Construction after the close of FY 2025.

- N. 20th St. and John F. Kennedy (JFK) Blvd.
- N. Front St. and Hunting Park Ave.

Phase 2- Currently under construction and should go live in FY 2026.

- S. 58th St. and Baltimore Ave. (Cobbs Creek)
 - S. 58th St. and Baltimore Ave. will take longer to install due to the number of upgrades that have been requested and the age of the infrastructure at this intersection.
- Kelly Dr. and Eakins Oval

Phase 3- Working with Construction Management Firm for Planning and Design

- Ford Rd. and Belmont Ave.
- Kelly Dr. and Falls Bridge
- S. 17th St. and Washington Ave.

Financial Review

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). As discussed earlier in this report, \$20.4 million of revenue that was obtained from all the Red Light Camera programs throughout the Commonwealth were used to fund 31 safety projects all over the state.

THE PHILADELPHIA PARKING AUTHORITY

RED LIGHT INCOME STATEMENT

FYE 3/31/25

REVENUE		
	2025	
VIOLATION REVENUE	\$33,633,174	Violation Revenue (including credit card convenience fees) less refund amounts
INTEREST & MISCELLANEOUS INCOME	67,626	
TOTAL REVENUE	\$33,700,800	
EXPENSES		
EQUIPMENT	\$5,083,765	Paid to Conduent and Verra contractor who installs & maintains cameras, film date, and provides technical support
TICKET PROCESSING FEES	1,184,180	Paid to Duncan Solutions and PRWT for collection services
PHILADELPHIA POLICE DEPT	232,483	Police Officer expenses in the review & approval/rejection of violation photographs
PHILADELPHIA DEPT OF FINANCE	77,617	The Office of Administrative Review is responsible for 1st level hearings of contested violations
PERSONNEL COSTS	1,004,192	Includes current staff and fringe benefits
PPA SUPPORT	2,376,277	Allocated administrative expenses of PPA including: mgnt., human resources, purchasing, IT, security, finance & accounting
RENT EXPENSE	55,023	Allocated rent expense for Red Light Camera Department
COLLECTION FEES	344,612	Fees paid on collection of violation revenue
PROFESSIONAL FEES	60,061	Primarily Kimley Horn - Structural engineering Services
OTHER EXPENSES	193,993	Other operating expenses such as: Insurance, auto expense, supplies, repairs & maint., and telephone
TOTAL EXPENSES	\$ 10,612,203	
PAYMENT TO PENNDOT	\$23,088,597	
TOTAL PAYMENTS TO DATE FOR FY 2025	(25,057,370)	
GASB 68 ADD-BACK	-	
FY21 AUDIT ADJUSTMENT		
FY22 AUDIT ADJUSTMENT		
CONSTRUCTION COST RESERVE	(2,000,000)	

RESERVE FOR
LIABILITIES
FY24 AUDIT
ADJUSTMENT
ADDITIONAL REVENUE
OWED TO STATE

\$31,227

Collection Efforts

The PPA continues to actively collect unpaid Red Light Camera violations. Violators receive two (2) notices the first 30 days after a violation is issued. If the violation is not paid within the first thirty (30) days, additional notices will be sent along with penalties accruing at thirty (30) day intervals to a maximum amount of one hundred and seventy-five dollars (\$175). If a citizen accumulates three (3) Red Light violations or a combination of three (3) total Red Light Camera violations, Speed Camera violations, or parking tickets, the violator's vehicle may become eligible for immobilization.

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 Authority.

For FY 2025 tickets and violations are closed at a rate of 70% within one (1) year, 72% within three (3) years, and 79% within five (5) years. 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 registration, etc. Some unpaid violations have now aged and should be considered uncollectable.

Appendix A – Requested Intersections for a Red Light Camera study

1. N. BROAD ST./GERMANTOWN AND ERIE – Location currently being redesigned by the City of Philadelphia
2. 22ND AND BEN FRANKLIN – Council requested hold on location
3. 11TH AND VINE
4. RHAWN AND VERREE – Recently studied
5. RIDGE AND MAIN
6. 34TH AND POWELTON
7. 50TH AND CHESTNUT
8. SCHOOL HOUSE AND HENRY – Recently studied
9. B AND WESTMORELAND
10. CASTOR AND ADAMS
11. 7TH AND RACE
12. RHAWN AND TORRESDALE – Recently studied
13. STENTON AND MERMAID
14. STENTON AND WILLOW GROVE
15. COULTER AND HENRY
16. SPRUCE AND COBBS CREEK PARKWAY/63rd Street
17. FRANKFORD AND LEHIGH
18. GRAYS FERRY AND PASCHALL
19. ARDLEIGH AND WASHINGTON – Recently studied
20. 19TH AND ARCH
21. 11TH AND SPRING GARDEN
22. LOTT AND ROOSEVELT
23. LANGDON AND ROOSEVELT
24. FRONT AND ROOSEVELT
25. ERIE AND K
26. CASTOR AND KNORR
27. 25TH AND DIAMOND
28. 22ND AND DIAMOND
29. THORNTON AND WOODHAVEN
30. ACADEMY AND WOODHAVEN
31. CASTOR AND ST VINCENT
32. GROVES AND GRAYS FERRY
33. F AND ROOSEVELT
34. C AND ROOSEVELT
35. PRATT AND ROOSEVELT
36. DEVEREAUX AND ROOSEVELT
37. BRIDGE AND ROOSEVELT
38. 3/4TH AND ROOSEVELT
39. 30TH AND CHESTNUT

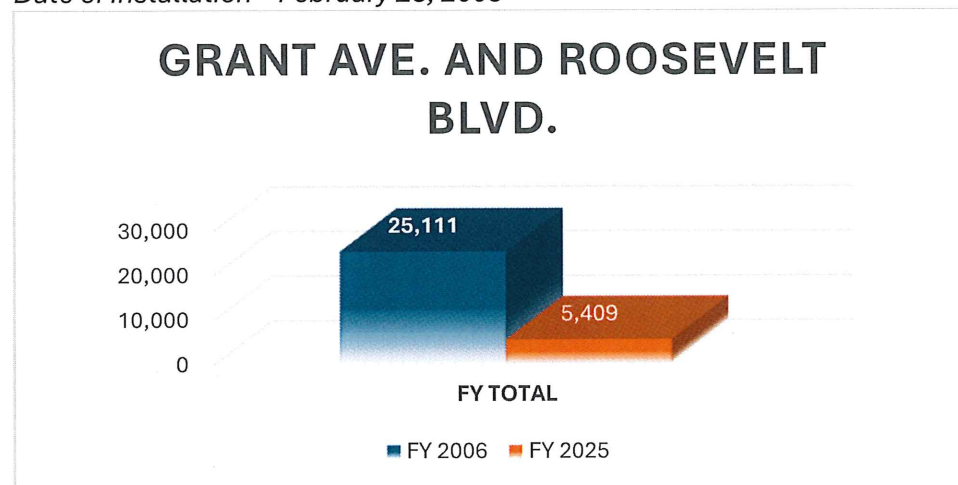
40. CITY AND PRESIDENTIAL
41. 15TH AND CAYUGA
42. 15TH AND CAYUGA/ ST LUKES
43. BRIDGE AND TACONY – Currently under construction with I-95 project
44. LARGE AND LEVICK
45. E. ALLEGHENY AND BELGRADE
46. BELFIELD AND WINDRIM
47. 15TH AND ARCH
48. 56TH AND HAVERFORD
49. BORBECK AND ROOSEVELT
50. 2ND AND RACE
51. 3RD AND RACE
52. 6TH STREET EXIT FROM 676
53. 29TH AND JFK
54. 52ND AND WYALUSING – Recently studied
55. ARAMINGO AND CUMBERLAND
56. 30TH AND MARKET – Will be shut down for construction
57. 34TH AND HAVERFORD
58. 43RD AND SPRUCE – Recently studied
59. COTTMAN AND TORRESDALE
60. S. 13TH AND WASHINGTON
61. S. 21ST AND WASHINGTON
62. S. 5TH ST AND WASHINGTON
63. MIDVALE AND HENRY
64. S. BROAD AND WASHINGTON – Recently studied
65. 34TH AND GIRARD – Recently studied
66. 47TH AND CHESTER
67. ARAMINGO AND JAMES

Appendix B – Violation Data for Red Light Locations

Violation Data for Red Light Camera Enforcement Intersections. For each intersection you will find a graph depicting a comparison of the first full fiscal year of enforcement and the last full fiscal year of enforcement, followed by tables showing the issuance per month for the last four fiscal years for each intersection. For the previous year's data, please refer to past reports which can all be found on the Authority's website, Philapark.org.

Grant Avenue and Roosevelt Boulevard

Date of Installation – February 23, 2005

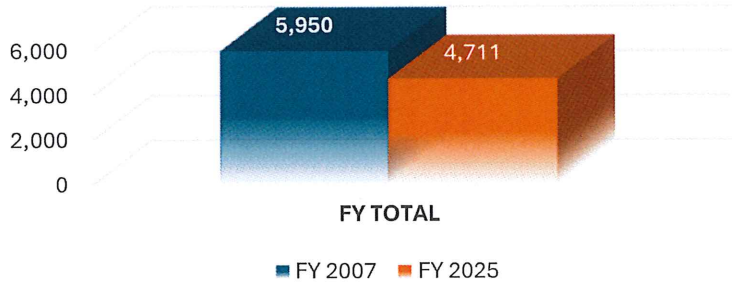


<u>Grant Ave. & Blvd.</u>	1001-1006		<u>Grant Ave. & Blvd.</u>	1001-1006
	PHAR028-033			PHAR028-033
FY 2022			FY 2023	
4/1-4/30	293		4/1-4/30	377
5/1-5/31	423		5/1-5/31	377
6/1-6/30	424		6/1-6/30	410
7/1-7/31	462		7/1-7/31	364
8/1-8/31	418		8/1-8/31	384
9/1-9/30	420		9/1-9/30	444
10/1-10/31	443		10/1-10/31	418
11/1-11/30	383		11/1-11/30	155
12/1-12/31	416		12/1-12/31	0
1/1-1/31/22	284		1/1-1/31/23	228
2/1-2/28	288		2/1-2/28	488
3/1-3/31	337		3/1-3/31	398
FY TOTAL	4,591		FY TOTAL	4,043
FY 2024			FY 2025	
4/1-4/30	404		4/1-4/30	457
5/1-5/31	705		5/1-5/31	464
6/1-6/30	570		6/1-6/30	482
7/1-7/31	570		7/1-7/31	409
8/1-8/31	545		8/1-8/31	382
9/1-9/30	578		9/1-9/30	391
10/1-10/31	597		10/1-10/31	539
11/1-11/30	471		11/1-11/30	513
12/1-12/31	511		12/1-12/31	500
1/1-1/31/24	386		1/1-1/31/25	413
2/1-2/29	408		2/1-2/28	367
3/1-3/31	394		3/1-3/31	492
FY TOTAL	6,139		FY TOTAL	5,409

Red Lion Road and Roosevelt Boulevard

Date of Installation May 21, 2005

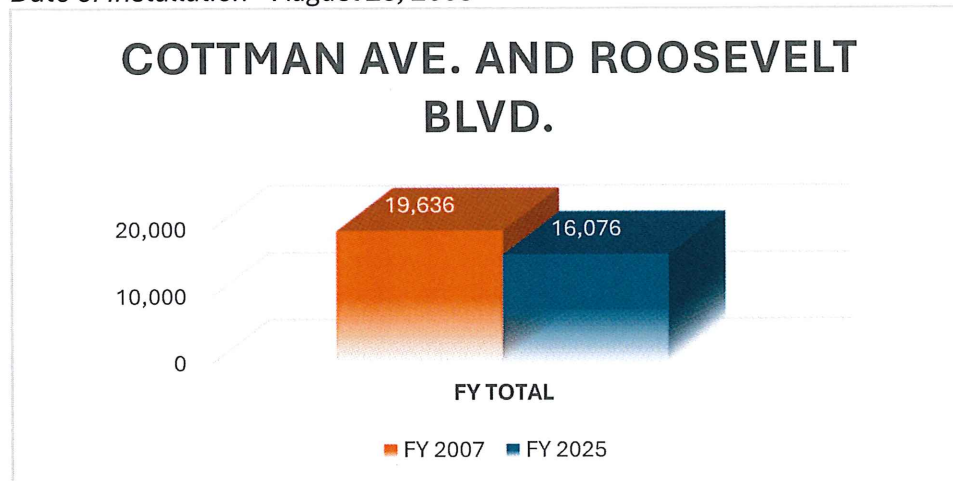
RED LION RD. AND ROOSEVELT BLVD.



