



ROOSEVELT BOULEVARD AUTOMATED SPEED CAMERA ANNUAL REPORT

September 2024



*PREPARED BY CASEY WECH
RED LIGHT AND SPEED CAMERA ENFORCEMENT*

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Executive Summary

The Speed Camera Program in Philadelphia continues to show a positive impact in changing driver behavior along Roosevelt Boulevard. Since starting in June of 2020, the number of violations that have been issued has continued to decrease even when the amount of traffic has increased during the past year. The program continues to demonstrate its effectiveness in reducing dangerous driving along Roosevelt Boulevard and promoting safer driving habits.

In December of 2023, Governor Shapiro signed House Bill 1284 making the speed program along permanent. In addition to Roosevelt Boulevard, the legislation allows for adding speed cameras to five additional corridors throughout the city and a pilot program to add speed cameras to five school zones. The Authority is working with the City of Philadelphia and PennDOT to select these locations and install cameras as soon as a new contract is awarded to a speed vendor in September. The school zone pilot program will run for five years like the Boulevard. The Authority expects to see the same impact in other areas of the city mimicking the Boulevard.

Included in the legislation, was a new date for an end-of-year report to the state, which is now September. By doing this, the Authority can provide full fiscal year reporting. In this report there will be data from the start of the program to show the program's impact, last year's fiscal numbers, and speed camera violation data that will update last year's report where numbers were not complete.

The continued success of the program has allowed the Speed Camera Program to be an additional tool that is used to support the Mayor's Vision Zero Program. With the expansion, the Authority will continue to work with the City's Office of Transportation and Infrastructure Systems to attain the goals of making not just the Boulevard but the whole city safer for all who commute or reside here.

Sincerely,

Corrine O'Connor

Deputy Executive Director

Issuance and Comparison

The number of violations issued has continued to decrease. They have now reached the same level as 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.

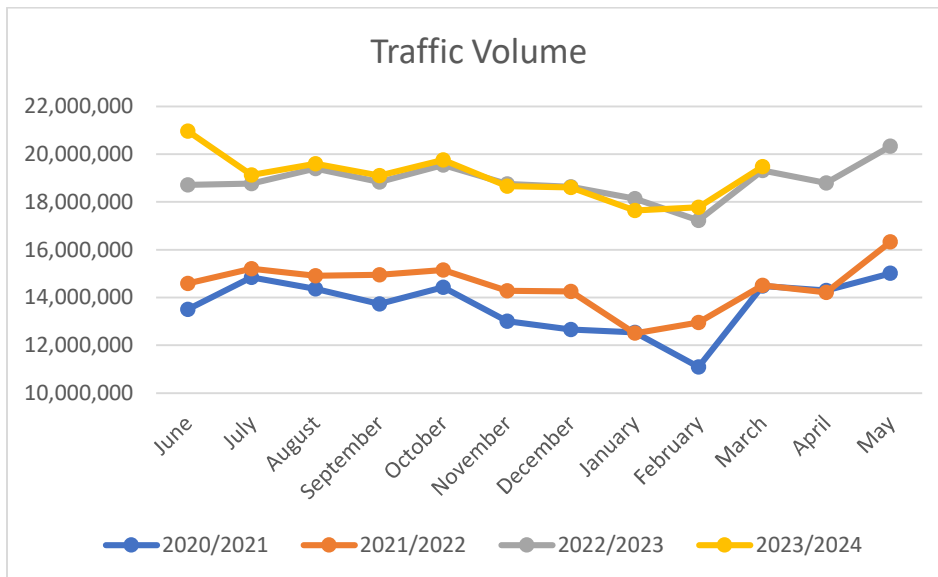
VIOLETIONS ISSUED	2020/2021	2021/2022	2022/2023	2023/2024
JUNE	224,206	22,614	44,973	24,602
JULY	178,153	25,141	47,051	26,229
AUGUST	56,872	21,617	39,767	21,751
SEPTEMBER	58,639	19,059	31,770	17,280
OCTOBER	42,157	19,773	28,254	18,303
NOVEMBER	38,660	19,270	25,776	17,674
DECEMBER	31,963	18,416	25,182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

****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, apart from February 2021 and January/February 2024 when there was snow, violations have continued to decrease.

TRAFFIC VOLUME	2020/2021	2021/2022	2022/2023	2023/2024
JUNE	13,499,939	14,586,280	18,715,915	20,966,695
JULY	14,838,363	15,202,988	18,767,650	19,130,001
AUGUST	14,354,678	14,903,339	19,402,219	19,599,754
SEPTEMBER	13,736,081	14,954,277	18,829,510	19,103,896
OCTOBER	14,428,780	15,156,815	19,550,987	19,755,977
NOVEMBER	13,011,389	14,283,029	18,755,210	18,663,433
DECEMBER	12,655,870	14,247,256	18,637,901	18,605,811
JANUARY	12,541,852	12,509,117	18,140,597	17,648,007
FEBRUARY	11,097,433	12,949,032	17,229,933	17,776,974
MARCH	14,478,083	14,505,447	19,314,413	19,480,828
APRIL	14,291,148	14,219,513	18,796,864	
MAY	15,013,699	16,326,572	20,330,740	
TOTAL	163,947,315	173,843,665	226,471,939	190,731,376



With the slowly increasing volume of traffic along the Boulevard, the number of vehicles going over 100 mph has increased, although it has not reached the level during the initial warning period of June/July 2020. This increase could also be attributed to the two new locations that were added in June 2022. Numbers for the last two months of the fiscal year seem to be trending back down, showing that cameras are still having a positive effect in behavior.

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

Due to the amount of data that is analyzed when looking at the number of vehicles in violation at the different speed levels, we are presenting the data by fiscal year. Presented is FY2023 and FY2024 for comparison. 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. There has been an increase in the number of violations that are at the higher levels of going 100 MPH or higher. Again, this could be due to the two new locations that were installed in June of 2022.

MILES OVER POSTED SPEED LIMIT	11-19 MPH		20-29 MPH		30-39 MPH		40-49 MPH		50+ MPH		TOTAL
APR-22	15,538	91.51%	1,209	7.12%	163	0.96%	53	0.31%	16	0.09%	16,979
MAY-22	14,406	90.61%	1,256	7.90%	179	1.13%	45	0.28%	13	0.08%	15,899
JUN-22	40,689	90.47%	3,676	8.17%	458	1.02%	96	0.21%	54	0.12%	44,973
JUL-22	42,875	91.12%	3,608	7.67%	441	0.94%	99	0.21%	29	0.06%	47,052
AUG-22	36,132	90.86%	3,116	7.84%	390	0.98%	87	0.22%	42	0.11%	39,767
SEP-22	29,070	91.50%	2,300	7.24%	298	0.94%	77	0.24%	25	0.08%	31,770
OCT-22	25,701	90.96%	2,127	7.53%	316	1.12%	77	0.27%	33	0.12%	28,254
NOV-22	23,249	90.23%	1,992	7.73%	370	1.44%	109	0.42%	56	0.22%	25,766
DEC-22	22,565*	89.79%	2,018*	8.03%	367*	1.46%	131*	0.52%	50*	0.20%	25,131*
JAN-23	21,900*	90.68%	1,793*	7.42%	311*	1.29%	96*	0.40%	51*	0.21%	24,151*
FEB-23	13,511*	90.69%	1,160*	7.79%	158*	1.06%	50*	0.34%	19*	0.13%	14,898*
MAR-23	20,419		1,735		302		97		40		
AVERAGE		90.96%		7.53%		1.10%		0.29%		0.12%	
TOTAL	345,139*		28,898*		4,122*		1,081*		449*		379,679*

