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RED-LIGHT CAMERA PROGRAM ANNUAL REPORT

SEPTEMBER 2026

Presented by:
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Manager, Data & Analytics

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Executive Summary

The Philadelphia Parking Authority's Red-Light Camera Enforcement Program continued to support the City of Philadelphia's Vision Zero Initiative during the Authority's 2026 Fiscal Year. Since its inception in 2005, the program has promoted safer driving behavior through automated camera enforcement and strategic expansion to high-risk intersections.

As of March 31, 2026, the program operated at 38 locations with 160 cameras. Despite adding four new enforcement intersections, recorded violations declined from 340,931 in Fiscal Year 2025 to 338,979 in Fiscal Year 2026—a decrease of 0.58 percent.

Compared with Fiscal Year 2024, violations declined by 10.4 percent. The reduction reflects the program's continued effectiveness in improving compliance, although construction activity, camera outages, and winter storms also affected enforcement levels at certain locations.

Four intersections became operational during the fiscal year: N. 20th Street and John F. Kennedy Boulevard; N. Front Street and Hunting Park Avenue; Kelly Drive and Eakins Oval; and S. 58th Street and Baltimore Avenue. These locations generated 50,589 warning notices and violations during their initial operating periods. Excluding the four new intersections, violations at existing program locations declined by 17.4 percent from the prior fiscal year, further demonstrating the program's positive influence on driver behavior following implementation.

The Authority also advanced planning for four additional intersections approved for installation: Belmont Avenue and Ford Road/Overbrook Avenue; S. 17th Street and Washington Avenue; Kelly Drive and Falls Bridge; and School House Lane and Henry Avenue. Belmont Avenue and S. 17th Street are projected to become operational before the end of Fiscal Year 2027.

The Kelly Drive and Falls Bridge installation is being coordinated with the scheduled reconstruction of Falls Bridge, while School House Lane and Henry Avenue is progressing through camera-placement planning and is expected to become operational before the close of Fiscal Year 2027.

Expansion of the program remains dependent on a multi-step process involving intersection design, competitive procurement, permitting, and coordination with the Philadelphia Streets Department and the Pennsylvania Department of Transportation (PENNDOT).

During the fiscal year, the Authority received 19 intersection-evaluation requests from the Office of Transportation and Infrastructure Systems and three from Philadelphia City Council members. In total, 83 intersections are under evaluation using traffic and safety data, including Vehicle Incident Monitoring System studies, to identify locations that would benefit most from automated enforcement.

The program continues to be administered through two vendors: Verra Mobility, which operates 74 cameras at 16 locations, and Elovate, which operates 72 cameras at 22 locations. Consistent with state law, program revenue, less operating expenses, is remitted to PENNDOT's Motor License Fund.

Revenue generated by automated enforcement programs statewide supported more than \$27 million in Pennsylvania Automated Enforcement Grant awards to 55 programs, including major transportation and safety projects in Philadelphia.

The Authority recommends continued expansion of the program based on empirical data and sustained collaboration among PENNDOT, the City of Philadelphia, the Streets Department, OTIS, and the Authority. It also recommends increasing the statutory base penalty for red-light camera violations from \$100 to \$150, noting that the penalty has remained unchanged since 2002.

Finally, because the program is currently scheduled to sunset on July 15, 2027, the Authority urges the enactment of legislation to make the program permanent. Continued operation and expansion will allow the program to further reduce dangerous driving behavior and advance Philadelphia's goal of eliminating traffic-related deaths.

Sincerely,

Corinne O'Connor

Deputy Executive Director

Overview of Red-Light Camera Program

The Philadelphia Parking Authority has operated the Red-Light Camera Enforcement Program in the City of Philadelphia since 2005. Since the program's inception, the Authority has displayed a pattern of positive impact on the City of Philadelphia's Vision Zero Initiative to have zero traffic related deaths. Over the past year, that pattern has continued with an eye on creating even more impact by expanding the reach of the program.

As of the close of the Authority's 2026 Fiscal Year on March 31, 2026, the Red-Light Camera Enforcement Program was responsible for thirty-eight locations, with one-hundred-sixty cameras installed. Violators of the posted Red-Light Camera Enforcement Regulation have decreased again in the past year, even with the installation of additional intersections. Violations decreased from 340,931 in Fiscal Year 2025 to 338,979 in Fiscal Year 2026, a 0.58% drop. This demonstrates the effectiveness of the program's compliance through enforcement method. Other factors that must be mentioned as a smaller contributing factor in the downward trend are ongoing construction, related camera outages and numerous winter storm events. Three intersections that saw ongoing construction projects were: S. 26th Street and Penrose Avenue; Southampton Road and Roosevelt Boulevard; and Island Avenue and Lindbergh Boulevard.

There have been numerous new developments concerning the Red-Light Camera Enforcement Program over the past year. It was noted previously that the Authority agreed to incur the cost of intersection upgrades to ease the burden on the applicable vendor. The Authority has encountered some challenges when going through the proper process to install a new intersection due to the following factors: Creation of new intersection designs; Obtaining a Construction Management Firm and Electrical Contractor through a competitive bidding process; Obtaining permits; and Length of time for construction upgrades from the Philadelphia Streets Department and PENNDOT. In spite of this, four new intersections were able to begin operations in the past fiscal year: N. 20th Street and John F. Kennedy Boulevard; N. Front Street and Hunting Park Avenue; Kelly Drive and Eakins Oval; and S. 58th Street and Baltimore Avenue. The Authority currently has four intersections approved for installation and is following proper procedure to bring them to operational status: School House Lane and Henry Avenue; S. 17th Street and Washington Avenue; Overbrook Avenue and Belmont Avenue and; Kelly Drive and Falls Bridge.

Over the course of the past year, the Authority has received nineteen requests from the Office of Transportation and Infrastructure Systems (OTIS) and three from Philadelphia City Council Members for evaluation of intersections for Red-Light Camera Enforcement. In total, the Authority is evaluating the eighty-three intersections listed in Appendix A on Page 14 with representatives from the Philadelphia Streets Department and PENNDOT to identify which intersections will benefit the most from being added to the Red-Light Camera Enforcement Program.

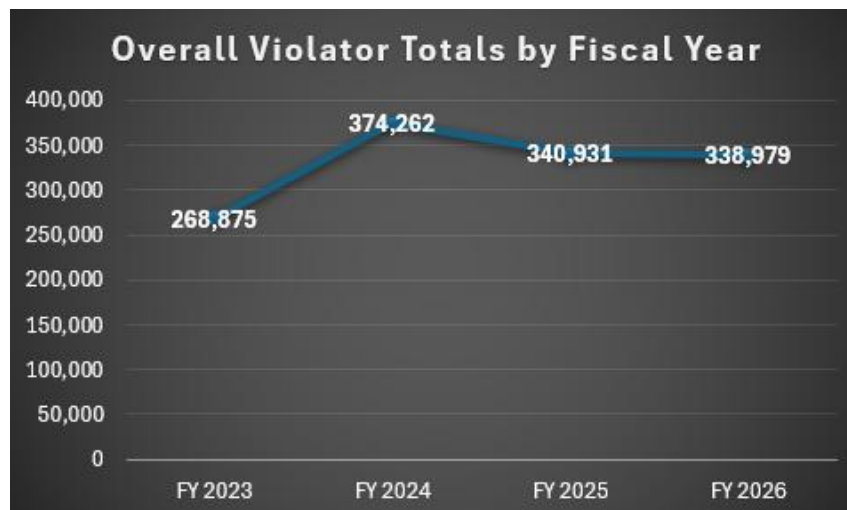
The Authority continues to operate the Red-Light Camera Enforcement Program with the assistance of two vendors. Verra Mobility is responsible for seventy-four cameras at sixteen locations. Elovate is responsible for eighty-six cameras at twenty-two locations. Each intersection assigned to the applicable vendor is listed below:

Verra Mobility	Elovate
Southampton Road & Roosevelt Boulevard	N. Mascher Street & W. Roosevelt Boulevard
Red Lion Road & Roosevelt Boulevard	N. 9 th Street & W. Roosevelt Boulevard
Grant Avenue & Roosevelt Boulevard	N. Broad Street & Hunting Park Avenue
Welsh Road & Roosevelt Boulevard	N. 2 nd Street & E. Erie Avenue
Rhawn Street & Roosevelt Boulevard	Castor Avenue & Aramingo Avenue
Cottman Avenue & Roosevelt Boulevard	E. York Street & Aramingo Avenue
Levick Street & Roosevelt Boulevard	Henry Avenue & Walnut Lane
Rising Sun Avenue & Levick Street	S. 58 th Street & Walnut Street
Knights Road & Woodhaven Road	N. Broad Street & Vine Street
Bustleton Avenue & Byberry Road	N. Broad Street & John F. Kennedy Boulevard
Byberry Road & Worthington Avenue	S. Broad Street & S. Penn Square
Grant Avenue & Academy Road	Island Avenue & Lindbergh Boulevard
S. Broad Street & Oregon Avenue	Island Avenue & Bartram Avenue
S. 26 th Street & Penrose Avenue	S. 70 th Street & Lindbergh Boulevard
S. 34 th Street & Grays Ferry Avenue	N. 31 st Street & Spring Garden Street
Rising Sun Avenue & Adams Avenue	Ogontz Avenue & Stento Avenue
	Belmont Avenue & Parkside Avenue
	N. 52 nd Street & Lancaster Avenue
	N. 20 th Street & John F. Kennedy Boulevard
	N. Front Street & Hunting Park Avenue
	Kelly Drive & Eakins Oval
	S. 58 th Street & Baltimore Avenue

Data concerning individual intersections for the past four Fiscal Years can be found in Appendix B, beginning on Page 16. All prior Fiscal Year data can be found on the Authority's website at philapark.org.

FY 2026 Program Overview

As previously mentioned, violations have decreased marginally when compared to Fiscal Year 2025, dropping 0.58% even with the additional four Red-Light intersections added. The program saw a jump in issuance in Fiscal Year 2024 due to new operational intersections added during Fiscal Year 2023. When Fiscal Year 2026 is compared to Fiscal Year 2024, there is a 10.4% drop.



Please see below violation and warning notice totals for the past ten Fiscal Years.

Month	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
April	18,488	19,530	20,483	14,864	9,856	21,561	24,485	31,862	31,258	28,792
May	18,827	19,768	21,110	15,669	13,581	22,785	23,176	39,342	33,477	36,392
June	19,472	19,565	21,637	16,666	18,042	23,036	25,968	37,700	32,113	36,261
July	21,756	19,657	21,052	17,582	22,681	24,782	24,792	34,815	28,200	36,504
August	23,107	18,487	21,715	17,389	24,092	23,935	26,293	34,203	26,372	36,029
September	20,671	17,992	19,622	15,947	21,117	22,918	24,184	30,028	29,210	32,595
October	18,831	17,835	17,843	16,655	19,758	23,517	15,978	32,049	33,779	28,999
November	18,317	17,628	15,332	15,533	17,352	22,721	11,857	26,847	29,312	24,548
December	18,187	17,377	12,878	15,141	16,285	22,615	14,748	27,427	27,103	22,338
January	14,582	14,954	11,339	13,400	15,585	16,770	22,841	23,974	22,354	17,976
February	14,900	15,004	11,500	13,653	14,792	20,137	24,561	26,404	21,360	16,559
March	17,477	19,193	14,374	12,238	20,475	22,909	29,992	29,611	26,393	21,986
Totals	224,615	216,990	208,885	184,737	213,616	267,686	268,875	374,262	340,931	338,979

The Authority remains committed to working with the Philadelphia 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 achieve the goals of the City's Vision Zero Initiative. Despite whatever challenges may arise, the Red-Light Camera Enforcement 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.

New Intersections

During Fiscal Year 2026, the Authority's contractors completed the necessary upgrades to four intersections selected for Red Light Camera Enforcement and safety improvements in conjunction with the Office of Transportation and Infrastructure Systems (OTIS), Streets Department and PENNDOT. The Authority originally received Notice to Proceed on the work necessary for these intersections in 2022. Carr & Duff was awarded three intersections (N. 20th Street and John F. Kennedy Boulevard; N. Front Street and Hunting Park Avenue; and Kelly Drive and Eakins Oval), with construction costs totaling \$1,785,763.06. Seravalli was awarded the remaining intersection (S. 58th Street and Baltimore Avenue), with a construction cost of \$2,913,254.74. This complex intersection saw a high construction cost due to it being a five-point intersection.

Traffic studies (VIMS) conducted by our vendor as part of the intersection vetting process demonstrated a high number of motorists running the red light. Please see below for totals at each intersection that were observed in a 24-hour period.



All four intersections were assigned to Red-Light Camera Enforcement Program vendor Elovate. Please see below for start dates of each intersection:

Intersection	Warning Period	Live Violation Date
N. 20 th Street & John F. Kennedy Boulevard	4/24/2025 – 6/7/2025	6/8/2025
N. Front Street & Hunting Park Avenue	5/19/2025 – 7/2/2025	7/3/2025
Kelly Drive & Eakins Oval	11/15/2025 – 1/7/2026 *Extended due to holiday season*	1/8/2026
S. 58 th Street & Baltimore Avenue	12/29/2025 – 2/26/2026 *Extended due to needed tree trimming*	2/27/2026

In total, 50,589 warning notices and violations were issued at these four new intersections.

