Philadelphia Parking Authority

Automated Speed Camera Annual Report

September 2025

SAVING LIVES!

PHILADELPHIA Parking Authority

2025-27 ACCREDITED PARKING ORGANIZATION® WITH DISTINCTION

PREPARED BY CASEY WECH
AUTOMATED ENFORCEMENT

Contents

Executive Summary

Philadelphia's Speed Camera Program has reached its five-year milestone and continues to deliver meaningful safety results. Since its implementation, violations have declined even as traffic volumes have increased. After the Authority added two additional speed camera locations on Route 1 (Roosevelt Boulevard) in 2022, those sites produced the same positive trend. The results on Route 1 reflect a broader change in driver behavior. In 2023, the state authorized expansion to five additional corridors. Looking ahead to FY 2026, the Authority plans to install the first of these corridors on Route 611 and may complete installation on Route 13 as the second corridor. Route 611 is slated to begin enforcing fines this fall, and construction on Route 13 is expected to finish after the new year. In addition, speed-camera enforcement in five school zones across Philadelphia is scheduled to begin in FY 2026. The Authority is assisting the Streets Department with updating flashers at seven selected schools and expects to enforce five of the school-zone locations during the coming school year.

The program's continued success has made it a critical tool in advancing the Mayor's Vision Zero initiative. With this expansion, the Authority will continue working with the City's Office of Transportation and Infrastructure Systems to make not only Route 1 but the entire city safer for all residents and commuters.

Sincerely,

Corrine O'Connor

Deputy Executive Director

Issuance and Comparison

The number of violations issued has continued to decrease. They have been lower than the issuance numbers prior to the installation of the two new locations in June 2022. This demonstrates that the cameras continue to be effective along Roosevelt Boulevard.

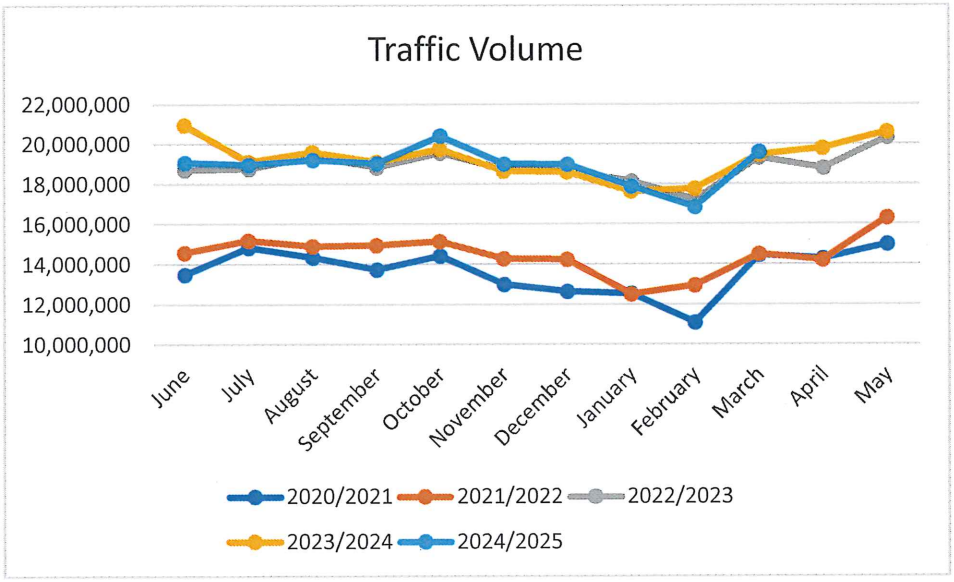
VIOLATIONS ISSUED	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
JUNE	224,206	22,614	44,973	24,602	17,591
JULY	178,153	25,141	47,051	26,229	17,121
AUGUST	56,872	21,617	39,767	21,751	15,800
SEPTEMBER	58,639	19,059	31,770	17,280	14,769
OCTOBER	42,157	19,773	28,254	18,303	15,388
NOVEMBER	38,660	19,270	25,776	17,674	13,844
DECEMBER	31,963	18,416	25,182	17,759	13,271
JANUARY	31,323	15,375	24,361	13,576	11,352
FEBRUARY	18,708	14,348	21,727	13,927	9,983
MARCH	27,422	16,896	22,593	16,555	13,352
APRIL	26,799	16,979	21,772	17,199	
MAY	26,286	15,899	22,790	17,219	
TOTAL	761,188	225,387	356,016	222,074	

****JUNE AND JULY 2020 WERE ISSUED WARNINGS**

****JUNE AND JULY 2022 ARE COMBINATION OF WARNINGS FROM TWO NEW LOCATIONS AND VIOLATIONS FROM ESTABLISHED LOCATIONS. THIS ALSO CAUSED NUMBERS TO INCREASE.**

Even with traffic volumes showing a trend of increasing violations have continued to decrease.

TRAFFIC VOLUME	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
JUNE	13,499,939	14,586,280	18,715,915	20,966,695	19,098,932
JULY	14,838,363	15,202,988	18,767,650	19,130,001	18,985,629
AUGUST	14,354,678	14,903,339	19,402,219	19,599,754	19,226,441
SEPTEMBER	13,736,081	14,954,277	18,829,510	19,103,896	19,036,609
OCTOBER	14,428,780	15,156,815	19,550,987	19,755,977	20,417,162
NOVEMBER	13,011,389	14,283,029	18,755,210	18,663,433	19,014,144
DECEMBER	12,655,870	14,247,256	18,637,901	18,605,811	18,988,717
JANUARY	12,541,852	12,509,117	18,140,597	17,648,007	17,885,471
FEBRUARY	11,097,433	12,949,032	17,229,933	17,776,974	16,870,615
MARCH	14,478,083	14,505,447	19,314,413	19,480,828	19,607,655
APRIL	14,291,148	14,219,513	18,796,864	19,802,395	
MAY	15,013,699	16,326,572	20,330,740	20,616,118	
TOTAL	**163,947,315**	**173,843,665**	**226,471,939**	**231,148,889**	



With the slowly increasing volume of traffic along the Boulevard, the number of vehicles going over 100 mph has remained almost the same, showing that cameras are still having a positive effect in behavior.

VEHICLES OVER 100 MPH	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
JUNE	39	4	12	12	8
JULY	36	6	13	15	17
AUGUST	11	4	8	12	17
SEPTEMBER	11	1	5	9	13
OCTOBER	10	7	10	8	15
NOVEMBER	8	3	13	7	4
DECEMBER	9	3	14	11	5
JANUARY	6	11	15	10	5
FEBRUARY	7	1	6	4	9
MARCH	5	8	6	7	7
APRIL	15	3	13	9	8
MAY	7	5	15	8	7
TOTAL	**164**	**56**	**130**	**112**	**115**

The majority of violators are still within the lowest level speed where violations are issued, which is 11-19 MPH over the post speed limit. The percentages have remained consistent with last year with only slight fluctuations between the different speed categories.

MILES OVER POSTED SPEED LIMIT	11-19 MPH		20-29 MPH		30-39 MPH		40-49 MPH		50+ MPH		TOTAL
APR-24	15,621	90.83%	1,283	7.46%	220	1.28%	52	.30%	23	.13%	17,199
MAY-24	15,744	91.43%	1,246	7.24%	172	1.00%	34	.20%	23	.13%	17,219
JUN-24	15,961	90.73%	1,338	7.61%	210	1.19%	56	.32%	26	.15%	17,591
JUL-24	15,471	90.36%	1,286	7.51%	228	1.33%	94	.55%	42	.25%	17,121
AUG-24	14,238	90.11%	1,229	7.78%	203	1.28%	82	.52%	48	.30%	15,800
SEP-24	13,408	90.78%	1,080	7.31%	192	1.30%	60	.41%	29	.20%	14,769
OCT-24	13,907	90.38%	1,124	7.30%	235	1.53%	78	.51%	44	.29%	15,388
NOV-24	12,557	90.70%	999	7.22%	200	1.44%	62	.45%	26	.19%	13,844
DEC-24	12,149	91.55%	911	6.86%	149	1.12%	43	.32%	19	.14%	13,271
JAN-25	10,280	90.56%	860	7.58%	136	1.20%	51	.45%	25	.22%	11,352
FEB-25	9,080	90.95%	700	7.01%	143	1.43%	43	.43%	17	.17%	9,983
MAR-25	12,147	90.98%	950	7.12%	179	1.34%	48	.36%	28	.21%	13,352
AVERAGE	**13,380**	**90.78%**	**1,084**	**7.33%**	**189**	**1.29%**	**59**	**.40%**	**29**	**.20%**	
TOTAL	**160,563**		**13,006**		**2,267**		**703**		**350**		**176,889**

Below is a breakdown of violations issued by zip code. The zip codes that are used for Bucks County include 18940, 18954, 18966, 18974, 19007, 19020, 19021, 19030, 19047, 19053, 19055, and 19067. These zips codes are located closest to the Philadelphia border and were used in the prior year's report. Consistent with prior years, about 62% of the violators are registered in Philadelphia and Bucks County.

IN STATE VS. OUT OF STATE	PA PLATES	NJ PLATES	DE PLATES	OTHER STATE PLATES	NOTICES ISSUED	PHILADELPHIA REGISTERED PLATES	BUCKS COUNTY REGISTERED PLATES
APR-24	14,374	1,969	291	565	17,199	9,629	967
MAY-24	14,518	1,950	280	471	17,219	9,894	956
JUN-24	14,970	1,982	270	369	17,591	9,898	1,056
JUL-24	14,475	2,040	261	345	17,121	9,336	1,194
AUG-24	13,459	1,809	222	310	15,800	8,967	1,040
SEP-24	12,525	1,722	249	273	14,769	8,334	1,021
OCT-24	13,085	1,830	214	259	15,388	8,639	1,029
NOV-24	11,675	1,673	220	276	13,844	7,858	872
DEC-24	11,265	1,568	187	251	13,271	7,553	857
JAN-25	9,613	1,393	163	183	11,352	6,361	715
FEB-25	8,472	1,200	150	161	9,983	5,631	665
MAR-25	11,243	1,721	190	198	13,352	7,413	879
TOTAL	**149,674**	**20,857**	**2,697**	**3,661**	**176,889**	**99,513**	**11,251**

Collection of Revenue and Hearing Requests

Collection of fines has been consistent. As the citation ages, additional notices are issued to the citizen with the addition of late fees. The citation is then assigned to debt collections, where further contact with the citizen is made to collect on the outstanding debt. In addition to notices, if a violation remains in an unpaid status, the plate may be placed in boot eligibility status if the vehicle has three or more unpaid parking, red light, or speed camera violations. The data below reflects numbers as of July 31, 2025.

MONTH	PAID	PARTIAL PAID	UNPAID	HEARINGS REQUESTED	NOTICES - WITH OVERPAYMENT
APR-24	11,764	305	5,125	274	5
MAY-24	11,517	310	5,386	232	6
JUN-24	11,636	333	5,615	281	6
JUL-24	11,314	317	5,481	281	9
AUG-24	10,362	281	5,147	309	10
SEP-24	9,363	256	5,140	217	10
OCT-24	9,890	215	5,277	296	6
NOV-24	8,742	187	4,912	191	3
DEC-24	8,404	184	4,676	250	7
JAN-25	7,054	157	4,138	174	3
FEB-25	6,358	126	3,496	158	3
MAR-25	7,984	166	5,186	161	15

Expenses of the Speed Camera Program

SPEED CAMERA, FINANCIAL SNAPSHOT, AS OF 1/31/25

FISCAL YEAR 2025	**1/31/2025**	
VIOLATION REVENUE	17,718,489	Violation Revenue (including database fees) less refund amounts
INTEREST & MISC INCOME	124,933	
TOTAL REVENUE	**$17,843,422**	
EQUIPMENT	1,439,753	Paid to Vera Mobility, the contractor who installs & maintains the cameras and tech support
PROGRAM COSTS / COLLECTION FEES	726,262	Paid to Duncan, PRWT, Harris and Harris, Professional Account Management & TSI for processing and collection services
PHILADELPHIA POLICE DEPARTMENT	99,401	Police Officer Expenses in the review and approval/rejection of violations
PHILADELPHIA DEPARTMENT OF FINANCE	49,474	The Office of Administrative Review is responsible for the 1st level hearings
PERSONNELL COSTS	1,004,192	Includes current staff and fringe benefits
PPA SUPPORT	1,083,916	The allocated expense for PPA support services HR, Purchasing, IT, Management, Security, Finance and Accounting
RENT EXPENSE	55,022	Allocated rent expense from Red Light Camera Department
OTHER EXPENSES	377,696	Auto expense, insurance, printing, misc. expense, office exp, professional fees and telephone fees
TOTAL EXPENSES	**$4,835,716**	
NET INCOME FOR FY25	13,007,706	
TOTAL PAYMENTS TO DATE FOR FY 25	(12,949,839)	
REVENUE DUE TO STATE, 3/31/25	**$57,867**	***

Speed Funding of Safety Project Initiatives

On March 17, 2025, the Pennsylvania Department of Transportation announced that the Automated Camera Enforcement program would be distributing $17.4 million in grant funding to five safety projects in Philadelphia. This year's funding will be going towards the Parallel Corridor Highway Safety Improvement Program, Speed Cushion Program, Parallel Corridor Transit Priority, Parallel Corridor Intersection Modifications, and to support the expansion of the Automated Enforcement Program in Philadelphia. More information can be found at: https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/PressReleaseASE2024.html

Speed Camera Expansion in Philadelphia

In December 2023, Governor Shapiro signed House Bill 1285 which made the Speed Camera Program along Roosevelt Boulevard (PA State Rt. 1) permanent. This bill also includes the expansion of the speed camera program to five more corridors throughout the city and initiating a five-year pilot program for speed cameras in school zones. Since this time, the Authority has been working with the Office of Transportation and Infrastructure Systems (OTIS), Office of Multimodal Planning, the Streets Department, and PennDOT to expand to the new corridors and begin the school zone speed camera pilot program. Progress has been slow but in FY 2026 we will have at least one corridor fully installed, working to complete construction on another as well as starting enforcement at the five schools.

Last year, the City's Vision Zero program, led by the Office of Multimodal Planning, OTIS, and the Streets Department, worked with PennDOT to conduct a study. They had released the Corridor Scoring and Methodology report (Appendix B) which demonstrated their methodology for selecting corridors throughout the city. It can be located at https://visionzerophl.com/plans-and-reports/ase-report-2024/. Since the release of that report, further data was obtained to better evaluate the corridors. A supplemental report was released, changing two of the five locations. The document can be located at https://visionzerophl.com/wp-ontent/uploads/2025/05/Philadelphia_ASE_Report_Addendum_2025.pdf (Appendix B). Corridors that were approved by City Council are State Routes 611 and 13. The three expected to go to Council for approval this fall are State Routes 1004 (Erie Ave. and Torresdale Ave.), 2001 (Oregon Ave. and Columbus/Delaware Ave.), and 2016 (Allegheny Ave).

In August 2024, the Authority began a new contract with Verra Mobility. A requirement of this contract was the new camera system would need to be reviewed by PennDOT and posted in the PA Bulletin. The radar that is part of the camera system had to be tested not only in house but in the field by a third-party vendor of PennDOT's choosing. The system was approved and posted in the PA Bulletin on February 8th, 2025. Once the system was approved construction could begin with the installation of the cameras.

City Council approved two corridors for automated speed enforcement. Both corridors are in different stages of construction. Route 611 (Broad St) was signed by Mayor Parker on 6/18/2024. Verra Mobility working with city and state partners determined the best locations for the cameras and installation should be completed by the end of August 2025. The second corridor, Route 13, includes multiple different streets including Frankford Avenue, N 33rd, N. 34th, W. Girard Avenue, University Avenue and Baltimore Avenue. It runs from the border of Bucks County to the border with Delaware County. Mayor Parker signed the bill on 12/5/2024. Locations for the cameras have been selected, and plans have been submitted for permit approvals.