MILES OVER POSTED SPEED LIMIT	11-19 MPH		20-29 MPH		30-39 MPH		40-49 MPH		50+ MPH		TOTAL
APR-23	19,727	90.61%	1,621	7.45%	284	1.30%	116	0.53%	24	0.11%	21,772
MAY-23	20,529	90.08%	1,806	7.92%	310	1.36%	98	0.43%	47	0.21%	22,790
JUN-23	22,337	90.79%	1,878	7.63%	266	1.08%	92	0.37%	29	0.12%	24,602
JUL-23	23,705	90.38%	2,003	7.64%	365	1.39%	113	0.43%	43	0.16%	26,229
AUG-23	19,556	89.91%	1,713	7.88%	330	1.52%	98	0.45%	54	0.25%	21,751
SEP-23	15,509	89.75%	1,417	8.20%	273	1.58%	55	0.32%	26	0.15%	17,280
OCT-23	16,575	90.56%	1,408	7.69%	226	1.23%	61	0.33%	33	0.18%	18,303
NOV-23	16,167	91.47%	1,270	7.19%	171	0.97%	48	0.27%	18	0.10%	17,674
DEC-23	16,054	90.40%	1,352	7.61%	259	1.46%	67	0.38%	27	0.15%	17,759
JAN-24	12,221	90.02%	1,068	7.87%	191	1.41%	61	0.45%	35	0.26%	13,576
FEB-24	12,673	91.00%	1,039	7.46%	150	1.08%	46	0.33%	19	0.14%	13,927
MAR-24	15,166	91.61%	1,139	6.88%	174	1.05%	54	0.33%	22	0.13%	16,555
AVERAGE		90.55%		7.62%		1.29%		0.39%		0.16%	
TOTAL	210,219		17,714		2,999		909		377		232,218

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 zip codes are located closest to the Philadelphia border and were used in the prior year's report. The incomplete numbers from last year's report are now included along with a complete data set of this fiscal year.

IN STATE VS. OUT OF STATE	PA PLATES	NJ PLATES	DE PLATES	OTHER STATE PLATES	NOTICES ISSUED	PHILADELPHIA REGISTERED PLATES	BUCKS COUNTY REGISTERED PLATES
DEC-22	21,786	2,295	315	786	25,182	15,024	1,428
JAN-23	20,963	2,395	325	678	24,361	14,156	1,455
FEB-23	18,666	2,121	299	641	21,727	12,519	1,360
MAR-23	19,434	2,243	307	609	22,593	12,999	1,396
TOTAL	243,271	25,495	3,361	7,871	279,998	166,926	17,317

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-23	18,650	2,182	338	602	21,772	12,528	1,306
MAY-23	19,633	2,159	337	661	22,790	13,279	1,315
JUN-23	21,073	2,430	336	763	24,602	13,919	1,627
JUL-23	22,343	2,661	380	845	26,229	14,999	1,411
AUG-23	18,365	2,400	284	702	21,751	12,555	1,154
SEP-23	14,708	1,781	289	502	17,280	9,891	1,062
OCT-23	15,383	2,080	271	569	18,303	10,519	983
NOV-23	14,674	2,193	278	529	17,674	9,768	1,023
DEC-23	14,791	2,126	252	590	17,759	9,716	1,085
JAN-24	11,415	1,563	222	376	13,576	7,515	732
FEB-24	11,652	1,641	201	433	13,927	7,672	803
MAR-24	13,846	1,918	225	566	16,555	9,203	980
TOTAL	196,533	25,134	3,413	7,138	232,218	131,564	13,481

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 violations. Data reflects numbers as of July 26, 2024.

MONTH	PAID	PARTIAL PAID	UNPAID	HEARINGS REQUESTED	NOTICES - WITH OVERPAYMENT
APR-23	14,532	440	6,790	330	9
MAY-23	15,104	488	7,189	302	8
JUN-23	16,383	474	7,740	329	5
JUL-23	16,767	566	8,891	388	5
AUG-23	14,014	375	7,357	389	4
SEP-23	10,993	261	6,024	274	2
OCT-23	11,346	307	6,647	262	3
NOV-23	10,887	288	6,490	265	9
DEC-23	10,936	259	6,559	337	2
JAN-24	8,180	200	5,192	229	4
FEB-24	8,263	180	5,477	211	7
MAR-24	9,452	200	6,892	217	11

Expenses of the Speed Camera Program

SPEED CAMERA, FINANCIAL SNAPSHOT, AS OF 1/31/23

FISCAL YEAR 2023	1/31/2023	
VIOLATION REVENUE	17,812,191	Violation Revenue (including database fees) less refund amounts
INTEREST & MISC INCOME	5,491	
TOTAL REVENUE	\$17,817,682	
EQUIPMENT	1,243,569	Paid to Vera Mobility, the contractor who installs & maintains the cameras and tech support
PROGRAM COSTS / COLLECTION FEES	793,950	Paid to Duncan, PRWT, Harris and Harris, Professional Account Management & TSI for processing and collection services
PHILADELPHIA POLICE DEPARTMENT	98,375	Police Officer Expenses in the review and approval/rejection of violations
PHILADELPHIA DEPARTMENT OF FINANCE	54,640	The Office of Administrative Review is responsible for the 1st level hearings
PERSONNEL COSTS	665,933	Includes current staff and fringe benefits
PPA SUPPORT	703,627	The allocated expense for PPA support services HR, Purchasing, IT, Management, Security, Finance and Accounting
RENT EXPENSE	44,636	Allocated rent expense from Red Light Camera Department
OTHER EXPENSES	110,008	Auto expense, insurance, printing, misc. expense, office exp, professional fees and telephone fees
TOTAL EXPENSES	\$110,008	
NET INCOME FOR FY23	17,707,674	
TOTAL PAYMENTS TO DATE FOR FY 23	(12,474,206)	
REVENUE DUE TO STATE, 1/31/23	\$5,233,468	***

Speed Funding of Safety Project Initiatives

On February 1, 2024, the state announced that the Automated Camera Enforcement program would be distributing \$19.3 million in grant funding to seven safety projects in Philadelphia. This year's funding will be going towards intersection modifications, Eakins Oval and Pennsylvania Avenue redesign, safe bus stops, neighborhood slow zones, 2025 Roosevelt Boulevard National Environmental Policy Act Process, and 2024 Nations Environmental Policy Act Process. More information can be found at: <https://www.phila.gov/2024-02-21-city-of-philadelphia-receives-multiple-penn-dot-investments-for-traffic-safety-projects/> and <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/PressReleaseASE2023.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 included expanding the speed camera program to five more corridors throughout the city and initiates a five-year pilot program for speed cameras in school zones.

The expansion of the program will allow for speed cameras to be installed along five state route corridors in the City of Philadelphia. Part of the requirement for this program was to investigate the posted speed for the corridor and have speed data and data on speed related crashes involving vehicles or pedestrians. The City's Vision Zero program, led by the Office of Multimodal Planning, the Office of Transportation and Infrastructure Systems, and the Streets Department, worked with PennDOT to conduct a study. They have released the Corridor Scoring and Methodology report (Appendix B) which demonstrates their methodology for selecting corridors throughout the city. It can also be located at <https://visionzerophl.com/plans-and-reports/ase-report-2024/>.