Month	N. 20th St. & JFK Blvd.	N. Front St. & Hunting Park Ave.	Kelly Drive & Eakins Oval	S. 58th St. & Baltimore Ave.
April	515			
May	2,560	1,847		
June	2,496	3,878		
July	2,308	3,416		
August	2,138	3,358		
September	1,784	3,297		
October	1,642	2,522		
November	1,418	2,020	762	
December	503	1,487	1,739	133
January	94	1,159	1,246	600
February	91	1,256	1,684	535
March	654	1,481	1,506	460
FY Total	16,203	25,721	6,937	1,728
Months highlighted in green contain both Warning and Live Violations				
N. 20th St. & JFK Blvd. experienced camera issues in January & February				

A familiar pattern is displayed at the newly installed intersections of an early peak followed by a drop in violation figures in most months that follow. If these new intersections are removed from the Fiscal Year 2026 total, the total violations at all Red-Light Camera Enforcement intersections are 290,342, a 17.4% decline from Fiscal Year 2025. This drop in violation figures further illustrates how the Red-Light Camera Enforcement Program continues to positively influence motorists' behavior.

Intersections in Progress

The Authority has received approval from Philadelphia City Council and the Pennsylvania Secretary of Transportation to proceed with installation of four new intersections for the Red-Light Camera Enforcement Program.

- Belmont Avenue and Ford Road/Overbrook Avenue
- S. 17th Street and Washington Avenue
- Kelly Drive and Falls Bridge
- School House Drive and Henry Avenue

Both the Belmont Avenue and Ford Road/Overbrook Avenue intersection and S. 17th Street and Washington Avenue intersection were signed into ordinance by the Mayor of Philadelphia on November 13, 2023, and received PENNDOT approval on April 11, 2024. The Authority is in the final stages of plan design approval. After receiving approval from the Philadelphia Streets Department and PENNDOT for this stage of the process, the Authority will go out to bid for a Construction Management Firm and Electrical Contractor to complete the necessary work at the intersections. During the traffic study phase of the selection process, 179 motorists were observed running the light in one day at the Belmont Avenue and Ford Road/Overbrook Avenue intersection. The S. 17th Street and Washington Avenue intersection saw 141 motorists running the light. Both intersections are projected to be completed and operational before the closure of the Authority's 2027 Fiscal Year.

The Kelly Drive and Falls Bridge intersection has been placed on hold due to scheduled reconstruction of the Falls Bridge. The Authority is working in conjunction with the Philadelphia Streets Department to integrate the work necessary to house Red-Light Camera Enforcement equipment at this intersection as part of the ongoing construction project.

The School House Drive and Henry Avenue intersection was approved by Philadelphia City Council on March 26, 2026, and the Pennsylvania Secretary of Transportation on June 4, 2026. Upgrades were not required at this intersection due to recent construction, allowing it to be further along in the process than the other new intersections. Authority Red-Light Camera Program vendor Verra Mobility is currently in the process of creating an actionable plan of camera placement after the Authority informed them of receipt of the Notice to Proceed. During the traffic study phase of the process, 405 motorists were observed running the light in one day. This intersection will be fully operational prior to the closure of the Authority's 2027 Fiscal Year.

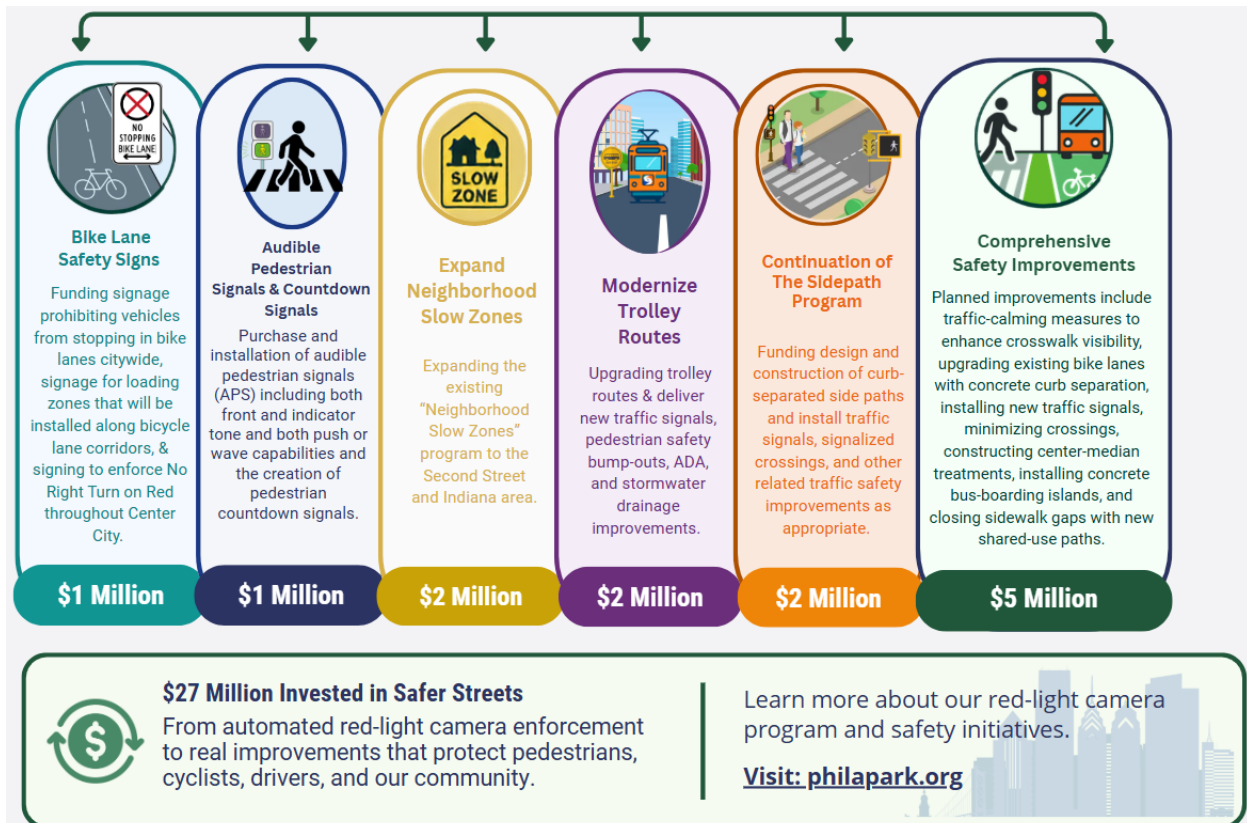
Financial Review

As detailed in the State Statute regarding Red-Light Camera Enforcement, the Authority remits all revenue, minus operating 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 Camera Enforcement Systems).

Type	Category	Amount	Notes
Revenue	Violation Revenue	\$ 32,008,642.00	Violation Revenue (including credit card fees) less refund amounts
	Interest & Miscellaneous Income	\$ 17,204.00	
	Total Revenue	\$ 32,025,846.00	
Expenses	Equipment	\$ 4,854,035.00	Paid to contract vendors Conduent and Verra Mobility, who installs and maintains cameras, film date and provides technical support
	Ticket Processing Fees	\$ 1,056,083.00	Paid to Duncan Solutions, Modaxo and PRWT for collection services
	Philadelphia Police Department	\$ 293,883.00	Police Officer expenses in the review and approval or rejection of violation photographs
	Philadelphia Department of Finance	\$ 59,873.00	The Office of Administrative Review is responsible for the first level hearings of contested violations
	Personnell Costs	\$ 1,535,822.00	Includes current staff and fringe benefits
	PPA Support	\$ 5,830,039.00	Allocated administrative expenses of PPA including: Management, HR, Purchasing, IT, Securitiy, Finance and Accounting
	Rent	\$ 201,191.00	Allocated rent expense for Red Light Camera Department
	Collection Fees	\$ 300,130.00	Fees paid on collection of violation revenue
	Professional Fees	\$ 442,057.00	Primarily Kimley Horn - Structural Engineering Services
	Construction Costs	\$ 3,419,093.00	Primarily Seravalli and Carr & Duff for intersection upgrades to new Red-Light Camera Intersections
	Other Expenses	\$ 519,863.00	Other operating expenses such as: Insurance, Auto Expense, Postage, Printing, Supplies and Telephone
	Total Expenses	\$ 18,512,069.00	
Net Revenue for FY 2026		\$ 13,513,777.00	
Accounts Payable Estimate		\$ 1,000,000.00	
Total Payments Made to State to Date for FY 2026		\$ (13,813,623.00)	
Revenue Due to State		\$ 700,154.00	

Pennsylvania Automated Enforcement Grant Program

PENNDOT was able to award over \$27 Million in Grants to fifty-five different programs because of the revenue generated through Red-Light Camera Enforcement Programs in the State of Pennsylvania. Please see below major programs in Philadelphia made possible by a portion of this allocation.



For a more full explanation of these programs and information of other awarded projects and their counties, please visit:

<https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/PressReleaseARLE2025.pdf>

Recommendations

The Authority remains steadfast in its recommendations from prior years. The stated goal of the Red-Light Camera Enforcement Program is to encourage safe driving to protect motorists, pedestrians and bicyclists alike. Data presented throughout this report over the years has demonstrated a clear and positive effect on motorists' behavior in Philadelphia. Other programs in surrounding counties of the State, such as Montgomery and Bucks County, have demonstrated this as well. This program is still considered a pilot program, with a sunset date of July 15, 2027. The Authority hopes the program is made permanent through legislation prior to the sunset date.

In order to have an even bigger impact on its' stated goal, the Authority reiterates the following:

- Consideration to increase the penalty for Red-Light Camera violations from a base fine of \$100 to \$150. The statutory penalty for violations has remained the same since the enactment of Act 123 in 2002. Increased fine amounts will further deter motorists from becoming violators.
- Continued cooperation between the Department of Transportation, the City of Philadelphia and the Authority to continue to expand the program to other problem intersections based on empirical data developed through a Vehicle Incident Monitoring System (VIMS) study.

Appendix A

Requested Intersections for Evaluation

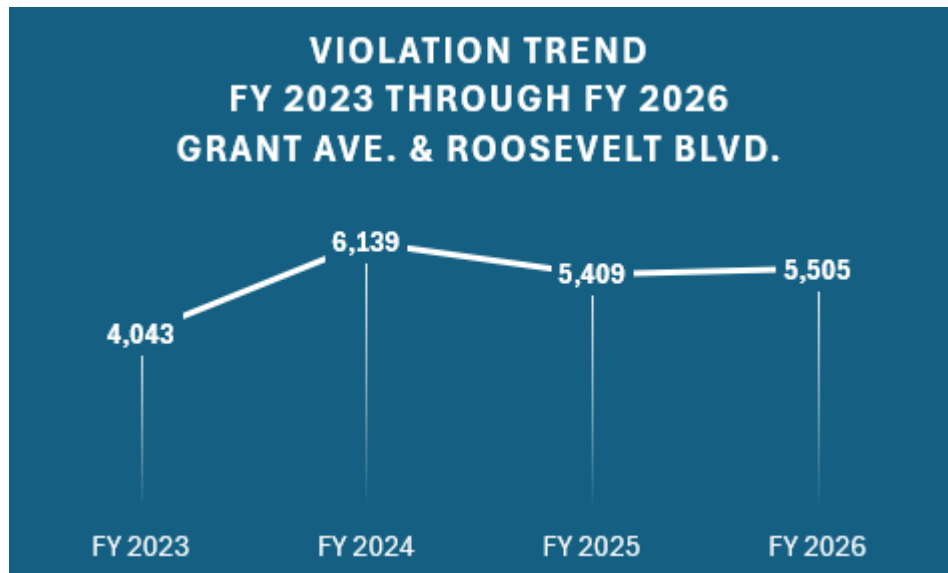
Requested Intersections for Evaluation	
N. Broad St./Germantown Ave. & Erie Ave.	Castor Ave. & St. Vincent St.
Rhawn St. & Verree Rd.	N. 2 nd St. & Race St.
Rhawn St. & Torresdale Ave.	Ridge Ave. & Manatawna Ave.
Ardleigh St. & E. Washington Ln.	N. 6 th St., exit from I-676
N. 52 nd St. & Wyalusing Ave.	33 rd St. & Market St.
N. 34 th St. & Girard Ave.	36 th St. & Market St.
Washington Ave. & E. Passyunk Ave.	N. 11 th St. & Vine St.
Cottman Ave. & Torresdale Ave.	Bridge St. & Tacony St.
S. 30 th St. & Chestnut St.	E. Allegheny Ave. & Belgrade St.
Midvale Ave. & Henry Ave.	Spruces St. & Cobbs Creek Pkwy/S. 63 rd St.
N. 11 th St. & Spring Garden St.	30 th St. & Market St.
N. 15 th St. & W. Cayuga St.	S. 13 th St. & Wahington Ave.
N. 15 th St. & St. Lukes St.	Tyson Ave. & Roosevelt Blvd.
Ridge Ave. & Main St.	N. 15 th St. & Vine St.
N. 34 th St. & Powelton Ave.	Frankford Ave. & Levick St.
S. 50 th St. & Chestnut St.	N. 5 th St. & Allegheny Ave.
B St. & E. Westmoreland St.	N. 12 th St. & Vine St.
Castor Ave. & Adams Ave.	N. 6 th St. & Race St.
N. 7 th St. & Race St.	Fox St. & Hunting Park Ave.
Stenton Ave. & Mermaid Ln.	N. 16 th St. & Vine St.
Stenton Ave. & Willow Grove Ave.	N. 63 rd St. & Malvern Ave.
W. Coulter St. & Henry Ave.	Bartram Ave. & I-95
Frankford Ave. & Lehigh Ave.	S. 57 th St. & Cedar Ave.
Grays Ferry Ave. & Paschall Ave.	Holme Ave./Solly Ave. & Roosevelt Blvd.
N. 19 th St. & Arch St.	34 th St. & Market St.
Castor Ave. & Knorr St.	37 th St. & Market St.
N. 25 th St. & W. Diamond St.	S. 7 th St. & Washington Ave.
N. 22 nd St. & W. Diamond St.	S. 8 th St. & Washington Ave.
Thornton Rd. & Woodhaven Rd.	38 th St. & Market St.
Academy Rd. & Woodhaven Rd.	Lancaster Ave. & N. 48 th St./Girard Ave.
Grove St. & Grays Ferry Ave.	S. 43 rd St. & Spruce St.
City Ave. & Presidential Blvd.	F St. & Roosevelt Blvd.
Large St. & Levick St.	C St. & Roosevelt Blvd.
S. 47 th St. & Chester Ave.	Pratt St. & Roosevelt Blvd.
Aramingo Ave. & James St.	Deveraux Ave. & Roosevelt Blvd.
N. 34 th St. & Haverford Ave.	Bridge St. & Roosevelt Blvd.
N. 3 rd St. & Race St.	N. 3 rd St./N. 4 th St. & Roosevelt Blvd.
N. 29 th St. & John F. Kennedy Blvd.	Lott St. & Roosevelt Blvd.
Aramingo Ave. & E. Cumberland St.	Langdon St. & Roosevelt Blvd.
Belfield St. & Windrim Ave.	Front St. & Roosevelt Blvd.
N. 15 th St. & Arch St.	Borbeck Ave./Ryan Ave. & Roosevelt Blvd.
N. 56 th St. & Haverford Ave.	

