



**There's a **PERSON** behind the sign  
...keep them in mind!**

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**ADA Mobility Access Initiative  
Report to Philadelphia City Council**

**Submitted by:**

**Philadelphia Parking Authority  
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## **Summary: PPA's Americans with Disabilities Act Mobility Access Initiative**

In April of 2024, the Philadelphia Parking Authority (PPA) partnered with Variety - the Children's Charity of the Delaware Valley (<https://varietyphila.org/>), to announce the start of the ADA (Americans with Disabilities Act) [Mobility Access Initiative](#). The initiative is a dual public education and on-street enforcement initiative aimed at stopping illegal parking in HP reserved parking spots and on sidewalks, and blocking curb cuts and crosswalks, all of which seriously impede access of people with disabilities – as well as create serious safety concerns while inconveniencing thousands of disabled and non-disabled residents alike every year.

The ADA Mobility Access Initiative is aimed at improving public safety by changing behavior and raising public awareness to the safety implications and the adverse impact on people with disabilities when motorists park illegally on sidewalks or block curb cuts and crosswalks. Variety partnered with the PPA to emphasize that the simple act of parking your car illegally in the wrong place, for even only a few minutes, can significantly impact someone else's life.

In conjunction with increased on-street enforcement efforts, the PPA aired a series of public service announcements (PSAs) featuring Lamoni Green, a Variety Ambassador and local college student born with cerebral palsy and Sheila Hess, the former Philadelphia City Representative who was born with spina bifida -- on local radio and on various social media channels.

Partnering with Variety - the Children's Charity of the Delaware Valley - a tremendous charity with a long history of serving people with disabilities – was instrumental in helping the PPA with production of the PSAs.

Lamoni Green and Sheila Hess represent the thousands of Philadelphians, and millions of Americans with physical disabilities who must confront barriers every day that impede their access and freedom of movement on our city streets.

Three of the PSAs can be viewed by clicking on the links below;

[https://youtu.be/PWJOxEH\\_TI8](https://youtu.be/PWJOxEH_TI8)

<https://youtu.be/oQOPpbmqH8s>

<https://youtu.be/pEoAe9ENCGk>

The Philadelphia Parking Authority's Mobility Access Initiative was designed to address parking behaviors that obstruct mobility for wheelchair users, residents with mobility challenges, parents with strollers, seniors, transit riders, and pedestrians. It focuses on violations involving blocked Handicap ramps, sidewalk parking, corner clearance, crosswalk access, and other conditions that create daily barriers in the public right-of-way.

Almost two years after the start of the initiative, data shows that with the PPA's increased enforcement, particularly for violations relating to accessibility -- sidewalk violations rose from 23,513 in 2023 to 58,730 in 2025, while blocked handicap-ramp violations increased from 18,959 to 37,619 over the same period. Corner-clearance and double-parking totals also increased, highlighting both the scale of the challenge and the need for continued citywide enforcement.

Some violations, particularly illegal parking in reserved handicap spaces, have declined after the initial enforcement increase, suggesting that targeted, consistent enforcement can deter certain violations. As enforcement expanded during the 23-month period to outlying non-Center City neighborhoods, the dramatic increase in violations here demonstrates the seeming willingness of drivers to readily ignore existing parking rules and regulations.

The ADA Mobility Access Initiative also reflects a broader quality-of-life strategy. By reclaiming sidewalks, curb ramps, and corners, the PPA is helping promote mobility, improve pedestrian safety, reduce hazards near intersections, and reinforce accessibility. The following summarizes the data, outlines key insights and challenges, and positions this initiative alongside other PPA programs that advance safety and better curb management across Philadelphia.

### **Findings: Increased Enforcement “aimed at changing driver behavior”**

The data clearly shows that the PPA's ADA Mobility Access Initiative is aimed at changing driver behavior throughout Philadelphia. The initiative focuses on keeping sidewalks, crosswalks, and ADA-accessible ramps clear, so the city remains accessible to people with disabilities and pedestrians who depend on safe, unobstructed passages every day.

Although the violation data alone does not tell the full story of accessibility challenges faced by pedestrians and people with disabilities, it provides a strong indicator. Over the past 23 months (about 2 years), the PPA has increased enforcement of violations that directly impact mobility. This expanded enforcement effort reflects a deliberate agency operational shift -- instead of a temporary emphasis. It signals a determined policy shift to treat blocked access points, sidewalk obstructions, and corner obstacles as serious citywide quality-of-life issues that justify regular and consistent enforcement

## Summary of Enforcement Findings

For several mobility-related parking violation categories, data shows that the annual violation totals nearly doubled when comparing calendar year 2023 violations (year prior to the ADA Mobility Access Enforcement Initiative) to the full 12-month calendar year 2025.

Violation Category	2023	2024	2025	2-Year Trend
Sidewalk	23,513	59,805	58,730	+149.7%
HP Ramp Blocked	18,959	26,996	37,619	+98.4%
Corner Clearance	13,605	17,381	20,393	+49.8%
Double Parked	10,530	11,789	12,649	+20.1%

**Note:** Comparison data is impacted by the phased rollout of the ADA Mobility Access Enforcement Initiative – which was not active during 2023; 2024 data reflect partial implementation (9 months); and 2025 represents the first full calendar year of active enforcement.