City Council has approved one expansion location as of the time this report was released. Speed cameras will be installed on Broad Street, State Route 611. The Authority is working with the city departments to create press releases and advertisements to make the commuters aware of this program. The Authority's current contract with Verra Mobility will expire September 2024 and we are currently in the process of selecting a new vendor. When a vendor is selected, specific locations along Broad Street will be evaluated at the locations that the city has proposed to install the speed cameras. It is expected that installations should begin in late 2024/early 2025.

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. A study will also need to be conducted at potential locations, similar to what is required with the new corridors. The Authority is working with the city departments to determine which school zones will be selected.

Crash Data

Below is data that was compiled from the Office of Transportation and Infrastructure Systems (OTIS). Overall numbers continue to demonstrate 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	ALL YEARS
FATAL INJURY	7	13	8	6	11	45
SUSPECTED SERIOUS INJURY	24	14	22	17	21	98
SUSPECTED MINOR INJURY	178	139	121	94	82	614
POSSIBLE INJURY	64	34	30	34	23	185
UNKNOWN SEVERITY	88	58	59	44	45	294
UNKNOWN IF INJURED	40	14	17	14	17	102
PROPERTY DMG ONLY	111	93	74	58	45	381
TOTAL	512	365	331	267	244	1,719

CRASH DISCRIPTION TYPES BY YEAR

	2019 CRASHES	2020 CRASHES	2021 CRASHES	2022 CRASHES	2023 CRASHES	ALL YEARS
ANGLE	205	167	132	117	107	728
BACKING	0	0	0	0	0	0
HEAD ON	19	10	8	8	6	51
HIT FIXED OBJECT	60	43	29	16	22	170
NON COLLISION	1	3	2	1	0	7
OPP DIRECTION SIDESWIPE	7	5	3	4	5	24
PEDESTRIAN	32	20	23	13	21	109
REAR END	123	78	88	74	53	416
SAME DIRECTION SIDESWIPE	62	38	45	34	29	208
TOTAL	509	364	330	267	243	1,713

CRASH MODE AND SEVERITY BY YEAR

	2019 PERSONS	2020 PERSONS	2021 PERSONS	2022 PERSONS	2023 PERSONS	ALL YEARS
TOTAL PERSONS INVOLVED	1,409	939	871	717	672	4,608
TOTAL FATALITIES	8	14	9	6	11	48
TOTAL SERIOUS INJURIES	28	18	27	22	44	139
PEDESTRIANS INVOLVED	32	19	21	13	17	102
PEDESTRIANS FATALITIES	1	3	2	2	2	10
PEDESTRIAN SERIOUS INJURIES	6	4	5	2	4	21
CYCLISTS INVOLVED	2	1	4	1	4	12
CYCLISTS FATALITIES	0	0	1	0	0	1
CYCLISTS SERIOUS INJURIES	0	0	0	1	0	1

Location Analysis

Two new locations, 700 W. Roosevelt and 5000 Roosevelt were installed in June of 2022. They have shown the 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 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									13,276	18,207	31,483
WARNINGS											
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
TOTAL	142,422	257,947	291,681	36,463	80,980	10,618	174,338	205,716	144,563	185,575	1,530,303

****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. December, January, and February from 2023 was included to show completed data from last year’s report.

Banks Way

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	664,370	32.4	54.4	96	532
JAN-23	677,007	31.6	54.2	84	643
FEB-23	642,073	31.3	54.4	85	537
MAR-23	712,719	31.2	54.1	79	277
TOTAL	2,696,169				1,989

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	683,650	31.9	54.5	86	245
MAY-23	741,612	30.1	55.3	105	195
JUN-23	757,362	29.4	54.8	88	205
JUL-23	708,280	30.3	55.2	89	160
AUG-23	724,855	28.7	55.4	91	133
SEP-23	703,336	29.4	55.5	77	121
OCT-23	729,304	30.7	55.7	83	178
NOV-23	705,253	30.9	55.2	87	191
DEC-23	703,713	31.7	54.9	81	186
JAN-24	671,852	31.3	55.4	112	158
FEB-24	675,688	31.1	54.7	77	154
MAR-24	727,146	31.0	55.4	88	148
TOTAL	8,532,051				2,074

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	417,845	32.2	55.8	89	387
JAN-23	412,048	31.7	55.1	99	299
FEB-23	392,835	31.6	54.8	84	258
MAR-23	447,859	32.0	55.6	92	299
TOTAL	1,670,587				1,243

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	427,259	32.3	54.9	85	265
MAY-23	464,035	31.3	55.0	81	299
JUN-23	460,936	31.4	55.2	79	327
JUL-23	433,535	32.2	55.2	81	325
AUG-23	440,846	31.5	54.9	73	266
SEP-23	432,946	31.3	56.0	91	256
OCT-23	447,727	32.1	55.3	87	352
NOV-23	423,895	32.2	54.9	77	340
DEC-23	420,002	32.1	55.6	83	275
JAN-24	403,445	31.4	55.7	100	245
FEB-24	414,058	31.7	55.0	75	226
MAR-24	444,852	31.6	54.9	77	190
TOTAL	5,213,536				3,366

SOUTHBOUND**INNER LANES**

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	744,363	31.5	55.8	99	351
JAN-23	741,354	32.2	55.4	89	340
FEB-23	694,518	32.3	55.1	88	313
MAR-23	782,844	31.7	56	92	312
TOTAL	2,963,079				1,316

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	769,549	31.3	55.2	82	303
MAY-23	812,489	32.0	56.1	90	315
JUN-23	823,054	31.5	55.6	82	272
JUL-23	729,011	32.4	56.2	91	280
AUG-23	787,802	29.1	55.8	95	262
SEP-23	751,720	30.5	56.1	82	231
OCT-23	777,715	32.1	55.2	97	296
NOV-23	749,862	32.3	55.2	89	290
DEC-23	743,535	31.2	55.5	90	283
JAN-24	715,085	30.4	55.7	87	211
FEB-24	726,682	30.8	55.8	85	222
MAR-24	790,996	31.1	54.8	88	222
TOTAL	9,177,500				3,187

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	477,896	31.4	56.2	91	357
JAN-23	441,690	31.9	55.3	77	301
FEB-23	451,486	32.1	55.3	86	293
MAR-23	487,302	31.8	56.5	93	317
TOTAL	1,858,374				1,268

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	468,765	31.5	55.6	79	348
MAY-23	494,236	32.3	55.1	76	350
JUN-23	488,894	32.2	55.7	80	409
JUL-23	466,244	32.8	56.2	90	400
AUG-23	469,090	30.2	56.4	90	343
SEP-23	464,517	31.1	55.9	86	330
OCT-23	477,245	32.6	55.3	79	315
NOV-23	446,952	32.8	55	96	337
DEC-23	440,486	31.6	55.7	86	265
JAN-24	417,242	30.9	55.4	98	223
FEB-24	431,569	31.3	55.2	86	213
MAR-24	483,020	31.4	55.3	87	230
TOTAL	5,548,260				3,763