<u>Red Lion & Blvd.</u>	1007-1012		<u>Red Lion & Blvd.</u>	1007-1012
	PHAR018-023			PHAR018-023
FY 2022			FY 2023	
4/1-4/30	181		4/1-4/30	176
5/1-5/31	219		5/1-5/31	257
6/1-6/30	238		6/1-6/30	237
7/1-7/31	251		7/1-7/31	241
8/1-8/31	229		8/1-8/31	194
9/1-9/30	234		9/1-9/30	259
10/1-10/31	276		10/1-10/31	208
11/1-11/30	247		11/1-11/30	0
12/1-12/31	256		12/1-12/31	0
1/1-1/31/22	166		1/1-1/31/23	116
2/1-2/28	149		2/1-2/28	302
3/1-3/31	160		3/1-3/31	381
FY TOTAL	2,606		FY TOTAL	2,371
FY 2024			FY 2025	
4/1-4/30	313		4/1-4/30	457
5/1-5/31	509		5/1-5/31	410
6/1-6/30	594		6/1-6/30	439
7/1-7/31	549		7/1-7/31	451
8/1-8/31	462		8/1-8/31	391
9/1-9/30	508		9/1-9/30	457
10/1-10/31	548		10/1-10/31	426
11/1-11/30	451		11/1-11/30	401
12/1-12/31	485		12/1-12/31	384
1/1-1/31/24	484		1/1-1/31/25	302
2/1-2/29	356		2/1-2/28	265
3/1-3/31	301		3/1-3/31	328
FY TOTAL	5,560		FY TOTAL	4,711

Cottman Avenue and Roosevelt Boulevard

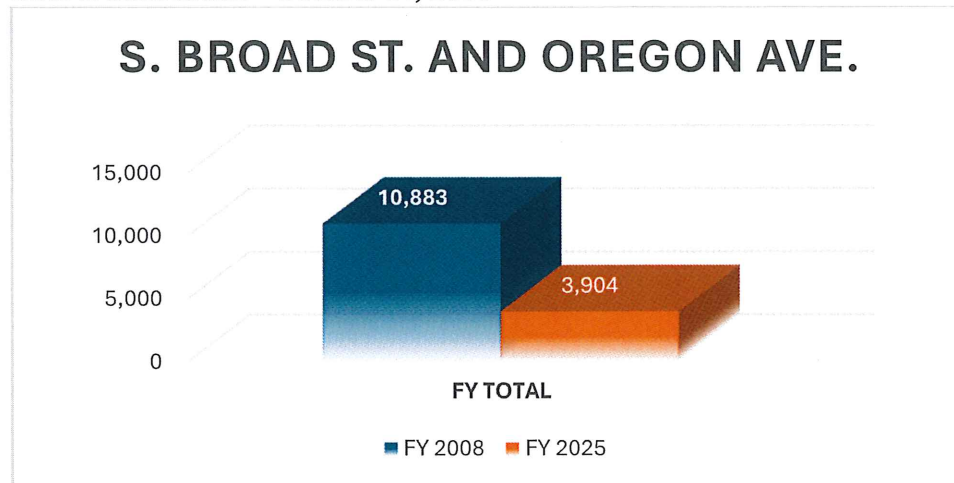
Date of Installation – August 25, 2005



<u>Cottman Ave. & Blvd.</u>	1013-1016		<u>Cottman Ave. & Blvd.</u>	1013-1016
	PHAR046-049			PHAR046-049
FY 2022			FY 2023	
4/1-4/30	828		4/1-4/30	805
5/1-5/31	925		5/1-5/31	694
6/1-6/30	982		6/1-6/30	878
7/1-7/31	1,095		7/1-7/31	609
8/1-8/31	977		8/1-8/31	867
9/1-9/30	926		9/1-9/30	826
10/1-10/31	924		10/1-10/31	679
11/1-11/30	719		11/1-11/30	651
12/1-12/31	722		12/1-12/31	606
1/1-1/31/22	529		1/1-1/31/23	550
2/1-2/28	620		2/1-2/28	0
3/1-3/31	779		3/1-3/31	892
FY TOTAL	10,026		FY TOTAL	8,057
FY 2024			FY 2025	
4/1-4/30	968		4/1-4/30	1,319
5/1-5/31	1,690		5/1-5/31	1,407
6/1-6/30	1,409		6/1-6/30	1,577
7/1-7/31	1,309		7/1-7/31	1,412
8/1-8/31	1,416		8/1-8/31	1,475
9/1-9/30	1,330		9/1-9/30	1,450
10/1-10/31	1,461		10/1-10/31	1,560
11/1-11/30	1,214		11/1-11/30	1,421
12/1-12/31	1,214		12/1-12/31	1,331
1/1-1/31/24	806		1/1-1/31/25	1,080
2/1-2/29	1,102		2/1-2/28	849
3/1-3/31	1,254		3/1-3/31	1,195
FY TOTAL	15,173		FY TOTAL	16,076

South Broad Street and Oregon Avenue

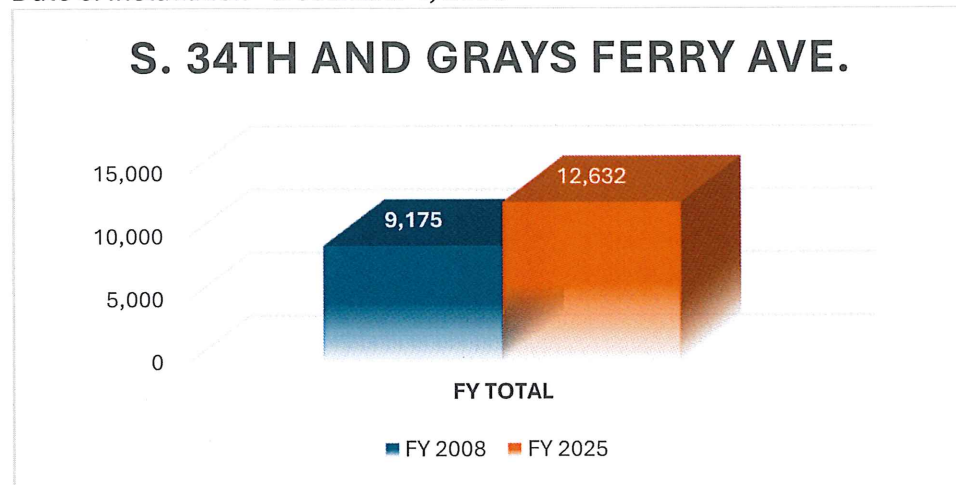
Date of Installation – October 31, 2006



<u>S. Broad St. & Oregon Ave.</u>	1017-1020		<u>S. Broad St. & Oregon Ave.</u>	1017-1020
	PHAR067-070			PHAR067-070
FY 2022			FY 2023	
4/1-4/30	170		4/1-4/30	198
5/1-5/31	230		5/1-5/31	195
6/1-6/30	244		6/1-6/30	129
7/1-7/31	224		7/1-7/31	157
8/1-8/31	253		8/1-8/31	193
9/1-9/30	208		9/1-9/30	271
10/1-10/31	193		10/1-10/31	253
11/1-11/30	148		11/1-11/30	239
12/1-12/31	124		12/1-12/31	83
1/1-1/31/22	139		1/1-1/31/23	0*
2/1-2/28	156		2/1-2/28	0*
3/1-3/31	185		3/1-3/31	248
FY TOTAL	2,274		FY TOTAL	1,966
FY 2024			FY 2025	
4/1-4/30	269		4/1-4/30	340
5/1-5/31	393		5/1-5/31	370
6/1-6/30	397		6/1-6/30	352
7/1-7/31	378		7/1-7/31	291
8/1-8/31	370		8/1-8/31	225
9/1-9/30	369		9/1-9/30	258
10/1-10/31	349		10/1-10/31	356
11/1-11/30	338		11/1-11/30	373
12/1-12/31	371		12/1-12/31	377
1/1-1/31/24	337		1/1-1/31/25	354
2/1-2/29	327		2/1-2/28	277
3/1-3/31	325		3/1-3/31	331
FY TOTAL	4,223		FY TOTAL	3,904

South 34th Street and Gray Ferry Avenue

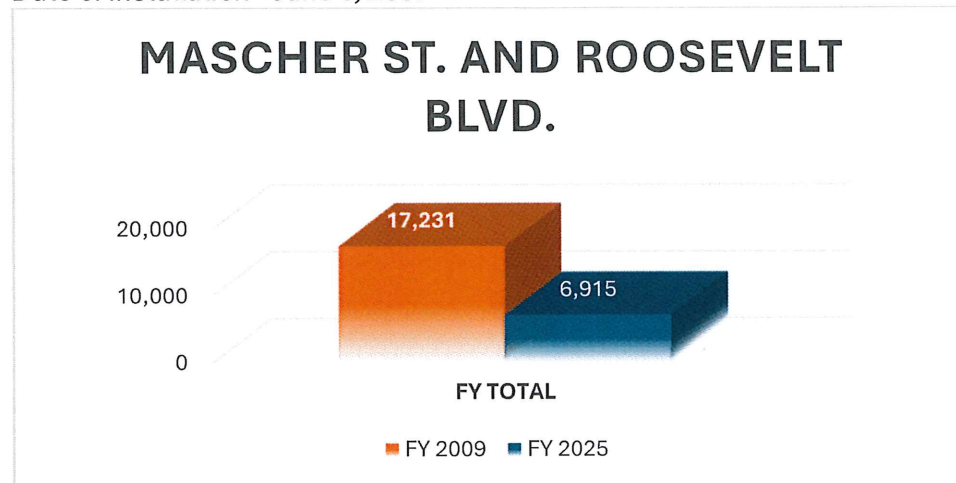
Date of Installation – December 1, 2006



<u>S. 34th St. & Grays Ferry Ave.</u>	1021-1024		<u>S. 34th St. & Grays Ferry Ave.</u>	1021-1024
	PHAR063-066			PHAR063-066
FY 2022			FY 2023	
4/1-4/30	1,205		4/1-4/30	969
5/1-5/31	1,240		5/1-5/31	910
6/1-6/30	1,368		6/1-6/30	942
7/1-7/31	1,286		7/1-7/31	935
8/1-8/31	1,255		8/1-8/31	1,087
9/1-9/30	1,184		9/1-9/30	1,015
10/1-10/31	1,157		10/1-10/31	928
11/1-11/30	1,021		11/1-11/30	842
12/1-12/31	896		12/1-12/31	317
1/1-1/31/22	657		1/1-1/31/23	665
2/1-2/28	612		2/1-2/28	1,102
3/1-3/31	718		3/1-3/31	1,077
FY TOTAL	12,599		FY TOTAL	10,789
FY 2024			FY 2025	
4/1-4/30	1,019		4/1-4/30	1,475
5/1-5/31	1,775		5/1-5/31	1,423
6/1-6/30	1,732		6/1-6/30	1,453
7/1-7/31	1,673		7/1-7/31	1,208
8/1-8/31	1,645		8/1-8/31	1,006
9/1-9/30	1,485		9/1-9/30	965
10/1-10/31	1,566		10/1-10/31	947
11/1-11/30	1,424		11/1-11/30	958
12/1-12/31	1,345		12/1-12/31	784
1/1-1/31/24	1,071		1/1-1/31/25	768
2/1-2/29	1,181		2/1-2/28	732
3/1-3/31	1,312		3/1-3/31	913
FY TOTAL	17,228		FY TOTAL	12,632

North Mascher Street and Roosevelt Boulevard

Date of Installation – June 6, 2007

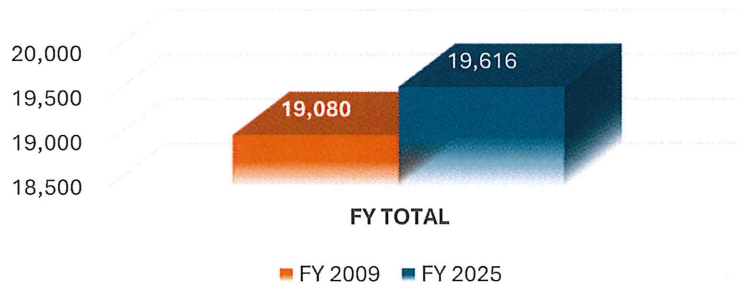


<u>Mascher St. & Blvd.</u>	<u>1025-1029</u>		<u>Mascher St. & Blvd.</u>	<u>1025-1029</u>
FY 2022			FY 2023	
4/1-4/30	718		4/1-4/30	674
5/1-5/31	735		5/1-5/31	669
6/1-6/30	810		6/1-6/30	705
7/1-7/31	787		7/1-7/31	762
8/1-8/31	849		8/1-8/31	887
9/1-9/30	819		9/1-9/30	389
10/1-10/31	825		10/1-10/31	727
11/1-11/30	628		11/1-11/30	625
12/1-12/31	677		12/1-12/31	583
1/1-1/31/22	442		1/1-1/31/23	613
2/1-2/28	540		2/1-2/28	718
3/1-3/31	640		3/1-3/31	696
FY TOTAL	8,470		FY TOTAL	8,048
FY 2024			FY 2025	
4/1-4/30	783		4/1-4/30	622
5/1-5/31	789		5/1-5/31	676
6/1-6/30	939		6/1-6/30	685
7/1-7/31	814		7/1-7/31	626
8/1-8/31	684		8/1-8/31	669
9/1-9/30	526		9/1-9/30	759
10/1-10/31	554		10/1-10/31	785
11/1-11/30	452		11/1-11/30	566
12/1-12/31	480		12/1-12/31	390
1/1-1/31/24	419		1/1-1/31/25	318
2/1-2/29	507		2/1-2/28	390
3/1-3/31	585		3/1-3/31	429
FY TOTAL	7,532		FY TOTAL	6,915

Levick Street and Roosevelt Boulevard

Date of Installation – June 6, 2007

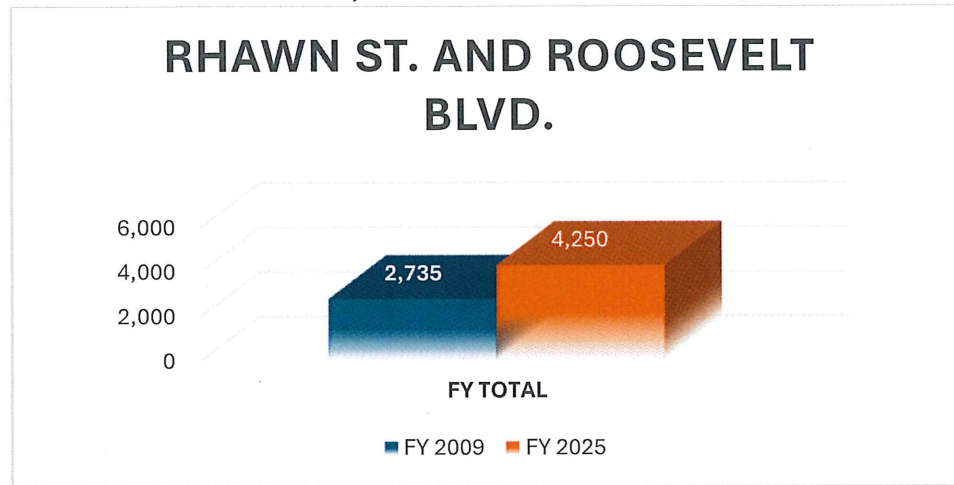
LEVICK ST. AND ROOSEVELT BLVD.