Appendix B

Individual Intersection Data

Grant Avenue & Roosevelt Boulevard

Installed February 23, 2005

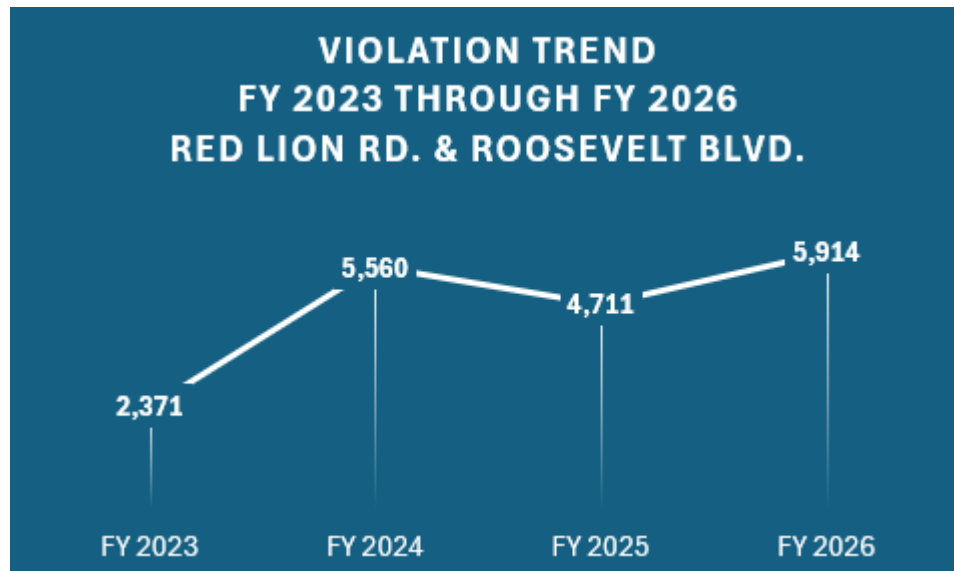


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	377	404	457	513
May	377	705	464	545
June	410	570	482	499
July	364	570	409	589
August	384	545	382	484
September	444	578	391	490
October	418	597	539	469
November	155	471	513	382
December	0	511	500	431
January	228	386	413	324
February	488	408	367	359
March	398	394	492	420
FY Total	4,043	6,139	5,409	5,505

Red Lion Road & Roosevelt Boulevard

Installed May 21, 2005

A new warehouse has been constructed at this intersection, which may cause traffic volume and violations to increase.

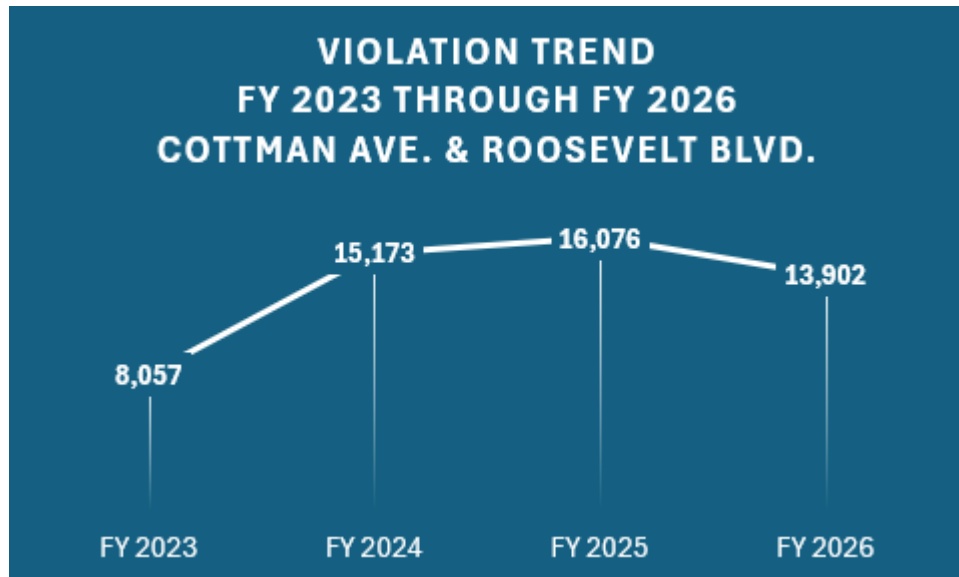


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	176	313	457	347
May	257	509	410	337
June	237	594	439	267
July	241	549	451	525
August	194	462	391	703
September	259	508	457	745
October	208	548	426	708
November	0	451	401	477
December	0	485	384	515
January	116	484	302	384
February	302	356	265	404
March	381	301	328	502
FY Total	2,371	5,560	4,711	5,914

Cottman Avenue & Roosevelt Boulevard

Installed August 25, 2005

Construction took place near the intersection, including repaving and underground utility work.

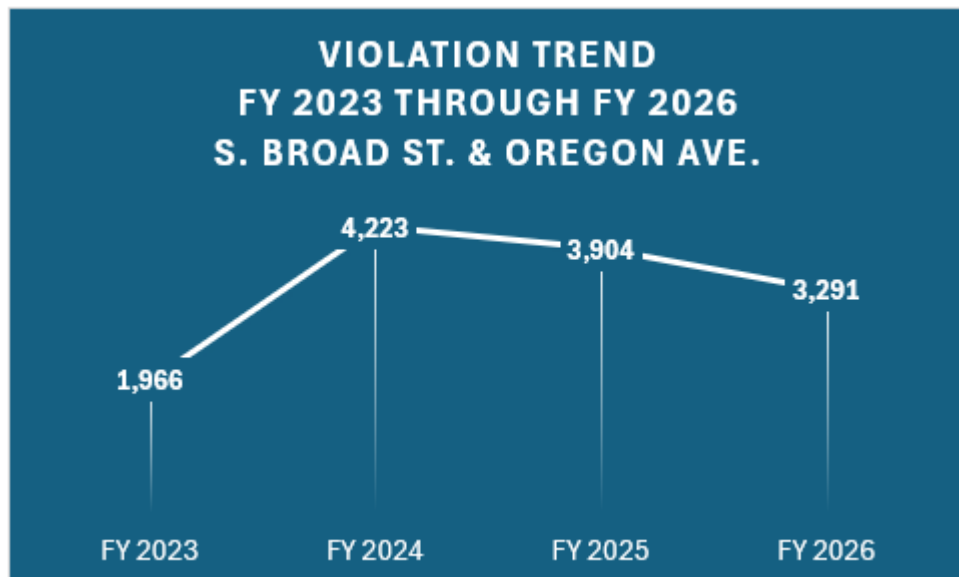


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	805	968	1,319	1,260
May	694	1,690	1,407	1,562
June	878	1,409	1,577	1,311
July	609	1,309	1,412	1,406
August	867	1,416	1,475	1,475
September	826	1,330	1,450	1,300
October	679	1,461	1,560	1,256
November	651	1,214	1,421	1,037
December	606	1,214	1,331	1,010
January	550	806	1,080	688
February	0	1,102	849	723
March	892	1,254	1,195	874
FY Total	8,057	15,173	16,076	13,902

S. Broad Street & Oregon Avenue

Installed October 31, 2006

Construction was completed on Oregon Avenue in September and October 2025, including repaving and modifying the lane layout to include a turn lane.

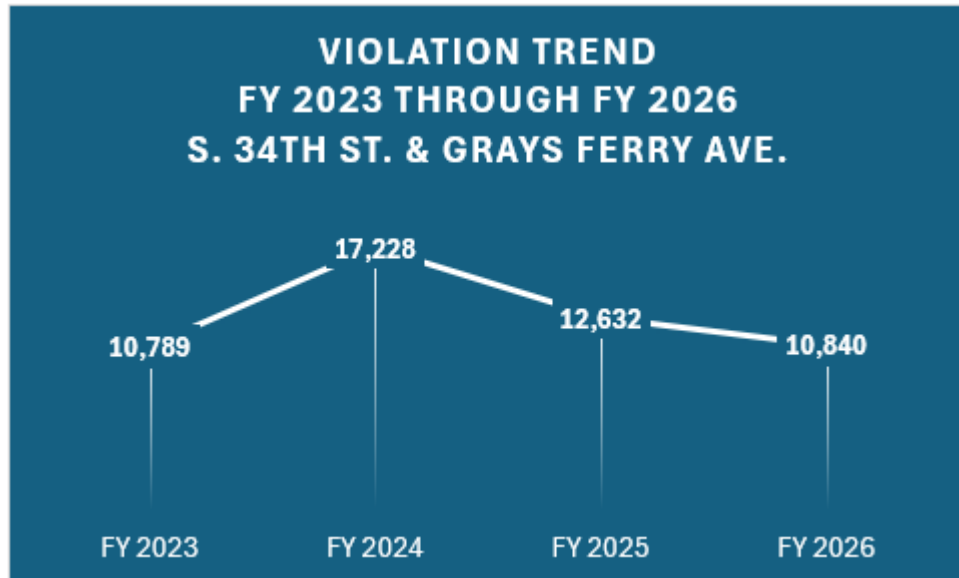


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	198	269	340	346
May	195	393	370	395
June	129	397	352	420
July	157	378	291	373
August	193	370	225	412
September	271	369	258	159
October	253	349	356	142
November	239	338	373	275
December	83	371	377	260
January	0	337	354	223
February	0	327	277	167
March	248	325	331	119
FY Total	1,966	4,223	3,904	3,291

S. 34th Street & Grays Ferry Avenue

Installed December 1, 2006

Issue from June 2025 through August 2025 with camera observing northbound traffic.