F Street

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	582,666	32.1	55	89	761
JAN-23	592,538	34.0	54.6	101	1,012
FEB-23	565,428	33.9	54.8	96	911
MAR-23	639,382	33.8	54.4	89	848
TOTAL	2,380,014				3,532

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	619,042	33.8	54.4	87	772
MAY-23	667,162	33.2	54.8	105	827
JUN-23	688,750	33.0	54.5	95	877
JUL-23	642,693	34.6	54.7	97	979
AUG-23	638,744	31.1	55.7	90	165
SEP-23	621,520	30.7	55.1	111	94
OCT-23	654,331	29.9	56.7	93	95
NOV-23	617,739	29.8	55.6	88	121
DEC-23	614,622	30.5	57.2	102	107
JAN-24	591,754	30.6	56	85	95
FEB-24	598,710	30.7	56.1	92	82
MAR-24	642,393	30.8	55.7	100	71
TOTAL	7,597,460				4,285

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	299,846	31.6	56.6	95	341
JAN-23	303,532	33.1	55.2	87	442
FEB-23	293,598	32.6	55.2	84	399
MAR-23	335,350	32.4	55.8	93	353
TOTAL	1,232,326				1,535

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	370,607	32.4	55.3	99	304
MAY-23	410,272	31.6	54.9	81	427
JUN-23	399,681	31.9	54.7	86	454
JUL-23	396,715	33.5	55.3	94	540
AUG-23	380,172	31.2	55.8	88	163
SEP-23	365,897	30.3	55.7	95	118
OCT-23	360,900	30.0	55.9	98	99
NOV-23	303,557	30.3	54.8	85	122
DEC-23	295,794	30.9	55.5	80	113
JAN-24	283,254	30.6	54.7	90	93
FEB-24	293,016	30.4	54.8	73	87
MAR-24	333,110	30.7	54.9	84	99
TOTAL	4,192,975				2,619

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	637,449	29.9	54.9	87	772
JAN-23	619,267	30.2	54.3	107	720
FEB-23	584,416	29.9	54.2	89	576
MAR-23	666,823	29.3	54.5	83	649
TOTAL	2,507,955				2,717

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	643,432	29.4	54.2	86	685
MAY-23	684,107	29.0	54.8	100	655
JUN-23	684,172	28.8	54.3	85	642
JUL-23	648,065	29.7	54.1	78	684
AUG-23	663,569	29.5	54.6	101	611
SEP-23	645,426	29.0	54.6	87	528
OCT-23	657,421	29.0	54.2	89	352
NOV-23	637,868	29.5	54.3	105	491
DEC-23	631,029	29.6	54.5	113	615
JAN-24	612,371	29.3	54.5	79	465
FEB-24	619,456	29.0	54.9	88	397
MAR-24	672,356	29.0	54.4	76	460
TOTAL	7,799,272				6,585

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	352,608	33.4	55.3	102	508
JAN-23	337,640	33.3	54.7	96	522
FEB-23	316,076	32.9	54.1	78	449
MAR-23	355,085	32.8	55.4	95	498
TOTAL	1,361,409				1,977

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	355,150	33.2	54.6	104	538
MAY-23	386,751	33.2	54.7	83	626
JUN-23	373,627	33.0	54.6	75	494
JUL-23	318,797	33.5	54.6	83	264
AUG-23	352,661	33.6	55	97	539
SEP-23	344,000	33.1	55.1	96	506
OCT-23	354,673	33.1	54.6	80	430
NOV-23	319,039	33.3	54.8	85	418
DEC-23	322,142	33.1	55	89	398
JAN-24	309,061	32.7	55.1	96	291
FEB-24	315,242	32.8	54.7	86	293
MAR-24	346,650	33.0	54.6	92	408
TOTAL	4,097,793				5,205

[Deveraux Avenue](#)**NORTHBOUND****INNER LANES**

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	398,028	27.4	56.3	107	267
JAN-23	391,860	27.5	55.9	118	230
FEB-23	374,998	27.6	54.4	98	302
MAR-23	425,712	29.1	54.1	84	478
TOTAL	1,590,598				1,277

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	371,676	28.2	55.3	93	149
MAY-23	382,934	28.2	56	95	133
JUN-23	431,232	26.4	54.6	92	226
JUL-23	410,067	27.7	56.4	110	293
AUG-23	409,218	27.7	56.1	107	224
SEP-23	385,027	27.4	56.4	96	168
OCT-23	397,297	27.4	54.7	84	162
NOV-23	407,769	27.3	54.4	70	146
DEC-23	420,214	27.8	56.5	87	237
JAN-24	406,589	29.3	55.7	107	395
FEB-24	404,660	31.0	54.5	82	563
MAR-24	423,203	31.2	54.9	101	572
TOTAL	4,849,886				3,268

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	521,959	26.4	56.9	101	276
JAN-23	527,417	27.3	56.2	98	261
FEB-23	494,138	27.3	55.1	85	216
MAR-23	559,813	27.9	55.9	92	312
TOTAL	2,103,327				1,065

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	549,834	27.4	54.9	76	181
MAY-23	599,063	27.3	55.2	83	199
JUN-23	601,308	26.4	55.9	85	252
JUL-23	576,844	27.3	55.6	96	263
AUG-23	580,760	27.5	55	92	243
SEP-23	567,484	27.2	56.1	96	219
OCT-23	588,115	27.2	54.5	82	183
NOV-23	553,126	27.5	54.9	72	177
DEC-23	557,431	27.4	55.3	88	188
JAN-24	530,328	27.3	55.5	100	251
FEB-24	527,712	26.8	55	92	343
MAR-24	570,677	26.9	55	94	379
TOTAL	6,802,682				2,878

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	636,828	32.1	54.8	104	775
JAN-23	629,932	32.4	54.7	96	664
FEB-23	603,996	32.4	54.8	97	526
MAR-23	687,517	30.6	55.3	97	396
TOTAL	2,558,273				2,361

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	657,080	30.8	55.3	92	116
MAY-23	731,172	29.9	55	89	153
JUN-23	752,215	30.3	54.8	77	333
JUL-23	697,324	32.0	55.1	102	474
AUG-23	717,716	31.6	55.1	91	372
SEP-23	643,887	29.9	55.2	87	365
OCT-23	709,954	30.2	54.7	105	437
NOV-23	665,036	30.7	55.2	103	450
DEC-23	663,318	31.5	55.2	112	603
JAN-24	628,180	30.9	55.6	96	444
FEB-24	634,721	30.9	55.2	107	406
MAR-24	692,228	30.9	54.7	92	417
TOTAL	8,192,831				4,570

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	436,808	31.2	55.4	98	606
JAN-23	428,228	32.0	55	100	510
FEB-23	405,304	32.3	55.3	99	455
MAR-23	456,499	31.0	55.5	98	337
TOTAL	1,726,839				1,908

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	433,610	31.8	54.9	85	117
MAY-23	462,698	31.5	54.3	93	209
JUN-23	460,890	31.9	55	89	380
JUL-23	432,978	32.6	54.9	100	470
AUG-23	440,222	32.4	55.4	96	385
SEP-23	429,220	30.5	55.8	126	339
OCT-23	443,518	30.6	54.4	93	343
NOV-23	421,050	30.9	54.5	87	328
DEC-23	422,959	31.4	54.9	90	394
JAN-24	403,250	30.9	55.7	107	311
FEB-24	408,484	31.4	55.1	87	282
MAR-24	441,002	31.3	55.1	98	350
TOTAL	5,199,881				3,908