<u>Levick St. & Blvd.</u>	1030-1034	<u>Levick St. & Blvd.</u>	1030-1034
	PHAR050-054		PHAR050-054
FY 2022		FY 2023	
4/1-4/30	458	4/1-4/30	313
5/1-5/31	521	5/1-5/31	341
6/1-6/30	480	6/1-6/30	359
7/1-7/31	481	7/1-7/31	274
8/1-8/31	554	8/1-8/31	271
9/1-9/30	362	9/1-9/30	651
10/1-10/31	338	10/1-10/31	216
11/1-11/30	488	11/1-11/30	269
12/1-12/31	384	12/1-12/31	190
1/1-1/31/22	220	1/1-1/31/23	452
2/1-2/28	304	2/1-2/28	104
3/1-3/31	301	3/1-3/31	570
FY TOTAL	4,891	FY TOTAL	4,010
FY 2024		FY 2025	
4/1-4/30	994	4/1-4/30	1,533
5/1-5/31	1,629	5/1-5/31	2,164
6/1-6/30	1,894	6/1-6/30	1,920
7/1-7/31	1,666	7/1-7/31	1,720
8/1-8/31	1,705	8/1-8/31	1,061
9/1-9/30	1,620	9/1-9/30	1,324
10/1-10/31	1,831	10/1-10/31	2,126
11/1-11/30	1,481	11/1-11/30	1,782
12/1-12/31	1,344	12/1-12/31	1,557
1/1-1/31/24	1,245	1/1-1/31/25	1,397
2/1-2/29	1,354	2/1-2/28	1,490
3/1-3/31	1,643	3/1-3/31	1,542
FY TOTAL	18,406	FY TOTAL	19,616

Rhawn Street and Roosevelt Boulevard

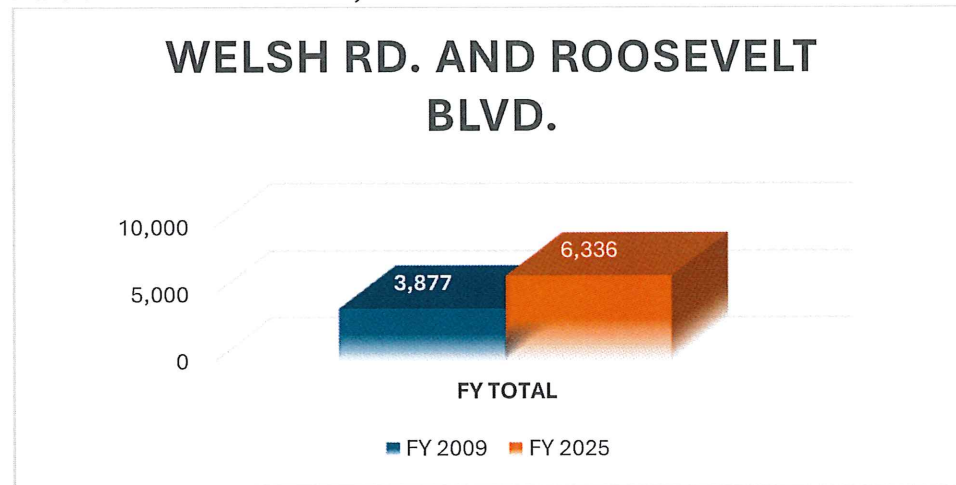
Date of Installation – June 6, 2007



<u>Rhawn St. & Blvd.</u>	1035-1040	<u>Rhawn St. & Blvd.</u>	1035-1040
	PHAR040-045		PHAR040-045
FY 2022		FY 2023	
4/1-4/30	132	4/1-4/30	185
5/1-5/31	148	5/1-5/31	222
6/1-6/30	181	6/1-6/30	178
7/1-7/31	190	7/1-7/31	180
8/1-8/31	161	8/1-8/31	189
9/1-9/30	168	9/1-9/30	212
10/1-10/31	220	10/1-10/31	183
11/1-11/30	175	11/1-11/30	195
12/1-12/31	181	12/1-12/31	166
1/1-1/31/22	145	1/1-1/31/21	140
2/1-2/28	169	2/1-2/28	148
3/1-3/31	186	3/1-3/31	303
FY TOTAL	2,056	FY TOTAL	2,301
FY 2024		FY 2025	
4/1-4/30	271	4/1-4/30	371
5/1-5/31	417	5/1-5/31	368
6/1-6/30	446	6/1-6/30	418
7/1-7/31	491	7/1-7/31	321
8/1-8/31	449	8/1-8/31	369
9/1-9/30	415	9/1-9/30	421
10/1-10/31	502	10/1-10/31	414
11/1-11/30	442	11/1-11/30	367
12/1-12/31	421	12/1-12/31	361
1/1-1/31/24	359	1/1-1/31/25	339
2/1-2/29	330	2/1-2/28	230
3/1-3/31	326	3/1-3/31	271
FY TOTAL	4,869	FY TOTAL	4,250

Welsh Road and Roosevelt Boulevard

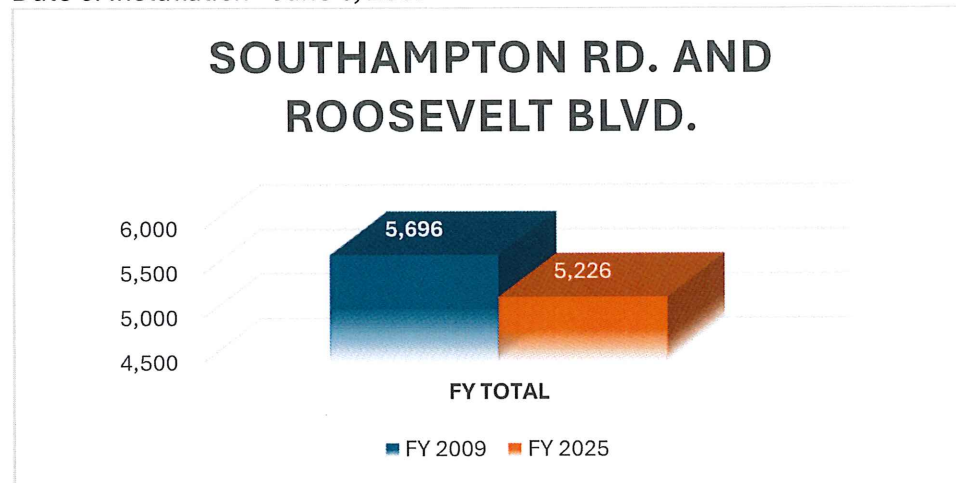
Date of Installation – June 6, 2007



<u>Welsh Rd. & Blvd.</u>	<u>1041-1046/PHAR034-039</u>	<u>Welsh Rd. & Blvd.</u>	<u>1041-1046/PHAR034-039</u>
FY 2022		FY 2023	
4/1-4/30	351	4/1-4/30	363
5/1-5/31	365	5/1-5/31	312
6/1-6/30	361	6/1-6/30	406
7/1-7/31	399	7/1-7/31	380
8/1-8/31	409	8/1-8/31	399
9/1-9/30	324	9/1-9/30	346
10/1-10/31	355	10/1-10/31	367
11/1-11/30	316	11/1-11/30	385
12/1-12/31	326	12/1-12/31	427
1/1-1/31/22	273	1/1-1/31/21	257
2/1-2/28	261	2/1-2/28	119
3/1-3/31	353	3/1-3/31	471
FY TOTAL	4,093	FY TOTAL	4,232
FY 2024		FY 2025	
4/1-4/30	401	4/1-4/30	521
5/1-5/31	762	5/1-5/31	581
6/1-6/30	718	6/1-6/30	537
7/1-7/31	683	7/1-7/31	621
8/1-8/31	740	8/1-8/31	526
9/1-9/30	776	9/1-9/30	497
10/1-10/31	734	10/1-10/31	613
11/1-11/30	609	11/1-11/30	590
12/1-12/31	656	12/1-12/31	387
1/1-1/31/24	560	1/1-1/31/25	435
2/1-2/29	601	2/1-2/28	463
3/1-3/31	656	3/1-3/31	565
FY TOTAL	7,896	FY TOTAL	6,336

Southampton Road and Roosevelt Boulevard

Date of Installation – June 6, 2007



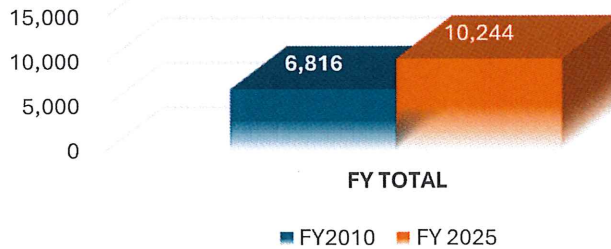
<u>Southampton Rd. & Blvd.</u>	<u>1047-1052</u>		<u>Southampton Rd. & Blvd.</u>	<u>1047-1052</u>
	<u>PHAR001-006</u>			<u>PHAR001-006</u>
FY 2022			FY 2023	
4/1-4/30	174		4/1-4/30	229
5/1-5/31	256		5/1-5/31	233
6/1-6/30	204		6/1-6/30	226
7/1-7/31	235		7/1-7/31	208
8/1-8/31	189		8/1-8/31	214
9/1-9/30	242		9/1-9/30	203
10/1-10/31	235		10/1-10/31	0
11/1-11/30	196		11/1-11/30	0
12/1-12/31	236		12/1-12/31	131
1/1-1/31/22	131		1/1-1/31/21	259
2/1-2/28	198		2/1-2/28	267
3/1-3/31	193		3/1-3/31	280
FY TOTAL	2,489		FY TOTAL	2,250
FY 2024			FY 2025	
4/1-4/30	238		4/1-4/30	384
5/1-5/31	360		5/1-5/31	470
6/1-6/30	348		6/1-6/30	325
7/1-7/31	533		7/1-7/31	18
8/1-8/31	524		8/1-8/31	290
9/1-9/30	562		9/1-9/30	595
10/1-10/31	699		10/1-10/31	687
11/1-11/30	523		11/1-11/30	571
12/1-12/31	517		12/1-12/31	519
1/1-1/31/24	335		1/1-1/31/25	513
2/1-2/29	249		2/1-2/28	404
3/1-3/31	318		3/1-3/31	450
FY TOTAL	5,206		FY TOTAL	5,226

July 2025 showed low numbers due to camera down due to construction.

North 9th Street and Roosevelt Boulevard

Date of Installation – November 8, 2008

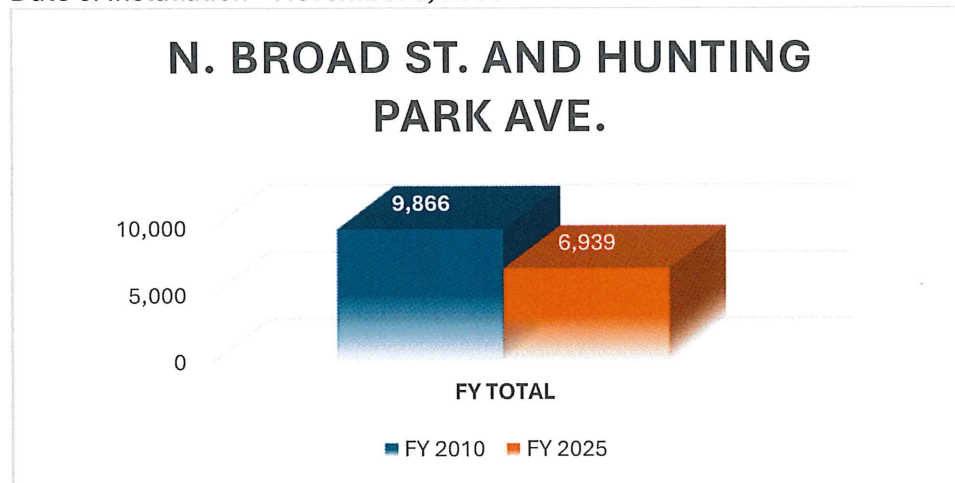
N. 9TH ST. AND ROOSEVELT BLVD.



<u>N. 9th Street & Blvd.</u>	<u>1053-1058</u>		<u>N. 9th Street & Blvd.</u>	<u>1053-1058</u>
FY 2022			FY 2023	
4/1-4/30	1,341		4/1-4/30	1,185
5/1-5/31	1,405		5/1-5/31	1,075
6/1-6/30	1,257		6/1-6/30	1,093
7/1-7/31	1,525		7/1-7/31	1,116
8/1-8/31	1,495		8/1-8/31	1,288
9/1-9/30	1,319		9/1-9/30	468
10/1-10/31	1,480		10/1-10/31	621
11/1-11/30	1,018		11/1-11/30	987
12/1-12/31	1,338		12/1-12/31	996
1/1-1/31/22	1,078		1/1-1/31/23	1,033
2/1-2/28	946		2/1-2/29	1,032
3/1-3/31	1,155		3/1-3/31	1,362
FY TOTAL	15,357		FY TOTAL	12,256
FY 2024			FY 2025	
4/1-4/30	1,349		4/1-4/30	1,091
5/1-5/31	1,441		5/1-5/31	1,004
6/1-6/30	1,633		6/1-6/30	948
7/1-7/31	1,542		7/1-7/31	938
8/1-8/31	1,341		8/1-8/31	928
9/1-9/30	969		9/1-9/30	894
10/1-10/31	1,077		10/1-10/31	782
11/1-11/30	875		11/1-11/30	764
12/1-12/31	663		12/1-12/31	782
1/1-1/31/24	637		1/1-1/31/25	689
2/1-2/29	691		2/1-2/28	604
3/1-3/31	965		3/1-3/31	820
FY TOTAL	13,183		FY TOTAL	10,244