## **The Sidewalk Enforcement Surge & Other Key Takeaways**

During this 23-month period, there was a significant jump in sidewalk violations beginning in May 2024, when monthly totals rose from roughly 3,100 in April to 8,682 in May. That increase aligns with the PPA's strategic push to reclaim pedestrian rights-of-way. While totals fluctuated somewhat after the initial enforcement phase, violations were still far above 2023 levels through 2025.

## **Heightened HP Ramp Enforcement is Clear Operational Emphasis**

Blocking a handicap ramp is among the most serious mobility barriers faced by wheelchair users and others who depend on curb-cut access. The PPA nearly doubled the number of violations issued in this category between 2023 and 2025. In October 2025 alone, 3,977 blocked-ramp citations were issued, compared with 2,105 in October 2023. This heightened enforcement and subsequent increase in the number of violations reflect a clear operational decision aimed at protecting the most sensitive mobility access areas.

## **Center City – Citywide Comparison**

While citywide violations increased dramatically, the greatest increase in violations occurred in outlying non-Center City neighborhoods who are unaccustomed to regular PPA enforcement. Center City violations remained comparatively stable in several categories – suggesting drivers there seem to be more conscious about ADA-related parking prohibitions. This new PPA emphasis on enforcement of mobility violations in more outlying neighborhoods is raising awareness and bringing relief to both disabled and non-disabled residents alike.

## **Notable Decline in HP Reserved Parking Violations**

Parking in reserved spaces designated for a person with a disability is the only violation where there was a year-over-year decline between 2024 and 2025. This trend is encouraging and may indicate that consistent enforcement does serve as a viable deterrent when the public clearly understands the rules and consequences for illegal parking

## **Conclusion**

Curb space is a premium in all parts of the city - more so in some neighborhoods than in others. The largest increase in violations is clearly occurring in what constitutes outlying non-Center

City neighborhoods. Double parking, corner-clearance violations – along with parking on sidewalks, blocking curb cuts and crosswalks – all remain prevalent in many outlying neighborhoods.

As the PPA embarks on the use of innovative new AI technologies to help improve public safety and monitor compliance and enforce parking regulations, more PPA on-street parking enforcement personnel are freed up to provide support to outlying neighborhoods.

The ADA Mobility Access Initiative demonstrates that the PPA can scale enforcement to place public safety and accessibility at the center of curbside operations. The increase in sidewalk and blocked-ramp enforcement shows a more assertive response to driving behaviors that can isolate residents with disabilities and undermine safe pedestrian travel. Even where violation totals remain high, the initiative is demonstrating the extent of mobility challenges while establishing a stronger foundation for future policy and operational decisions.

As Philadelphia continues to balance accessibility, commerce, delivery activity, public transit, and neighborhood quality of life, the initiative gives City Council an example of how targeted enforcement can support broader goals. With continued City Council awareness, public education, and coordination, this work can continue to improve day-to-day mobility for disabled and non-disabled residents alike throughout the city.

## **Other PPA Initiatives Supporting Safety and Quality of Life**

### **Automated Bus Camera Enforcement Initiative**

The Philadelphia Parking Authority (PPA) and SEPTA teamed up with the City's OTIS (Office of Transportation, Infrastructure and Systems) to fight congestion and improve safety on city streets under the City's Vision Zero agenda. Working with the City's Office of Transportation, Infrastructure and Systems (OTIS), the PPA and SEPTA launched their Automated Bus Camera Enforcement Initiative in the spring of 2025, aimed at improving safety and alleviating congestion by using camera-mounted computer vision technology to enforce violations for blocking bus lanes, bus stops, and trolley zones.

Forward-facing vision technology equipped camera systems (<https://youtu.be/Es2P86W9Ljo>) are mounted on buses and trolleys to enforce parking violations that obstruct public transit and help improve safety, accessibility, and bus and trolley service reliability for SEPTA riders. This program utilizes camera systems from Hayden AI and is installed on 152 SEPTA buses and 38 trolleys.

Vehicles parked or stopped illegally in designated no stopping lanes, bus stops, or double parked in Center City (on and between Spring Garden and Bainbridge Streets, and between the Delaware and Schuylkill Rivers) or on Market, Chestnut, and Walnut Streets between the Schuylkill River and 63rd Street, receive violation notices via mail. All bus camera enforcement violations detected by the camera systems are manually inspected by PPA officers before a ticket is issued.

PPA Executive Director Rich Lazer cited this program as no better example of “intergovernmental cooperation and collaboration of 3 public agencies working together to use smart camera vision technology — to improve public safety and reduce congestion and on some of Philadelphia’s most congested city arteries.”

New York City, Washington, DC, Los Angeles and other major US cities currently use camera technology to improve safety and bus performance. In New York City, where bus-mounted automated camera enforcement has been in effect since 2019, bus speeds have increased by 5% on average and collisions have decreased by as much as 34% along bus routes utilizing this technology. Parking violations obstructing bus stops have also decreased by 40%.