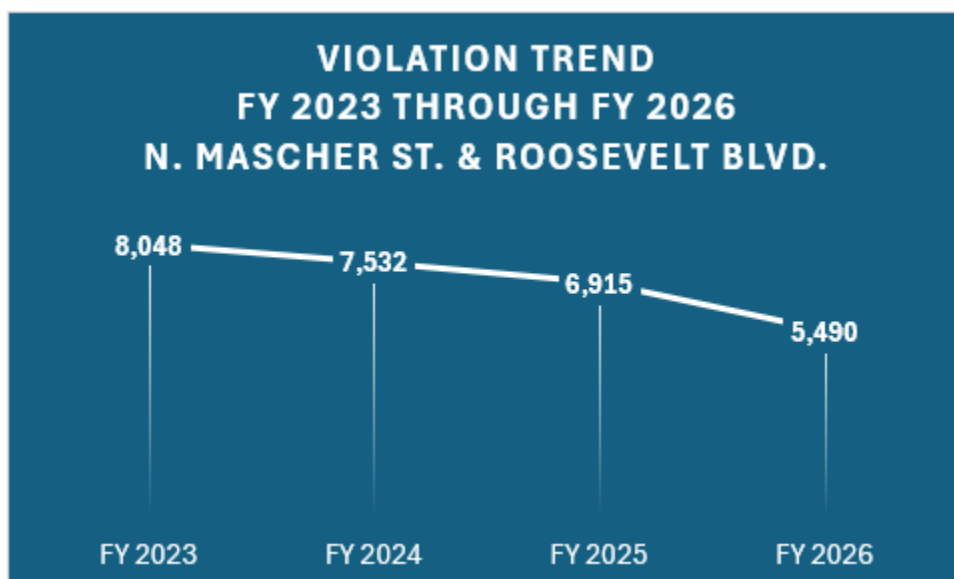


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	969	1,019	1,475	1,048
May	910	1,775	1,423	1,109
June	942	1,732	1,453	668
July	935	1,673	1,208	864
August	1,087	1,645	1,006	707
September	1,015	1,485	965	1,257
October	928	1,566	947	1,265
November	842	1,424	958	1,020
December	317	1,345	784	963
January	665	1,071	768	720
February	1,102	1,181	732	437
March	1,077	1,312	913	782
FY Total	10,789	17,228	12,632	10,840

N. Mascher Street & Roosevelt Boulevard

Installed June 6, 2007

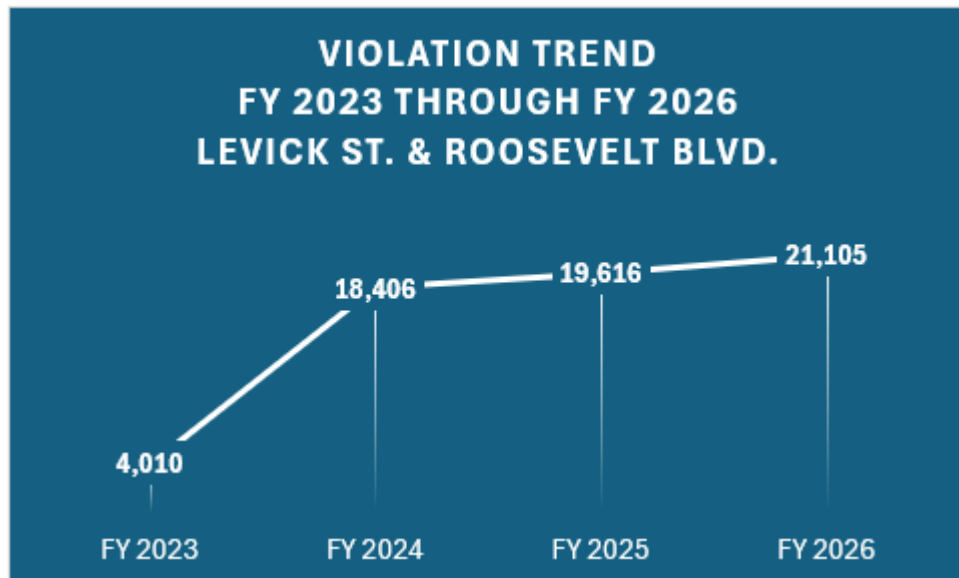
Issue in April 2025 with camera observing southbound traffic. Issues in July 2025, February and March 2026 with camera observing eastbound traffic.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	674	783	622	515
May	669	789	676	609
June	705	939	685	462
July	762	814	626	241
August	887	684	669	630
September	389	526	759	709
October	727	554	785	827
November	625	452	566	616
December	583	480	390	464
January	613	419	318	320
February	718	507	390	44
March	696	585	429	53
FY Total	8,048	7,532	6,915	5,490

Levick Street & Roosevelt Boulevard

Installed June 6, 2007

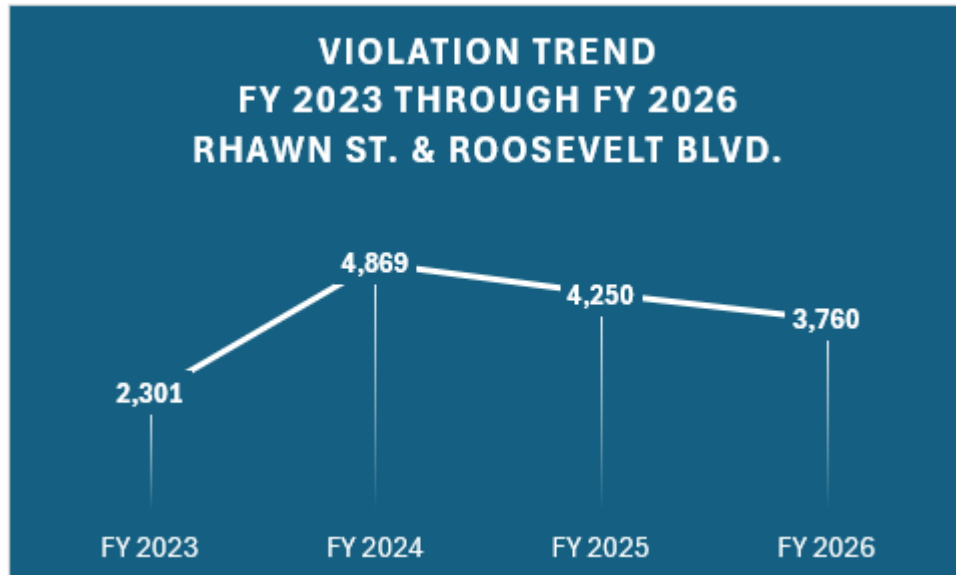


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	313	994	1,533	2,053
May	341	1,629	2,164	2,135
June	359	1,894	1,920	2,168
July	274	1,666	1,720	1,912
August	271	1,705	1,061	1,902
September	651	1,620	1,324	1,961
October	216	1,831	2,126	1,997
November	269	1,481	1,782	1,566
December	190	1,344	1,557	1,510
January	452	1,245	1,397	1,323
February	104	1,354	1,490	1,173
March	570	1,643	1,542	1,405
FY Total	4,010	18,406	19,616	21,105

Rhawn Street & Roosevelt Boulevard

Installed June 6, 2007

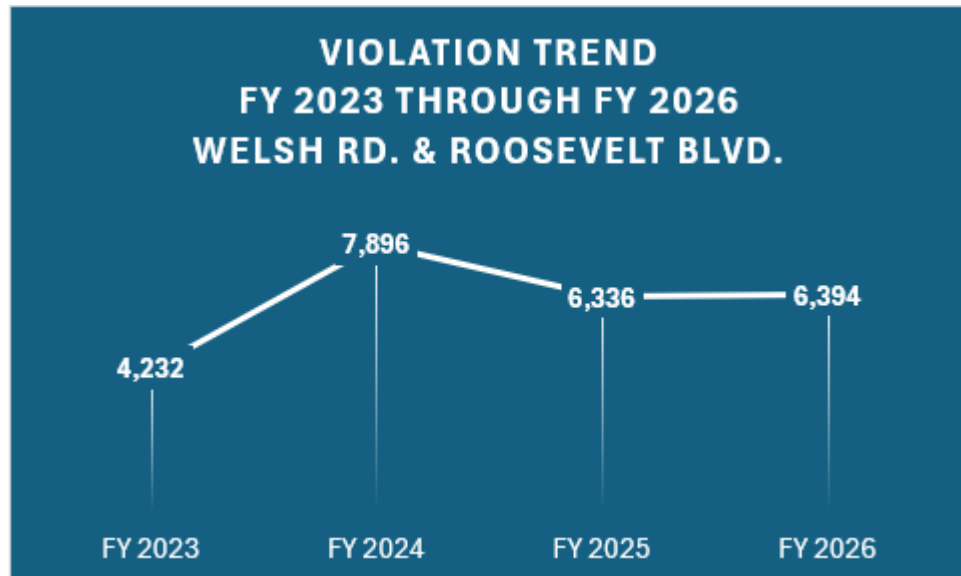
Issues in November 2025 with camera observing eastbound traffic.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	185	271	371	323
May	222	417	368	309
June	178	446	418	324
July	180	491	321	287
August	189	449	369	324
September	212	415	421	311
October	183	502	414	352
November	195	442	367	281
December	166	421	361	334
January	140	359	339	275
February	148	330	230	265
March	303	326	271	375
FY Total	2,301	4,869	4,250	3,760

Welsh Road & Roosevelt Boulevard

Installed June 6, 2007

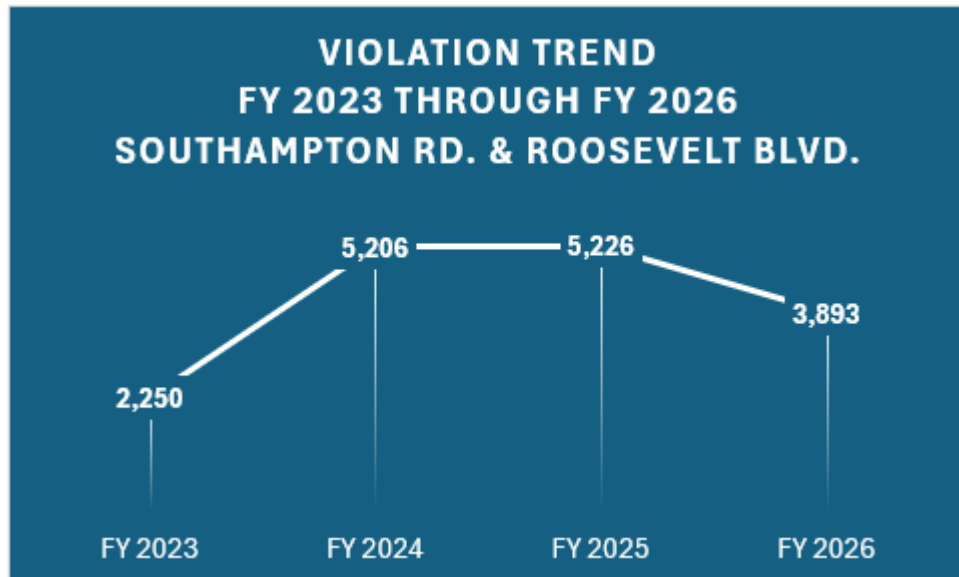


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	363	401	521	619
May	312	762	581	630
June	406	718	537	630
July	380	683	621	564
August	399	740	526	624
September	346	776	497	550
October	367	734	613	538
November	385	609	590	450
December	427	656	387	528
January	257	560	435	467
February	119	601	463	347
March	471	656	565	447
FY Total	4,232	7,896	6,336	6,394

Southampton Road & Roosevelt Boulevard

Installed June 6, 2007

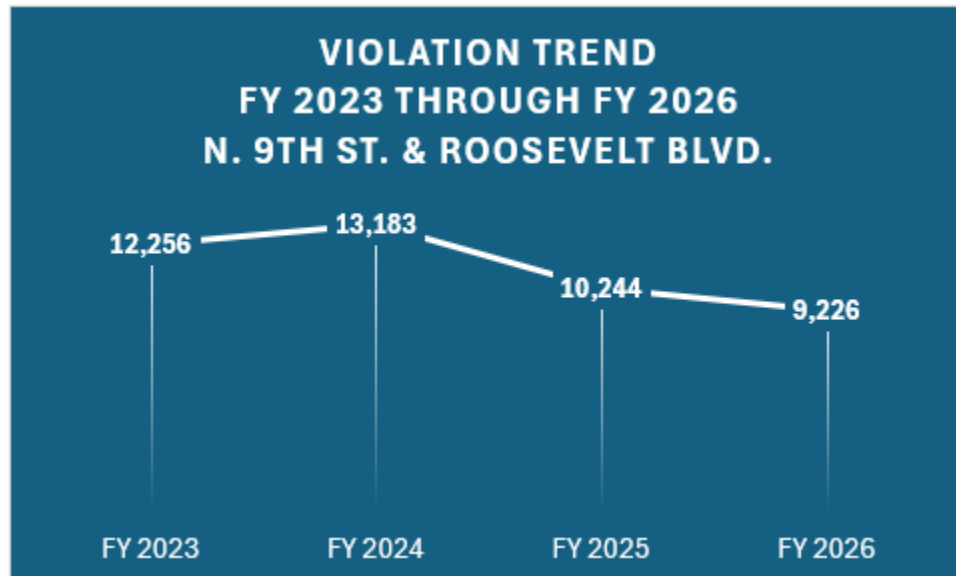
Construction to redesign the entire intersection began in November 2025. The scope of work included adding turn lanes, turn signals and widening Southampton Road crossing the intersection. This resulted in the cameras at this intersection being inoperable through the end of the Authority's 2026 Fiscal Year.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	229	238	384	474
May	233	360	470	486
June	226	348	325	663
July	208	533	18	567
August	214	524	290	348
September	203	562	595	545
October	0	699	687	632
November	0	523	571	164
December	131	517	519	14
January	259	335	513	0
February	267	249	404	0
March	280	318	450	0
FY Total	2,250	5,206	5,226	3,893

N. 9th Street & Roosevelt Boulevard

Installed November 8, 2008

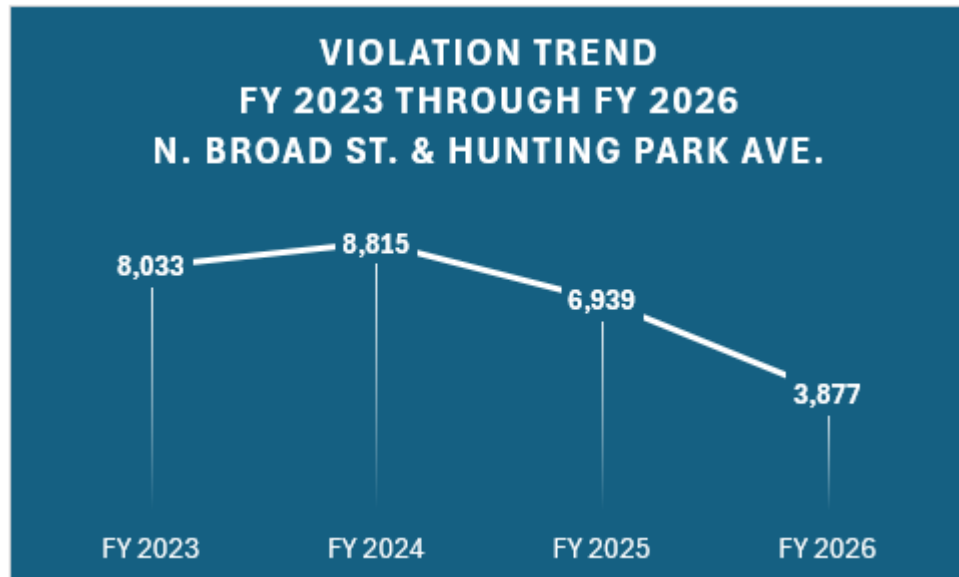


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,185	1,349	1,091	790
May	1,075	1,441	1,004	989
June	1,093	1,633	948	960
July	1,116	1,542	938	788
August	1,288	1,341	928	884
September	468	969	894	904
October	621	1,077	782	1,011
November	987	875	764	879
December	996	663	782	596
January	1,033	637	689	384
February	1,032	691	604	445
March	1,362	965	820	596
FY Total	12,256	13,183	10,244	9,226