North Broad Street and Hunting Park Avenue

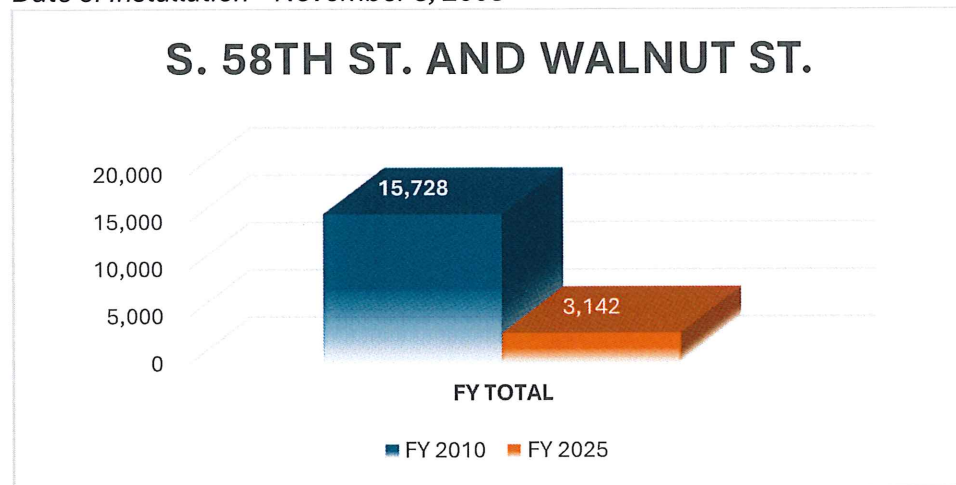
Date of Installation – November 8, 2008



<u>N. Broad St. & Hunting Park Ave.</u>	<u>1059-1062</u>	<u>N. Broad St. & Hunting Park Ave.</u>	<u>1059-1062</u>
FY 2022		FY 2023	
4/1-4/30	649	4/1-4/30	676
5/1-5/31	745	5/1-5/31	661
6/1-6/30	787	6/1-6/30	691
7/1-7/31	901	7/1-7/31	681
8/1-8/31	746	8/1-8/31	654
9/1-9/30	823	9/1-9/30	368
10/1-10/31	759	10/1-10/31	766
11/1-11/30	634	11/1-11/30	709
12/1-12/31	635	12/1-12/31	644
1/1-1/31/22	578	1/1-1/31/23	637
2/1-2/28	594	2/1-2/28	706
3/1-3/31	656	3/1-3/31	840
FY TOTAL	8,507	FY TOTAL	8,033
FY 2024		FY 2025	
4/1-4/30	811	4/1-4/30	710
5/1-5/31	881	5/1-5/31	716
6/1-6/30	942	6/1-6/30	582
7/1-7/31	887	7/1-7/31	602
8/1-8/31	872	8/1-8/31	581
9/1-9/30	699	9/1-9/30	622
10/1-10/31	710	10/1-10/31	684
11/1-11/30	558	11/1-11/30	571
12/1-12/31	552	12/1-12/31	477
1/1-1/31/24	560	1/1-1/31/25	397
2/1-2/29	588	2/1-2/28	433
3/1-3/31	755	3/1-3/31	564
FY TOTAL	8,815	FY TOTAL	6,939

South 58th Street and Walnut Street

Date of Installation – November 8, 2008

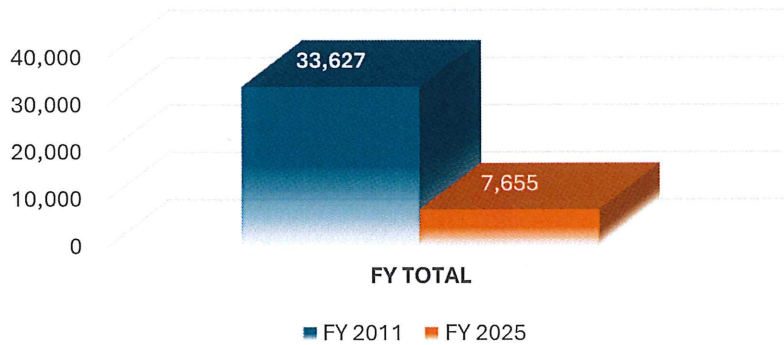


<u>S. 58th St. & Walnut St.</u>	<u>1063-1064</u>		<u>S. 58th St. & Walnut St.</u>	<u>1063-1064</u>
FY 2022			FY 2023	
4/1-4/30	376		4/1-4/30	205
5/1-5/31	384		5/1-5/31	155
6/1-6/30	361		6/1-6/30	207
7/1-7/31	295		7/1-7/31	298
8/1-8/31	239		8/1-8/31	157
9/1-9/30	204		9/1-9/30	140
10/1-10/31	214		10/1-10/31	214
11/1-11/30	206		11/1-11/30	239
12/1-12/31	194		12/1-12/31	319
1/1-1/31/22	230		1/1-1/31/21	380
2/1-2/28	209		2/1-2/28	345
3/1-3/31	161		3/1-3/31	231
FY TOTAL	3,073		FY TOTAL	2,890
FY 2024			FY 2025	
4/1-4/30	184		4/1-4/30	174
5/1-5/31	242		5/1-5/31	186
6/1-6/30	252		6/1-6/30	255
7/1-7/31	222		7/1-7/31	239
8/1-8/31	198		8/1-8/31	273
9/1-9/30	138		9/1-9/30	305
10/1-10/31	115		10/1-10/31	337
11/1-11/30	151		11/1-11/30	275
12/1-12/31	220		12/1-12/31	254
1/1-1/31/24	209		1/1-1/31/25	253
2/1-2/29	192		2/1-2/28	280
3/1-3/31	222		3/1-3/31	311
FY TOTAL	2,345		FY TOTAL	3,142

South Broad Street and South Penn Square

Date of Installation – October 1, 2009

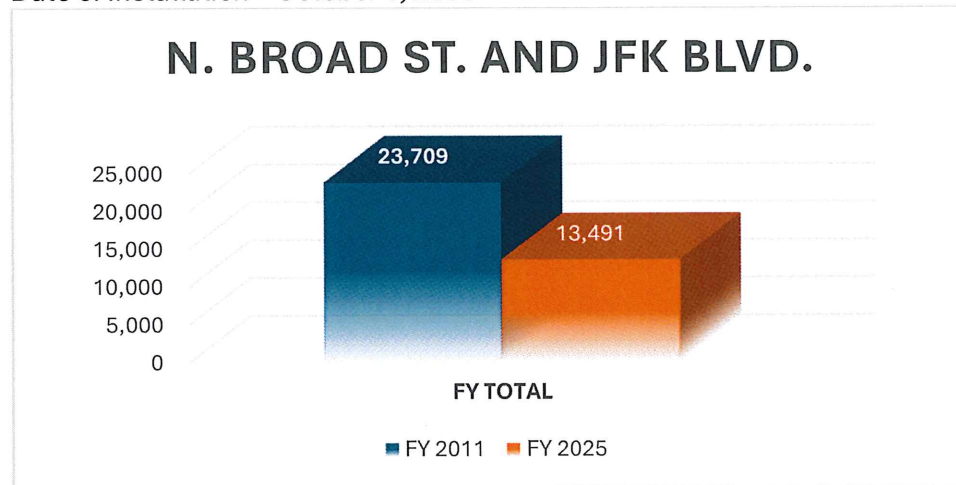
S. BROAD ST. AND S. PENN SQ.



<u>S. Broad St. & South Penn Sq.</u>	<u>1065-1067</u>	<u>S. Broad St. & South Penn Sq.</u>	<u>1065-1067</u>
FY 2022		FY 2023	
4/1-4/30	1,310	4/1-4/30	1,044
5/1-5/31	1,221	5/1-5/31	872
6/1-6/30	1,310	6/1-6/30	1,063
7/1-7/31	1,487	7/1-7/31	1,133
8/1-8/31	1,379	8/1-8/31	1,182
9/1-9/30	1,293	9/1-9/30	1,121
10/1-10/31	1,260	10/1-10/31	364
11/1-11/30	1,033	11/1-11/30	0
12/1-12/31	1,032	12/1-12/31	235
1/1-1/31/22	1,004	1/1-1/31/23	1,065
2/1-2/28	880	2/1-2/28	532
3/1-3/31	997	3/1-3/31	740
FY TOTAL	14,206	FY TOTAL	9,351
FY 2024		FY 2025	
4/1-4/30	954	4/1-4/30	872
5/1-5/31	975	5/1-5/31	843
6/1-6/30	933	6/1-6/30	1,143
7/1-7/31	967	7/1-7/31	1,036
8/1-8/31	1,022	8/1-8/31	892
9/1-9/30	754	9/1-9/30	654
10/1-10/31	729	10/1-10/31	579
11/1-11/30	675	11/1-11/30	326
12/1-12/31	806	12/1-12/31	296
1/1-1/31/24	642	1/1-1/31/25	318
2/1-2/29	707	2/1-2/28	270
3/1-3/31	860	3/1-3/31	426
FY TOTAL	10,024	FY TOTAL	7,655

North Broad Street and John F. Kennedy Boulevard

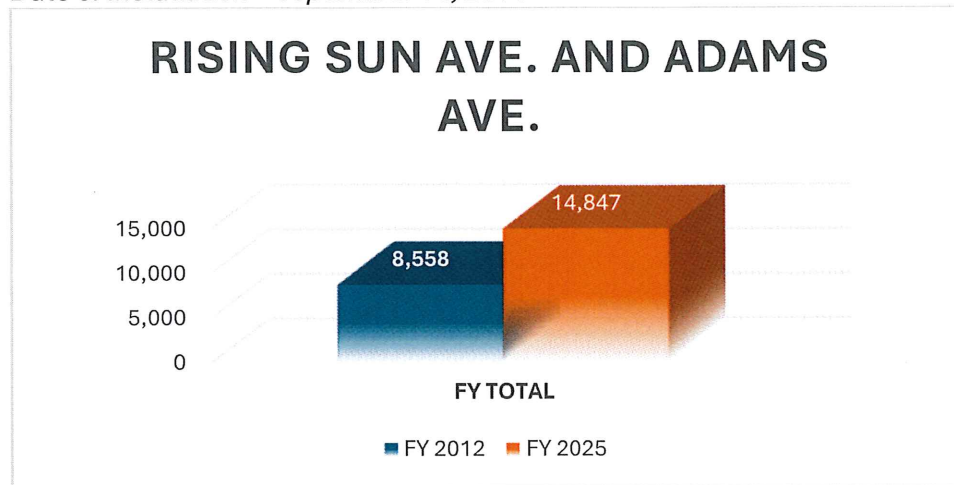
Date of Installation – October 1, 2009



<u>N. Broad St. & JFK Blvd.</u>	1068-1070		<u>N. Broad St. & JFK Blvd.</u>	1068-1070
FY 2022			FY 2023	
4/1-4/30	1,639		4/1-4/30	1,659
5/1-5/31	1,400		5/1-5/31	1,799
6/1-6/30	1,533		6/1-6/30	1,711
7/1-7/31	1,621		7/1-7/31	1,768
8/1-8/31	1,676		8/1-8/31	1,825
9/1-9/30	1,471		9/1-9/30	1,857
10/1-10/31	1,497		10/1-10/31	652
11/1-11/30	1,419		11/1-11/30	0
12/1-12/31	1,231		12/1-12/31	306
1/1-1/31/22	1,018		1/1-1/31/23	1,429
2/1-2/28	1,164		2/1-2/28	1,237
3/1-3/31	1,248		3/1-3/31	1,503
FY TOTAL	16,917		FY TOTAL	15,746
FY 2024			FY 2025	
4/1-4/30	1,687		4/1-4/30	1,318
5/1-5/31	1,864		5/1-5/31	1,312
6/1-6/30	1,678		6/1-6/30	1,052
7/1-7/31	1,509		7/1-7/31	1,092
8/1-8/31	1,448		8/1-8/31	1,062
9/1-9/30	1,175		9/1-9/30	1,329
10/1-10/31	1,172		10/1-10/31	1,319
11/1-11/30	889		11/1-11/30	1,249
12/1-12/31	1,082		12/1-12/31	1,240
1/1-1/31/24	1,015		1/1-1/31/25	1,030
2/1-2/29	1,118		2/1-2/28	858
3/1-3/31	1,121		3/1-3/31	630
FY TOTAL	15,758		FY TOTAL	13,491

Rising Sun Avenue and Adams Avenue

Date of Installation – September 13, 2010



<u>Rising Sun Ave. & Adams Ave.</u>	1071-1074 PHAR059-062		<u>Rising Sun Ave. & Adams Ave.</u>	1071-1074 PHAR059-062
FY 2022			FY 2023	
4/1-4/30	792		4/1-4/30	833
5/1-5/31	803		5/1-5/31	828
6/1-6/30	806		6/1-6/30	830
7/1-7/31	778		7/1-7/31	783
8/1-8/31	848		8/1-8/31	725
9/1-9/30	737		9/1-9/30	737
10/1-10/31	754		10/1-10/31	711
11/1-11/30	754		11/1-11/30	615
12/1-12/31	765		12/1-12/31	564
1/1-1/31/22	653		1/1-1/31/21	579
2/1-2/28	634		2/1-2/28	407
3/1-3/31	756		3/1-3/31	560
FY TOTAL	9,080		FY TOTAL	8,172
FY 2024			FY 2025	
4/1-4/30	928		4/1-4/30	1,309
5/1-5/31	1,633		5/1-5/31	1,561
6/1-6/30	1,355		6/1-6/30	1,135
7/1-7/31	1,497		7/1-7/31	1,261
8/1-8/31	1,311		8/1-8/31	1,193
9/1-9/30	1,304		9/1-9/30	1,073
10/1-10/31	1,074		10/1-10/31	1,282
11/1-11/30	1,248		11/1-11/30	1,290
12/1-12/31	1,310		12/1-12/31	1,184
1/1-1/31/24	1,138		1/1-1/31/25	1,142
2/1-2/29	1,255		2/1-2/28	1,090
3/1-3/31	1,099		3/1-3/31	1,327
FY TOTAL	15,152		FY TOTAL	14,847