The other program that was passed as part of House Bill 1285 is a pilot program to install speed cameras in five designated school zones. Five school locations can have cameras operating at one time. Seven were approved by City Council and the ordinance was signed by Mayor Parker on 4/24/2025. The seven schools that were selected based off the same scoring used for the corridors were Northeast High School, Visitation B.V.M. Schools, John B. Stetson Middle School, Widner Memorial School, KIPP North Philadelphia Charter School, High School of the Future, and William L. Sayre High School (Appendix B). The Authority is working with the Streets department to upgrade the flashers at these

schools so that they can be better monitored for enforcement. Verra Mobility is currently reviewing the school zones to develop the best solution for enforcement. The Authority is expecting to have enforcement begin late spring or early fall of 2026.

Vehicles Avoiding Enforcement

Speed Camera enforces by capturing the license plate of the violating vehicle. That plate is entered into the backend system where the vendor finds the registered owner of the plate. Once the registered owner is obtained the violation is issued. If a vehicle is missing a plate, covers it, or in some way alters it, the Authority cannot issue a violation, since the registered owner of the vehicle cannot be established. The Authority has been working with different rejection codes to properly demonstrate this issue. In FY 2023 report, we listed "Plate/Vehicle Obstructed", "Unreadable Plate", and "No Plate" as some of the rejection codes that were used. The Authority has since expanded the reasons to better capture the behavior:

Fake Plate - Plate is not in the standard plate format, such as too many letters or vulgar language.

No Plate – Vehicle does not have a plate of any kind on the rear of the vehicle.

Temporary Plate – Paper plate from any state. These plates have become an issue due to them being easily duplicated, and drivers not removing them knowing it is difficult to obtain owner information.

Tampered or Altered Plate – Something done to plate to make it unreadable such as tape or emblem covering or changing a character on the plate.

Covered Plate – Something is covering the plate making it unreadable such as a license plate cover, curtain, or cardboard.

In FY 2025, the following was rejected and not able to be issued in the speed program.

REJECTION REASON	REJECTED AMOUNT
FAKE PLATE	521
NO PLATE	5,272
TEMPORARY PLATE	5,350
TAMPERED OR ALTERED PLATE	2,012
COVERED PLATE	1,739
TOTAL	14,894

The total issuance rate for FY 2025 was 176,889. These rejections amounted to 8.42% of violations were not issued this fiscal year. Displaying the license plate clearly is a requirement of state law. Assistance by the Philadelphia Police Department is still needed to work in conjunction with the speed program to ensure that drivers are following the requirements of the road.

Crash Data

Below is data that was compiled from the Office of Transportation and Infrastructure Systems (OTIS). Overall numbers continue to decrease compared to prior years further to demonstrating the effectiveness of the speed cameras along the Boulevard.

CRASH SUMMARY

ROOSEVELT BOULEVARD (9TH ST. - COUNTY LINE)

CRASH SEVERITY LEVEL BY YEAR

	2019 CRASHES	2020 CRASHES	2021 CRASHES	2022 CRASHES	2023 CRASHES	2024 CRASHES	ALL YEARS
FATAL INJURY	7	13	8	6	11	4	49
SUSPECTED SERIOUS INJURY	24	14	22	17	21	10	108
SUSPECTED MINOR INJURY	178	139	121	94	83	98	713
POSSIBLE INJURY	64	34	30	34	23	16	201
UNKNOWN SEVERITY	88	58	59	44	48	38	335
UNKNOWN IF INJURED	40	14	17	14	17	10	112
PROPERTY DMG ONLY	111	93	74	58	45	40	421
TOTAL	512	365	331	267	249	216	1,940

CRASH DISCRIPTION TYPES BY YEAR

	2019 CRASHES	2020 CRASHES	2021 CRASHES	2022 CRASHES	2023 CRASHES	2024 CRASHES	ALL YEARS
ANGLE	205	167	132	117	108	102	831
BACKING	0	0	0	0	0	0	0
HEAD ON	19	10	8	8	7	4	56
HIT FIXED OBJECT	60	43	29	16	22	21	191
NON COLLISION	1	3	2	1	0	1	8
OPP DIRECTION SIDESWIPE	7	5	3	4	5	1	25
PEDESTRIAN	32	20	23	13	22	18	128
REAR END	123	78	88	74	54	42	459
SAME DIRECTION SIDESWIPE	62	38	45	34	30	27	236
TOTAL	509	364	330	267	248	216	1,934

CRASH MODE AND SEVERITY BY YEAR

	2019 PERSONS	2020 PERSONS	2021 PERSONS	2022 PERSONS	2023 PERSONS	2024 PERSONS	ALL YEARS
TOTAL PERSONS INVOLVED	1,409	939	871	717	687	566	5,189
TOTAL FATALITIES	8	14	9	6	11	4	52
TOTAL SERIOUS INJURIES	28	18	27	22	44	10	149
PEDESTRIANS INVOLVED	32	19	21	13	18	20	123
PEDESTRIANS FATALITIES	1	3	2	2	2	0	10
PEDESTRIAN SERIOUS INJURIES	6	4	5	2	4	5	26
CYCLISTS INVOLVED	2	1	4	1	4	3	15
CYCLISTS FATALITIES	0	0	1	0	0	0	1
CYCLISTS SERIOUS INJURIES	0	0	0	1	0	0	1

Location Analysis

Two new locations, 700 W. Roosevelt and 5000 Roosevelt were installed in June of 2022. They have shown a dramatic decrease that was demonstrated in the past with the original eight speed camera locations. Numbers have continued to decrease and are almost back to the levels prior to the new locations.

With increased police presence and increased safety measures installed along the Boulevard, cameras will continue to help the Boulevard become a safer road to travel.

Data per camera is shown in Appendix A.

ISSUANCE BY CAMERA LOCATION	BANKS WAY	F STREET	DEVERAUX AVENUE	HARBISON AVENUE	STRAHLE STREET	GRANT AVENUE	RED LION ROAD	SOUTH-AMPTON ROAD	N. 9TH STREET	PRATT STREET	TOTAL PER MONTH
JUN-20	27,084	39,033	61,719	11,814	16,657	1,465	33,336	33,098			**224,206**
JUL-20	16,083	37,907	47,794	8,159	12,724	1,336	27,273	26,877			**178,153**
AUG-20	6,485	14,078	15,583	1,433	3,697	462	7,648	7,486			**56,872**
SEP-20	5,793	12,935	15,204	2,218	3,606	421	8,411	10,105			**58,693**
OCT-20	4,355	9,536	11,156	1,671	2,556	279	5,650	6,953			**42,156**
NOV-20	4,327	7,770	12,045	599	2,001	295	4,961	6,662			**38,660**
DEC-20	3,803	7,272	9,836	321	1,561	219	3,908	5,043			**31,963**
JAN-21	3,789	7,136	9,549	246	1,557	211	3,694	5,141			**31,323**
FEB-21	2,139	3,744	5,675	352	1,009	152	2,389	3,248			**18,708**
MAR-21	3,068	5,251	8,415	228	1,494	204	3,730	5,032			**27,422**
APR-21	3,094	5,451	7,605	225	1,622	212	3,802	4,788			**26,799**
MAY-21	3,231	5,867	7,199	168	1,575	247	3,561	4,438			**26,286**
JUN-21	2,938	5,788	4,876	138	1,727	234	2,621	4,294			**22,616**
JUL-21	3,601	6,293	5,471	234	1,658	186	3,532	4,166			**25,141**
AUG-21	2,923	5,589	3,765	462	1,506	203	3,360	3,809			**21,617**
SEP-21	2,353	4,665	3,587	553	1,264	224	2,978	3,435			**19,059**
OCT-21	2,356	5,067	4,273	309	1,108	194	2,999	3,467			**19,773**
NOV-21	2,740	4,813	4,167	248	1,045	186	3,004	3,067			**19,270**
DEC-21	2,685	4,334	3,959	226	1,086	166	2,737	3,224			**18,417**
JAN-22	2,395	3,891	3,434	250	849	148	2,019	2,389			**15,375**
FEB-22	2,081	3,295	3,229	172	929	119	2,043	2,480			**14,348**
MAR-22	2,296	4,049	4,200	202	1,021	145	2,074	2,909			**16,896**
APR-22	2,243	4,194	4,113	140	1,027	175	2,025	3,062			**16,979**
MAY-22	2,154	4,235	3,286	98	1,005	148	2,213	2,760			**15,899**
JUN-22	1,784	3,091	1,096	86	1,017	165	2,139	2,744	13,424	19,427	**44,973**
JULY-22 WARNINGS									13,276	18,207	**31,483**
JUL-22	2,182	3,899	1,544	87	1,197	181	2,129	3,062	671	616	**15,568**
AUG-22	1,816	3,440	1,638	112	1,074	165	2,088	2,839	11,587	15,008	**39,767**

SEP-22	1,267	2,692	2,482	122	959	154	1,739	2,612	8,639	11,104	**31,770**
OCT-22	1,476	2,585	1,770	169	830	132	1,990	2,399	6,994	9,909	**28,254**
NOV-22	1,675	1,592	1,776	140	853	141	1,988	2,371	6,254	8,986	**25,776**
DEC-22	1,627	2,382	1,924	179	708	102	1,813	2,327	5,891	8,229	**25,182**
JAN-23	1,583	2,696	1,665	146	750	131	1,596	2,251	5,513	8,030	**24,361**
FEB-23	1,401	2,335	1,499	69	733	116	1,508	2,239	4,760	7,067	**21,727**
MAR-23	1,205	2,348	1,523	92	784	153	1,545	2,341	5,259	7,343	**22,593**
APR-23	1,161	2,299	563	104	837	138	1,546	2,400	5,542	7,182	**21,772**
MAY-23	1,159	2,535	694	97	766	199	1,624	2,235	6,039	7,442	**22,790**
JUN-23	1,213	2,467	1,191	376	847	189	2,194	2,171	6,439	7,515	**24,602**
JUL-23	1,165	2,467	1,500	537	844	117	1,741	2,072	7,809	7,977	**26,229**
AUG-23	1,004	1,478	1,224	559	772	136	1,568	1,943	6,109	6,958	**21,751**
SEP-23	938	1,246	1,091	441	661	126	1,307	1,742	4,781	4,947	**17,280**
OCT-23	1,141	976	1,125	525	628	107	1,285	1,651	5,240	5,625	**18,303**
NOV-23	1,158	1,152	1,101	460	598	122	1,063	2,122	4,790	5,108	**17,674**
DEC-23	1,009	1,233	1,422	501	450	125	1,033	2,048	4,740	5,198	**17,759**
JAN-24	837	944	1,401	412	363	94	632	1,214	3,489	4,190	**13,576**
FEB-24	815	859	1,594	336	479	104	675	1,430	3,151	4,484	**13,927**
MAR-24	790	1,038	1,718	447	546	90	1,167	1,570	4,166	5,023	**16,555**
APR-24	681	1,067	1,630	361	634	117	1,228	1,476	5,066	4,939	**17,199**
MAY-24	731	1,126	1,586	403	587	118	1,246	1,492	4,984	4,946	**17,219**
JUN-24	903	894	1,874	189	708	119	1,159	1,868	4,780	5,097	**17,591**
JUL-24	885	921	1,960	200	682	149	1,251	2,062	4,215	4,796	**17,121**
AUG-24	766	859	1,777	205	665	130	1,123	1,624	4,126	4,525	**15,800**
SEP-24	767	810	1,527	228	599	115	1,069	1,530	4,222	3,902	**14,769**
OCT-24	717	920	1,792	220	604	136	1,184	1,519	4,011	4,285	**15,388**
NOV-24	652	869	1,547	242	532	110	972	1,501	3,866	3,553	**13,844**
DEC-24	603	800	1,477	219	496	130	848	1,393	4,020	3,285	**13,271**
JAN-25	488	595	1,354	195	398	70	527	1,197	3,719	2,809	**11,352**
FEB-25	542	640	1,168	169	374	92	507	1,112	2,718	2,661	**9,983**
MAR-25	763	805	1,468	240	525	142	700	1,578	3,288	3,843	**13,352**
TOTAL	**150,920**	**268,253**	**310,841**	**39,334**	**87,784**	**12,046**	**186,152**	**224,068**	**193,578**	**234,216**	**1,707,192**

****JUNE AND JULY 2020 WERE ISSUED WARNINGS**

****JUNE AND JULY 2022 ARE COMBINATION OF WARNINGS FROM TWO NEW LOCATIONS AND VIOLATIONS FROM ESTABLISHED LOCATIONS**

Appendix A – Violations, Average Speed, Highest Speeds by Camera Location

Below is a continuation of what the cameras have captured on the Boulevard. Please refer to previous reports located on Philapark.org for prior year data.

Banks Way

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	739,797	29.78	54.7	78	116
MAY-24	758,455	30.00	55.9	87	135
JUN-24	712,499	30.71	54.8	79	99
JUL-24	713,165	30.86	55.0	83	121
AUG-24	704,137	30.52	54.8	89	116
SEP-24	691,087	30.42	55.5	80	119
OCT-24	748,445	29.89	54.5	75	113
NOV-24	706,529	30.20	55.6	86	115
DEC-24	709,138	30.51	55.8	84	97
JAN-25	676,754	30.38	54.9	111	100
FEB-25	651,825	30.89	55.3	79	80
MAR-25	745,675	30.71	55.8	104	115
TOTAL	**8,557,506**	**30.40**	**55.2**		**1,324**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	444,406	30.23	55.6	74	83
MAY-24	451,585	30.55	55.5	98	117
JUN-24	425,563	31.91	55.2	77	246
JUL-24	417,265	32.04	54.8	72	210
AUG-24	437,693	31.61	54.5	72	158
SEP-24	422,961	31.69	55.8	83	164
OCT-24	449,934	31.67	55.7	99	179
NOV-24	422,191	31.82	55.6	84	137
DEC-24	427,400	31.77	55.2	78	138
JAN-25	413,197	30.52	55.4	85	97
FEB-25	395,114	32.14	54.6	70	156
MAR-25	455,689	32.40	55.4	82	194
TOTAL	**5,162,998**	**31.52**	**55.2**		**1,879**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	791,603	30.73	55.3	82	229
MAY-24	810,935	30.93	54.5	75	229
JUN-24	683,686	32.13	55.2	99	235
JUL-24	781,049	32.68	55.9	104	260
AUG-24	769,199	32.42	55.8	97	211
SEP-24	754,578	31.54	55.3	77	242
OCT-24	814,510	31.08	55.2	86	192
NOV-24	766,108	30.90	54.9	85	218
DEC-24	770,040	30.87	54.9	82	190
JAN-25	742,586	30.57	54.9	83	141
FEB-25	710,646	30.56	55.4	86	147
MAR-25	810,935	31.55	55.6	95	207
TOTAL	9,205,875	31.33	55.3		2,501

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	484,478	31.09	54.6	76	253
MAY-24	505,822	31.15	55.0	79	250
JUN-24	483,175	32.49	55.6	90	323
JUL-24	484,221	33.05	55.3	84	294
AUG-24	485,442	32.76	55.5	89	283
SEP-24	476,883	31.73	55.1	85	242
OCT-24	508,387	31.46	55.4	88	233
NOV-24	472,610	31.09	55.0	79	182
DEC-24	467,592	30.95	54.6	78	178
JAN-25	441,026	30.66	56.7	101	150
FEB-25	427,343	30.80	55.8	77	159
MAR-25	515,951	31.66	56.0	94	247
TOTAL	5,752,930	31.59	55.4		2,794