N. Broad Street & Hunting Park Avenue

Installed November 8, 2008

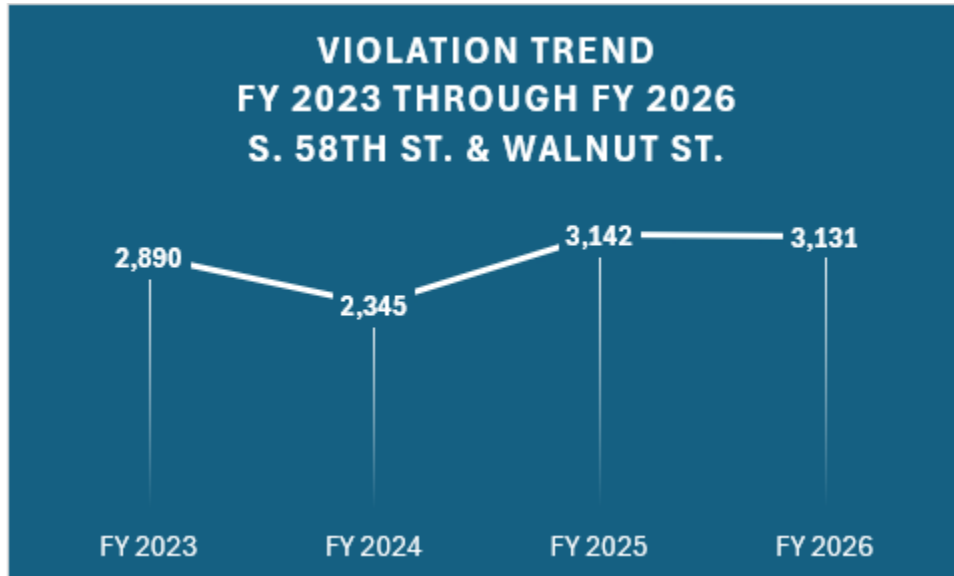
Camera caught on fire in November. This impacted all cameras and wiring at the intersection, rendering the cameras mostly inoperable through the end of the Authority's 2026 Fiscal Year.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	676	811	710	534
May	661	881	716	571
June	691	942	582	536
July	681	887	602	705
August	654	872	581	529
September	368	699	622	582
October	766	710	684	323
November	709	558	571	71
December	644	552	477	0
January	637	560	397	3
February	706	588	433	9
March	840	755	564	14
FY Total	8,033	8,815	6,939	3,877

S. 58th Street & Walnut Street

Installed November 8, 2008

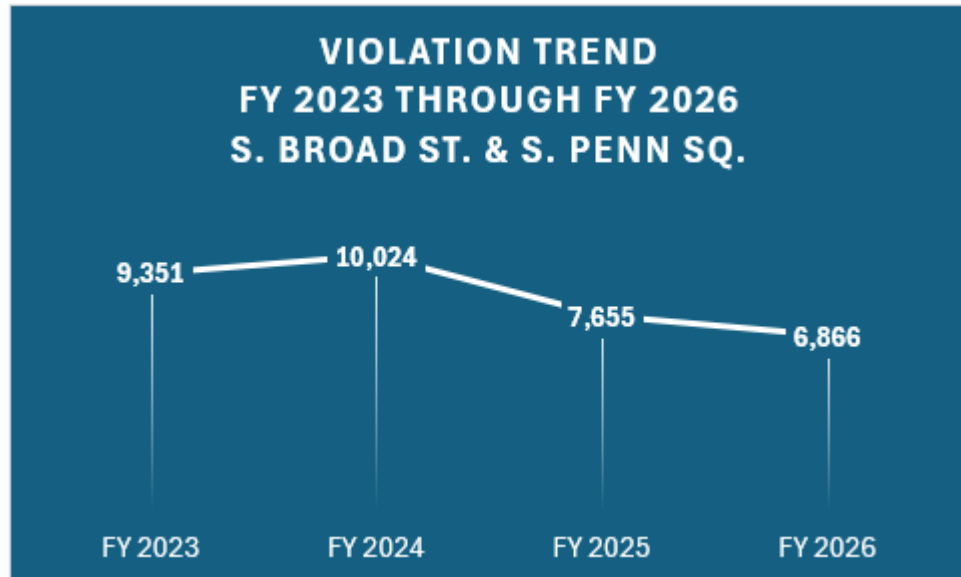


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	205	184	174	306
May	155	242	186	307
June	207	252	255	321
July	298	222	239	327
August	157	198	273	338
September	140	138	305	283
October	214	115	337	296
November	239	151	275	257
December	319	220	254	175
January	380	209	253	120
February	345	192	280	206
March	231	222	311	195
FY Total	2,890	2,345	3,142	3,131

S. Broad Street & S. Penn Square

Installed October 1, 2009

During the Authority's 2026 Fiscal Year, this intersection underwent a redesign to accommodate a bike lane. This resulted in the removal of one lane of traffic.

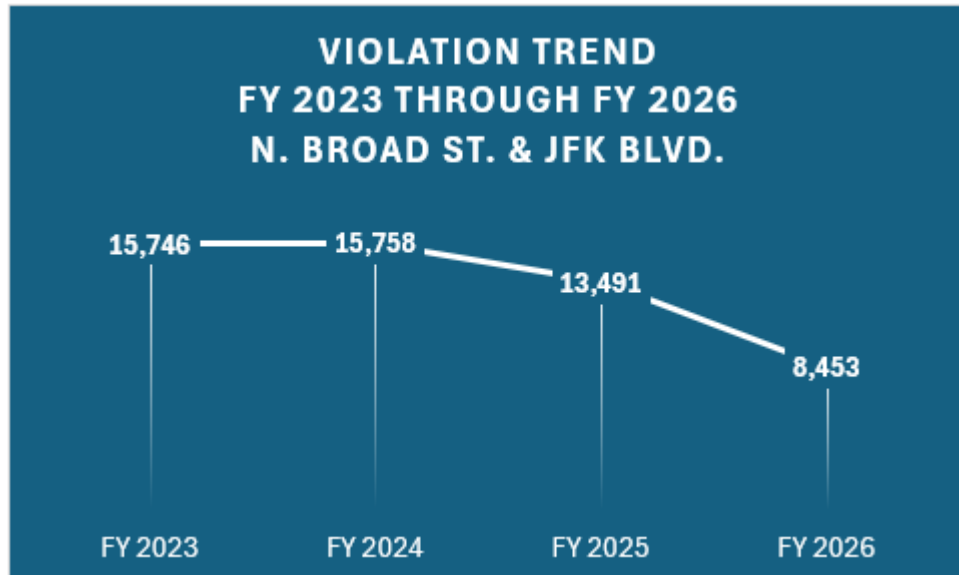


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,044	954	872	478
May	872	975	843	832
June	1,063	933	1,143	840
July	1,133	967	1,036	996
August	1,182	1,022	892	936
September	1,121	754	654	702
October	364	729	579	332
November	0	675	326	452
December	235	806	296	423
January	1,065	642	318	327
February	532	707	270	308
March	740	860	426	240
FY Total	9,351	10,024	7,655	6,866

N. Broad Street & John F. Kennedy Boulevard

Installed October 1, 2009

During the Authority's 2026 Fiscal Year, this intersection underwent a redesign to accommodate a bike lane. This resulted in the removal of one lane of traffic and shifting lanes slightly.

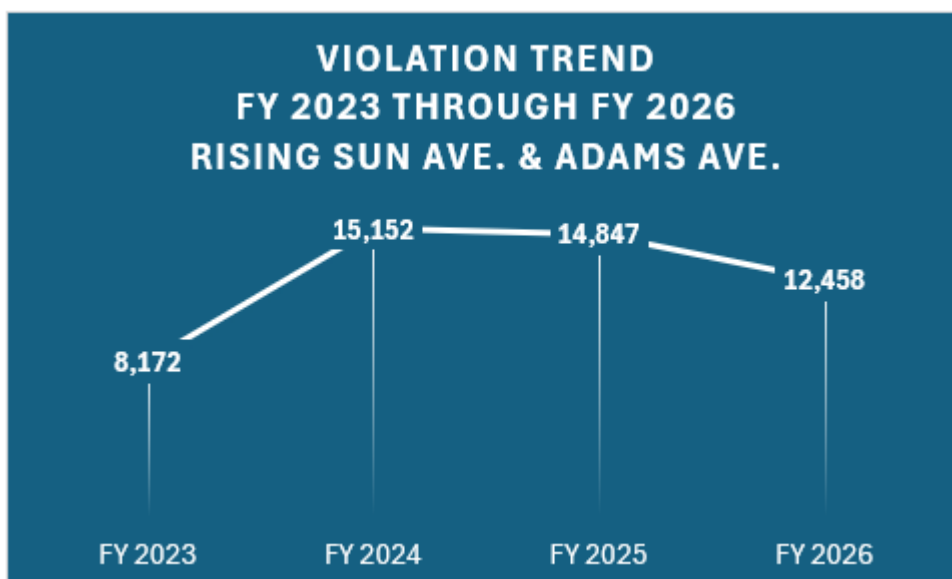


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,659	1,687	1,318	596
May	1,799	1,864	1,312	1,169
June	1,711	1,678	1,052	1,140
July	1,768	1,509	1,092	1,012
August	1,825	1,448	1,062	1,078
September	1,857	1,175	1,329	760
October	652	1,172	1,319	277
November	0	889	1,249	637
December	306	1,082	1,240	491
January	1,429	1,015	1,030	413
February	1,237	1,118	858	395
March	1,503	1,121	630	485
FY Total	15,746	15,758	13,491	8,453

Rising Sun Avenue & Adams Avenue

Installed September 13, 2010

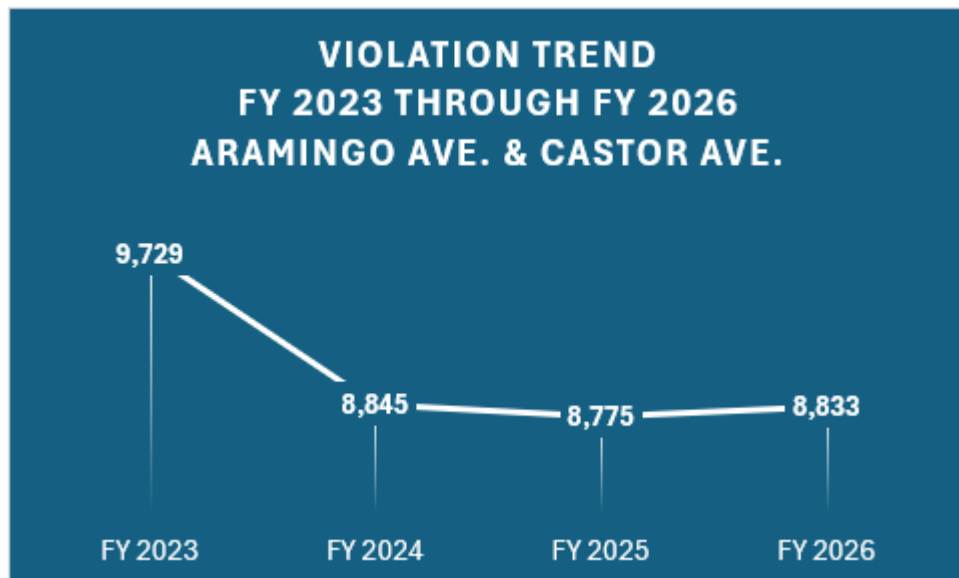
Rising Sun Ave. was repaved in September 2025, which resulted in temporary removal of the stop bar.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	833	928	1,309	1,373
May	828	1,633	1,561	1,304
June	830	1,355	1,135	1,335
July	783	1,497	1,261	1,476
August	725	1,311	1,193	1,201
September	737	1,304	1,073	442
October	711	1,074	1,282	1,028
November	615	1,248	1,290	830
December	564	1,310	1,184	885
January	579	1,138	1,142	757
February	407	1,255	1,090	681
March	560	1,099	1,327	1,146
FY Total	8,172	15,152	14,847	12,458

Castor Avenue & Aramingo Avenue

Installed January 1, 2011



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	756	1,053	803	666
May	664	1,057	938	834
June	705	1,109	912	776
July	712	763	756	886
August	796	321	773	964
September	731	458	746	773
October	711	765	879	697
November	907	621	818	779
December	825	674	853	755
January	905	488	523	560
February	913	685	343	449
March	1,104	851	431	694
FY Total	9,729	8,845	8,775	8,833