Harbison Avenue

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	378,535	30.0	53.9	71	96
JAN-23	380,448	28.9	55.4	83	76
FEB-23	371,732	26.1	53.3	59	28
MAR-23	424,237	25.8	54.2	69	34
TOTAL	1,554,952				234

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	412,683	25.7	54.2	72	41
MAY-23	443,264	23.9	53.8	58	19
JUN-23	479,418	22.3	54.9	72	109
JUL-23	403,044	22.8	54.4	75	152
AUG-23	413,689	22.7	54.3	83	194
SEP-23	406,082	22.4	55.7	88	170
OCT-23	428,576	22.7	54.8	72	217
NOV-23	389,615	23.2	54.3	91	193
DEC-23	379,257	23.6	55	95	189
JAN-24	361,089	23.7	54.7	73	162
FEB-24	365,818	23.6	54.8	83	128
MAR-24	401,172	23.3	54.3	77	163
TOTAL	4,883,707				1,737

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	429,146	24.9	55	64	41
JAN-23	430,746	24.3	56	97	33
FEB-23	403,302	22.4	56.4	70	12
MAR-23	447,969	22.3	55.1	67	13
TOTAL	1,711,163				99

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	485,265	22.0	54.6	73	17
MAY-23	517,833	20.6	54.5	62	11
JUN-23	523,157	20.2	54.7	75	67
JUL-23	494,528	20.5	55.6	80	112
AUG-23	507,130	20.6	55.5	76	125
SEP-23	492,985	20.3	55.4	73	96
OCT-23	497,822	20.5	55.6	76	108
NOV-23	396,279	21.3	55	70	90
DEC-23	426,046	21.5	55.6	102	104
JAN-24	398,653	21.4	55.3	87	98
FEB-24	385,902	21.4	54.5	68	70
MAR-24	458,432	21.1	55.3	76	84
TOTAL	5,584,032				982

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	443,434	20.7	57.1	74	20
JAN-23	394,319	21.5	56.3	67	25
FEB-23	424,942	21.6	53.6	64	21
MAR-23	482,509	21.2	55.6	68	14
TOTAL	1,745,204				80

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	478,577	21.2	57.2	80	13
MAY-23	523,064	21.2	57.2	87	23
JUN-23	564,824	21.5	55.1	100	87
JUL-23	500,029	23.5	56.1	94	125
AUG-23	508,007	23.1	55.4	79	110
SEP-23	478,831	23.0	56.6	85	84
OCT-23	492,721	22.5	57.1	84	92
NOV-23	461,043	23.0	55.9	94	69
DEC-23	459,633	23.2	57	92	91
JAN-24	440,398	23.1	56.6	92	79
FEB-24	443,895	22.9	56.7	95	62
MAR-24	476,903	22.9	55.8	85	91
TOTAL	5,827,925				926

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	332,891	22.9	54.6	77	22
JAN-23	326,482	23.7	59.8	90	12
FEB-23	312,902	23.7	60.1	68	8
MAR-23	348,112	23.5	57.1	75	31
TOTAL	1,320,387				73

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	340,328	23.7	55.3	73	33
MAY-23	364,952	23.9	56.3	85	44
JUN-23	366,800	24.6	55.1	103	113
JUL-23	326,988	26.0	55.8	82	148
AUG-23	324,497	25.8	57	84	130
SEP-23	321,428	25.6	57.9	107	91
OCT-23	336,477	25.3	55.5	91	108
NOV-23	317,008	25.4	55.1	82	108
DEC-23	313,653	25.4	55.9	82	117
JAN-24	300,335	25.3	56.9	92	73
FEB-24	307,836	25.3	56.3	95	76
MAR-24	325,829	25.3	55.2	85	109
TOTAL	3,946,131				1,150

Strahle Street

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	519,197	37.9	58.9	79	239
JAN-23	519,115	38.3	60.1	96	254
FEB-23	511,083	38.2	59.4	100	267
MAR-23	583,098	37.8	59.6	123	259
TOTAL	2,132,493				1,019

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	556,489	37.8	59.9	100	280
MAY-23	600,773	37.8	60.6	120	254
JUN-23	664,923	37.6	59	87	264
JUL-23	538,930	38.0	59.5	98	308
AUG-23	555,827	38.4	59.7	97	272
SEP-23	548,309	38.0	59.4	92	251
OCT-23	514,986	38.0	60.3	108	232
NOV-23	554,863	37.5	59.3	87	222
DEC-23	553,086	37.5	59.8	114	183
JAN-24	527,163	37.1	59	78	151
FEB-24	491,653	37.5	59.6	92	171
MAR-24	571,713	37.4	59.6	124	188
TOTAL	6,678,715				2,776

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	367,751	39.1	60.3	94	330
JAN-23	346,566	39.3	59.9	106	378
FEB-23	321,025	39.5	59.4	95	367
MAR-23	362,119	39.4	59.7	105	396
TOTAL	1,397,461				1,471

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	355,302	39.5	60.5	104	420
MAY-23	369,891	39.5	60.4	97	404
JUN-23	390,972	39.3	59.9	89	472
JUL-23	342,758	39.6	60.2	108	385
AUG-23	346,554	39.5	60.4	95	378
SEP-23	338,761	39.2	60.2	84	319
OCT-23	355,241	39.1	59.9	113	305
NOV-23	338,620	39.0	59.6	100	301
DEC-23	347,219	38.8	59.4	85	205
JAN-24	300,937	38.3	60.2	100	160
FEB-24	320,179	38.8	59.6	111	216
MAR-24	350,985	38.8	59.6	94	265
TOTAL	4,157,419				3,830

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	447,870	24.0	60.7	88	113
JAN-23	438,222	24.4	60.6	88	104
FEB-23	412,976	24.5	61.9	120	88
MAR-23	473,588	24.3	61.4	82	68
TOTAL	1,772,656				373

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	460,538	24.1	62.7	108	86
MAY-23	491,003	24.0	66.5	111	82
JUN-23	538,089	23.4	60.8	94	72
JUL-23	444,927	24.5	60.2	112	117
AUG-23	462,988	24.1	62.9	107	79
SEP-23	454,709	23.8	63	100	56
OCT-23	486,378	23.9	62.9	104	63
NOV-23	452,725	24.1	61	84	45
DEC-23	450,641	24.2	64.7	109	41
JAN-24	435,650	24.4	65.7	89	27
FEB-24	432,496	24.1	59.9	96	62
MAR-24	469,211	24.2	62.3	119	59
TOTAL	5,579,355				789

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	297,449	27.2	60.5	86	26
JAN-23	208,126	27.3	59.4	67	14
FEB-23	147,564	25.9	69.9	105	11
MAR-23	397,264	25.8	60.8	102	61
TOTAL	1,050,403				112

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	355,655	26.3	61.8	123	51
MAY-23	361,676	25.8	59.7	83	26
JUN-23	400,159	25.1	62.5	87	39
JUL-23	376,802	26.0	63.3	96	34
AUG-23	378,704	25.7	63.9	109	43
SEP-23	375,885	25.1	65.1	100	35
OCT-23	397,194	25.2	61.4	8	28
NOV-23	374,278	25.4	61	93	30
DEC-23	365,273	25.3	63.8	100	21
JAN-24	350,429	25.7	61.8	88	25
FEB-24	355,629	25.4	62.8	92	30
MAR-24	384,882	25.6	62	96	34
TOTAL	4,476,566				396