F Street

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	667,118	30.35	54.1	70	74
MAY-24	680,547	30.62	56.0	88	103
JUN-24	634,494	30.12	55.3	95	108
JUL-24	626,292	30.17	55.9	91	131
AUG-24	633,062	30.30	54.8	85	112
SEP-24	628,780	30.52	55.1	87	95
OCT-24	675,398	31.25	55.8	97	114
NOV-24	619,723	30.09	56.3	93	95
DEC-24	629,001	29.17	56.1	93	89
JAN-25	607,852	29.41	56.5	111	62
FEB-25	573,238	29.52	55.5	100	81
MAR-25	670,094	30.02	54.3	72	105
TOTAL	7,645,599	30.15	55.5		1,169

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	369,714	30.16	55.0	75	88
MAY-24	394,921	30.34	55.6	73	79
JUN-24	359,609	30.35	54.9	69	113
JUL-24	362,859	30.95	55.1	85	92
AUG-24	383,570	30.71	55.1	79	96
SEP-24	374,942	30.69	54.9	71	127
OCT-24	391,441	31.28	54.9	70	107
NOV-24	327,241	30.52	55.7	89	78
DEC-24	300,987	30.13	55.1	86	64
JAN-25	287,180	29.83	55.5	85	56
FEB-25	272,704	29.88	55.2	87	65
MAR-25	347,620	30.03	55.4	73	37
TOTAL	4,172,788	30.44	55.1		1,002

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	675,479	28.91	54.7	80	479
MAY-24	701,293	28.86	54.5	100	544
JUN-24	649,310	28.52	54.8	96	444
JUL-24	642,570	29.01	54.7	97	467
AUG-24	628,806	28.63	54.6	84	387
SEP-24	626,828	28.77	54.6	79	401
OCT-24	703,799	28.71	54.7	92	423
NOV-24	662,604	28.84	54.9	94	430
DEC-24	668,311	28.68	54.4	86	392
JAN-25	547,027	28.80	55.1	94	274
FEB-25	610,093	28.38	54.4	80	285
MAR-25	710,473	28.04	54.7	83	380
TOTAL	**7,826,593**	**28.68**	**54.7**		**4,906**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	357,871	33.15	55.2	88	426
MAY-24	386,616	33.24	54.6	80	400
JUN-24	359,040	33.02	54.6	79	229
JUL-24	366,862	33.13	54.8	75	231
AUG-24	352,332	32.78	54.6	77	264
SEP-24	326,319	32.69	54.5	98	187
OCT-24	387,277	32.76	54.7	89	276
NOV-24	351,422	32.84	55.0	84	266
DEC-24	341,978	32.40	54.2	71	255
JAN-25	331,300	32.27	55.4	91	203
FEB-25	314,158	32.36	54.7	103	209
MAR-25	345,428	32.25	54.5	80	283
TOTAL	**4,220,603**	**32.75**	**54.8**		**3,229**

Deveraux Avenue

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	429,340	30.60	54.7	105	541
MAY-24	405,718	30.72	54.8	74	534
JUN-24	398,487	31.12	54.8	97	596
JUL-24	388,410	31.25	54.6	89	541
AUG-24	385,895	29.80	55.1	99	546
SEP-24	361,758	29.53	54.6	93	432
OCT-24	390,086	29.64	55.0	110	585
NOV-24	373,875	29.30	54.9	98	459
DEC-24	406,208	29.32	54.7	85	466
JAN-25	385,072	29.81	54.7	95	460
FEB-25	354,968	29.63	54.9	116	402
MAR-25	393,846	29.17	54.7	90	445
TOTAL	**4,673,663**	**30.00**	**54.8**		**6,007**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	586,106	26.3	55.1	88	407
MAY-24	591,444	27.0	54.8	96	422
JUN-24	557,255	28.2	54.4	88	529
JUL-24	548,834	28.8	54.9	86	565
AUG-24	557,105	27.7	54.7	99	466
SEP-24	547,800	27.5	55.1	95	410
OCT-24	584,320	27.2	55.3	101	552
NOV-24	538,065	27.4	55.4	103	477
DEC-24	525,815	27.9	54.8	88	420
JAN-25	502,131	27.9	54.9	94	352
FEB-25	469,063	27.6	54.9	82	319
MAR-25	543,462	27.1	55.0	107	421
TOTAL	**6,551,400**	**27.5**	**54.9**		**5,340**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	699,914	30.2	55.7	100	407
MAY-24	737,005	29.9	55.5	100	347
JUN-24	719,681	29.8	55.3	94	404
JUL-24	705,757	30.6	56.1	104	479
AUG-24	697,031	30.4	56.0	125	420
SEP-24	682,533	30.3	55.8	91	391
OCT-24	738,390	29.4	56.0	99	359
NOV-24	675,649	29.9	56.3	92	335
DEC-24	681,113	30.7	54.7	95	321
JAN-25	643,467	30.5	55.5	100	324
FEB-25	602,634	30.5	55.7	112	271
MAR-25	698,442	30.8	54.9	93	341
TOTAL	**8,281,616**	**30.2**	**55.7**		**4,399**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	442,317	31.1	54.8	109	275
MAY-24	463,657	31.3	54.5	76	283
JUN-24	442,171	31.0	55.1	101	345
JUL-24	436,087	31.4	55.3	97	375
AUG-24	437,684	31.2	56.1	111	345
SEP-24	434,561	31.0	55.2	84	294
OCT-24	457,861	30.8	56.0	108	296
NOV-24	431,784	30.8	55.5	96	276
DEC-24	437,619	31.2	54.6	83	270
JAN-25	410,598	30.7	55.4	100	218
FEB-25	384,942	30.9	55.4	89	176
MAR-25	451,021	31.3	55.7	101	261
TOTAL	**5,230,302**	**31.1**	**55.3**		**3,414**

Harbison Avenue

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	397,142	22.7	54.6	81	137
MAY-24	439,322	22.6	54.3	66	163
JUN-24	389,030	23.1	54.6	71	54
JUL-24	347,030	23.1	54.5	78	40
AUG-24	353,218	22.8	54.1	88	27
SEP-24	389,131	23.1	55.2	91	46
OCT-24	408,740	23.3	53.8	65	50
NOV-24	402,785	24.0	54.0	70	64
DEC-24	377,631	23.9	53.4	61	51
JAN-25	372,777	24.7	53.3	65	63
FEB-25	347,369	24.2	54.6	76	56
MAR-25	420,368	23.6	53.9	67	72
TOTAL	**4,644,543**	**23.4**	**54.2**		**823**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	448,460	20.6	54.4	71	85
MAY-24	515,591	20.4	54.3	73	66
JUN-24	198,352	21.2	54.8	68	12
JUL-24	491,386	21.6	55.1	74	49
AUG-24	500,537	21.1	54.1	65	19
SEP-24	493,546	20.7	54.9	76	31
OCT-24	473,052	20.6	58.3	79	28
NOV-24	453,785	21.3	55.5	76	29
DEC-24	428,830	21.5	55.6	72	21
JAN-25	400,965	22.1	53.5	60	35
FEB-25	372,524	21.9	54.7	76	23
MAR-25	456,751	21.3	55.2	69	26
TOTAL	**5,233,779**	**21.2**	**54.9**		**424**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	480,278	22.6	56.1	92	54
MAY-24	510,582	22.4	54.9	73	67
JUN-24	500,531	22.1	56.4	91	47
JUL-24	486,441	22.9	56.8	93	67
AUG-24	481,084	23.3	54.8	102	77
SEP-24	458,946	23.3	54.7	81	70
OCT-24	487,220	22.9	56.6	92	66
NOV-24	441,032	23.5	54.9	88	73
DEC-24	443,967	23.8	54.8	69	78
JAN-25	421,746	23.5	55.0	90	48
FEB-25	394,758	23.3	56.2	108	45
MAR-25	458,339	23.4	54.1	69	69
TOTAL	**5,564,924**	**23.0**	**55.4**		**761**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	330,356	25.2	54.9	88	85
MAY-24	347,796	25.2	55.3	79	107
JUN-24	323,938	25.1	54.3	75	76
JUL-24	190,511	25.6	54.0	68	44
AUG-24	313,071	26.1	54.5	76	82
SEP-24	310,447	26.3	54.7	91	81
OCT-24	337,575	25.9	55.4	88	76
NOV-24	314,153	26.0	54.8	77	76
DEC-24	306,469	26.4	55.1	70	69
JAN-25	288,459	25.8	54.3	68	49
FEB-25	260,655	25.9	54.6	84	45
MAR-25	324,201	25.9	54.4	81	73
TOTAL	**3,647,631**	**25.8**	**54.8**		**863**

Strahle Street

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	590,261	37.5	59.5	92	214
MAY-24	611,357	37.6	59.6	103	211
JUN-24	547,583	37.8	59.9	99	290
JUL-24	554,062	37.7	59.5	102	278
AUG-24	554,479	38.0	59.3	98	256
SEP-24	559,607	37.7	60.0	114	225
OCT-24	604,333	37.5	60.3	91	239
NOV-24	564,620	37.4	59.2	101	215
DEC-24	580,153	37.6	59.6	100	213
JAN-25	551,536	37.1	60.1	98	173
FEB-25	514,256	37.3	59.6	86	168
MAR-25	592,447	37.4	59.8	99	212
TOTAL	**6,824,694**	**37.5**	**59.7**		**2,694**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	352,425	38.9	60.5	97	320
MAY-24	363,987	39.0	59.2	99	279
JUN-24	345,414	39.1	59.3	92	307
JUL-24	337,248	39.2	59.8	90	286
AUG-24	340,307	39.0	59.8	92	298
SEP-24	336,560	39.0	59.6	109	270
OCT-24	357,357	38.9	59.9	92	248
NOV-24	337,310	38.7	60.3	94	225
DEC-24	335,438	38.5	60.6	91	212
JAN-25	322,689	38.4	59.9	97	163
FEB-25	296,674	38.5	59.6	89	167
MAR-25	349,772	38.7	60.6	107	258
TOTAL	**4,075,181**	**38.8**	**59.9**		**3,033**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	476,012	24.1	60.7	90	64
MAY-24	493,205	24.1	61.0	86	72
JUN-24	476,660	24.9	60.5	84	71
JUL-24	464,580	25.3	62.7	114	66
AUG-24	468,077	25.1	62.2	102	68
SEP-24	470,782	25.2	62.7	121	68
OCT-24	506,286	24.2	61.4	100	72
NOV-24	468,274	24.3	61.1	94	64
DEC-24	470,707	25.4	60.1	84	37
JAN-25	447,659	24.7	61.5	92	44
FEB-25	414,177	24.4	63.1	91	29
MAR-25	478,520	24.1	62.2	89	31
TOTAL	**5,634,939**	**24.6**	**61.6**		**686**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	386,199	25.5	61.1	87	36
MAY-24	401,896	25.4	58.6	67	25
JUN-24	381,236	26.5	59.3	75	40
JUL-24	371,305	26.7	60.7	82	52
AUG-24	373,032	26.7	62.0	87	43
SEP-24	371,855	26.8	63.6	93	36
OCT-24	401,108	25.7	65.1	113	45
NOV-24	374,967	25.7	61.0	89	28
DEC-24	379,643	26.2	60.0	68	34
JAN-25	352,513	26.0	67.1	86	18
FEB-25	308,234	25.8	66.1	87	10
MAR-25	383,538	25.5	64.6	93	24
TOTAL	**4,485,526**	**26.0**	**62.0**		**391**

Grant Avenue

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	425,008	24.3	60.0	62	4
MAY-24	435,977	24.5	57.3	59	7
JUN-24	408,854	25.1	59.4	65	7
JUL-24	393,126	25.8	60.4	73	9
AUG-24	394,865	25.6	58.4	60	5
SEP-24	398,626	25.1	61.1	68	11
OCT-24	427,027	24.9	62.7	88	7
NOV-24	397,782	24.9	60.0	69	11
DEC-24	417,016	24.5	59.0	64	10
JAN-25	391,122	25.0	59.3	63	4
FEB-25	363,038	25.0	58.4	60	5
MAR-25	406,269	26.2	59.2	62	12
TOTAL	**4,858,710**	**25.1**	**59.7**		**92**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	410,501	27.4	62.6	88	30
MAY-24	421,536	27.3	60.3	77	22
JUN-24	394,685	28.0	61.3	81	15
JUL-24	389,079	28.5	60.1	72	24
AUG-24	388,105	28.2	60.0	81	23
SEP-24	384,153	28.0	60.5	73	21
OCT-24	413,061	27.8	59.7	70	29
NOV-24	398,152	27.2	60.5	77	24
DEC-24	415,046	26.9	60.2	73	25
JAN-25	369,711	28.1	60.8	74	12
FEB-25	345,390	27.8	60.7	74	11
MAR-25	401,608	28.0	61.5	78	39
TOTAL	**4,731,027**	**27.8**	**60.7**		**275**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	446,717	35.2	60.9	89	51
MAY-24	474,406	35.4	60.0	74	51
JUN-24	459,230	35.4	61.0	78	53
JUL-24	441,277	35.5	64.3	107	64
AUG-24	454,452	35.4	63.6	102	51
SEP-24	446,088	35.2	59.6	68	41
OCT-24	484,667	35.2	62.0	93	47
NOV-24	447,151	34.9	59.9	79	40
DEC-24	446,240	34.7	60.0	78	38
JAN-25	407,529	34.7	59.7	69	32
FEB-25	383,187	35.0	59.4	68	35
MAR-25	441,825	35.2	59.1	75	42
TOTAL	**5,332,769**	**35.2**	**61.0**		**545**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	315,290	35.1	59.9	80	32
MAY-24	328,421	35.1	60.4	88	38
JUN-24	305,781	35.3	61.1	79	44
JUL-24	296,872	35.3	62.9	103	52
AUG-24	301,037	35.4	61.5	80	51
SEP-24	314,794	35.3	61.0	83	42
OCT-24	333,775	35.2	61.2	86	53
NOV-24	316,426	35.0	60.8	81	35
DEC-24	320,251	34.9	60.5	91	57
JAN-25	298,371	34.6	59.4	67	22
FEB-25	280,552	35.0	60.0	72	41
MAR-25	310,575	35.3	60.3	77	49
TOTAL	**3,722,145**	**35.1**	**60.9**		**516**