Castor Avenue and Aramingo Avenue

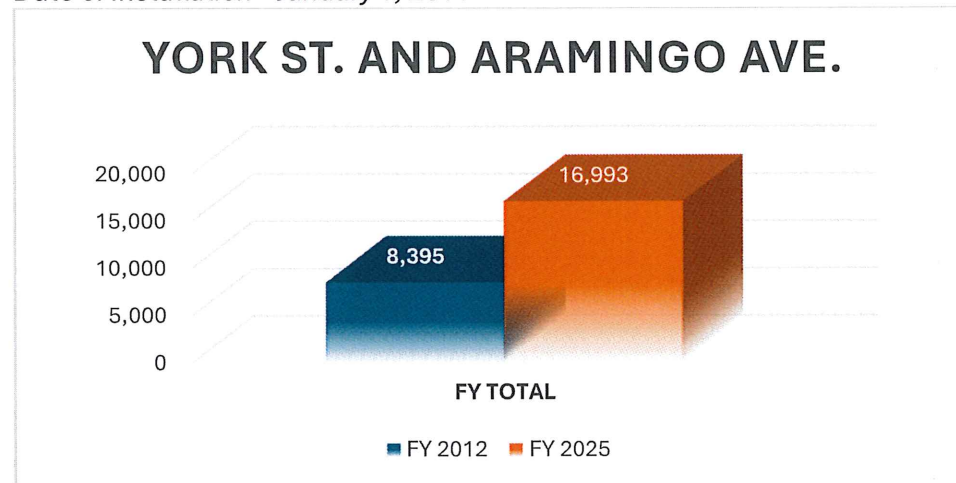
Date of Installation – January 1, 2011



<u>Aramingo Ave. & Castor Ave.</u>	<u>1075-1078</u>		<u>Aramingo Ave. & Castor Ave.</u>	<u>1075-1078</u>
FY 2022			FY 2023	
4/1-4/30	748		4/1-4/30	756
5/1-5/31	787		5/1-5/31	664
6/1-6/30	721		6/1-6/30	705
7/1-7/31	746		7/1-7/31	712
8/1-8/31	663		8/1-8/31	796
9/1-9/30	750		9/1-9/30	731
10/1-10/31	683		10/1-10/31	711
11/1-11/30	724		11/1-11/30	907
12/1-12/31	859		12/1-12/31	825
1/1-1/31/22	630		1/1-1/31/23	905
2/1-2/28	596		2/1-2/28	913
3/1-3/31	706		3/1-3/31	1,104
FY TOTAL	8,613		FY TOTAL	9,729
FY 2024			FY 2025	
4/1-4/30	1,053		4/1-4/30	803
5/1-5/31	1,057		5/1-5/31	938
6/1-6/30	1,109		6/1-6/30	912
7/1-7/31	763		7/1-7/31	756
8/1-8/31	321		8/1-8/31	773
9/1-9/30	458		9/1-9/30	746
10/1-10/31	765		10/1-10/31	879
11/1-11/30	621		11/1-11/30	818
12/1-12/31	674		12/1-12/31	853
1/1-1/31/24	488		1/1-1/31/25	523
2/1-2/29	685		2/1-2/28	343
3/1-3/31	851		3/1-3/31	431
FY TOTAL	8,845		FY TOTAL	8,775

York Street and Aramingo Avenue

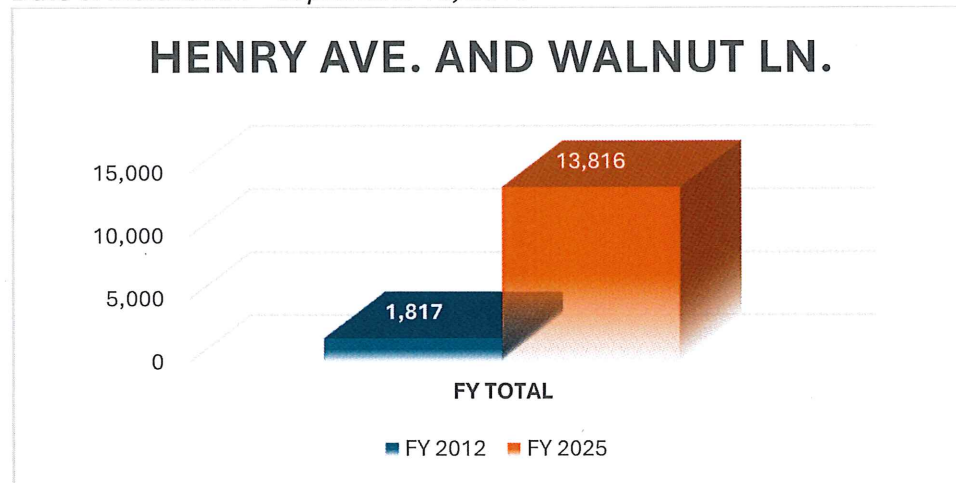
Date of Installation – January 1, 2011



<u>York St. & Aramingo Ave.</u>	<u>1079-1081</u>		<u>York St. & Aramingo Ave.</u>	<u>1079-1081</u>
FY 2022			FY 2023	
4/1-4/30	0*		4/1-4/30	0*
5/1-5/31	0*		5/1-5/31	0*
6/1-6/30	0*		6/1-6/30	0*
7/1-7/31	0*		7/1-7/31	0*
8/1-8/31	0*		8/1-8/31	0*
9/1-9/30	0*		9/1-9/30	0*
10/1-10/31	0*		10/1-10/31	0*
11/1-11/30	0*		11/1-11/30	0*
12/1-12/31	0*		12/1-12/31	0*
1/1-1/31/22	0*		1/1-1/31/23	0*
2/1-2/28	0*		2/1-2/28	0*
3/1-3/31	0*		3/1-3/31	1,214
FY TOTAL	0		FY TOTAL	1,214
*Intersection removed for construction 11/14/2018				
FY 2024			FY 2025	
4/1-4/30	2,369		4/1-4/30	1,430
5/1-5/31	2,127		5/1-5/31	1,819
6/1-6/30	1,995		6/1-6/30	1,733
7/1-7/31	1,291		7/1-7/31	1,408
8/1-8/31	2,007		8/1-8/31	1,291
9/1-9/30	1,613		9/1-9/30	1,573
10/1-10/31	1,682		10/1-10/31	1,579
11/1-11/30	1,352		11/1-11/30	1,325
12/1-12/31	1,305		12/1-12/31	1,175
1/1-1/31/24	1,021		1/1-1/31/25	1,088
2/1-2/29	1,161		2/1-2/28	1,071
3/1-3/31	1,460		3/1-3/31	1,501
FY TOTAL	19,383		FY TOTAL	16,993

Henry Avenue and Walnut Lane

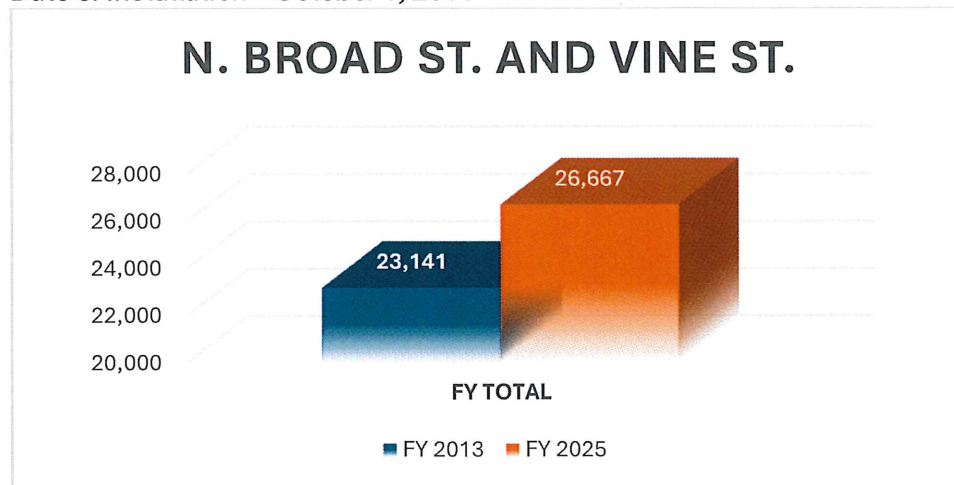
Date of Installation – September 13, 2010



<u>Henry Ave. & Walnut Lane</u>	<u>1082-1085</u>	<u>Henry Ave. & Walnut Lane</u>	<u>1082-1085</u>
FY 2022		FY 2023	
4/1-4/30	389	4/1-4/30	632
5/1-5/31	439	5/1-5/31	552
6/1-6/30	495	6/1-6/30	529
7/1-7/31	552	7/1-7/31	427
8/1-8/31	550	8/1-8/31	426
9/1-9/30	710	9/1-9/30	132
10/1-10/31	597	10/1-10/31	130
11/1-11/30	591	11/1-11/30	690
12/1-12/31	480	12/1-12/31	593
1/1-1/31/22	369	1/1-1/31/23	638
2/1-2/28	414	2/1-2/28	668
3/1-3/31	511	3/1-3/31	785
FY TOTAL	6,097	FY TOTAL	6,202
FY 2024		FY 2025	
4/1-4/30	884	4/1-4/30	698
5/1-5/31	882	5/1-5/31	944
6/1-6/30	907	6/1-6/30	885
7/1-7/31	975	7/1-7/31	812
8/1-8/31	924	8/1-8/31	731
9/1-9/30	800	9/1-9/30	1,130
10/1-10/31	981	10/1-10/31	2,100
11/1-11/30	716	11/1-11/30	2,000
12/1-12/31	764	12/1-12/31	1,847
1/1-1/31/24	653	1/1-1/31/25	973
2/1-2/29	758	2/1-2/28	872
3/1-3/31	728	3/1-3/31	824
FY TOTAL	9,972	FY TOTAL	13,816

North Broad Street and Vine Street

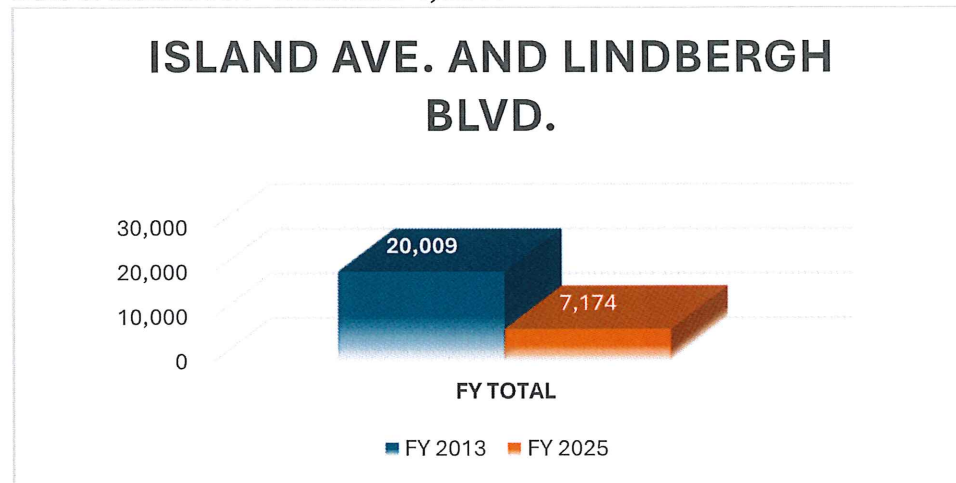
Date of Installation – October 1, 2011



<u>N. Broad St. & Vine St.</u>	<u>1086-1090</u>		<u>N. Broad St. & Vine St.</u>	<u>1086-1090</u>
FY 2022			FY 2023	
4/1-4/30	1,777		4/1-4/30	1,964
5/1-5/31	1,955		5/1-5/31	1,774
6/1-6/30	2,071		6/1-6/30	1,991
7/1-7/31	2,315		7/1-7/31	1,936
8/1-8/31	2,032		8/1-8/31	1,825
9/1-9/30	1,925		9/1-9/30	1,587
10/1-10/31	1,879		10/1-10/31	366
11/1-11/30	1,814		11/1-11/30	983
12/1-12/31	1,754		12/1-12/31	1,566
1/1-1/31/22	1,509		1/1-1/31/21	1,841
2/1-2/28	1,659		2/1-2/28	1,983
3/1-3/31	1,957		3/1-3/31	2,240
FY TOTAL	22,647		FY TOTAL	20,056
FY 2024			FY 2025	
4/1-4/30	2,261		4/1-4/30	2,600
5/1-5/31	2,371		5/1-5/31	2,472
6/1-6/30	2,122		6/1-6/30	2,689
7/1-7/31	2,111		7/1-7/31	2,086
8/1-8/31	2,442		8/1-8/31	2,163
9/1-9/30	1,720		9/1-9/30	2,590
10/1-10/31	2,125		10/1-10/31	2,550
11/1-11/30	1,545		11/1-11/30	2,188
12/1-12/31	1,625		12/1-12/31	2,060
1/1-1/31/24	1,697		1/1-1/31/25	1,658
2/1-2/29	1,978		2/1-2/28	1,683
3/1-3/31	2,373		3/1-3/31	1,928
FY TOTAL	24,370		FY TOTAL	26,667