Grant Avenue

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	348,017	26.9	58.9	69	8
JAN-23	370,195	26.4	65.9	82	8
FEB-23	367,904	25.4	65.5	99	6
MAR-23	423,458	25.0	60.1	74	15
TOTAL	1,509,574	25.1			37

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	408,868	25.1	58.7	61	7
MAY-23	443,217	24.8	59.5	68	14
JUN-23	490,464	23.4	57.9	61	16
JUL-23	395,433	26.1	61.3	80	12
AUG-23	406,563	25.8	61.1	77	8
SEP-23	403,618	24.9	63.9	82	9
OCT-23	424,517	24.6	61.2	65	5
NOV-23	398,031	24.9	59	68	6
DEC-23	403,037	25.0	61.4	72	10
JAN-24	385,857	25.1	57.7	62	10
FEB-24	379,439	25.1	60	63	9
MAR-24	179,395	25.0	57.9	61	9
TOTAL	4,718,439				115

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	465,556	27.1	60.8	83	26
JAN-23	403,379	28.8	60.7	89	33
FEB-23	364,298	28.7	60.5	72	32
MAR-23	410,456	28.6	59.7	66	30
TOTAL	1,643,689				121

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	397,163	28.6	61.1	75	32
MAY-23	420,852	28.5	61.7	97	36
JUN-23	443,181	27.5	61.4	92	35
JUL-23	392,778	29.1	58.7	64	24
AUG-23	399,158	28.8	60.4	74	31
SEP-23	390,347	28.0	59.4	68	24
OCT-23	409,947	27.6	59.4	71	33
NOV-23	395,450	27.7	60.7	76	30
DEC-23	404,002	27.4	59.2	80	30
JAN-24	371,937	28.1	59.9	68	19
FEB-24	372,835	27.9	60.1	73	11
MAR-24	402,947	27.9	61	73	21
TOTAL	4,800,597				326

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	408,856	35.1	59.1	68	43
JAN-23	408,221	35.4	59.8	71	46
FEB-23	390,769	35.5	61.5	94	40
MAR-23	446,844	35.5	59.9	72	55
TOTAL	1,654,690				184

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	442,052	35.5	60.4	82	45
MAY-23	470,551	35.5	61.4	83	86
JUN-23	515,641	34.6	61	111	73
JUL-23	433,506	35.7	59.6	75	38
AUG-23	450,317	35.6	60.1	73	40
SEP-23	443,528	35.1	59.8	82	50
OCT-23	473,839	35.2	59.1	68	36
NOV-23	431,573	35.1	58.5	68	39
DEC-23	433,657	34.9	61.2	74	45
JAN-24	400,269	34.7	60.3	71	38
FEB-24	404,487	35.1	61	73	52
MAR-24	435,987	35.1	59.9	88	32
TOTAL	5,335,407				574

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	314,810	34.8	60.6	89	25
JAN-23	288,597	35.3	60.8	72	44
FEB-23	271,808	35.4	59.5	65	38
MAR-23	317,104	35.4	59.2	75	53
TOTAL	1,192,319				160

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	305,417	35.5	60.2	75	54
MAY-23	327,420	35.3	61.6	84	63
JUN-23	338,783	35.0	60.1	79	65
JUL-23	303,799	35.5	61	100	43
AUG-23	311,023	35.4	60.6	81	57
SEP-23	315,090	35.0	59.5	79	43
OCT-23	335,748	35.0	62	90	33
NOV-23	314,189	35.0	59.8	68	47
DEC-23	315,187	35.0	61.3	78	40
JAN-24	297,893	34.5	59.2	67	27
FEB-24	298,878	34.9	59.1	72	32
MAR-24	317,727	35.0	61.8	106	28
TOTAL	3,781,154				532

Red Lion Road

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	415,416	38.8	59.2	107	333
JAN-23	419,023	38.8	59.7	98	331
FEB-23	410,935	38.8	59.6	99	310
MAR-23	470,756	38.7	59.5	136	335
TOTAL	1,716,130				1,309

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	456,589	38.7	60.4	98	359
MAY-23	490,904	38.6	60.2	98	314
JUN-23	518,616	38.5	59.7	109	412
JUL-23	445,818	39.2	59.4	84	370
AUG-23	455,143	38.9	60	105	324
SEP-23	455,504	38.4	59.1	91	288
OCT-23	478,796	38.8	59.9	100	296
NOV-23	455,040	38.4	59.8	110	251
DEC-23	463,301	38.5	59.2	83	276
JAN-24	435,306	38.2	59.3	97	174
FEB-24	433,074	38.7	59.5	88	215
MAR-24	455,299	38.8	59.4	82	220
TOTAL	5,543,390				3,499

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	303,030	39.4	60.2	102	304
JAN-23	277,132	39.4	60.2	109	231
FEB-23	254,411	39.7	58.9	75	264
MAR-23	284,786	39.7	59.8	99	278
TOTAL	1,119,359				1,077

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	260,837	39.4	60.3	86	228
MAY-23	280,764	39.6	60.2	99	250
JUN-23	301,731	39.4	61	105	268
JUL-23	254,170	39.8	60	92	213
AUG-23	262,350	39.5	59.8	88	226
SEP-23	264,891	39.1	59.8	83	172
OCT-23	211,494	39.2	59.9	96	168
NOV-23	269,643	39.1	60.2	115	178
DEC-23	268,324	39.3	59.1	83	209
JAN-24	253,454	38.8	60.1	85	157
FEB-24	256,271	39.6	60.2	97	174
MAR-24	274,700	39.7	60.1	99	191
TOTAL	3,158,629				2,434

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	357,827	41.8	59.5	117	784
JAN-23	350,257	41.9	59.4	92	673
FEB-23	331,966	42.0	59.4	95	675
MAR-23	376,504	42.0	59.6	97	696
TOTAL	1,416,554				2,828

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	360,641	42.1	59.3	105	730
MAY-23	388,264	42.1	59.7	99	796
JUN-23	427,981	42.4	59.3	105	1,169
JUL-23	355,450	42.8	59.5	94	886
AUG-23	375,010	42.2	59.4	94	773
SEP-23	371,686	41.9	59.4	109	675
OCT-23	378,392	42.0	59.5	101	646
NOV-23	306,742	42.3	59.8	106	459
DEC-23	263,110	42.3	59.5	85	348
JAN-24	216,253	42.3	59.4	89	138
FEB-24	220,648	42.9	59.7	105	148
MAR-24	355,557	41.7	59.5	92	530
TOTAL	4,019,734				7,298

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	335,387	40.5	59.7	95	392
JAN-23	318,184	40.7	59.5	89	361
FEB-23	259,746	40.9	59.4	83	259
MAR-23	278,466	40.8	59.8	97	236
TOTAL	1,191,783				1,248

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	262,698	40.6	60.7	102	229
MAY-23	281,886	40.6	60.5	100	264
JUN-23	312,905	40.9	59.4	105	345
JUL-23	270,265	40.9	59.4	111	272
AUG-23	267,737	40.6	60.1	103	245
SEP-23	265,144	40.4	59.9	98	172
OCT-23	278,295	40.3	59.7	97	175
NOV-23	261,825	40.4	59.2	79	175
DEC-23	265,544	40.1	60.4	83	200
JAN-24	257,163	39.9	59.8	96	163
FEB-24	231,047	40.4	60.2	88	138
MAR-24	264,598	40.6	59.3	89	226
TOTAL	3,219,107				2,604