Red Lion Road

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	477,136	38.7	59.5	91	269
MAY-24	491,825	38.8	59.9	114	277
JUN-24	456,231	38.8	59.3	77	227
JUL-24	442,400	39.1	60.3	93	279
AUG-24	457,800	39.1	60.4	123	313
SEP-24	461,311	38.7	59.7	123	263
OCT-24	492,934	38.9	59.6	106	317
NOV-24	463,764	38.5	59.7	88	222
DEC-24	478,531	38.5	60.2	97	249
JAN-25	449,770	38.5	60.0	83	209
FEB-25	416,916	38.7	59.7	87	201
MAR-25	478,011	38.8	59.3	94	267
TOTAL	**5,566,629**	**38.8**	**59.8**		**3,093**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	286,630	39.4	60.0	82	168
MAY-24	289,030	39.2	59.6	87	179
JUN-24	267,431	39.4	59.7	88	193
JUL-24	259,278	39.4	60.5	100	208
AUG-24	258,697	39.4	60.2	96	177
SEP-24	275,902	38.8	60.2	98	150
OCT-24	288,454	39.4	60.4	84	196
NOV-24	272,071	39.2	59.3	83	157
DEC-24	280,145	39.4	60.5	87	172
JAN-25	259,294	39.3	59.1	89	141
FEB-25	244,116	39.3	60.2	95	140
MAR-25	278,505	39.5	59.4	78	177
TOTAL	**3,259,553**	**39.3**	**59.9**		**2,058**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	367,268	41.9	59.3	93	598
MAY-24	393,803	41.8	59.1	81	641
JUN-24	372,257	41.8	59.4	85	552
JUL-24	359,232	41.7	59.6	91	562
AUG-24	368,698	41.6	59.4	93	505
SEP-24	370,250	41.7	59.5	111	495
OCT-24	407,362	41.6	59.8	109	514
NOV-24	367,721	41.9	59.4	98	486
DEC-24	264,762	42.5	59.3	86	298
JAN-25	216,313	42.2	59.7	94	95
FEB-25	202,295	42.6	59.6	83	81
MAR-25	230,808	42.8	59.7	83	109
TOTAL	**3,920,769**	**41.9**	**59.4**		**4,936**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	272,597	40.6	59.5	81	193
MAY-24	262,075	40.4	60.1	96	149
JUN-24	242,149	40.4	59.2	75	187
JUL-24	238,122	40.5	59.9	94	202
AUG-24	234,850	40.4	60.3	102	128
SEP-24	248,272	40.4	60.0	108	161
OCT-24	259,852	40.4	59.7	83	157
NOV-24	240,996	40.5	60.5	81	107
DEC-24	243,588	40.6	59.6	86	129
JAN-25	223,610	39.9	59.8	87	82
FEB-25	211,509	40.2	60.4	84	85
MAR-25	246,700	40.5	60.6	81	147
TOTAL	**2,924,320**	**40.4**	**59.9**		**1,727**

Southampton Road

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	377,622	38.2	59.4	113	533
MAY-24	408,230	36.8	59.1	76	260
JUN-24	398,960	37.5	58.8	97	569
JUL-24	401,013	38.3	59.0	81	733
AUG-24	378,421	37.9	59.0	90	333
SEP-24	383,976	37.5	59.1	86	317
OCT-24	414,156	37.7	59.1	81	321
NOV-24	372,004	37.8	59.1	78	315
DEC-24	370,121	37.5	59.7	87	281
JAN-25	347,942	37.6	58.9	85	251
FEB-25	328,282	38.3	58.5	89	207
MAR-25	386,403	38.5	58.8	73	341
TOTAL	**4,567,130**	**37.8**	**59.0**		**4,461**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	490,567	36.7	59.0	84	588
MAY-24	523,515	36.4	58.9	79	483
JUN-24	523,262	37.3	59.1	93	493
JUL-24	584,684	37.3	58.7	96	476
AUG-24	494,313	38.3	58.8	84	571
SEP-24	512,427	37.1	58.9	80	516
OCT-24	547,775	36.8	58.7	81	488
NOV-24	515,730	36.9	58.9	85	440
DEC-24	512,986	37.3	58.7	80	430
JAN-25	475,067	37.4	58.5	76	365
FEB-25	458,917	37.6	58.5	74	341
MAR-25	533,347	37.6	58.9	83	520
TOTAL	**6,172,590**	**37.2**	**58.8**		**5,711**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	244,155	36.8	59.2	87	171
MAY-24	273,846	40.6	58.8	84	432
JUN-24	263,942	40.5	59.2	89	449
JUL-24	260,880	40.5	59.1	100	359
AUG-24	260,497	40.7	58.9	79	358
SEP-24	265,765	40.5	59.0	99	371
OCT-24	294,616	40.3	58.9	75	360
NOV-24	268,993	40.2	59.1	91	394
DEC-24	268,849	40.2	59.1	81	348
JAN-25	250,188	40.0	59.2	87	291
FEB-25	237,802	40.2	58.9	95	274
MAR-25	268,008	40.4	59.1	78	353
TOTAL	**3,157,541**	**40.1**	**59.0**		**4,160**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	473,572	34.6	59.8	88	184
MAY-24	518,492	37.1	59.3	97	317
JUN-24	509,179	36.6	59.3	91	357
JUL-24	605,381	36.4	59.3	83	494
AUG-24	485,881	37.3	59.3	88	362
SEP-24	494,489	37.1	59.2	96	326
OCT-24	537,901	36.9	59.3	84	350
NOV-24	498,047	37.1	59.3	92	352
DEC-24	512,976	37.0	59.2	92	334
JAN-25	481,234	36.9	59.2	97	290
FEB-25	451,869	37.0	59.2	80	290
MAR-25	530,971	37.2	59.2	99	364
TOTAL	**6,099,992**	**36.8**	**59.3**		**4,020**

N. 9th Street

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	773,666	34.5	54.4	98	1,487
MAY-24	783,881	35.0	54.4	104	1,604
JUN-24	733,628	35.6	54.5	106	1,696
JUL-24	738,377	35.7	54.5	114	1,870
AUG-24	726,903	35.4	54.3	86	1,495
SEP-24	723,829	34.8	54.2	92	1,196
OCT-24	774,994	34.1	54.3	95	1,056
NOV-24	727,216	34.6	54.3	101	1,367
DEC-24	725,142	35.4	54.2	103	1,581
JAN-25	700,116	35.2	54.2	99	1,449
FEB-25	658,115	35.2	54.4	94	1,166
MAR-25	758,088	34.9	54.5	93	1,264
TOTAL	**8,823,955**	**35.0**	**54.4**		**17,231**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	514,473	35.0	54.4	87	887
MAY-24	516,240	35.2	54.4	103	825
JUN-24	477,145	35.8	54.2	82	964
JUL-24	481,729	35.5	54.4	78	831
AUG-24	515,327	34.9	54.7	87	769
SEP-24	473,788	35.0	54.5	82	721
OCT-24	497,949	35.0	54.7	101	789
NOV-24	475,956	34.8	54.3	89	714
DEC-24	473,043	35.1	54.2	81	805
JAN-25	448,743	35.0	54.4	91	669
FEB-25	427,799	34.9	54.7	88	600
MAR-25	467,446	35.0	54.2	76	638
TOTAL	**5,769,638**	**35.1**	**54.4**		**9,212**

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	527,440	36.7	53.9	80	1,235
MAY-24	547,751	36.5	54.0	75	1,081
JUN-24	544,415	36.7	54.1	98	1,096
JUL-24	276,410	36.8	54.3	88	467
AUG-24	544,583	37.0	54.2	107	926
SEP-24	539,195	37.1	53.9	82	1,289
OCT-24	566,034	36.6	53.8	108	1,195
NOV-24	525,548	36.3	53.8	79	967
DEC-24	551,377	35.6	53.8	105	947
JAN-25	546,651	35.4	54.0	78	1,028
FEB-25	491,484	35.0	54.1	87	495
MAR-25	550,473	35.5	53.9	76	672
TOTAL	**6,211,361**	**36.2**	**54.0**		**11,398**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	540,147	34.2	54.4	78	1,457
MAY-24	570,170	34.4	54.2	84	1,474
JUN-24	538,914	35.1	54.2	103	1,024
JUL-24	545,988	35.1	54.3	86	1,047
AUG-24	545,474	34.9	54.1	81	936
SEP-24	540,475	34.7	54.0	79	1,016
OCT-24	576,283	34.3	54.1	96	971
NOV-24	522,612	34.1	54.4	82	818
DEC-24	537,866	33.8	54.2	93	687
JAN-25	520,598	32.9	54.8	97	573
FEB-25	489,746	33.4	54.6	90	457
MAR-25	581,199	33.9	54.2	102	714
TOTAL	**6,509,472**	**34.3**	**54.3**		**11,174**

Pratt Street (Summerdale Avenue)

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	571,453	33.5	54.0	79	1,358
MAY-24	584,805	33.9	54.0	87	1,394
JUN-24	534,864	34.1	54.2	94	1,480
JUL-24	506,405	34.3	54.4	96	1,144
AUG-24	512,547	34.2	54.2	100	1,256
SEP-24	505,041	33.3	54.3	83	879
OCT-24	541,435	33.3	54.5	87	1,030
NOV-24	499,787	33.1	54.2	92	863
DEC-24	505,015	32.6	54.2	97	641
JAN-25	490,863	32.7	54.2	86	568
FEB-25	458,987	32.5	54.0	115	568
MAR-25	568,539	32.7	54.3	96	956
TOTAL	**6,279,741**	**33.4**	**54.2**		**12,137**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	736,056	34.4	54.0	106	1,287
MAY-24	760,528	34.7	54.0	95	1,304
JUN-24	694,977	35.3	54.3	108	1,502
JUL-24	682,193	35.4	54.1	95	1,438
AUG-24	693,897	35.1	54.4	96	1,329
SEP-24	669,526	34.7	54.4	89	1,166
OCT-24	715,353	34.6	54.3	109	1,313
NOV-24	672,653	34.2	54.3	102	1,039
DEC-24	633,550	34.0	54.1	98	972
JAN-25	591,518	33.9	54.4	94	880
FEB-25	553,770	33.9	54.5	112	764
MAR-25	644,900	34.4	54.2	90	1,130
TOTAL	**8,048,921**	**34.6**	**54.3**		**14,124**

SOUTHBOUND

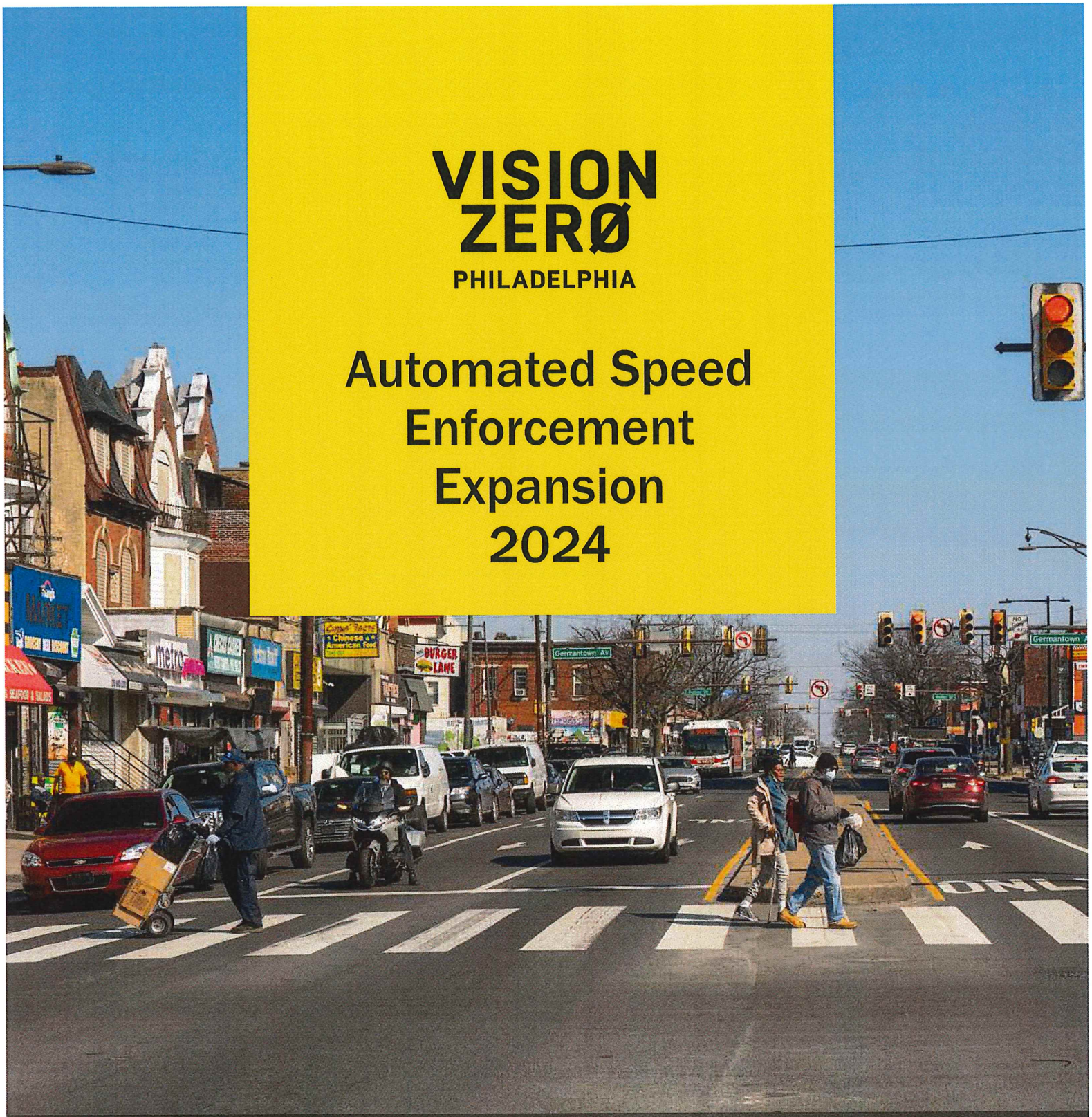
INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	747,126	35.7	54.4	105	1,376
MAY-24	781,748	35.7	54.4	91	1,350
JUN-24	742,534	35.2	54.7	111	1,312
JUL-24	720,315	36.5	55.0	111	1,345
AUG-24	716,736	35.8	55.3	112	1,229
SEP-24	697,712	34.8	54.9	120	1,161
OCT-24	767,996	35.1	55.0	112	1,166
NOV-24	710,676	35.1	54.7	99	984
DEC-24	720,557	35.6	54.0	90	1,026
JAN-25	680,321	35.5	54.6	98	843
FEB-25	639,105	35.1	54.3	85	850
MAR-25	724,877	35.4	54.3	103	1,098
TOTAL	**8,649,703**	**35.4**	**54.7**		**13,740**

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-24	655,695	34.5	54.7	95	918
MAY-24	677,105	34.3	54.8	111	898
JUN-24	642,780	34.3	55.6	108	803
JUL-24	646,934	35.4	55.1	103	869
AUG-24	637,597	34.8	55.3	104	711
SEP-24	611,086	33.9	55.0	100	696
OCT-24	650,019	34.4	55.2	95	776
NOV-24	616,132	34.1	55.1	84	667
DEC-24	623,616	34.4	55.1	95	646
JAN-25	589,976	34.2	55.5	97	518
FEB-25	552,361	33.7	54.9	114	479
MAR-25	646,531	33.9	55.0	97	659
TOTAL	**7,549,832**	**34.3**	**55.1**		**8,640**

Appendix B – Vision Zero Reports for Speed Expansions



VISION ZERØ
PHILADELPHIA

Automated Speed Enforcement Expansion 2024

CORRIDOR SCORING & METHODOLOGY

Jointly led by the Office of Multimodal Planning, the Office of Transportation & Infrastructure Systems, and the Department of Streets

City of Philadelphia

What is Automated Speed Enforcement?

Automated speed enforcement (ASE) improves safety by placing speed safety cameras along high-speed roads. The cameras are programmed to take photographs of any speeding vehicles' license plates along with a short video of the vehicle if radar detects it traveling in excess of 11 MPH over the posted speed limit. Violators receive a mailed notice and fine for speeding. Net revenue collected from ASE speed camera fines is put into a PennDOT special fund dedicated to traffic safety projects.

RESULTS OF ASE ON ROOSEVELT BOULEVARD

- Speed cameras have reduced speeding at their locations by **95.3%**
- Fatal and serious injury crashes have dropped by **21%**
- Crashes involving people walking have fallen by nearly **50%**
- Researchers estimate that the speed cameras have saved almost **1 life per month** on Roosevelt Boulevard.

OVERVIEW

Vehicular speeding on city streets is a critical issue that must be addressed to improve safety and save lives. The City is partnering with PennDOT and the Philadelphia Parking Authority to expand Automated Speed Enforcement (ASE) on streets with the most speed-related crashes.