York Street & Aramingo Avenue

Installed January 1, 2011

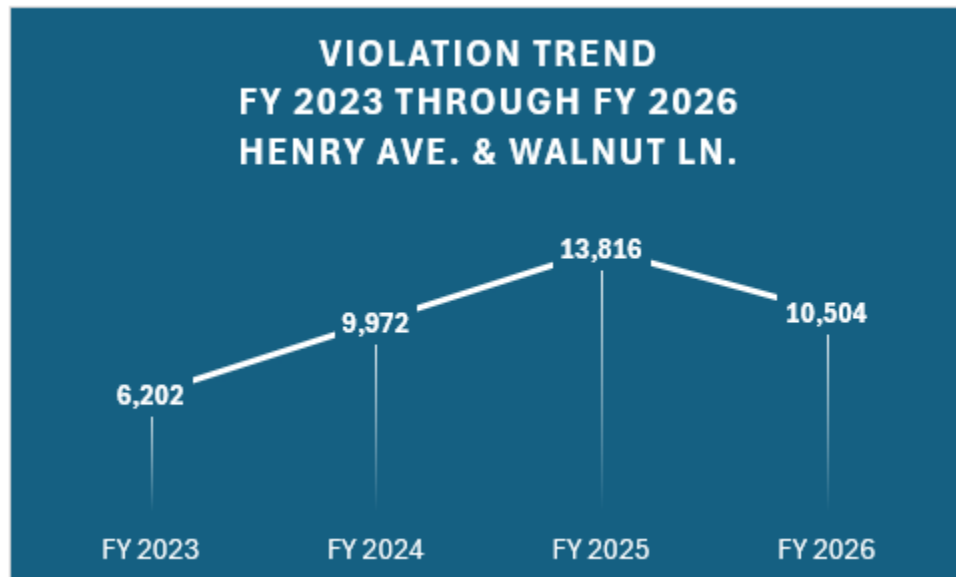


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	0	2,369	1,430	1,498
May	0	2,127	1,819	1,410
June	0	1,995	1,733	1,322
July	0	1,291	1,408	1,417
August	0	2,007	1,291	1,526
September	0	1,613	1,573	1,233
October	0	1,682	1,579	1,307
November	0	1,352	1,325	984
December	0	1,305	1,175	833
January	0	1,021	1,088	548
February	0	1,161	1,071	575
March	1,214	1,460	1,501	940
FY Total	1,214	19,383	16,993	13,593

Henry Avenue & Walnut Lane

Installed September 13, 2010

Intersection redesigned to include turn lane cut out and signals with flashing yellow yield.

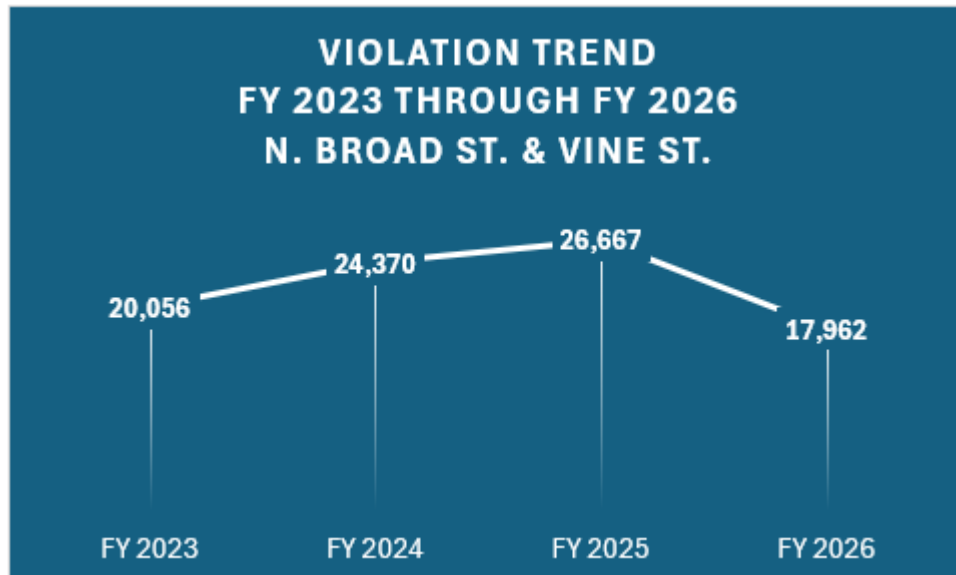


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	632	884	698	958
May	552	882	944	1,437
June	529	907	885	1,023
July	427	975	812	795
August	426	924	731	1,110
September	132	800	1,130	1,167
October	130	981	2,100	1,111
November	690	716	2,000	878
December	593	764	1,847	565
January	638	653	973	418
February	668	758	872	492
March	785	728	824	550
FY Total	6,202	9,972	13,816	10,504

N. Broad Street & Vine Street

Installed October 1, 2011

Construction upgrades on intersection began in November 2025. Scope of work includes repaving and new traffic signals. Work was still in progress as of the end of the Authority's 2026 Fiscal Year.

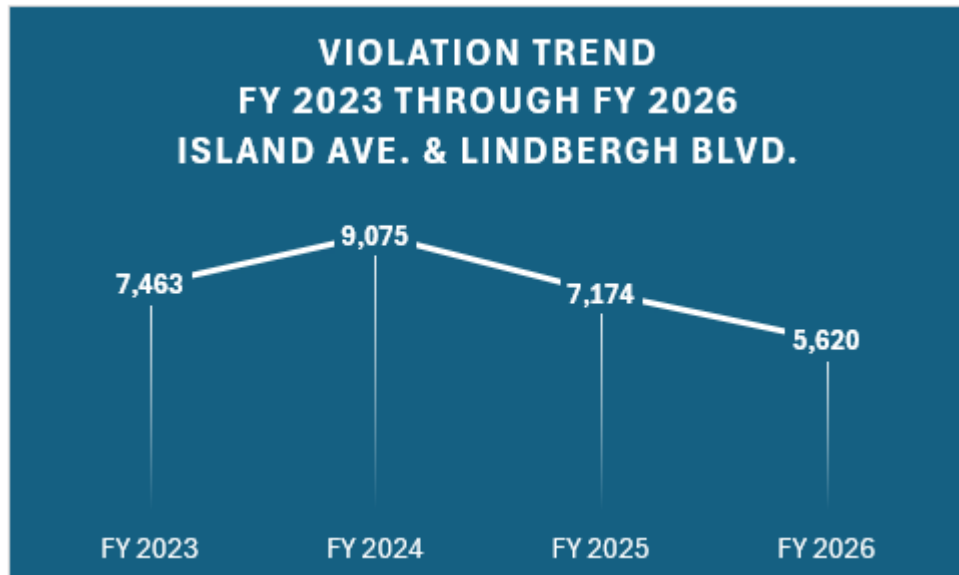


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,964	2,261	2,600	2,251
May	1,774	2,371	2,472	2,437
June	1,991	2,122	2,689	2,332
July	1,936	2,111	2,086	2,387
August	1,825	2,442	2,163	2,075
September	1,587	1,720	2,590	1,534
October	366	2,125	2,550	1,546
November	983	1,545	2,188	1,260
December	1,566	1,625	2,060	956
January	1,841	1,697	1,658	612
February	1,983	1,978	1,683	238
March	2,240	2,373	1,928	334
FY Total	20,056	24,370	26,667	17,962

Island Avenue & Lindbergh Boulevard

Installed December 1, 2011

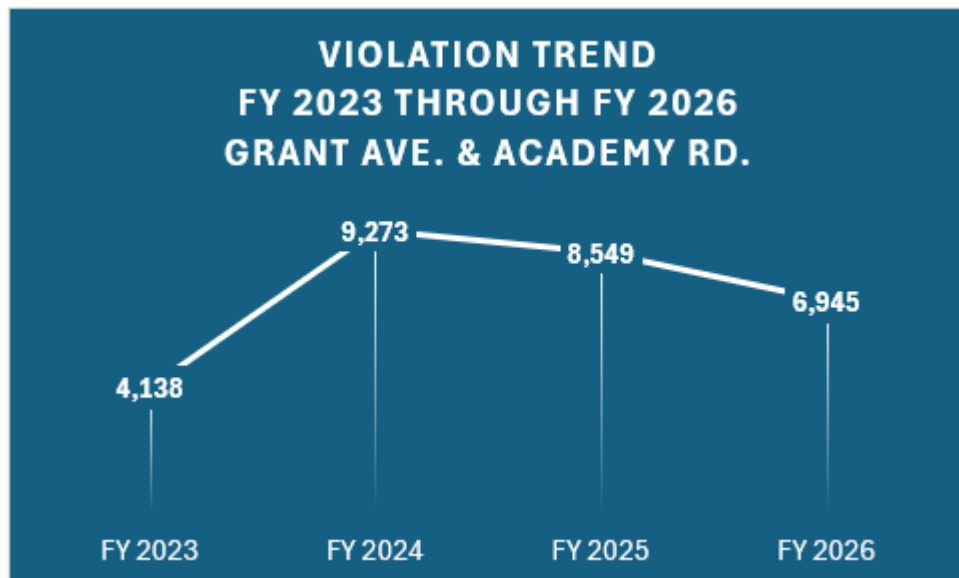
Construction on a complete redesign of the intersection by PENNDOT began at the end of the Authority's 2025 Fiscal Year and is still ongoing. In March 2026, construction cut the Conduent for the Red-Light Camera. New underground infrastructure will need to be installed to reactivate the cameras.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	737	1,028	607	746
May	724	1,466	641	848
June	780	1,373	451	755
July	727	1,275	453	797
August	761	651	558	815
September	730	447	561	931
October	556	520	548	244
November	0	425	726	215
December	273	436	737	117
January	643	436	568	84
February	735	460	554	52
March	797	558	770	16
FY Total	7,463	9,075	7,174	5,620

Grant Avenue & Academy Road

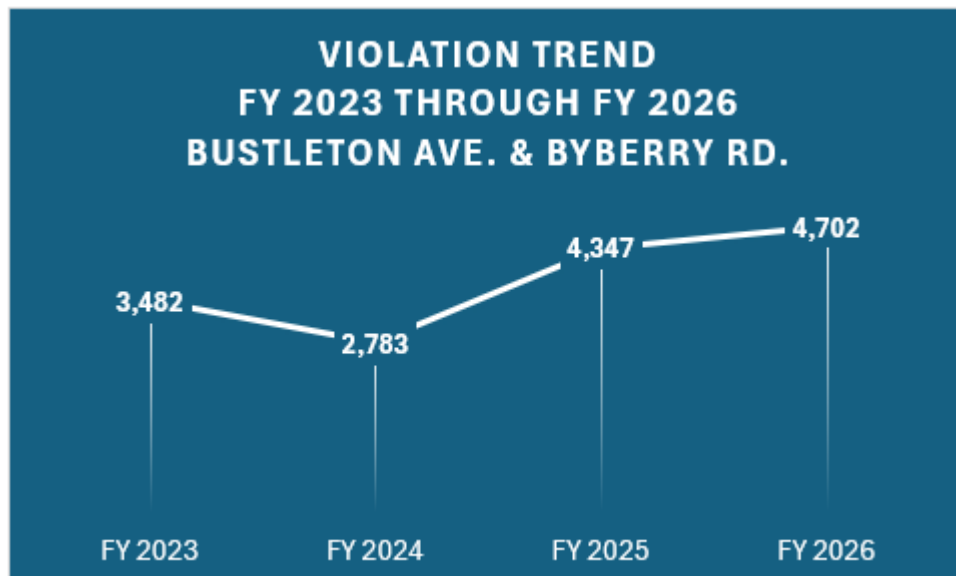
Installed October 19, 2012



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	307	543	788	791
May	266	932	770	823
June	269	699	704	536
July	309	767	807	419
August	356	925	722	445
September	455	847	719	714
October	0	845	862	611
November	0	835	732	376
December	0	930	644	582
January	648	471	564	511
February	982	687	465	488
March	546	792	772	649
FY Total	4,138	9,273	8,549	6,945

Bustelton Avenue & Byberry Road

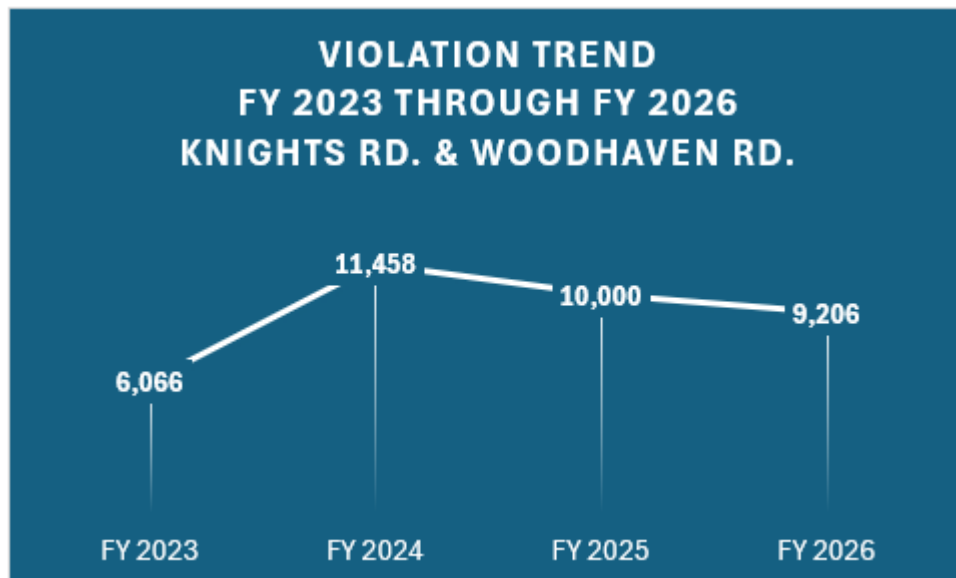
Installed October 19, 2012



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	445	144	231	541
May	453	251	232	519
June	402	175	257	390
July	512	291	117	470
August	452	268	261	508
September	429	287	277	438
October	125	251	601	393
November	17	269	565	335
December	0	253	530	317
January	269	181	407	235
February	211	201	365	260
March	167	212	504	296
FY Total	3,482	2,783	4,347	4,702