Southampton Road

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	345,816	37.73002	59.1	82	520
JAN-23	340,196	37.45354	59.1	83	536
FEB-23	328,985	38.36946	59.4	111	509
MAR-23	379,905	38.40538	59	91	612
TOTAL	1,394,902				2,177

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	377,776	38.51754	59.2	94	638
MAY-23	406,275	38.70538	59.1	89	611
JUN-23	424,042	37.98835	59	101	585
JUL-23	374,989	38.32963	59.2	107	564
AUG-23	389,883	37.75366	59.6	90	401
SEP-23	382,525	37.36849	58.9	85	399
OCT-23	406,445	36.1662	59.3	86	354
NOV-23	372,439	37.05912	59.4	93	506
DEC-23	371,612	37.40453	58.9	91	398
JAN-24	342,735	37.98123	58.9	79	381
FEB-24	345,520	39.57935	59.3	95	626
MAR-24	379,002	39.15511	59.2	100	617
TOTAL	4,573,243				6,080

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	482,624	37.90109	58.9	87	758
JAN-23	471,390	37.84525	59.1	82	736
FEB-23	436,766	38.52923	58.8	78	733
MAR-23	502,675	38.23043	58.9	98	796
TOTAL	1,893,455				3,023

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	483,142	38.36554	58.7	95	759
MAY-23	513,718	38.04493	59	84	646
JUN-23	449,410	38.80663	58.7	90	736
JUL-23	432,128	39.05313	58.8	86	674
AUG-23	481,802	38.46151	58.6	83	642
SEP-23	480,668	36.87294	58.9	80	528
OCT-23	497,208	34.79505	58.6	76	446
NOV-23	484,438	37.18358	58.7	82	669
DEC-23	478,484	37.46667	58.8	94	609
JAN-24	445,055	37.01715	58.9	77	478
FEB-24	452,216	37.72324	59	82	584
MAR-24	487,112	37.71237	58.8	76	700
TOTAL	5,685,381				7,471

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	248,569	40.92235	59.2	98	570
JAN-23	243,664	40.92853	59.4	103	521
FEB-23	233,149	41.04252	58.9	93	525
MAR-23	264,428	41.04405	59.2	89	500
TOTAL	989,810				2,116

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	259,178	41.13257	59.2	122	545
MAY-23	278,059	41.12801	59.4	93	554
JUN-23	299,381	40.50904	59.4	95	543
JUL-23	249,455	41.0319	59.1	86	538
AUG-23	265,927	41.53515	59	87	576
SEP-23	263,147	41.30647	59.1	93	514
OCT-23	291,751	41.11533	58.8	79	567
NOV-23	264,114	41.05911	59.1	79	586
DEC-23	260,057	41.19595	59.3	98	657
JAN-24	232,416	37.08055	58.6	78	200
FEB-24	230,358	36.02167	59.1	81	85
MAR-24	239,802	36.21281	59.9	84	115
TOTAL	3,133,645				5,480

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	473,521	37.72787	59.2	84	479
JAN-23	463,030	37.91392	59.3	89	458
FEB-23	445,870	37.94291	59.1	79	472
MAR-23	503,692	37.91535	59.1	111	433
TOTAL	1,886,113				1,842

[N. 9th Street](#)

This location was installed, and the warning period started June 1, 2022. June and July issuance are warnings.

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	672,867	34.85486	54.3	88	2,330
JAN-23	673,369	34.63992	54.4	105	2,061
FEB-23	634,515	34.99976	54.5	94	2,314
MAR-23	719,720	35.40429	54.4	96	2,299
TOTAL	2,700,471				9,004

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	703,562	35.48202	54.4	88	2,370
MAY-23	759,786	34.76439	54.6	109	2,295
JUN-23	783,953	35.01543	54.4	91	2,761
JUL-23	736,912	36.53097	54.5	105	3,748
AUG-23	743,635	35.98159	54.4	90	2,735
SEP-23	714,108	35.52221	54.5	89	2,055
OCT-23	747,361	35.66632	54.6	105	2,217
NOV-23	713,604	35.6867	54.3	104	2,148
DEC-23	707,706	35.77324	54.4	97	2,107
JAN-24	680,237	34.82085	54.4	92	1,547
FEB-24	690,488	35.2821	54.2	81	1,615
MAR-24	744,431	35.36587	54.2	82	1,713
TOTAL	8,725,783				27,311

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	540,402	30.92708	55	100	858
JAN-23	484,886	34.33018	54.8	95	1,068
FEB-23	412,227	31.19673	54.9	92	465
MAR-23	497,159	35.63287	54.8	90	1,567
TOTAL	1,934,674				3,958

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	474,554	35.06123	54.8	98	1,342
MAY-23	514,664	35.76127	54.4	78	1,531
JUN-23	517,615	35.82989	54.4	97	1,638
JUL-23	488,256	36.75188	54.6	90	2,055
AUG-23	497,160	36.32397	54.5	99	1,585
SEP-23	480,354	35.83204	54.6	91	1,206
OCT-23	494,583	36.0816	54.5	94	1,488
NOV-23	468,889	35.75701	54.4	97	1,314
DEC-23	462,492	35.49168	54.4	86	1,164
JAN-24	433,877	34.43236	54.6	94	657
FEB-24	493,537	31.35697	54.9	85	166
MAR-24	526,857	32.02221	54.4	90	738
TOTAL	5,852,838				14,884

SOUTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	487,425	35.72469	54.5	97	1,004
JAN-23	473,076	35.0226	54.3	74	767
FEB-23	427,643	35.20194	54.6	97	703
MAR-23	471,404	35.13847	54.1	85	736
TOTAL	1,859,548				3,210

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	405,955	35.93332	54.2	79	706
MAY-23	485,204	35.69739	54.3	95	886
JUN-23	552,631	34.98861	54.3	86	836
JUL-23	537,091	35.46935	54.3	84	878
AUG-23	528,808	35.48938	54.4	108	792
SEP-23	501,560	34.8091	54.2	79	688
OCT-23	502,302	34.85892	54.1	80	681
NOV-23	481,553	34.92961	54.4	82	568
DEC-23	491,837	35.58025	54.2	83	678
JAN-24	498,051	34.71909	54.4	81	623
FEB-24	483,000	35.25872	54	79	640
MAR-24	511,150	36.21629	54.2	78	830
TOTAL	5,979,142				8,806

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	543,109	33.96854	54.5	85	1,699
JAN-23	541,826	33.96523	54.6	94	1,617
FEB-23	508,757	33.90049	54.6	96	1,278
MAR-23	273,190	34.20963	54.2	77	657
TOTAL	1,866,882				5,251

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	388,391	35.02602	54.5	78	1,124
MAY-23	453,499	35.2444	54.3	94	1,327
JUN-23	486,625	35.28407	54.4	86	1,204
JUL-23	466,318	35.39561	54.8	119	1,128
AUG-23	480,168	34.92218	54.4	94	997
SEP-23	479,477	34.12235	54.2	75	832
OCT-23	486,759	34.3925	54.3	91	854
NOV-23	465,046	34.30184	54.3	81	760
DEC-23	462,455	34.49912	54.6	86	791
JAN-24	445,785	33.82762	54.6	79	662
FEB-24	464,232	34.16856	54.3	82	730
MAR-24	539,543	34.23799	54.3	83	885
TOTAL	5,618,298				11,294

Pratt Street (Summerdale Avenue)

This location was installed, and the warning period started June 1, 2022. June and July issuance are warnings.