Vehicle speed is the determining factor in the severity of a crash. Speeding significantly increases the risk of crashes and the severity of injuries resulting from a crash. Speed also poses a serious threat to pedestrians, bicyclists, and vehicle occupants. Every fatal and severe crash is tragic and impacts the lives of Philadelphia residents and visitors.

To reduce traffic deaths, we need to design our transportation system for lower speeds.

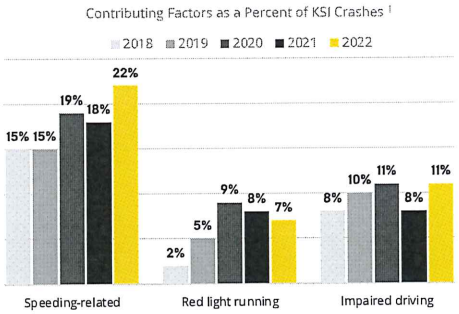
Since 2018, speeding-related crashes have increased from 15% to 22% of severe crashes in Philadelphia. This alarming number of speeding-related crashes has led to 296 deaths and 501 suspected serious injuries from 2018-2022. To reduce traffic deaths, it is crucial more is done to reduce vehicle speeds.

HOW VISION ZERO CAN HELP

Vision Zero, a program led by the City, works to eliminate all traffic related deaths and severe injuries on Philadelphia streets, while increasing safety, health, and mobility for all.

For more information, visit: **www.VisionZeroPHL.com**.

Speed is a Top Contributing Factor in Severe Crashes



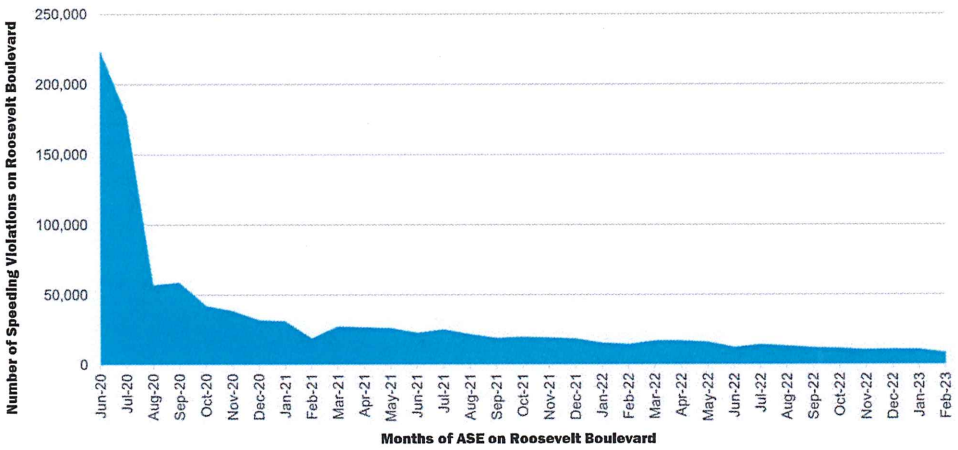
The rise in speeding accounts for 1 in 5 killed and serious injury crashes since 2020.

AUTOMATED SPEED ENFORCEMENT WORKS

To address speeding-related crashes, the City of Philadelphia introduced automated speed enforcement (ASE) safety cameras on Roosevelt Boulevard as part of a pilot program. Cameras were placed at eight locations along Roosevelt Boulevard between 9th Street and Levick Street. In June 2020, vehicles driving 11 miles or more over the posted limit were subject to a mailed warning, along with information about the automated speed enforcement program and its goal to make Roosevelt Boulevard safer. On August 1, 2020, all violators began receiving a notice and fine for speeding.

ASE on Roosevelt Boulevard has been highly effective in slowing drivers, reducing serious crashes, and saving lives on Philadelphia's most dangerous roadway.

SPEED CAMERAS REDUCED SPEEDING ON ROOSEVELT BLVD



EXPANDING ASE

Due to the success of the automated speed cameras on Roosevelt Boulevard, the City is exploring expansion of the ASE program to other corridors with high levels of speed-related crashes.

Governor Shapiro signed HB 1284 into law in December 2023, reauthorizing the ASE pilot to be permanent on the Roosevelt Boulevard and permitting expansion of the program to five additional "corridors" or streets. The law also authorized a five-year pilot program for ASE in up to five designated school zones.

Potential corridors for expansion are state or local routes within the borders of Philadelphia. The corridor must begin and end on the same state or local route. To be selected for the program, the following conditions must be met for each corridor:

1. Analysis of speed and speeding-related crashes involving vehicles and pedestrians in consultation with PennDOT*
2. An engineering and traffic investigation on the posted speed limit
3. At least one opportunity for public comment
4. Passage of a local ordinance authorizing expansion to the selected corridor

**This requirement does not apply to placing speed cameras in school zones*

This report summarizes the City's approach to expansion of the ASE program and how corridors throughout Philadelphia were evaluated and selected for ASE.

SCORE CRITERIA

Automated speed enforcement is a proven strategy for reducing crashes that result in fatalities and serious injuries. Therefore, in selecting corridors for potential enforcement locations, the City developed a scoring system that considered crash history. Among the highest rated corridors, the Delaware Valley Regional Planning Commission's (DVRPC) Indicators of Potential Disadvantage (IPD) tool and Replica data were used to understand how different populations are impacted by the crash trends and would be impacted by ASE.

To generate a score for a corridor, the City looked at the last five years of crashes on state and local routes within the city limits. Crash data was limited to those that included one or more of the following:

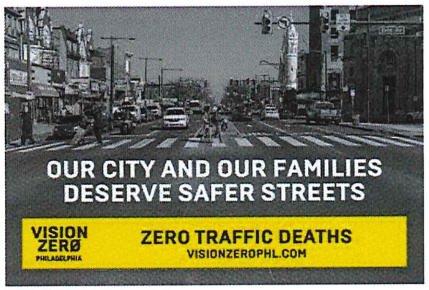
- **Whether someone was killed or seriously injured.** This connects to the City's Vision Zero goal that no one should die on our roads. Broken bones, significant burns or blood loss, and head, chest, or abdominal injuries are all examples of serious injuries. The direct relationship between speed and crash severity also means that these crashes serve as a useful proxy for locations where speed is likely contributing to severe crashes.
- **Whether speed contributed to the crash.** The reporting officer lists contributing factors related to the crash. If speed was noted as a factor, the crash was included in our analysis. The enabling state legislation also required looking at speeding-related crash data.
- **Whether a pedestrian was involved.** People walking are particularly vulnerable when struck by vehicles at high speeds. The enabling state legislation also required looking at pedestrian crash data.

A corridor received five points for each crash resulting in a fatal or serious injury, three points for a crash where speed was a contributing factor, and one point for each crash involving a pedestrian. The highest scoring corridors are all PennDOT State Routes (SR).* Results of the scoring is explained on page 5.

Among the five corridors with the highest scores, the project team then worked to understand who lives near the route, as well as those who travel along the route to help better understand who would benefit from reductions in crashes and who would be impacted by ASE violations. DVRPC's IPD tool was used to understand the people who live along the route, incorporating race, ethnicity income, age, gender, disability, foreign-born, and limited English proficiency. Replica data was used to understand whether drivers are using the corridors for shorter local trips vs. longer commuter trips.

The City found that ASE on these five corridors will enhance road safety for historically marginalized communities while driver impacts of ASE will largely be experienced by commuters and others driving through neighborhoods on longer trips. More details of these analyses are included on pages 8-11.

*A roadway segment may have multiple state route designations. If a crash occurred on a segment with more than one SR designation, the crash was assigned to both SRs.



SPEED-RELATED CRASH HISTORY

Vision Zero's commitment to saving lives by lowering speeds on Philadelphia's streets means prioritizing Automated Speed Enforcement (ASE) on streets with demonstrated speed-related crash histories.

The City used five-year PennDOT crash data (2018 - 2022) to identify crashes within the city limits. During analysis, each crash was first tied to the associated roadway where the crash occurred. Some roads have multiple state route designations, so those crashes were assigned to each route. Once all of the crashes were assigned, the scores were generated. A route received scores as follows:

- **5 points** for each crash resulting in a fatal or serious injury;
- **3 points** for each crash where speed was a contributing factor;
- **1 point** for each crash involving a pedestrian.

The top 15 scoring corridors were all state routes except for G001 (5th Street). State Routes 611, 13, 2016, 3, and 291 were the five highest scoring routes as shown in the table below.

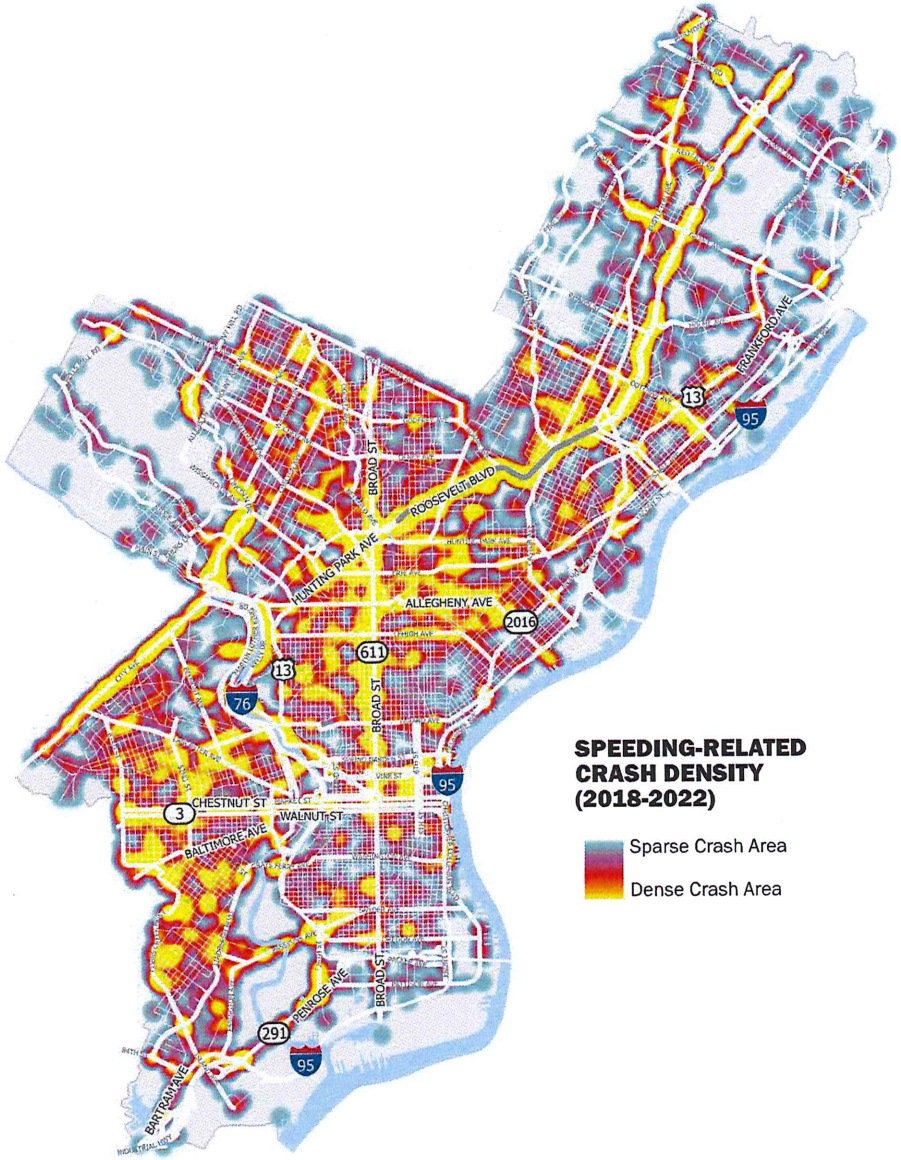
ABOUT PENNSYLVANIA CRASH DATA

Each state establishes its own criteria for what makes a crash "reportable." In Pennsylvania, a crash is reportable if it involves a motor vehicle and one or more of the following:

- A motor vehicle is towed from the scene, or
- Someone is transported to the hospital in an ambulance, or
- A fatality occurs

(PA Vehicle Code Title 75 Section 3746 (a))

State Route	Score Ranking	Total Score	# Fatal/Serious Injury Crashes	# Speeding Related Crashes	# Pedestrian Involved Crashes
611	1	1,796	169	165	456
13	2	1,219	109	141	251
2016	3	640	70	42	164
3	4	599	42	67	188
291	5	540	36	82	114



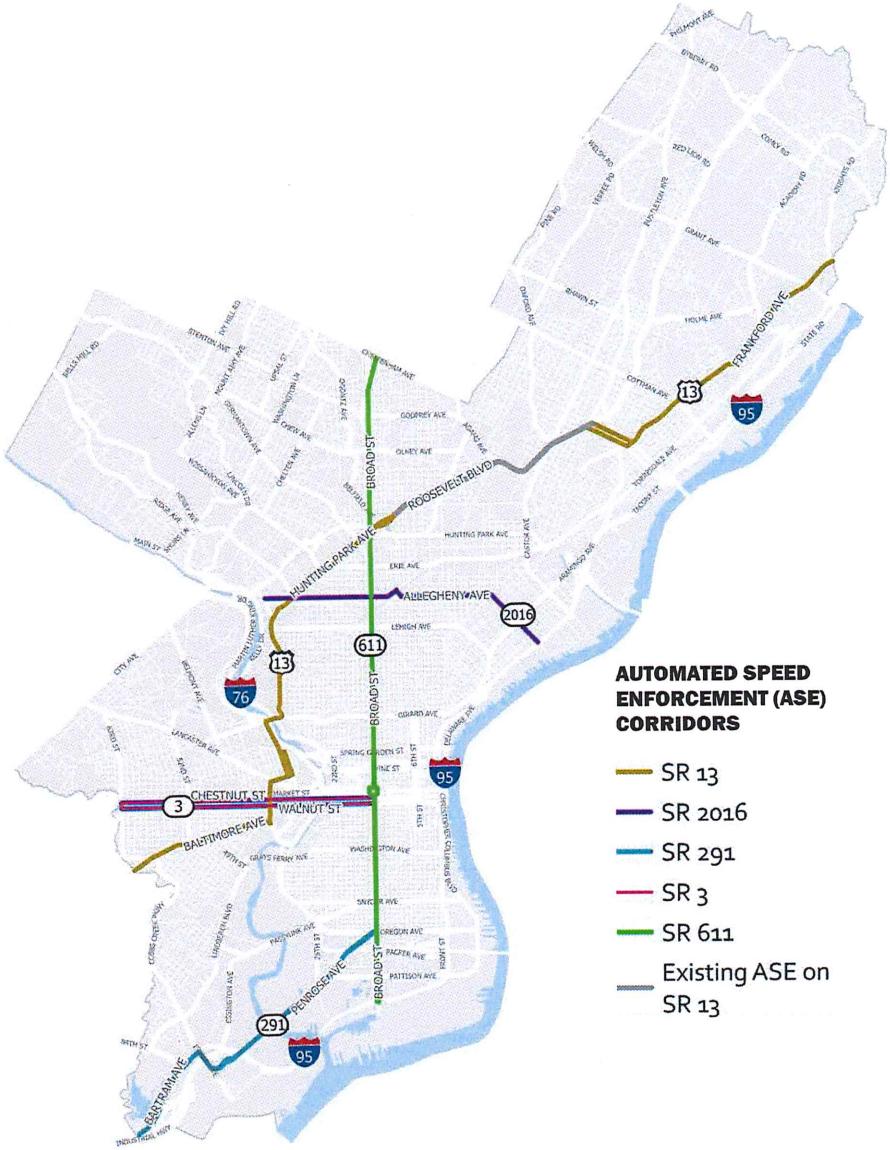
PROPOSED ASE CORRIDORS

The following five corridors scored the highest in the analysis of speed- and pedestrian-related crashes on state and local routes in Philadelphia and are recommended for Automated Speed Enforcement (ASE). See Appendix for detailed scoring results.