Knights Road & Woodhaven Road

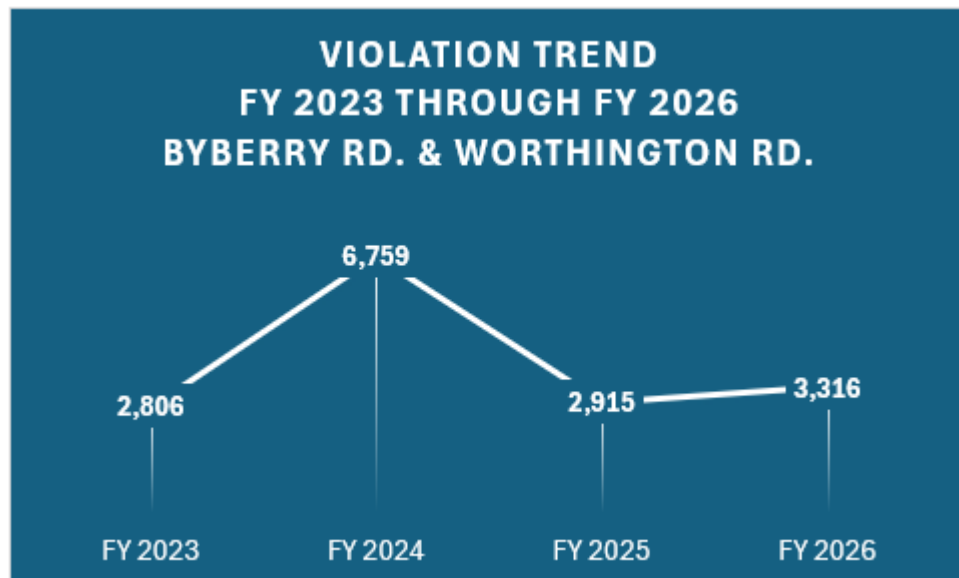
Installed October 29, 2012



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	692	693	709	736
May	608	1,080	790	707
June	664	1,034	761	697
July	669	877	638	740
August	614	977	724	690
September	699	972	939	783
October	264	1,228	1,182	748
November	0	1,101	1,081	787
December	0	1,045	1,015	1,150
January	198	864	759	910
February	972	909	667	567
March	686	678	735	691
FY Total	6,066	11,458	10,000	9,206

Byberry Road & Worthington Road

Installed June 10, 2013

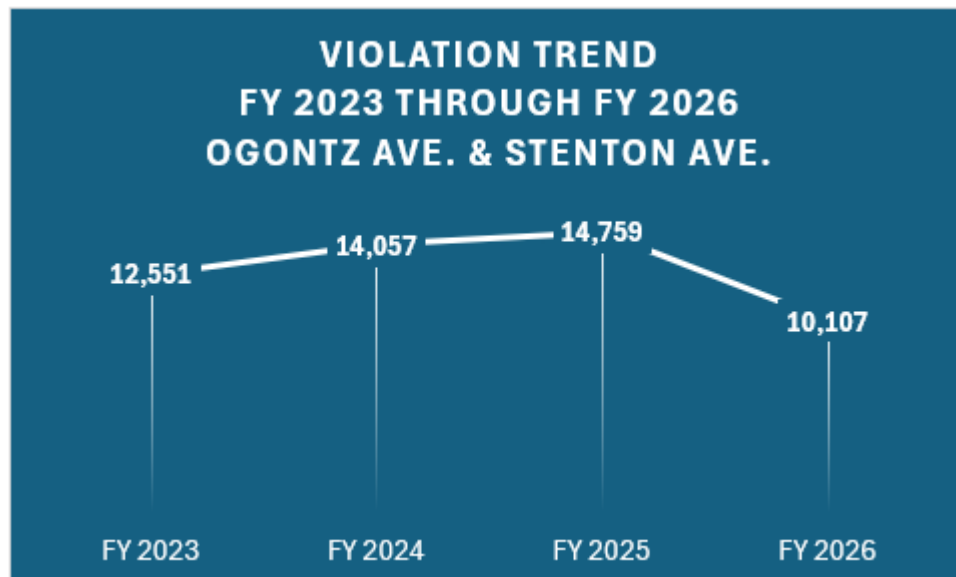


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	323	278	528	235
May	325	591	509	249
June	319	593	453	298
July	303	594	0	299
August	317	571	0	309
September	350	574	12	300
October	84	741	370	332
November	0	623	247	301
December	0	585	222	268
January	0	518	198	261
February	411	513	171	233
March	374	578	205	231
FY Total	2,806	6,759	2,915	3,316

Ogontz Avenue & Stenton Avenue

Installed January 20, 2014

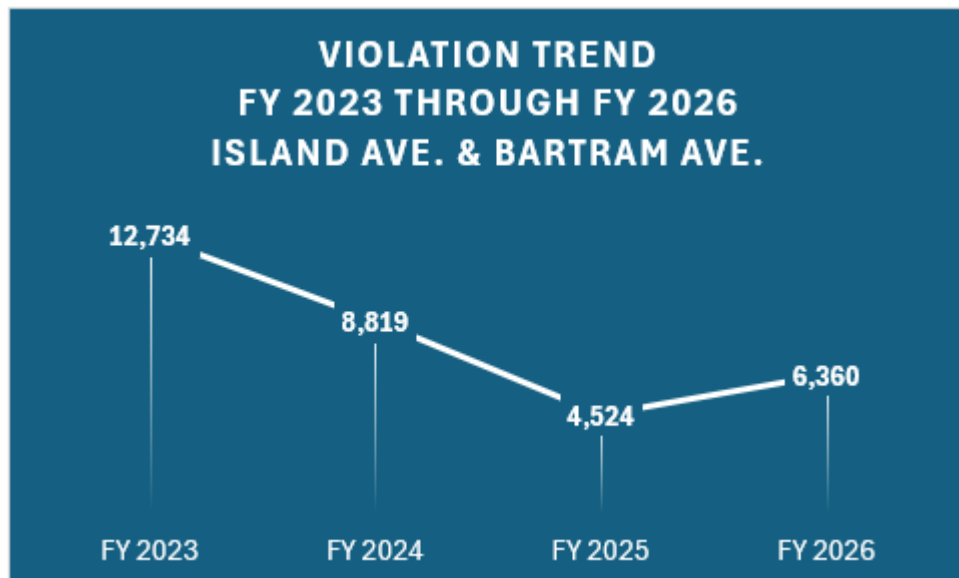
Ongoing issues with westbound camera capturing images and communicating properly began in September 2025. Issues persisted through the end of the Authority's 2026 Fiscal Year.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,086	1,158	1,355	1,350
May	1,107	1,394	1,616	1,568
June	1,037	1,252	2,125	1,635
July	983	1,429	1,328	1,756
August	974	1,458	1,039	1,419
September	772	1,163	1,100	766
October	1,307	1,331	1,269	441
November	1,062	899	1,093	299
December	1,015	974	912	250
January	1,029	912	802	201
February	1,008	981	889	201
March	1,171	1,106	1,231	221
FY Total	12,551	14,057	14,759	10,107

Island Avenue & Bartram Avenue

Installed April 25, 2014

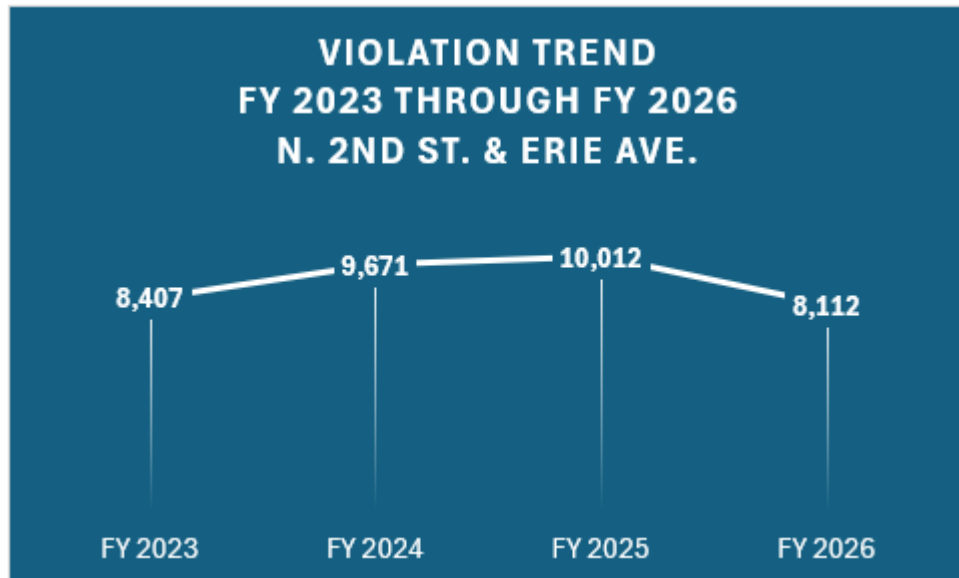


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,514	1,562	394	530
May	1,423	1,494	465	691
June	1,472	1,427	476	571
July	1,432	841	372	735
August	1,463	866	339	682
September	1,418	345	400	692
October	489	297	444	519
November	0	569	292	452
December	55	492	336	387
January	578	256	187	344
February	1,344	338	307	356
March	1,546	332	512	401
FY Total	12,734	8,819	4,524	6,360

N. 2nd Street & Erie Avenue

Installed October 16, 2015

Ongoing issues with two cameras correctly capturing events began in November 2025. Issues persisted through the end of the Authority's 2026 Fiscal Year.

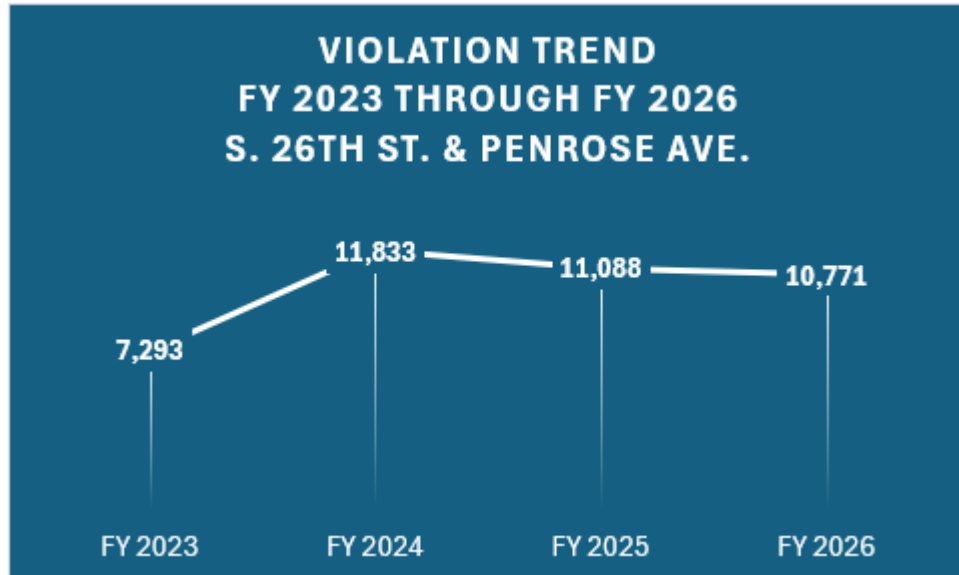


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	1,074	980	770	816
May	824	1,122	883	846
June	895	1,028	786	955
July	903	876	765	1,002
August	965	752	743	1,113
September	912	791	898	998
October	0	856	1,113	723
November	0	593	876	455
December	190	575	757	362
January	768	628	699	239
February	889	733	714	176
March	987	737	1,008	427
FY Total	8,407	9,671	10,012	8,112