Island Avenue and Lindbergh Boulevard

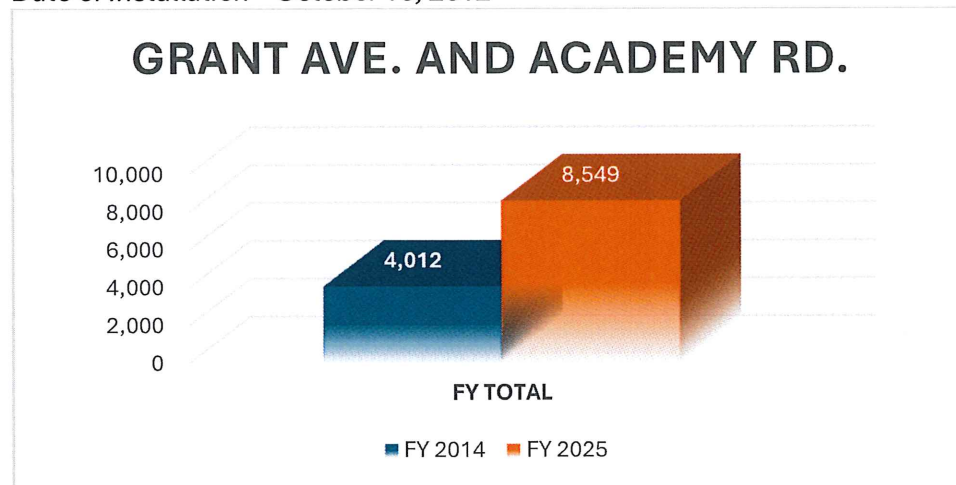
Date of Installation – December 1, 2011



<u>Island Ave. & Lindbergh Blvd.</u>	<u>1091-1096</u>		<u>Island Ave. & Lindbergh Blvd.</u>	<u>1091-1096</u>
FY 2022			FY 2023	
4/1-4/30	905		4/1-4/30	737
5/1-5/31	941		5/1-5/31	724
6/1-6/30	981		6/1-6/30	780
7/1-7/31	1,141		7/1-7/31	727
8/1-8/31	1,001		8/1-8/31	761
9/1-9/30	923		9/1-9/30	730
10/1-10/31	871		10/1-10/31	556
11/1-11/30	727		11/1-11/30	0
12/1-12/31	720		12/1-12/31	273
1/1-1/31/22	552		1/1-1/31/23	643
2/1-2/28	586		2/1-2/28	735
3/1-3/31	681		3/1-3/31	797
FY TOTAL	10,029		FY TOTAL	7,463
FY 2024			FY 2025	
4/1-4/30	1,028		4/1-4/30	607
5/1-5/31	1,466		5/1-5/31	641
6/1-6/30	1,373		6/1-6/30	451
7/1-7/31	1,275		7/1-7/31	453
8/1-8/31	651		8/1-8/31	558
9/1-9/30	447		9/1-9/30	561
10/1-10/31	520		10/1-10/31	548
11/1-11/30	425		11/1-11/30	726
12/1-12/31	436		12/1-12/31	737
1/1-1/31/24	436		1/1-1/31/25	568
2/1-2/29	460		2/1-2/28	554
3/1-3/31	558		3/1-3/31	770
FY TOTAL	9,075		FY TOTAL	7,174

Grant Avenue and Academy Road

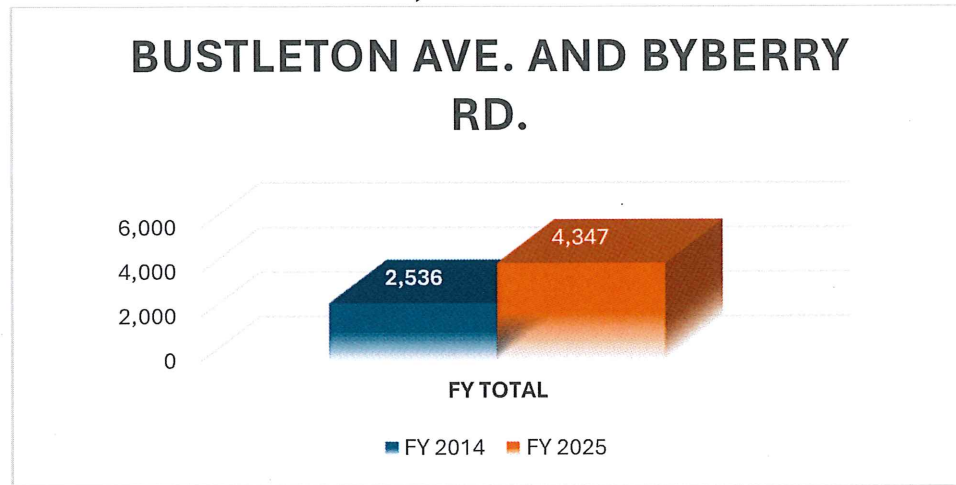
Date of Installation – October 19, 2012



<u>Grant Ave. & Academy Rd.</u>	<u>1097-1100</u>	<u>Grant Ave. & Academy Rd.</u>	<u>1097-1100</u>
	<u>PHAR024-027</u>		<u>PHAR024-027</u>
FY 2022		FY 2023	
4/1-4/30	268	4/1-4/30	307
5/1-5/31	303	5/1-5/31	266
6/1-6/30	277	6/1-6/30	269
7/1-7/31	275	7/1-7/31	309
8/1-8/31	306	8/1-8/31	356
9/1-9/30	310	9/1-9/30	455
10/1-10/31	326	10/1-10/31	0
11/1-11/30	329	11/1-11/30	0
12/1-12/31	329	12/1-12/31	0
1/1-1/31/22	293	1/1-1/31/21	648
2/1-2/28	285	2/1-2/28	982
3/1-3/31	298	3/1-3/31	546
FY TOTAL	3,599	FY TOTAL	4,138
FY 2024		FY 2025	
4/1-4/30	543	4/1-4/30	788
5/1-5/31	932	5/1-5/31	770
6/1-6/30	699	6/1-6/30	704
7/1-7/31	767	7/1-7/31	807
8/1-8/31	925	8/1-8/31	722
9/1-9/30	847	9/1-9/30	719
10/1-10/31	845	10/1-10/31	862
11/1-11/30	835	11/1-11/30	732
12/1-12/31	930	12/1-12/31	644
1/1-1/31/24	471	1/1-1/31/25	564
2/1-2/29	687	2/1-2/28	465
3/1-3/31	792	3/1-3/31	772
FY TOTAL	9,273	FY TOTAL	8,549

Bustleton Avenue and Byberry Road

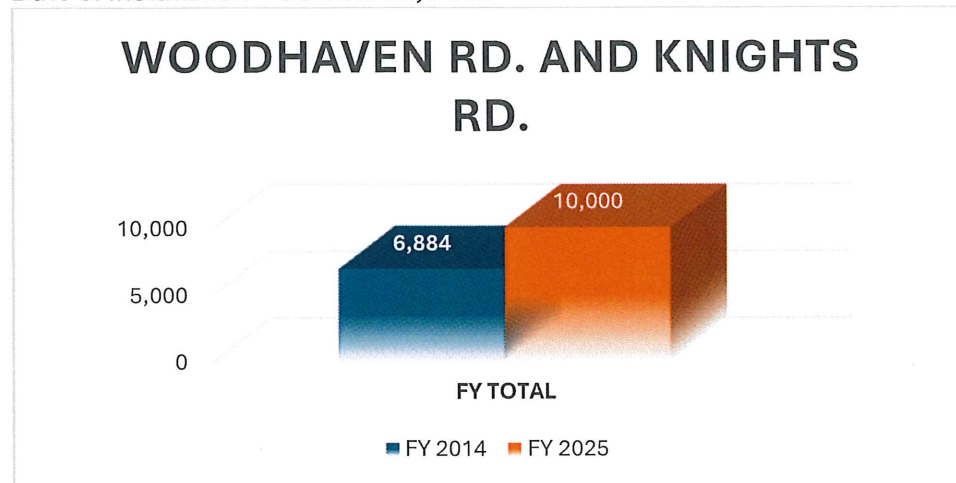
Date of Installation – October 19, 2012



<u>Bustleton Ave. & Byberry Rd.</u>	<u>1101-1104</u>		<u>Bustleton Ave. & Byberry Rd.</u>	<u>1101-1104</u>
	PHAR007-010			PHAR007-010
FY 2022			FY 2023	
4/1-4/30	504		4/1-4/30	445
5/1-5/31	576		5/1-5/31	453
6/1-6/30	568		6/1-6/30	402
7/1-7/31	574		7/1-7/31	512
8/1-8/31	562		8/1-8/31	452
9/1-9/30	533		9/1-9/30	429
10/1-10/31	457		10/1-10/31	125
11/1-11/30	402		11/1-11/30	17
12/1-12/31	460		12/1-12/31	0
1/1-1/31/22	310		1/1-1/31/21	269
2/1-2/28	337		2/1-2/28	211
3/1-3/31	396		3/1-3/31	167
FY TOTAL	5,679		FY TOTAL	3,482
FY 2024			FY 2025	
4/1-4/30	144		4/1-4/30	231
5/1-5/31	251		5/1-5/31	232
6/1-6/30	175		6/1-6/30	257
7/1-7/31	291		7/1-7/31	117
8/1-8/31	268		8/1-8/31	261
9/1-9/30	287		9/1-9/30	277
10/1-10/31	251		10/1-10/31	601
11/1-11/30	269		11/1-11/30	565
12/1-12/31	253		12/1-12/31	530
1/1-1/31/24	181		1/1-1/31/25	407
2/1-2/29	201		2/1-2/28	365
3/1-3/31	212		3/1-3/31	504
FY TOTAL	2,783		FY TOTAL	4,347

Knights Road and Woodhaven Road

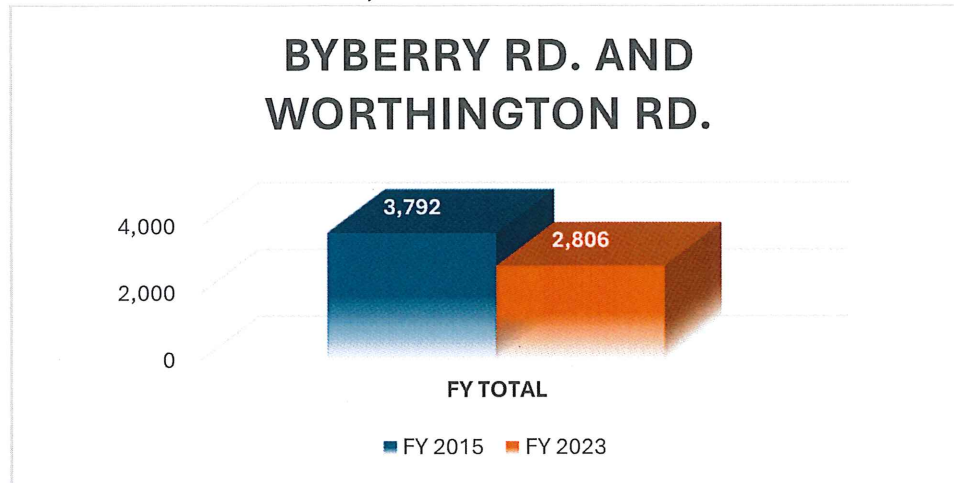
Date of Installation – October 29, 2012



<u>Woodhaven Rd. & Knights Rd.</u>	<u>1105-1108</u>		<u>Woodhaven Rd. & Knights Rd.</u>	<u>1105-1108</u>
	<u>PHAR014-017</u>			<u>PHAR014-017</u>
FY 2022			FY 2023	
4/1-4/30	681		4/1-4/30	692
5/1-5/31	813		5/1-5/31	608
6/1-6/30	801		6/1-6/30	664
7/1-7/31	804		7/1-7/31	669
8/1-8/31	796		8/1-8/31	614
9/1-9/30	769		9/1-9/30	699
10/1-10/31	873		10/1-10/31	264
11/1-11/30	724		11/1-11/30	0
12/1-12/31	811		12/1-12/31	0
1/1-1/31/22	555		1/1-1/31/21	198
2/1-2/28	571		2/1-2/28	972
3/1-3/31	718		3/1-3/31	686
FY TOTAL	8,916		FY TOTAL	6,066
FY 2024			FY 2025	
4/1-4/30	693		4/1-4/30	709
5/1-5/31	1,080		5/1-5/31	790
6/1-6/30	1,034		6/1-6/30	761
7/1-7/31	877		7/1-7/31	638
8/1-8/31	977		8/1-8/31	724
9/1-9/30	972		9/1-9/30	939
10/1-10/31	1,228		10/1-10/31	1,182
11/1-11/30	1,101		11/1-11/30	1,081
12/1-12/31	1,045		12/1-12/31	1,015
1/1-1/31/24	864		1/1-1/31/25	759
2/1-2/29	909		2/1-2/28	667
3/1-3/31	678		3/1-3/31	735
FY TOTAL	11,458		FY TOTAL	10,000

Byberry Road and Worthington Road

Date of Installation – June 10, 2013

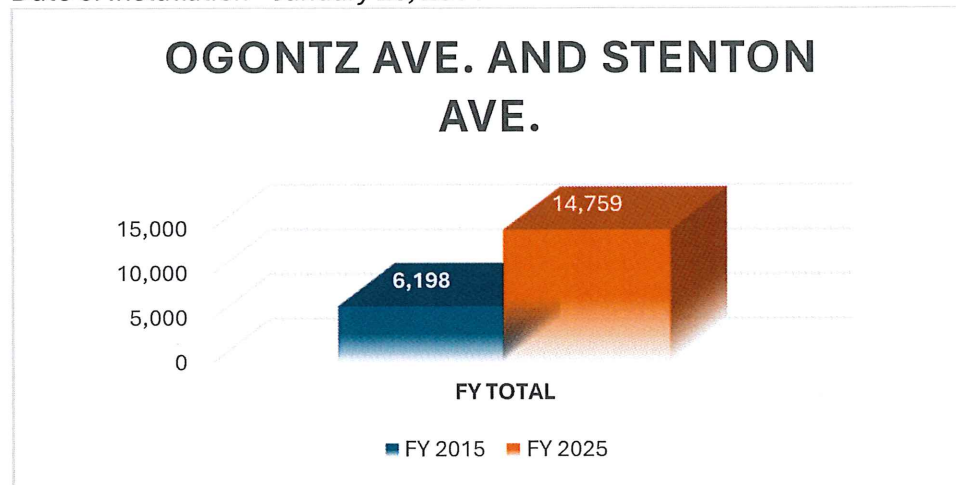


<u>Byberry Rd. & Worthington Rd.</u>	<u>1109-1111</u>		<u>Byberry Rd. & Worthington Rd.</u>	<u>1109-1111</u>
	<u>PHAR011-013</u>			<u>PHAR011-013</u>
FY 2022			FY 2023	
4/1-4/30	270		4/1-4/30	323
5/1-5/31	326		5/1-5/31	325
6/1-6/30	389		6/1-6/30	319
7/1-7/31	335		7/1-7/31	303
8/1-8/31	336		8/1-8/31	317
9/1-9/30	332		9/1-9/30	350
10/1-10/31	317		10/1-10/31	84
11/1-11/30	320		11/1-11/30	0
12/1-12/31	346		12/1-12/31	0
1/1-1/31/22	295		1/1-1/31/21	0
2/1-2/28	292		2/1-2/28	411
3/1-3/31	288		3/1-3/31	374
FY TOTAL	3,846		FY TOTAL	2,806
FY 2024			FY 2025	
4/1-4/30	278		4/1-4/30	528
5/1-5/31	591		5/1-5/31	509
6/1-6/30	593		6/1-6/30	453
7/1-7/31	594		7/1-7/31	0
8/1-8/31	571		8/1-8/31	0
9/1-9/30	574		9/1-9/30	12
10/1-10/31	741		10/1-10/31	370
11/1-11/30	623		11/1-11/30	247
12/1-12/31	585		12/1-12/31	222
1/1-1/31/24	518		1/1-1/31/25	198
2/1-2/29	513		2/1-2/28	171
3/1-3/31	578		3/1-3/31	205
FY TOTAL	6,759		FY TOTAL	2,915

Part of the intersection was blocked from July to September in 2025 for construction.