1. **State Route (SR) 611** (Broad St/Old York Rd)
2. **SR 13** (Baltimore Ave/Hunting Park Ave/Roosevelt Blvd/Frankford Ave)
3. **SR 2016** (Allegheny Ave)
4. **SR 3** (Chestnut St/Walnut St)
5. **SR 291** (Penrose Ave/Bartram Ave/Moyamensing Ave)

PennDOT provides county-level road maps broken down by state route segment markers at:

https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Maps/Pages/County-T3-Seg.aspx



CORRIDOR SCORES

Score Calculation

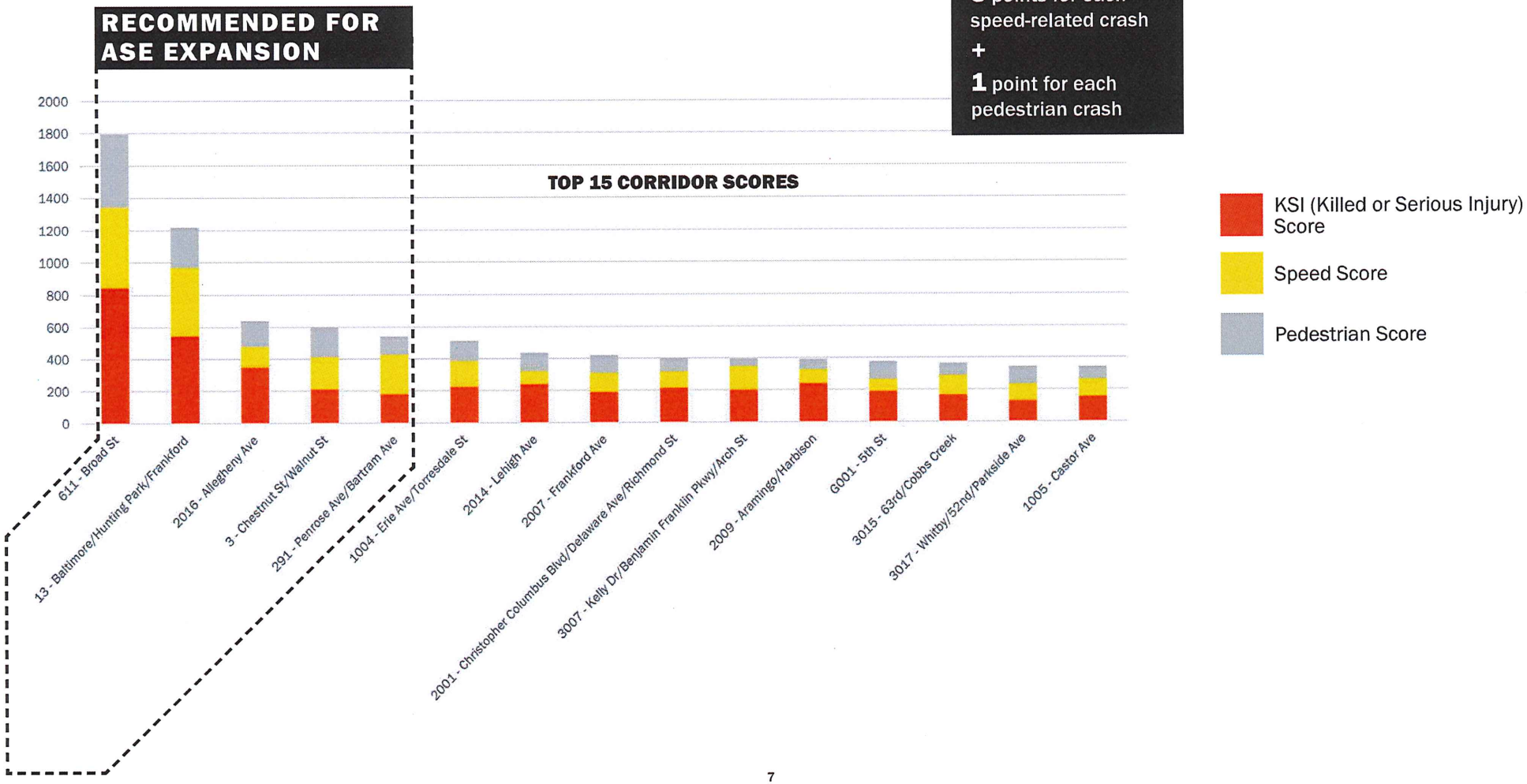
5 points for each killed or severe injury crash (KSI)

+

3 points for each speed-related crash

+

1 point for each pedestrian crash



Community Impacts

Indicators of Potential Disadvantage

The City analyzed demographic data to understand how speed-related crashes impact marginalized populations and to identify who would benefit from expansion of Automated Speed Enforcement (ASE) on the top scoring corridors.

The City used DVRPC's equity analysis tool for the greater Philadelphia region called "Indicators of Potential Disadvantage" (IPD). The purpose of the resource is to provide a foundational start to identifying historically marginalized populations. The tool and outputs are publicly accessible. The analysis is based on federal Title VI and Environmental Justice guidelines and uses data provided within the U.S. Census American Community Survey.

Indicators used to create an IPD score include the following:

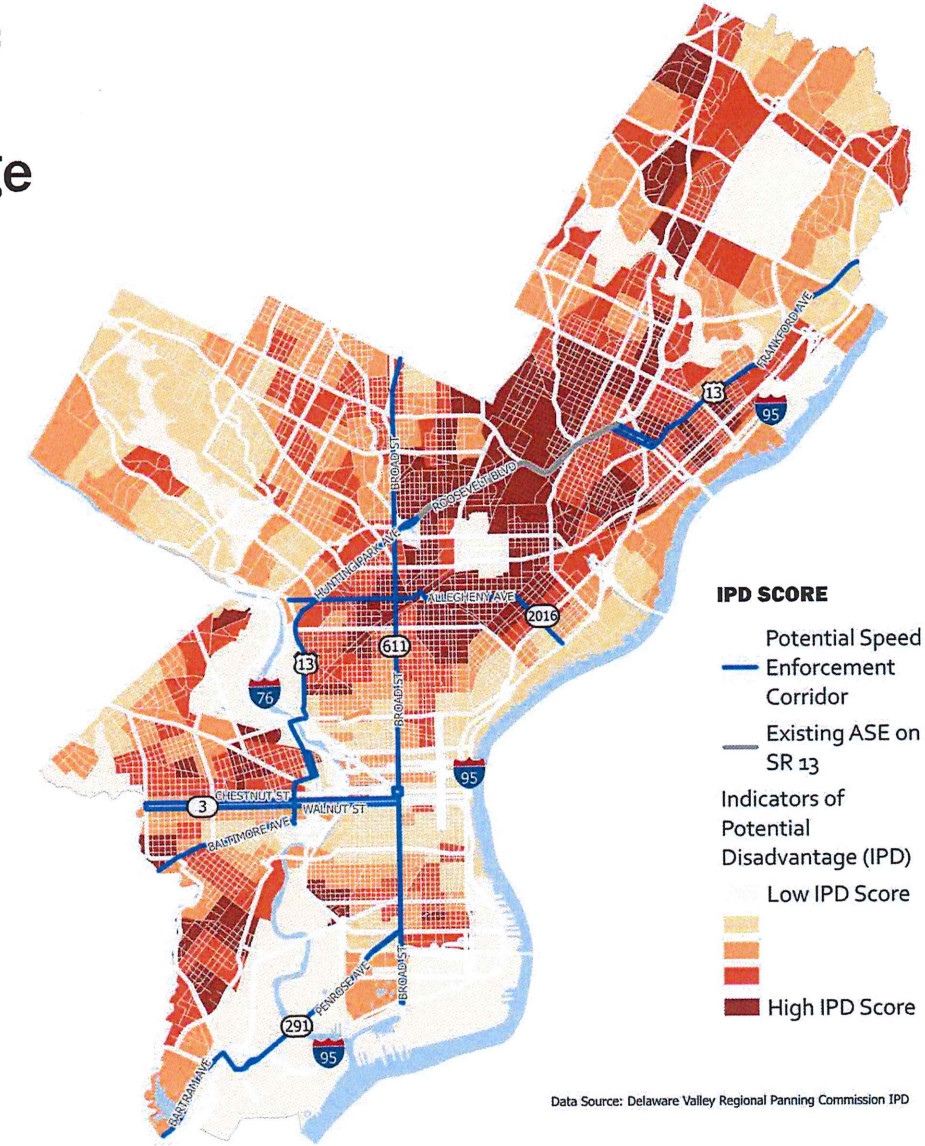
Youth	Female	Ethnic Minority
Older Adults	Racial Minority	Foreign-Born
Limited English Proficiency	Disabled	Low-Income

DVRPC IPD data was used to assess the proposed ASE corridors and their proximity to marginalized populations.

The following was considered when evaluating the impact of speeding on marginalized populations:

- Low-income neighborhoods in Philadelphia have higher rates of pedestrian and cyclist fatalities due to lower rates of car ownership, inadequate infrastructure and speeding vehicles.
- Speeding contributes to air and noise pollution, which disproportionately affect low-income communities residing along busy streets like the proposed ASE corridors.
- Inadequate pedestrian infrastructure and high-speed traffic create barriers to accessing jobs, services, and amenities.
- High-speed traffic fragments communities and creates physical barriers that have adverse effects on community well-being, social capital, and collective efficacy.

Many of the proposed ASE corridors touch some of the densest areas with marginalized populations, such as North Broad Street (SR 611), Hunting Park Avenue (SR 13), and Allegheny Avenue (SR 2016). These areas will benefit from safety improvements on those high-crash corridors.



Data Source: Delaware Valley Regional Panning Commission IPD

Community Impacts

At-risk Road Users

While the Indicators of Potential Disadvantage tool provided an initial equity screening, the project team worked to examine specific populations that are most at-risk to the impacts of speeding and severe crashes in Philadelphia. The following populations are disproportionately impacted by severe crashes. The highest scoring corridors were examined closely to understand the potential for ASE to help address these disparities.

- Non-White
- Youth
- Older Adults
- Zero-Car Households
- Low-Income
- Gender

The experience of crashes, especially severe ones, is not felt equally. When looking at race and ethnicity, traffic deaths occur more among Black and Hispanic Philadelphians compared to their share of the city's population. Additionally, fatal or serious injury crashes are 30% more likely to occur in areas of the city where most residents are people of color compared to areas where most residents are white.

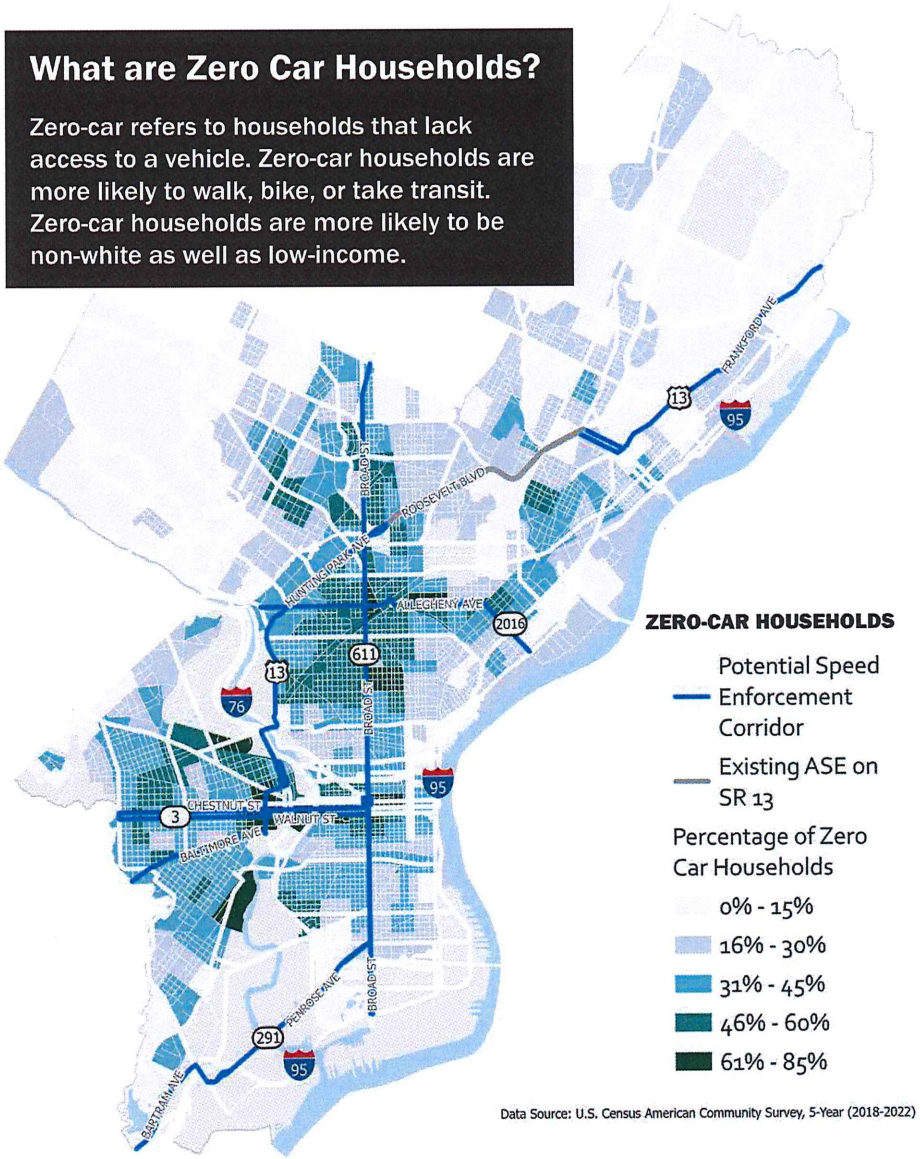
A person's age also affects if they will be involved in a severe injury crash. Every week, five school-aged children are struck by vehicles in Philadelphia. Older adults (50 and older) are at greater risk of having a serious injury in a crash than younger adults.

Adult males had a higher share of the post-2020 increases in fatalities and serious injuries. Adult males were also more likely to be the driver in severe crashes. Among males 25-44 in Philadelphia, deaths from injuries (including crashes) are now the third leading cause of death for the first time.

Most corridors recommended for ASE expansion traverse areas with significant at-risk populations who inequitably share the burden of speed-related crashes while being less likely to be drivers on the corridors. For instance, the map on the right shows how zero-car households would be impacted by ASE expansion corridors. **63% of the proposed ASE corridors pass through areas where more than 30% of the population live in zero car households.**

What are Zero Car Households?

Zero-car refers to households that lack access to a vehicle. Zero-car households are more likely to walk, bike, or take transit. Zero-car households are more likely to be non-white as well as low-income.



Data Source: U.S. Census American Community Survey, 5-Year (2018-2022)

Driver Impacts

Commuter Patterns

Driver trip data was obtained at multiple locations along the proposed ASE corridors to understand driver travel patterns (local trips vs commuter trips). Analysis explored private vehicles and taxi/Uber/Lyft patterns for distance of trips. Data was obtained from Replica[1].

TRIP DISTANCE

The City gathered data to understand the length of trips along the proposed ASE corridors; trips greater than 8 miles were classified as commuter trips. This measure was used to understand if the corridor is frequented more by commuters (i.e. those passing through the neighborhoods) or by those who live in the neighborhood (i.e. those making local trips).