Legislation authorizing the PPA and SEPTA to operate the automated bus enforcement camera program was sponsored by Councilman Mark Squilla and passed unanimously by City Council in October 2023.

## **Automated Trolley Camera Enforcement**

The PPA recently partnered with SEPTA and jointly launched their automated Trolley Camera Enforcement Program to keep trolley lanes clear and free from illegally stopped vehicles. SEPTA trolleys serving Lines T1 through T5, along with the G1 route, are now equipped with automated enforcement cameras to identify vehicles illegally blocking trolley lanes and stopping zones. A 30-day warning period ends on April 1<sup>st</sup> – when \$51 fines will kick in for blocking a trolley lane.

Expanding upon the PPA's on-going ADA Mobility Access Initiative, PPA Executive Director Rich Lazer said, "Vehicles parked illegally in trolley or bus lanes not only cause unnecessary delays, but they also threaten the safety and accessibility of all riders. When vehicles obstruct trolley tracks or stopping zones, the impact is more than a minor inconvenience. A single illegally parked vehicle can disrupt service for thousands of riders and create unsafe boarding conditions that force passengers into moving traffic."

This is a joint PPA/SEPTA initiative that directly supports the City's Vision Zero goals and aligns with the PPA's mission to enhance public safety and improve the quality of life for all Philadelphians.

Legislation authorizing the PPA and SEPTA to operate the automated bus and trolley enforcement camera program was sponsored by Councilman Mark Squilla and was passed unanimously by City Council in October 2023. Philadelphia will be the first city in the country to implement this enforcement approach on trolleys.

Trained PPA enforcement officers will manually review all violations before issuing warnings or \$51 citations.

### **Automated Speed Camera Enforcement**

Automated speed enforcement cameras reduced speeding on Roosevelt Boulevard by a dramatic 97%. As a result, the PPA expanded speed camera enforcement to Broad Street and will be expanding to the Route 13 corridor in the near future. The program supports a larger Vision Zero-based traffic-safety goal by creating a consistent deterrent, that encourages compliance with speed limits and helps improve public safety by reducing speeding and the crash risks associated with excessive speed.

### **Smart Loading Zone Implementation**

In an ongoing effort to find ways to alleviate congestion on many of our Center City business arteries, the PPA teamed up with CurbPass to implement a smart loading zone program.

Launched in the spring of 2025, the PPA's Smart Loading Zone Initiative – which is aimed at reducing congestion in Center City by improving the efficiency and parking habits of delivery drivers engaged in loading and unloading packages.

According to Rich Lazer, PPA Executive Director, "On any given day, our Center City streets are severely congested—often due to delivery vehicles parking wherever they can, whether legal or not. The PPA's new Smart Loading Zone Initiative is a significant step toward resolving these issues, bringing delivery drivers into compliance, and reducing illegal parking that leads to daily gridlock."

The PPA's Smart Loading Zones are equipped with cutting-edge, state-of-the-art cameras designed to monitor and time vehicles and help ensure a smooth and timely turnover of loading and unloading vehicles and spaces which are currently activated in 20 center city locations.

These zones are designed to organize loading activity more efficiently, improve curb turnover, reduce double parking, and create a more orderly and predictable environment for deliveries and pickups.

Cameras in each zone enforce the regulations of each respective Smart Loading Zone through CurbPass. Vehicles registered to CurbPass are charged 10 cents per minute for parking in a Smart Loading Zone with a maximum limit of one hour. Without enrollment in CurbPass or exceeding the paid one-hour limit, a vehicle will receive an electronic \$51.00 fine after 3 minutes in a Smart Loading Zone.

All fleet companies operating within Philadelphia are encouraged to create an account with CurbPass. This helps facilitate seamless operations and ensure vehicles are properly managed within the Smart Loading Zones. Companies can enroll into CurbPass by visiting <https://www.curbpass.io/philly>.

## **Automated Red-Light Camera Enforcement**

Building on its commitment to enhancing roadway safety through technology-driven enforcement, the Philadelphia Parking Authority continues to administer the City's Automated Red Light Enforcement program. Designed to deter dangerous driving behaviors at high-crash-rate intersections, the program uses camera technology to identify and enforce violations when vehicles fail to stop at red lights. Through promoting consistent compliance with traffic signals, the initiative helps reduce the risk of collisions. It improves safety for motorists, pedestrians, and cyclists alike. The program is a critical component of the City's broader Vision Zero efforts, reinforcing safe driving habits and contributing to a safer transportation network across Philadelphia. As of early 2026, the Philadelphia Parking Authority operates a network of [160 red light cameras](#) positioned across 38 key intersections throughout the city.

## **PEO Bike Patrol Unit Expansion**

The PPA expanded its original Bike Lane Enforcement unit from 8 officers to 20 officers, significantly increasing its street-level enforcement presence. Bike patrols allow officers to navigate dense areas, quickly respond to quality-of-life complaints, and reach corridors where traditional vehicle-based patrols may be less efficient. The expansion improves public safety

and response times, enhances visibility, and supports enforcement in areas where blocked sidewalks, crosswalks, bike lanes, and loading zones can have an immediate safety impact.

## Getting the Word Out!