Ogontz Avenue and Stenton Avenue

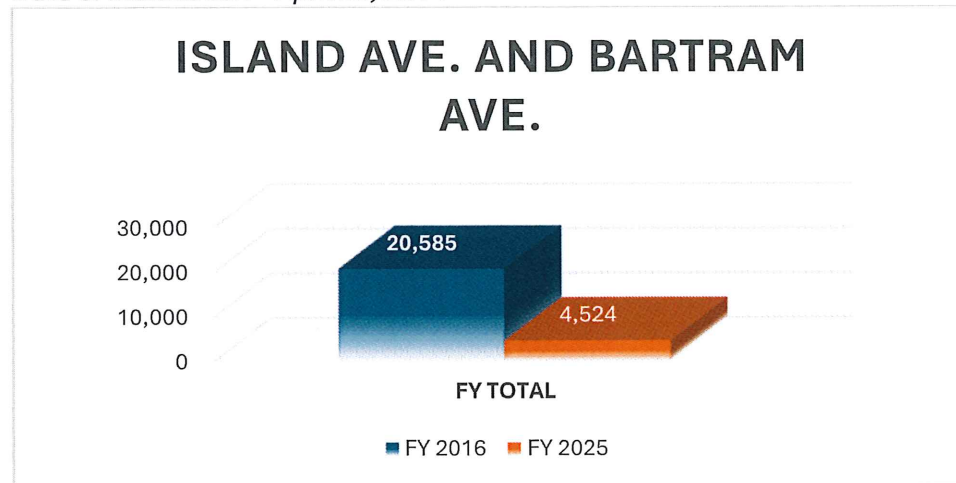
Date of Installation – January 20, 2014



<u>Ogontz Ave. & Stenton Ave.</u>	<u>1112-1115</u>		<u>Ogontz Ave. & Stenton Ave.</u>	<u>1112-1115</u>
FY 2022			FY 2023	
4/1-4/30	1,064		4/1-4/30	1,086
5/1-5/31	1,181		5/1-5/31	1,107
6/1-6/30	1,095		6/1-6/30	1,037
7/1-7/31	1,128		7/1-7/31	983
8/1-8/31	1,118		8/1-8/31	974
9/1-9/30	1,151		9/1-9/30	772
10/1-10/31	1,023		10/1-10/31	1,307
11/1-11/30	1,052		11/1-11/30	1,062
12/1-12/31	966		12/1-12/31	1,015
1/1-1/31/22	673		1/1-1/31/23	1,029
2/1-2/28	781		2/1-2/28	1,008
3/1-3/31	921		3/1-3/31	1,171
FY TOTAL	12,153		FY TOTAL	12,551
FY 2024			FY 2025	
4/1-4/30	1,158		4/1-4/30	1,355
5/1-5/31	1,394		5/1-5/31	1,616
6/1-6/30	1,252		6/1-6/30	2,125
7/1-7/31	1,429		7/1-7/31	1,328
8/1-8/31	1,458		8/1-8/31	1,039
9/1-9/30	1,163		9/1-9/30	1,100
10/1-10/31	1,331		10/1-10/31	1,269
11/1-11/30	899		11/1-11/30	1,093
12/1-12/31	974		12/1-12/31	912
1/1-1/31/24	912		1/1-1/31/25	802
2/1-2/29	981		2/1-2/29	889
3/1-3/31	1,106		3/1-3/31	1,231
FY TOTAL	14,057		FY TOTAL	14,759

Island Avenue and Bartram Avenue

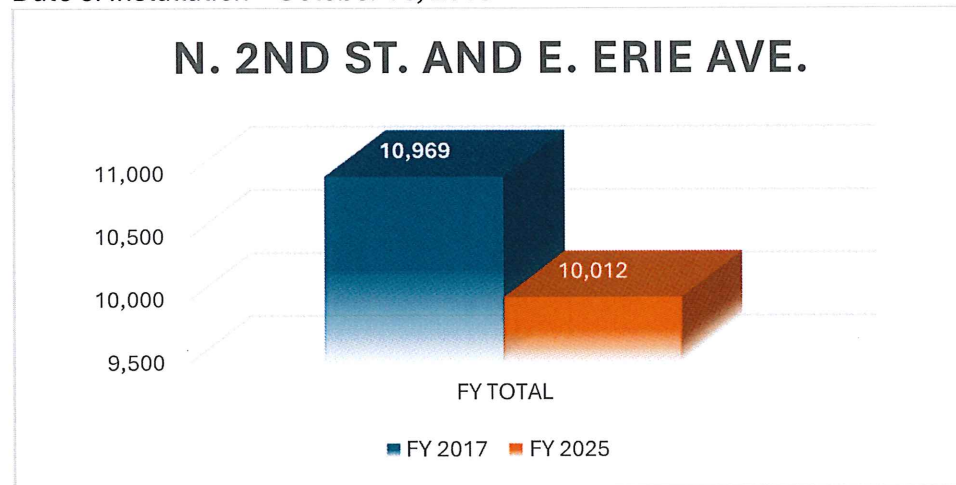
Date of Installation – April 25, 2014



<u>Island Ave. & Bartram Ave.</u>	<u>1116-1119</u>		<u>Island Ave. & Bartram Ave.</u>	<u>1116-1119</u>
FY 2022			FY 2023	
4/1-4/30	954		4/1-4/30	1,514
5/1-5/31	970		5/1-5/31	1,423
6/1-6/30	1,011		6/1-6/30	1,472
7/1-7/31	1,279		7/1-7/31	1,432
8/1-8/31	1,187		8/1-8/31	1,463
9/1-9/30	987		9/1-9/30	1,418
10/1-10/31	1,039		10/1-10/31	489
11/1-11/30	1,057		11/1-11/30	0
12/1-12/31	1,375		12/1-12/31	55
1/1-1/31/22	1,199		1/1-1/31/21	578
2/1-2/28	1,468		2/1-2/28	1,344
3/1-3/31	1,488		3/1-3/31	1,546
FY TOTAL	14,014		FY TOTAL	12,734
FY 2024			FY 2025	
4/1-4/30	1,562		4/1-4/30	394
5/1-5/31	1,494		5/1-5/31	465
6/1-6/30	1,427		6/1-6/30	476
7/1-7/31	841		7/1-7/31	372
8/1-8/31	866		8/1-8/31	339
9/1-9/30	345		9/1-9/30	400
10/1-10/31	297		10/1-10/31	444
11/1-11/30	569		11/1-11/30	292
12/1-12/31	492		12/1-12/31	336
1/1-1/31/24	256		1/1-1/31/25	187
2/1-2/29	338		2/1-2/28	307
3/1-3/31	332		3/1-3/31	512
FY TOTAL	8,819		FY TOTAL	4,524

North 2nd Street and Erie Avenue

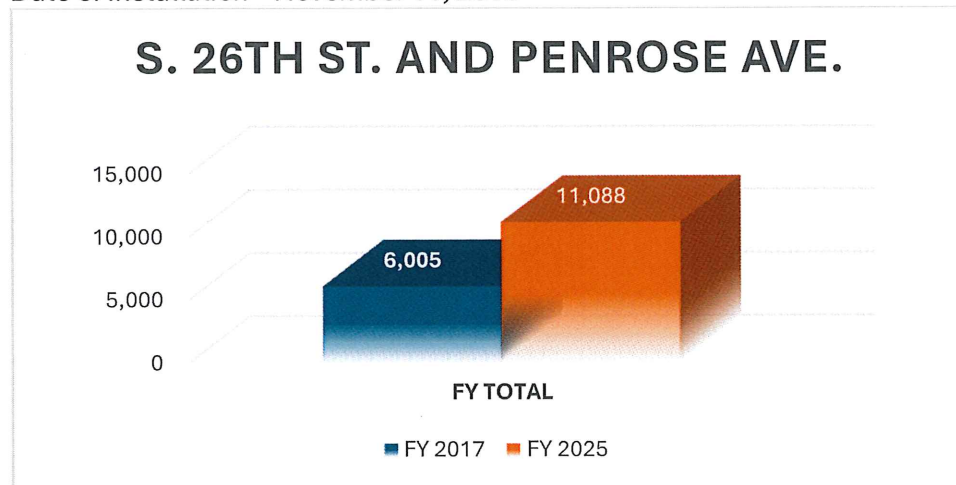
Date of Installation – October 16, 2015



<u>N. 2nd St. & E. Erie Ave.</u>	<u>1120-1123</u>		<u>N. 2nd St. & E. Erie Ave.</u>	<u>1120-1123</u>
FY 2022			FY 2023	
4/1-4/30	1,168		4/1-4/30	1,074
5/1-5/31	1,076		5/1-5/31	824
6/1-6/30	1,089		6/1-6/30	895
7/1-7/31	1,208		7/1-7/31	903
8/1-8/31	1,161		8/1-8/31	965
9/1-9/30	1,257		9/1-9/30	912
10/1-10/31	1,186		10/1-10/31	0
11/1-11/30	831		11/1-11/30	0
12/1-12/31	846		12/1-12/31	190
1/1-1/31/22	669		1/1-1/31/23	768
2/1-2/28	811		2/1-2/28	889
3/1-3/31	924		3/1-3/31	987
FY TOTAL	12,226		FY TOTAL	8,407
FY 2024			FY 2025	
4/1-4/30	980		4/1-4/30	770
5/1-5/31	1,122		5/1-5/31	883
6/1-6/30	1,028		6/1-6/30	786
7/1-7/31	876		7/1-7/31	765
8/1-8/31	752		8/1-8/31	743
9/1-9/30	791		9/1-9/30	898
10/1-10/31	856		10/1-10/31	1,113
11/1-11/30	593		11/1-11/30	876
12/1-12/31	575		12/1-12/31	757
1/1-1/31/24	628		1/1-1/31/25	699
2/1-2/29	733		2/1-2/28	714
3/1-3/31	737		3/1-3/31	1,008
FY TOTAL	9,671		FY TOTAL	10,012

South 26th Street and Penrose Avenue

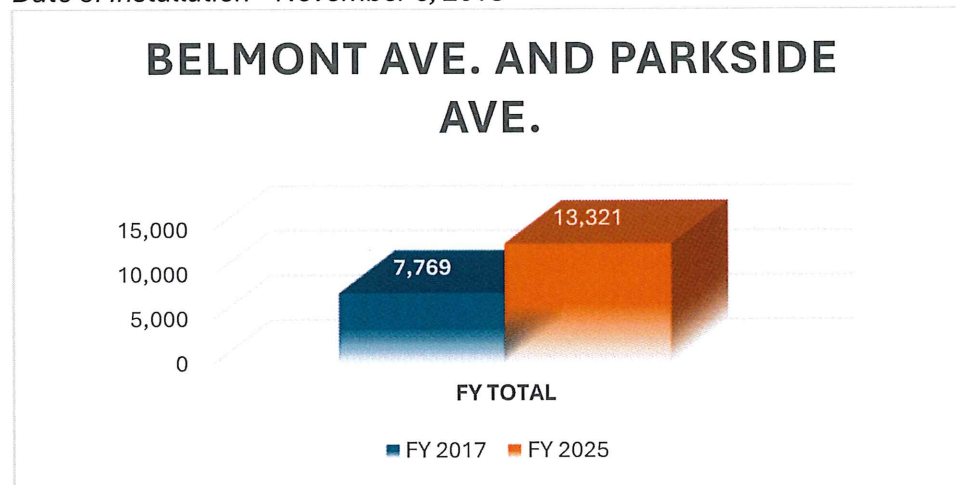
Date of Installation – November 11, 2015



<u>S. 26th St. & Penrose Ave.</u>	<u>1124-1127</u>	<u>S. 26th St. & Penrose Ave.</u>	<u>1124-1127</u>
FY 2022		FY 2023	
4/1-4/30	670	4/1-4/30	800
5/1-5/31	626	5/1-5/31	722
6/1-6/30	696	6/1-6/30	698
7/1-7/31	704	7/1-7/31	614
8/1-8/31	686	8/1-8/31	661
9/1-9/30	522	9/1-9/30	601
10/1-10/31	633	10/1-10/31	592
11/1-11/30	628	11/1-11/30	562
12/1-12/31	650	12/1-12/31	524
1/1-1/31/22	431	1/1-1/31/23	558
2/1-2/28	502	2/1-2/28	278
3/1-3/31	671	3/1-3/31	683
FY TOTAL	7,419	FY TOTAL	7,293
FY 2024		FY 2025	
4/1-4/30	775	4/1-4/30	1,065
5/1-5/31	1,109	5/1-5/31	1,022
6/1-6/30	1,189	6/1-6/30	1,025
7/1-7/31	1,150	7/1-7/31	968
8/1-8/31	1,109	8/1-8/31	974
9/1-9/30	1,048	9/1-9/30	895
10/1-10/31	1,046	10/1-10/31	979
11/1-11/30	1,071	11/1-11/30	940
12/1-12/31	1,009	12/1-12/31	915
1/1-1/31/24	712	1/1-1/31/25	776
2/1-2/29	737	2/1-2/28	702
3/1-3/31	878	3/1-3/31	827
FY TOTAL	11,833	FY TOTAL	11,088