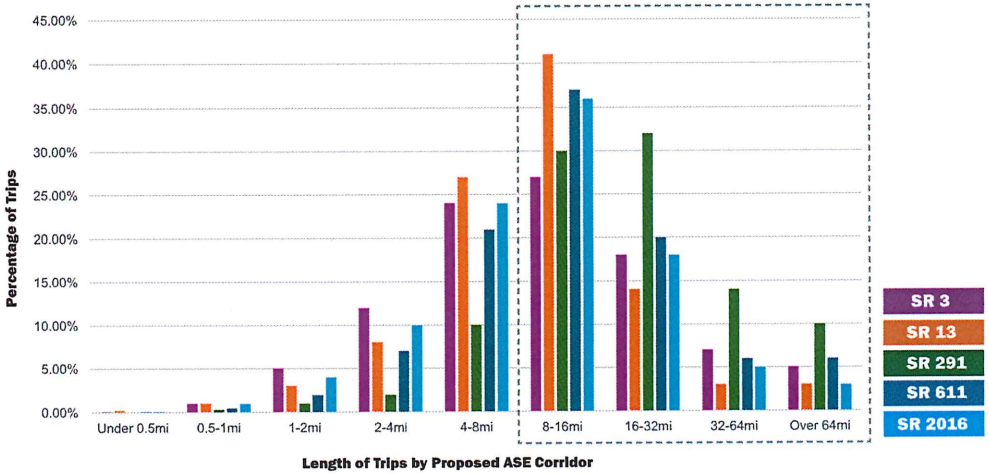
A trip of 8 miles or more is considered a commuting trip.

Overall, 68% of all proposed ASE corridor trips were above 8 miles, indicating that a large number of corridor drivers are commuters. The least frequent trip length was 0.5-1 mile (0.7% of corridor trips) and under 0.5 mile (0.1% of corridor trips).

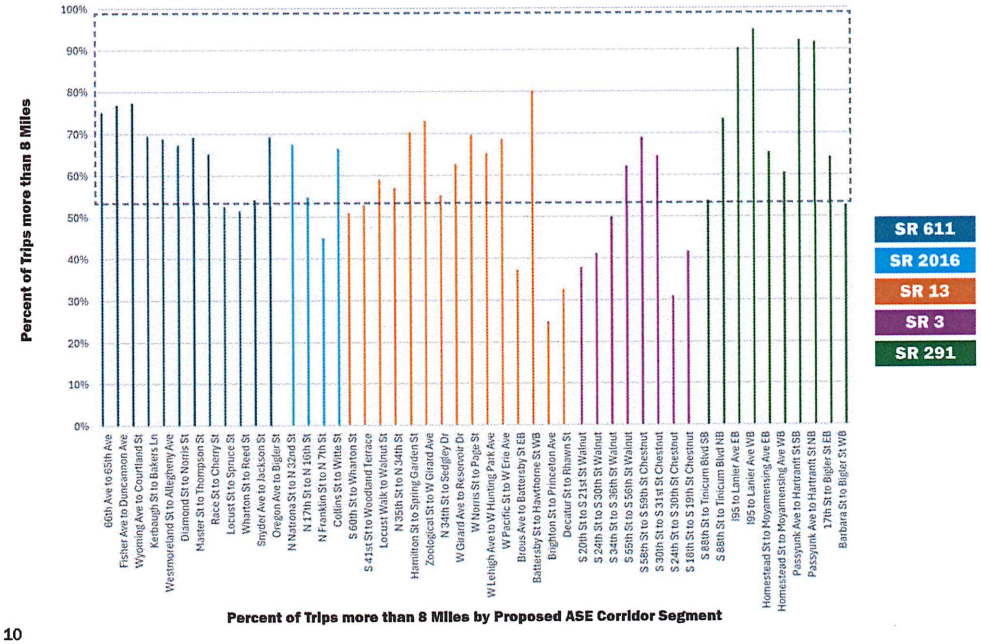
This data suggests that local residents will not be disproportionately impacted by ASE violations.

1 *The analysis conducted herein is based on data collected and summarized by Replica. Replica utilizes a variety of third-party sources for collecting source data. It also generates data through large-scale, computationally intensive simulations and employs a composite approach to data aggregation, synthesizing information from multiple sources to create a representative model of transportation and economic patterns while safeguarding individual privacy. It's essential to recognize that Replica's data collection methods have inherent limitations and biases.*

TYPICAL CORRIDOR TRIPS ARE COMMUTING LENGTH



COMMUTING TRIPS ARE COMMON ACROSS MOST SEGMENTS



CONCLUSION

Automated Speed Enforcement (ASE) enhances road safety and saves lives by slowing speeds and reducing speed-related crashes. Philadelphia has seen success with ASE on Roosevelt Boulevard with major reductions in speeding, severe and fatal crashes, and crashes involving people walking. The City is now looking to expand the installation of ASE to five additional high-crash corridors in Philadelphia.

The City analyzed crashes throughout Philadelphia to identify the top priority corridors for ASE by the number of speed-related crashes, crashes in which someone was killed or seriously injured, and pedestrian crashes. This analysis identified SR 3, SR 13, SR 291, SR 611, and SR 2016 as the highest priority corridors for ASE.

The City then completed an equity analysis of the proposed ASE corridors to understand the impacts ASE would have on populations that live along the corridors and on people that drive on the corridors. The equity analysis shows that significant portions of the proposed ASE corridors traverse areas with at-risk populations who inequitably experience severe crashes citywide. The analysis also found that people driving on the corridors are more likely to be commuters passing through than residents making local trips.

The City's analysis demonstrates that installing speed cameras on these corridors will vastly improve safety for both the commuters that use these roads the most and the residents that live alongside them. These corridors experience the highest number of the crashes that speed cameras are proven to reduce. Residents along these corridors deserve safer streets and speed cameras are a critical tool to deliver them.

AUTOMATED SPEED ENFORCEMENT (ASE) CAMERA ON ROOSEVELT BOULEVARD

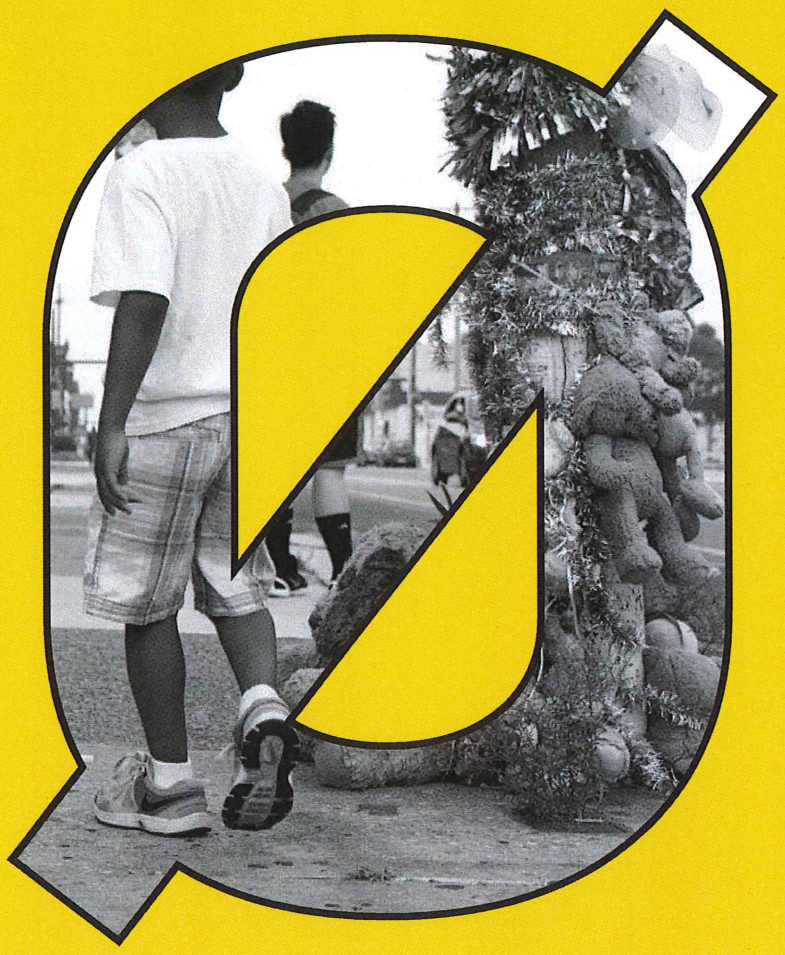
APPENDIX

Detailed scores of the highest scoring crash routes in Philadelphia are provided below.

ROUTE NUMBER	STREET NAME	KSI SCORE *(KSI CRASHES X 5)*	SPEED SCORE *(SPEED CRASHES X 3)*	PEDESTRIAN SCORE *(PEDESTRIAN CRASHES X 1)*	TOTAL SCORE
611	Broad St/Old York Rd	845	495	456	1,796
13	Baltimore Ave/Frankford Ave/Girard Ave/Hunting Park Ave/ Levick St/Mantua Ave/Powelton Ave/Ridge Ave/Robbins St/ Roosevelt Blvd/33rd St/34th St/38th St	545	423	251	1,219
2016	Allegheny Ave/Sedgley Ave	350	126	164	640
3	Chestnut St/Walnut St/Cobbs Creek Pkwy/Market St	210	201	188	599
291	Penrose Ave/Bartram Ave/Island Ave/Moyamensing Ave	180	246	114	540
1004	Erie Ave/Torresdale St	225	159	128	512
2014	Lehigh Ave	240	81	115	436
2007	Frankford Ave	190	117	114	421
2001	Christopher Columbus Blvd/Delaware Ave/Richmond St/Oregon Ave	215	102	84	401
3007	Kelly Dr/Benjamin Franklin Pkwy/Arch St	200	147	51	398
2009	Aramingo Ave/Harbison Ave	240	87	66	393
G001	5th St	190	75	111	376
3015	63rd/Cobbs Creek	165	123	77	365
3017	Whitby Ave/52nd/Parkside Ave	130	102	111	343
1005	Castor Ave	155	108	78	341
73	Cottman Ave/Torresdale Ave/State Rd/New State Rd/Princeton Ave	130	114	79	323
G005	Front St/Pattison Ave	155	66	80	301
3009	Ridge Ave	135	72	83	290
G048	Hunting Park Ave	165	78	45	288
1009	Bustleton Ave	125	78	67	270
3010	Bridge St	95	66	107	268
532	Bustleton Ave/Welsh Rd	100	120	44	264
4004	Chew Ave/Olney Ave	110	54	95	259
G046	Kensington Ave	135	42	78	255
3019	Bartram Ave/Essington Ave/Passyunk Ave	130	99	25	254
2008	Girard Ave/Poplar St	105	66	78	249
3005	Belmont Ave/Civic Center Blvd/34th St/33rd St/Lancaster Ave	100	81	66	247
30	Girard Ave/Lancaster Ave	95	114	34	243

ROUTE NUMBER	STREET NAME	KSI SCORE *(KSI CRASHES X 5)*	SPEED SCORE *(SPEED CRASHES X 3)*	PEDESTRIAN SCORE *(PEDESTRIAN CRASHES X 1)*	TOTAL SCORE
1	City Ave/Roosevelt Blvd	65	129	16	210
4002	Godrey Ave/Stenton Ave	70	75	58	203
4007	Bethlehem Pk/Clarissa St/Germantown Ave/Washington Ln/ Wayne Ave	60	84	55	199
1001	Rising Sun Ave/Verree Rd	85	60	46	191
1003	B St/Whitaker Ave	115	48	25	188
G137	Chelten Ave/19th St/Wyncote Ave	75	48	62	185
4005	Germantown Ave	60	63	62	185
3013	Island Ave	120	45	11	176
1013	Academy Rd	70	87	17	174
4001	Henry Ave	65	84	23	172
3018	Haverford Ave	60	60	46	166
G097	Woodland Ave	75	42	47	164
G051	Lansdowne Dr/S Concourse Dr/34th St	55	60	31	146
1002	Adams Ave/Cheltenham Ave/Crescentville	55	54	36	145
3003	38th St/34th St/26th St/University Ave	40	96	6	142
G109	Lincoln Dr	45	96	1	142
3021	Elmwood Ave/49th St/Grays Ferry Ave/Lindbergh Blvd	50	60	30	140
G054	Wyoming Ave	60	45	33	138

Our city and our families deserve safer streets.



Zero traffic deaths.

Questions?
Contact the Office of Transportation and Infrastructure Systems
otis@phila.gov
215-686-5552
www.visionzerophl.com

City of Philadelphia

Office of
Transportation and
Infrastructure Systems

Memorandum

Addendum: May 2024 Automated Speed Enforcement Expansion Report

April 2025

The City of Philadelphia's Office of Transportation and Infrastructure Systems (OTIS) released the "Automated Speed Enforcement Expansion Report" on May 31, 2024. The report outlined the methodology used to evaluate expansion corridors for Automated Speed Enforcement (ASE). The methodology relied primarily on crash data from 2018 to 2022, the most recent five-year dataset available at the time. Based on the results of this report, the Parker Administration and City Council advanced enabling legislation for the top two corridors from that report: State Route 611 (Broad St., Old York Rd) and SR 13 (Baltimore Ave, 34th St, 33rd St, Hunting Park Ave, Frankford Ave).

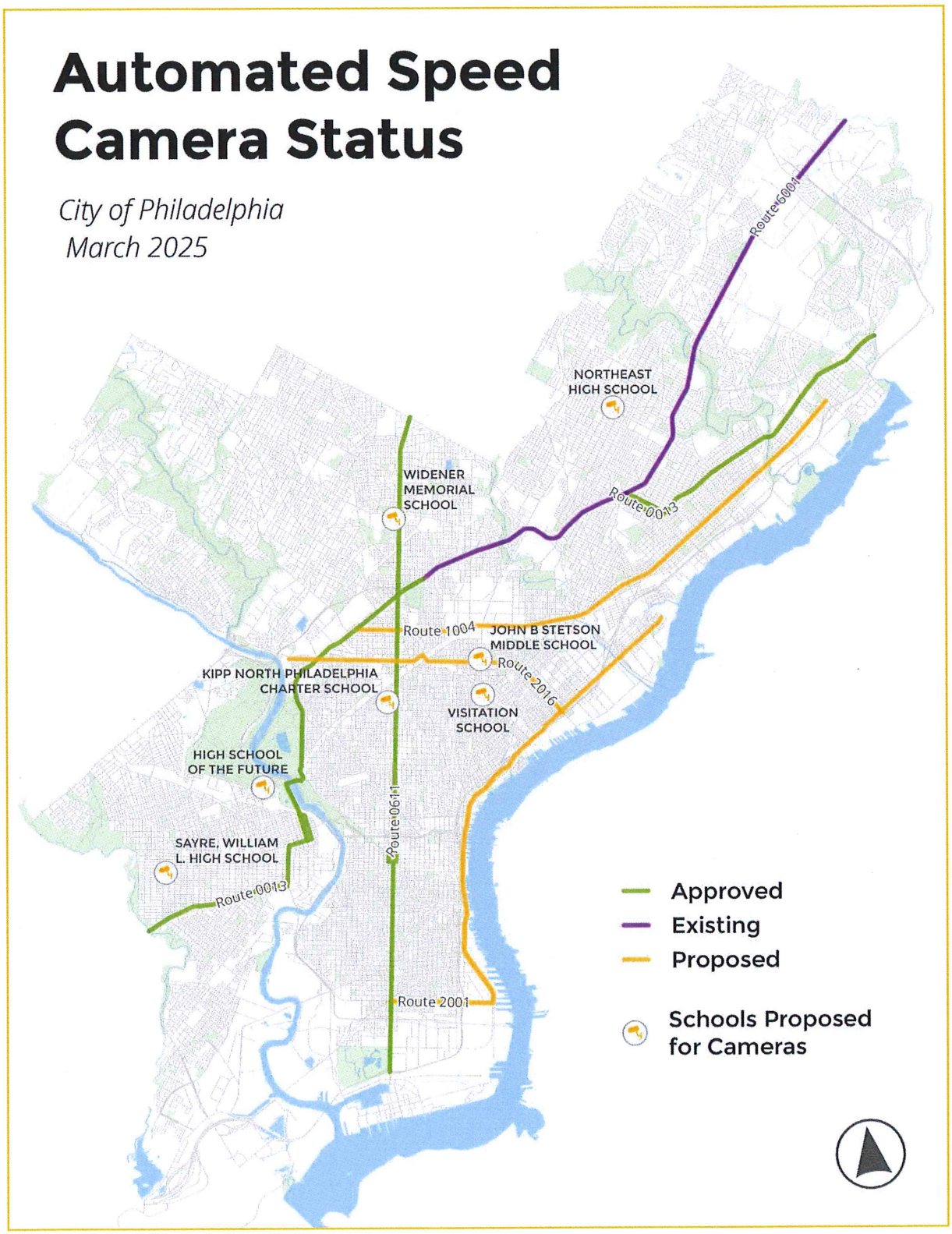
Since the release of the initial report in May 2024, additional data was acquired that allowed for further analysis of the best corridors for ASE expansion. The new data confirmed that SR 611 and SR 13 demonstrated substantially greater need than the next highest-scoring corridor (SR 2016 - Allegheny Ave). To ensure that the expansion of ASE to additional corridors reaches the streets where it will be most effective, OTIS reexamined the remaining eight corridors from the top ten list using newly acquired data. This analysis resulted in changes to which corridors should be prioritized for ASE expansion, which are now SR 2016 (Allegheny Ave), SR 2001 (Oregon Ave, Columbus Blvd, Delaware Ave, Richmond St), and SR 1004 (Erie Ave, Torresdale Ave) (see Figure 1).