S. 26th Street & Penrose Avenue

Installed November 11, 2015

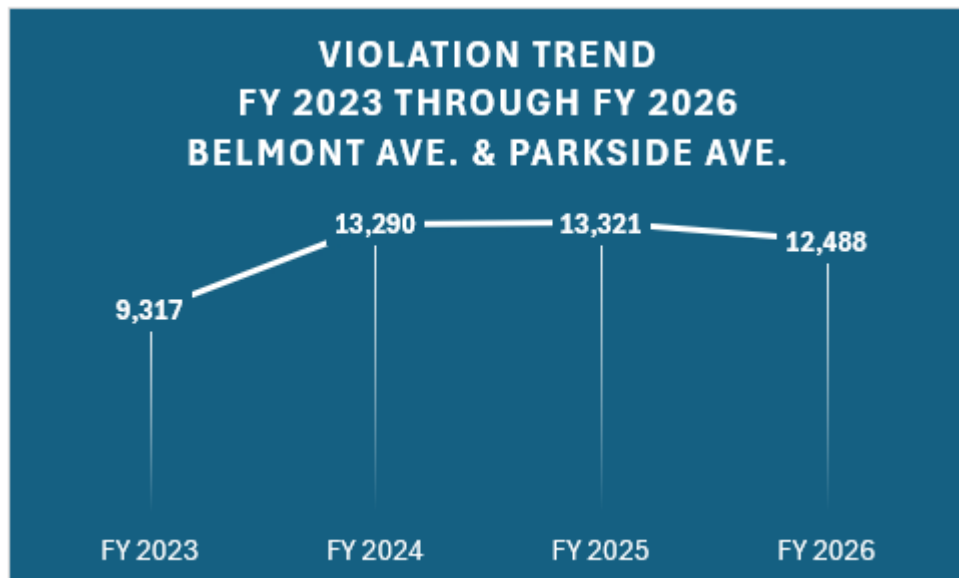
Ongoing construction since October 2025 for redevelopment of intersection. Scope of work includes upgrading traffic signals and redesigning lanes. Southbound camera was deactivated and relocated across the street. As construction reaches its completion, a new camera will be added to the southbound side to monitor the new signalized right turn that was previously a yield.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	800	775	1,065	923
May	722	1,109	1,022	1,006
June	698	1,189	1,025	830
July	614	1,150	968	896
August	661	1,109	974	1,085
September	601	1,048	895	808
October	592	1,046	979	248
November	562	1,071	940	471
December	524	1,009	915	626
January	558	712	776	845
February	278	737	702	776
March	683	878	827	2,257
FY Total	7,293	11,833	11,088	10,771

Belmont Avenue & Parkside Avenue

Installed November 6, 2015

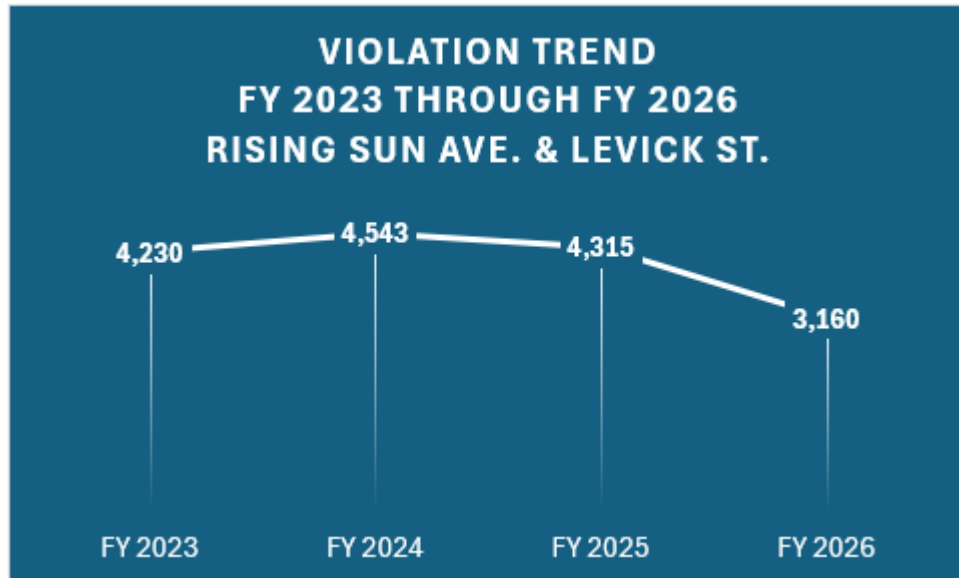


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	775	1,258	1,555	1,036
May	811	1,423	1,553	1,363
June	969	1,279	1,518	1,457
July	963	1,317	1,448	1,473
August	886	1,132	897	1,470
September	766	903	1,377	1,243
October	30	1,056	1,406	1,186
November	0	684	736	924
December	366	845	667	699
January	1,271	953	653	591
February	1,208	1,062	711	528
March	1,272	1,378	800	518
FY Total	9,317	13,290	13,321	12,488

Rising Sun Avenue & Levick Street

Installed March 18, 2019

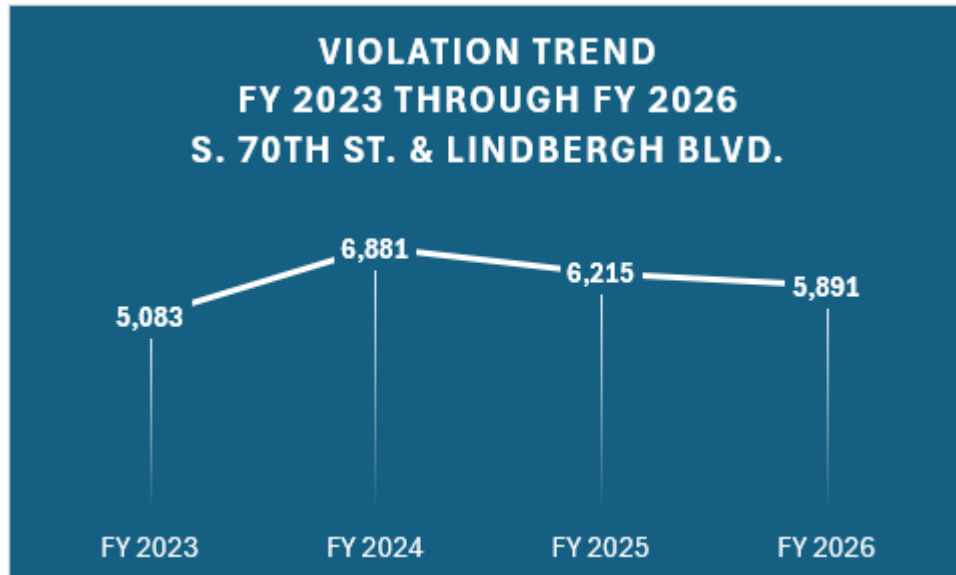
Rising Sun Ave. repaved in September 2025, causing stop bar to be temporarily removed.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	416	281	387	285
May	398	518	427	378
June	448	457	481	348
July	409	439	402	379
August	492	356	362	262
September	440	464	402	124
October	418	410	387	333
November	409	380	317	245
December	1	354	324	156
January	65	295	261	161
February	417	307	249	224
March	317	282	316	265
FY Total	4,230	4,543	4,315	3,160

S. 70th Street & Lindbergh Avenue

Installed August 1, 2020

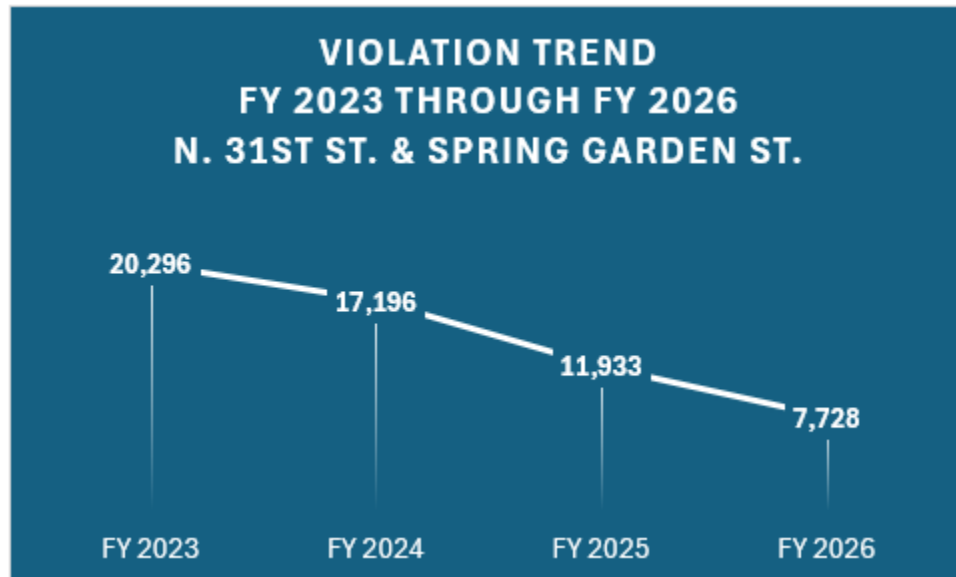


Month	FY 2023	FY 2024	FY 2025	FY 2026
April	477	584	489	587
May	479	703	576	626
June	430	734	270	624
July	435	719	466	636
August	472	662	566	555
September	385	587	612	494
October	0	626	649	488
November	166	504	584	437
December	537	465	556	457
January	546	414	431	298
February	568	405	439	279
March	588	478	577	410
FY Total	5,083	6,881	6,215	5,891

N. 31st Street & Spring Garden Street

Installed February 1, 2022

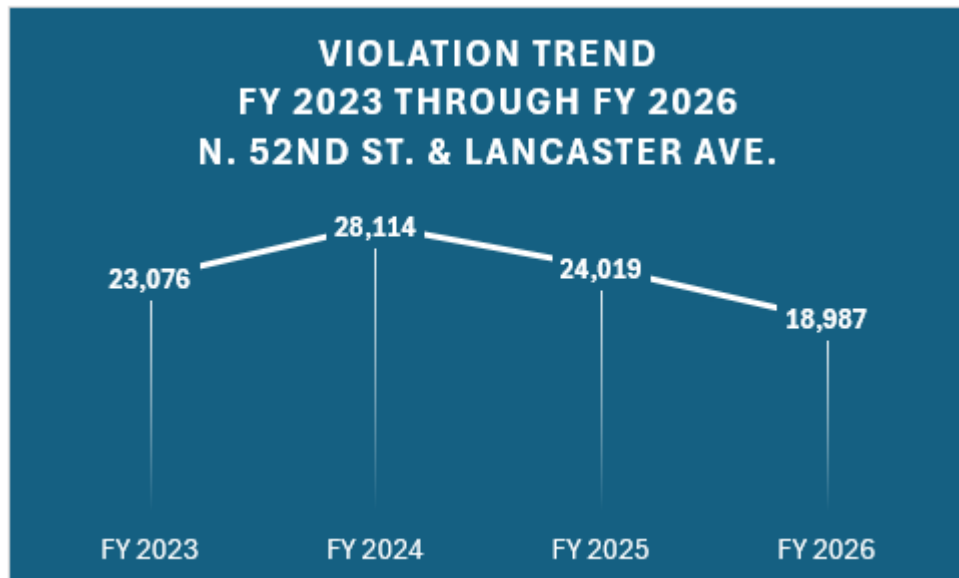
Ongoing camera issues with northbound camera began in November 2025. Issues persisted through the end of the Authority's 2026 Fiscal Year.



Month	FY 2023	FY 2024	FY 2025	FY 2026
April	2,595	1,817	1,296	871
May	2,446	1,886	1,228	1,017
June	2,473	1,785	1,276	909
July	2,206	1,091	1,120	960
August	2,037	1,265	1,019	936
September	1,635	1,658	956	857
October	1,065	1,683	1,007	734
November	0	1,306	795	276
December	572	1,200	787	272
January	1,709	1,073	801	242
February	1,622	1,138	788	251
March	1,936	1,294	860	403
FY Total	20,296	17,196	11,933	7,728

N. 52nd Street & Lancaster Avenue

Installed June 4, 2022



Month	FY 2023	FY 2024	FY 2025	FY 2026
April		2,672	2,600	1,880
May		2,892	2,636	1,937
June	1,882	2,564	2,002	1,885
July	1,363	2,422	2,009	2,102
August	2,280	2,785	1,887	1,995
September	2,835	2,143	2,030	1,959
October	2,294	1,883	2,412	1,721
November	1,143	1,550	2,109	1,480
December	2,653	1,906	1,711	1,125
January	2,761	2,197	1,257	1,089
February	2,844	2,371	1,368	885
March	3,021	2,729	1,998	929
FY Total	23,076	28,114	24,019	18,987
Months highlighted in green contain Warning Notices				

N. 20th Street & John F. Kennedy Boulevard

Installed April 24, 2025

Warning Period in effect April 24, 2025 through June 7, 2025

Issues with northbound and westbound camera in January and February 2026.

Month	FY 2026
April	515
May	2,560
June	2,496
July	2,308
August	2,138
September	1,784
October	1,642
November	1,418
December	503
January	94
February	91
March	654
FY Total	16,203
Months highlighted in green contain Warning Notices	

N. Front Street & Hunting Park Avenue

Installed May 19, 2025

Warning Period in effect May 19, 2025 through July 2, 2025

Month	FY 2026
April	
May	1,847
June	3,878
July	3,416
August	3,358
September	3,297
October	2,522
November	2,020
December	1,487
January	1,159
February	1,256
March	1,481
FY Total	25,721
Months highlighted in green contain Warning Notices	

Kelly Drive & Eakins Oval

Installed November 15, 2025

Warning Period in effect November 15, 2025 through January 7, 2026

Month	FY 2026
April	
May	
June	
July	
August	
September	
October	
November	762
December	1,739
January	1,246
February	1,684
March	1,506
FY Total	6,937
Months highlighted in green contain Warning Notices	

S. 58th Street & Baltimore Avenue

Installed December 29, 2025

Warning Period in effect December 29, 2025 through February 26, 2026

Month	FY 2026
April	
May	
June	
July	
August	
September	
October	
November	
December	133
January	600
February	535
March	460
FY Total	1,728
Months highlighted in green contain Warning Notices	