Belmont Avenue and Parkside Avenue

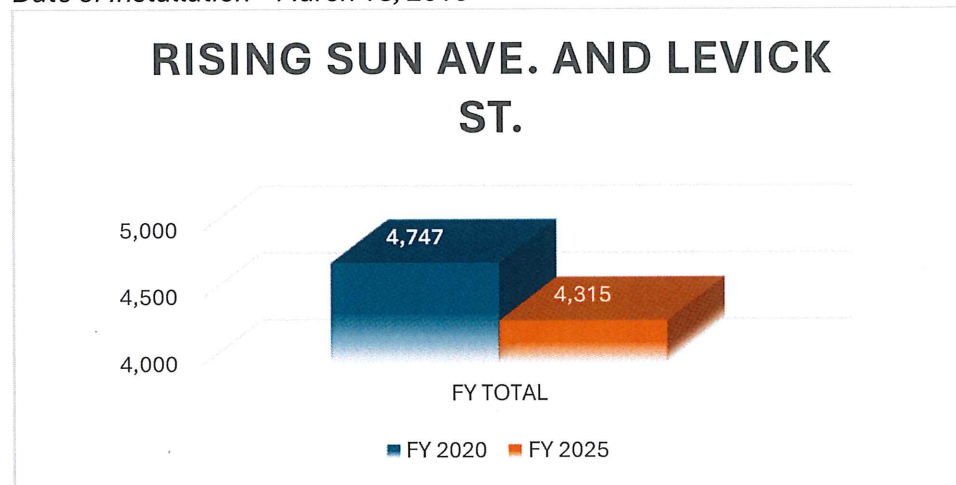
Date of Installation – November 6, 2015



<u>Belmont Ave. & Parkside Ave.</u>	<u>1128-1131</u>		<u>Belmont Ave. & Parkside Ave.</u>	<u>1128-1131</u>
FY 2022			FY 2023	
4/1-4/30	515		4/1-4/30	775
5/1-5/31	599		5/1-5/31	811
6/1-6/30	389		6/1-6/30	969
7/1-7/31	506		7/1-7/31	963
8/1-8/31	841		8/1-8/31	886
9/1-9/30	1,072		9/1-9/30	766
10/1-10/31	1,786		10/1-10/31	30
11/1-11/30	3,050		11/1-11/30	0
12/1-12/31	2,615		12/1-12/31	366
1/1-1/31/22	850		1/1-1/31/23	1,271
2/1-2/28	577		2/1-2/28	1,208
3/1-3/31	774		3/1-3/31	1,272
FY TOTAL	13,574		FY TOTAL	9,317
FY 2024			FY 2025	
4/1-4/30	1,258		4/1-4/30	1,555
5/1-5/31	1,423		5/1-5/31	1,553
6/1-6/30	1,279		6/1-6/30	1,518
7/1-7/31	1,317		7/1-7/31	1,448
8/1-8/31	1,132		8/1-8/31	897
9/1-9/30	903		9/1-9/30	1,377
10/1-10/31	1,056		10/1-10/31	1,406
11/1-11/30	684		11/1-11/30	736
12/1-12/31	845		12/1-12/31	667
1/1-1/31/24	953		1/1-1/31/25	653
2/1-2/29	1,062		2/1-2/28	711
3/1-3/31	1,378		3/1-3/31	800
FY TOTAL	13,290		FY TOTAL	13,321

Rising Sun Avenue and Levick Street

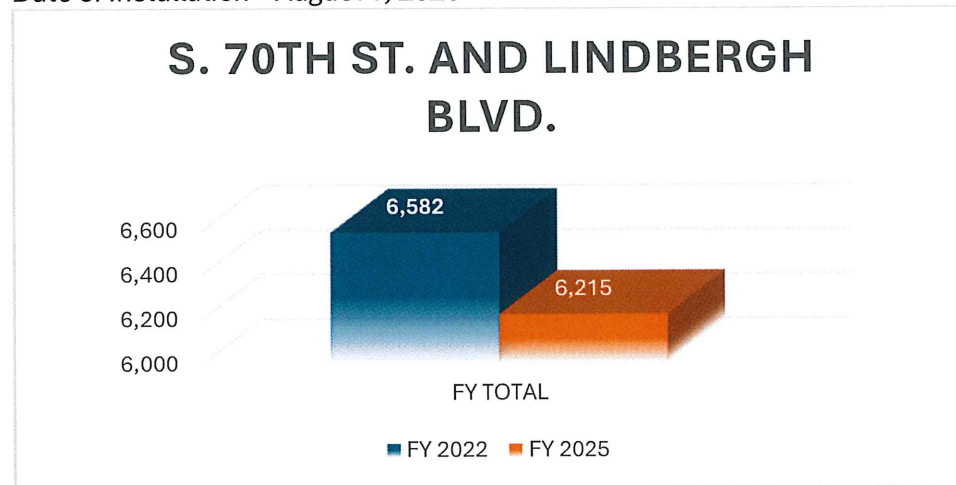
Date of Installation – March 18, 2019



<u>Rising Sun Ave. & Levick St.</u>	1132-1135		<u>Rising Sun Ave. & Levick St.</u>	1132-1135
	PHAR055-058			PHAR055-058
FY 2022			FY 2023	
4/1-4/30	404		4/1-4/30	416
5/1-5/31	491		5/1-5/31	398
6/1-6/30	476		6/1-6/30	448
7/1-7/31	482		7/1-7/31	409
8/1-8/31	441		8/1-8/31	492
9/1-9/30	424		9/1-9/30	440
10/1-10/31	436		10/1-10/31	418
11/1-11/30	451		11/1-11/30	409
12/1-12/31	447		12/1-12/31	1
1/1-1/31/22	368		1/1-1/31/21	65
2/1-2/28	391		2/1-2/28	417
3/1-3/31	406		3/1-3/31	317
FY TOTAL	5,217		FY TOTAL	4,230
FY 2024			FY 2025	
4/1-4/30	281		4/1-4/30	387
5/1-5/31	518		5/1-5/31	427
6/1-6/30	457		6/1-6/30	481
7/1-7/31	439		7/1-7/31	402
8/1-8/31	356		8/1-8/31	362
9/1-9/30	464		9/1-9/30	402
10/1-10/31	410		10/1-10/31	387
11/1-11/30	380		11/1-11/30	317
12/1-12/31	354		12/1-12/31	324
1/1-1/31/24	295		1/1-1/31/25	261
2/1-2/29	307		2/1-2/28	249
3/1-3/31	282		3/1-3/31	316
FY TOTAL	4,543		FY TOTAL	4,315

South 70th Street and Lindbergh Avenue

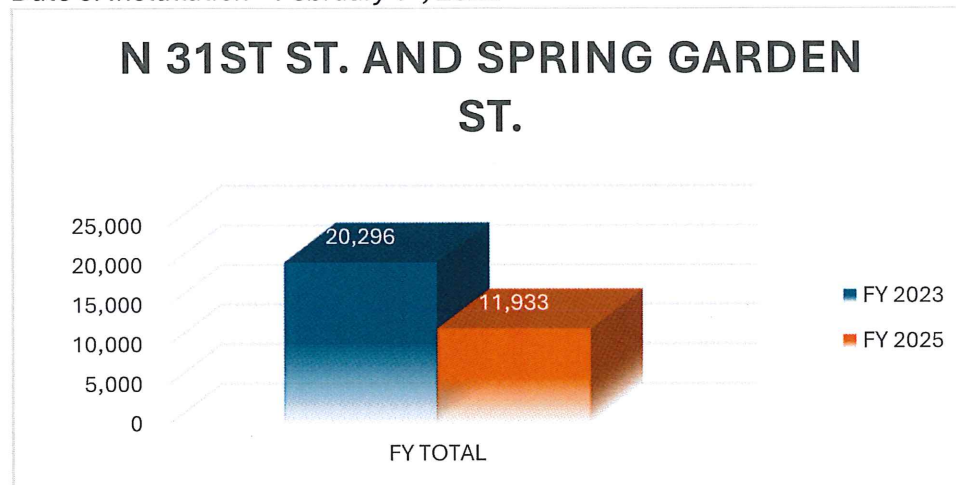
Date of Installation – August 1, 2020



<u>S. 70th St. & Lindbergh Blvd.</u>	<u>1136-1139</u>		<u>S. 70th St. & Lindbergh Blvd.</u>	<u>1136-1139</u>
FY 2022			FY 2023	
4/1-4/30	583		4/1-4/30	477
5/1-5/31	712		5/1-5/31	479
6/1-6/30	625		6/1-6/30	430
7/1-7/31	716		7/1-7/31	435
8/1-8/31	577		8/1-8/31	472
9/1-9/30	504		9/1-9/30	385
10/1-10/31	476		10/1-10/31	0
11/1-11/30	364		11/1-11/30	166
12/1-12/31	544		12/1-12/31	537
1/1-1/31/22	520		1/1-1/31/23	546
2/1-2/28	482		2/1-2/28	568
3/1-3/31	479		3/1-3/31	588
FY TOTAL	6,582		FY TOTAL	5,083
FY 2024			FY 2025	
4/1-4/30	584		4/1-4/30	489
5/1-5/31	703		5/1-5/31	576
6/1-6/30	734		6/1-6/30	270
7/1-7/31	719		7/1-7/31	466
8/1-8/31	662		8/1-8/31	566
9/1-9/30	587		9/1-9/30	612
10/1-10/31	626		10/1-10/31	649
11/1-11/30	504		11/1-11/30	584
12/1-12/31	465		12/1-12/31	556
1/1-1/31/24	414		1/1-1/31/25	431
2/1-2/29	405		2/1-2/28	439
3/1-3/31	478		3/1-3/31	577
FY TOTAL	6,881		FY TOTAL	6,215

North 31st Street and Spring Garden Street

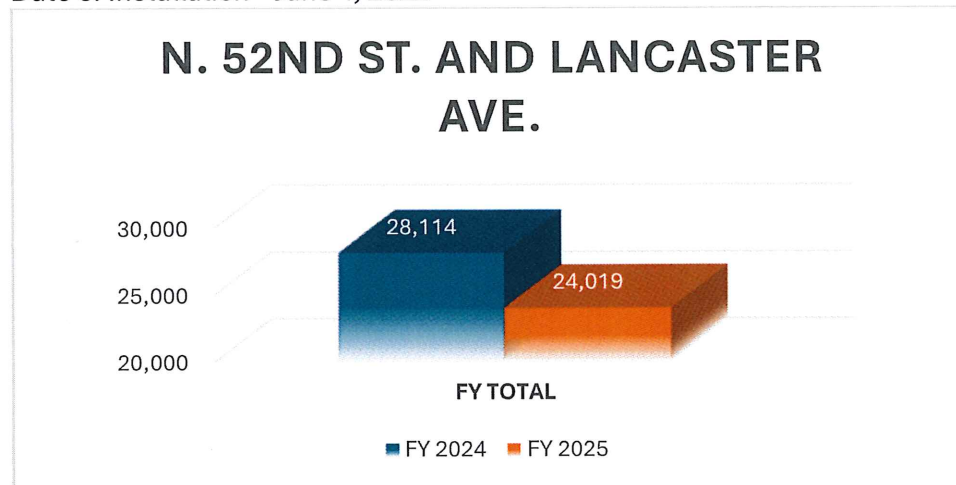
Date of Installation – February 1st, 2022



<u>N. 31st St. & Spring Garden St.</u>	<u>1140-1142</u>		<u>N. 31st St. & Spring Garden St.</u>	<u>1140-1142</u>
FY2022			FY 2023	
1/1-1/31/22			4/1-4/30	2,595
2/1-2/28	2,662	Warning Phase	5/1-5/31	2,446
		Warning Phase ends		
3/1-3/31	2,866	03/27/2022	6/1-6/30	2,473
FY TOTAL	5,528		7/1-7/31	2,206
			8/1-8/31	2,037
			9/1-9/30	1,635
			10/1-10/31	1,065
			11/1-11/30	0
			12/1-12/31	572
			1/1-1/31/23	1,709
			2/1-2/28	1,622
			3/1-3/31	1,936
			FY TOTAL	20,296
FY 2024			FY 2025	
4/1-4/30	1,817		4/1-4/30	1,296
5/1-5/31	1,886		5/1-5/31	1,228
6/1-6/30	1,785		6/1-6/30	1,276
7/1-7/31	1,091		7/1-7/31	1,120
8/1-8/31	1,265		8/1-8/31	1,019
9/1-9/30	1,658		9/1-9/30	956
10/1-10/31	1,683		10/1-10/31	1,007
11/1-11/30	1,306		11/1-11/30	795
12/1-12/31	1,200		12/1-12/31	787
1/1-1/31/24	1,073		1/1-1/31/25	801
2/1-2/29	1,138		2/1-2/28	788
3/1-3/31	1,294		3/1-3/31	860
FY TOTAL	17,196		FY TOTAL	11,933

North 52nd Street and Lancaster Avenue

Date of Installation – June 4, 2022



<u>N. 52nd St. & Lancaster Ave.</u>	<u>1143-1147</u>		<u>N. 52nd St. & Lancaster Ave.</u>	<u>1143-1147</u>
FY 2023			FY 2024	
4/1-4/30			4/1-4/30	2,672
5/1-5/31			5/1-5/31	2,892
6/1-6/30	1,882	Warning Phase	6/1-6/30	2,564
7/1-7/31	1,363	Warning Phase	7/1-7/31	2,422
		Warning Phase ended		
8/1-8/31	2,280	08/02/2022	8/1-8/31	2,785
9/1-9/30	2,835		9/1-9/30	2,143
10/1-10/31	2,294		10/1-10/31	1,883
11/1-11/30	1,143		11/1-11/30	1,550
12/1-12/31	2,653		12/1-12/31	1,906
1/1-1/31/23	2,761		1/1-1/31/24	2,197
2/1-2/28	2,844		2/1-2/29	2,371
3/1-3/31	3,024		3/1-3/31	2,729
FY TOTAL	23,079		FY TOTAL	28,114
FY 2025				
4/1-4/30	2,600			
5/1-5/31	2,636			
6/1-6/30	2,002			
7/1-7/31	2,009			
8/1-8/31	1,887			
9/1-9/30	2,030			
10/1-10/31	2,412			
11/1-11/30	2,109			
12/1-12/31	1,711			
1/1-1/31/25	1,257			
2/1-2/28	1,368			
3/1-3/31	1,998			
FY TOTAL	24,019			