Automated Speed Enforcement is an effective means of managing speeds on many roads. Every state route mentioned in this report qualifies for ASE and should be considered for future expansions of the ASE program. However, state law only permits expansion to five new corridors at this time (SR 611 and SR 13, plus three more). As such, the City applied a rigorous degree of analysis to ensure that the treatment goes where it will be most effective for reducing speeding and serious crashes. The City continues to advocate for changes to state law that will permit this technology to be deployed anywhere it is needed most.

Re: Automated Speed Enforcement Corridors

Office of
Transportation and Infrastructure Systems

Figure 1 Proposed ASE Expansion Corridors



Data Sources

Crash Data: One set of newly acquired data since the release of the initial report in May 2024 was a new five-year PennDOT crash dataset that spanned from 2019 to 2023. The May 2024 report used PennDOT crash data from 2018 to 2022. With more recent data available, it was possible to generate a more recent analysis of which corridors need ASE most urgently.

Crashes by Candidate Corridor, 2019-2023					
SR		**Fatal & Serious Injury Crashes**	**Speeding Related Crashes**	**Pedestrian Involved Crashes**	**Corridor Length (miles)**
611	**Broad/Old York**	**190**	**183**	**430**	11.5
13	**Baltimore/34th/33rd/ Hunting Park/Frankford**	**115**	**152**	**247**	16.0 (excluding Roosevelt Blvd)
2016	Allegheny	75	51	153	5.6
3	Chestnut/Walnut	52	73	170	9.4
291	Penrose	21	51	4	6.2 (excl. Broad St)
1004	Erie/Torresdale	51	56	119	9.7
2014	Lehigh	63	38	128	4.5
2007	Frankford	43	43	103	6.24
2001	Delaware	46	37	77	10.1
3007	Kelly	39	44	46	6.0

Speed Data: In the state's enabling legislation, the City was directed to consider speed data when selecting corridors. To satisfy this directive, the City conducted an initial screening with INRIX's *Safety View*, a proprietary data tool that calculates estimated travel speeds and other safety-related data points based on cellphone and connected vehicle inputs. The screening analysis drew on speeds collected during the second and third quarters of 2023, Tuesdays through Thursdays. Two corridors of concern emerged from this analysis: SR 1004 and SR 2001. To validate the results, full speed studies were conducted on the corridors and demonstrated a substantial number of drivers exceeding the speed limit by 10 mph or more (see "Corridor Reports" below).

Roadway Characteristics: An additional factor considered in the 2025 analysis was roadway characteristics, including the density of signalized intersections and the number of lanes. The farther apart traffic lights are on a given road, the more opportunity vehicles have to reach and sustain a dangerous speed. Multiple lanes per direction can induce weaving and aggressive driving. Speed cameras are particularly effective at addressing speeding and aggressive driving on corridors with lower intersection density and multiple lanes where strategies like signal progression are less effective.

Corridor Reports

Route 2016 (Allegheny) – Proposed ASE Corridor

2024 Report Rank: #3
Length: 5.55 Mi
Posted Speed: 30 MPH
Route 2016 has a high frequency of fatal, serious injury, speeding, and pedestrian crashes. **Route 2016 should be prioritized for ASE expansion.**

Route 3 (Chestnut, Walnut)

2024 Report Rank: #4
Length: 9.55 Mi
Posted Speed: 30, 25 MPH
Route 3 would benefit from ASE, but should not be prioritized as one of the remaining three ASE corridors due to greater signal density, the recent reduction of lanes, and relatively lower operating speeds.

Route 291 (Bartram, Island, Penrose, Moyamensing)

2024 Report Rank: #5
Length: 8.78 Mi
Posted Speed: 30 MPH
Route 291 would benefit from ASE, but did not experience enough crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 1004 (Erie, Torresdale) – Proposed ASE Corridor

2024 Report Rank: #6
Length: 10.10 Mi
Posted Speed: 30 MPH

The speed study on Route 1004 found 2.1% of vehicles traveled over 10mph over the speed limit at off-peak hours (8 PM to 6 AM). Route 1004 also experienced a high number of pedestrian and speeding involved crashes. **Route 1004 should be prioritized for ASE expansion.**

Route 2014 (Lehigh)

2024 Report Rank: #7
Length: 4.44 Mi
Posted Speed: 30 MPH
Route 2014 would benefit from ASE, but did not experience high enough operating speeds or speeding-related crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 2007 (Frankford)

2024 Report Rank: #8
Length: 6.25 Mi
Posted Speed: 30 MPH
Route 2007 would benefit from ASE, but did not experience high enough operating speeds or crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 2001 (Oregon, Columbus, Delaware, Richmond) – Proposed ASE Corridor

2024 Report Rank: #9
Length: 10.13 Mi
Posted Speed: 25, 30, 35 MPH
The speed study on Route 2001 found 6.8% of vehicles traveled over 10mph over the speed limit at off-peak hours (8 PM to 6 AM). Additionally, because of roadway characteristics such as long distances in between signals, straight sections of roadway, and a high quantity of lanes, Route 2001 is especially prone to speeding. **Route 2001 should be prioritized for ASE expansion.**

Route 3007 (Kelly, Ben Franklin, Arch)

2024 Report Rank: #10
Length: 5.85 Mi
Posted Speed: 25, 35 MPH
Route 3007 would benefit from ASE, but did not experience enough crashes to justify being prioritized as one of the three remaining ASE corridors.

Office of
Transportation and
Infrastructure Systems

Memorandum

March 10, 2025

Automated Speed Enforcement (ASE) School Zone Prioritization

This memo outlines the process undertaken by the City of Philadelphia to set up a pilot program for automated speed enforcement in school zones.

As outlined in the June 2024 report, "Automated Speed Enforcement Expansion 2024: Corridor Scoring and Methodology" (available at https://visionzerophl.com/plans-and-reports/ase-report-2024/), HB 1284 was signed into law in December 2023 to renew and expand Philadelphia's automated speed enforcement program. Part of the bill authorizes the City to initiate a pilot program for automated speed enforcement in school zones, permitting the system to operate in up to five designated school zones at a time. The law requires that the school zones are selected in consultation with the Pennsylvania Department of Transportation (PennDOT).

The City of Philadelphia's Office of Transportation and Infrastructure Systems (OTIS) worked with stakeholders including the School District of Philadelphia, the Philadelphia Parking Authority, PennDOT, the Streets Department, and the Mayor's Office to develop the prioritization process outlined in this document. The goal of the pilot program is to target the treatment to the schools with the greatest crash experience linked to speeding, as well as to demonstrate the effectiveness of the speed cameras to improve safety around schools in varying contexts across the city.

While only five school zones may be enforced with speed cameras at any one time, through the stakeholder engagement process, the City elected to permit seven locations in the initial pilot with the expectation that the cameras will be moved after they have been installed and evaluated at the first five locations. The seven school zones selected for the pilot are:

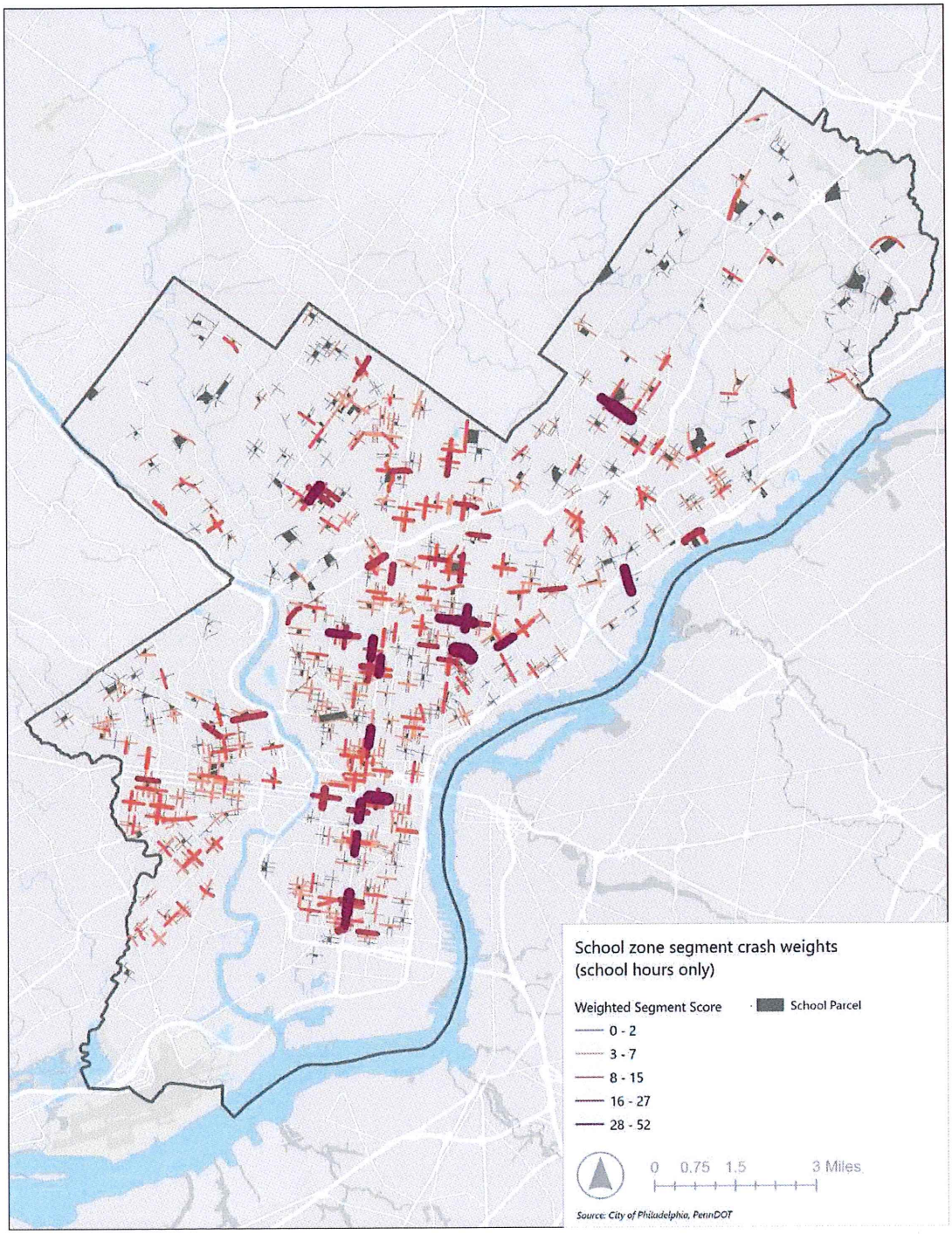
1. **Visitation B.V.M. School** zone on East Lehigh Avenue between B Street and Kensington Avenue.
2. **John B. Stetson Middle School** zone on East Allegheny Avenue between A Street and B Street.
3. **KIPP North Philadelphia Charter School** zone on 16th Street between Cumberland Street and Huntingdon Street.
4. **Widener Memorial School** zone on West Olney Avenue between Broad Street and 16th Street.
5. **Northeast High School** zone on Cottman Avenue between Algon Avenue and Glendale Avenue.
6. **High School of the Future** school zone on West Girard Avenue between 39th Street and 40th Street.
7. **William L. Sayre High School** zone on Walnut Street between 58th Street and 59th Street.

Scoring

Corridor score calculation is based on 5 points for each crash where someone was killed or seriously injured (KSI), 3 points for each pedestrian involved crash, and 1 point for speeding related crash.

Figure 1 shows a summary map of the scoring of all school zone corridors within Philadelphia.

Figure 1: Scores of all school zones, school hour crashes only



Automated Speed Enforcement (ASE) School Zone Methodology

Spatial Analysis

- School zone corridor segments were selected from PennDOT's roadway network data, called the RMSADMIN street centerline file. A combination of an 800ft service area analysis and a segment centroid selection around City of Philadelphia school parcels file was used to approximate the legal definition of a school zone around each school in the city. The selection workflow in ArcGIS Pro included:
    1. School parcel polygons were simplified to their point vertices. Those vertices were then snapped to the nearest road segment.
    2. The Network Analysis tool was used to select portions of road segment within 800 ft of the snapped school parcel vertices.
    3. Road segments were selected that had their centroid within 50 ft of a school parcel. The segments were then trimmed using an 800ft buffer around the school parcels.
    4. The segments selected using network analysis and centroid proximity were combined into one polyline file.
    5. The 800ft school parcel buffers were used to assign school name and information to each segment.
    6. Interstate road segments were filtered out ("MAINT_FUNC" A and F in the RMSADMIN file)
- PennDOT recorded crashes from 2019-2023 were summarized within 50 ft of school zone segments
    1. Crashes were filtered to include only those that occurred during school hour, which were considered weekdays, between 7am and 4pm ("DAY_OF_WEEK" is not equal to 1 or 7 and "HOUR_OF_DAY" is greater than 6 and less than 16).
    2. Interstate crashes were filtered out of the data set ("INTERSTATE" is not equal to 1)

Data Cleaning

- When possible, segments were manually added when there were clear segments adjacent to schools that were not selected, or road segments near schools with school zone flashers that should reasonably be considered part of the school zone.
- Segments were manually deleted when they did not clearly include school frontages or were discontinuous from other properly selected road segments.
- Segments were manually added where school zone flashers exist and are assigned to a school, but weren't associated with school zones, based on the spatial analysis process. This included where schools were more than 800 feet away from school zone or where school zone flashers were not located on school frontage roads

- Around 7% of school zone flashers in the data set had no corresponding parcel in the school parcel data set. These school flashers were manually deselected and do not have school zones attached to them.
- Confirmed that longer school zone corridors are not skewing the ranking results. The highest scores are clustered around corridor lengths between 1,800 - 2,200 feet. Corridor lengths higher than 2,200 feet are in the bottom half of school zone corridor schools citywide.