NORTHBOUND

INNER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	494,733	34.56772	54.2	108	1,861
JAN-23	506,381	34.90064	54.2	105	1,952
FEB-23	470,864	34.70203	54.1	90	1,727
MAR-23	529,688	34.54373	53.9	82	1,678
TOTAL	2,001,666				7,218

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	528,057	34.6821	54.1	88	1,858
MAY-23	569,237	34.09635	54.2	100	1,752
JUN-23	585,520	33.74867	54.1	92	1,853
JUL-23	535,238	35.22337	54.1	102	2,084
AUG-23	559,429	34.91027	54.2	102	1,884
SEP-23	531,771	34.13027	54.1	90	1,479
OCT-23	570,822	33.78484	54.1	86	1,451
NOV-23	518,587	33.70439	54	81	1,170
DEC-23	520,410	34.19845	54.1	85	1,332
JAN-24	503,365	33.78389	54.1	84	986
FEB-24	503,629	33.86248	54	98	1,132
MAR-24	525,374	34.25723	54	96	1,169
TOTAL	6,451,439				18,150

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	674,782	34.56144	54.5	100	2,041
JAN-23	652,155	35.25514	54.4	115	1,997
FEB-23	622,267	35.27801	54.3	97	1,930
MAR-23	711,201	35.20145	54.3	91	1,922
TOTAL	2,660,405				7,890

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	694,768	35.26729	54.3	103	1,891
MAY-23	752,651	35.16197	54.2	91	1,946
JUN-23	749,074	34.98208	54.2	84	2,059
JUL-23	714,246	35.85484	54.3	114	2,137
AUG-23	709,816	35.79511	54.3	95	1,605
SEP-23	700,692	35.22967	54.4	89	1,634
OCT-23	724,282	35.15569	54.3	104	1,652
NOV-23	682,943	34.8396	54.1	89	1,584
DEC-23	684,530	34.83953	54.2	99	1,483
JAN-24	650,602	34.38424	54.2	94	1,155
FEB-24	664,399	34.59172	54.1	99	1,297
MAR-24	724,014	34.7547	53.9	87	1,371
TOTAL	8,452,017				19,814

SOUTHBOUND**INNER LANES**

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	699,969	37.30039	54.8	100	2,629
JAN-23	690,666	36.9593	54.6	108	2,505
FEB-23	611,147	36.86579	54.6	85	1,955
MAR-23	719,279	36.98799	54.6	111	2,154
TOTAL	2,721,061				9,243

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	640,907	37.14325	54.9	112	1,878
MAY-23	785,279	36.73484	54.8	96	2,188
JUN-23	801,484	37.01756	54.7	100	2,171
JUL-23	733,243	37.91451	54.8	114	2,263
AUG-23	752,415	37.73434	54.7	107	2,020
SEP-23	733,104	35.93496	54.6	104	749
OCT-23	760,742	35.88193	54.7	97	1,507
NOV-23	718,817	35.68141	54.5	92	1,472
DEC-23	706,263	35.68143	54.6	100	1,461
JAN-24	670,406	35.71223	54.8	98	1,259
FEB-24	682,270	35.6356	54.5	96	1,237
MAR-24	750,574	36.37003	54.4	98	1,503
TOTAL	8,735,504				19,708

OUTER LANES

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
DEC-22	638,246	35.60012	55.2	113	1,698
JAN-23	618,433	35.25597	55.1	105	1,576
FEB-23	583,225	35.57119	55.1	95	1,455
MAR-23	657,897	35.70351	55.2	98	1,589
TOTAL	2,497,801				6,318

MONTH	TRAFFIC COUNTS	AVERAGE SPEED	AVERAGE ISSUED SPEED	HIGHEST SPEED CAPTURED	NOTICES ISSUED
APR-23	641,644	35.7513	55	96	1,555
MAY-23	678,080	35.33945	54.9	85	1,556
JUN-23	658,371	35.80779	54.9	96	1,432
JUL-23	648,556	36.28579	54.9	92	1,493
AUG-23	656,158	36.13253	55.2	101	1,449
SEP-23	645,409	34.57454	55.5	122	1,085
OCT-23	656,443	34.47419	55	90	1,015
NOV-23	621,541	33.92965	54.5	92	882
DEC-23	621,226	34.01459	54.9	93	922
JAN-24	587,557	34.31933	54.9	90	790
FEB-24	587,462	34.27138	54.7	97	818
MAR-24	654,017	35.08305	54.5	89	980
TOTAL	7,656,464				13,977

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

OVERVIEW

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.

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.

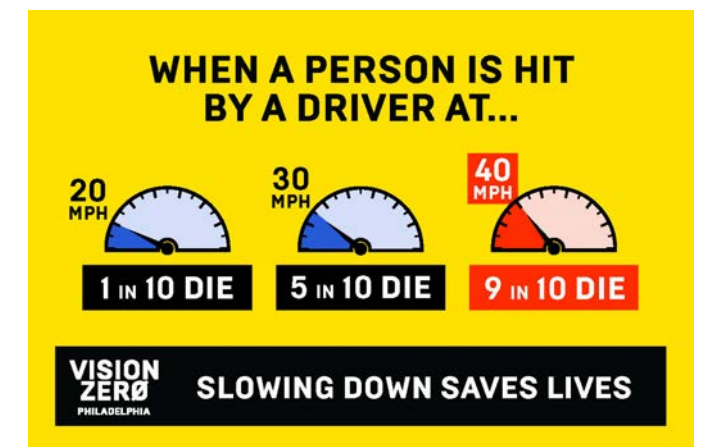
To reduce traffic deaths, we need to design our transportation system for lower speeds.

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.

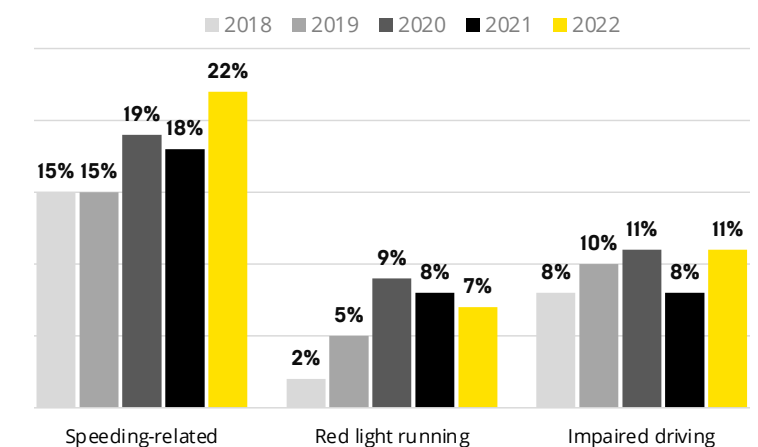


RESULTS OF ASE ON ROOSEVELT BOULEVARD

- 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.

Speed is a Top Contributing Factor in Severe Crashes

Contributing Factors as a Percent of KSI Crashes ¹



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.

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.

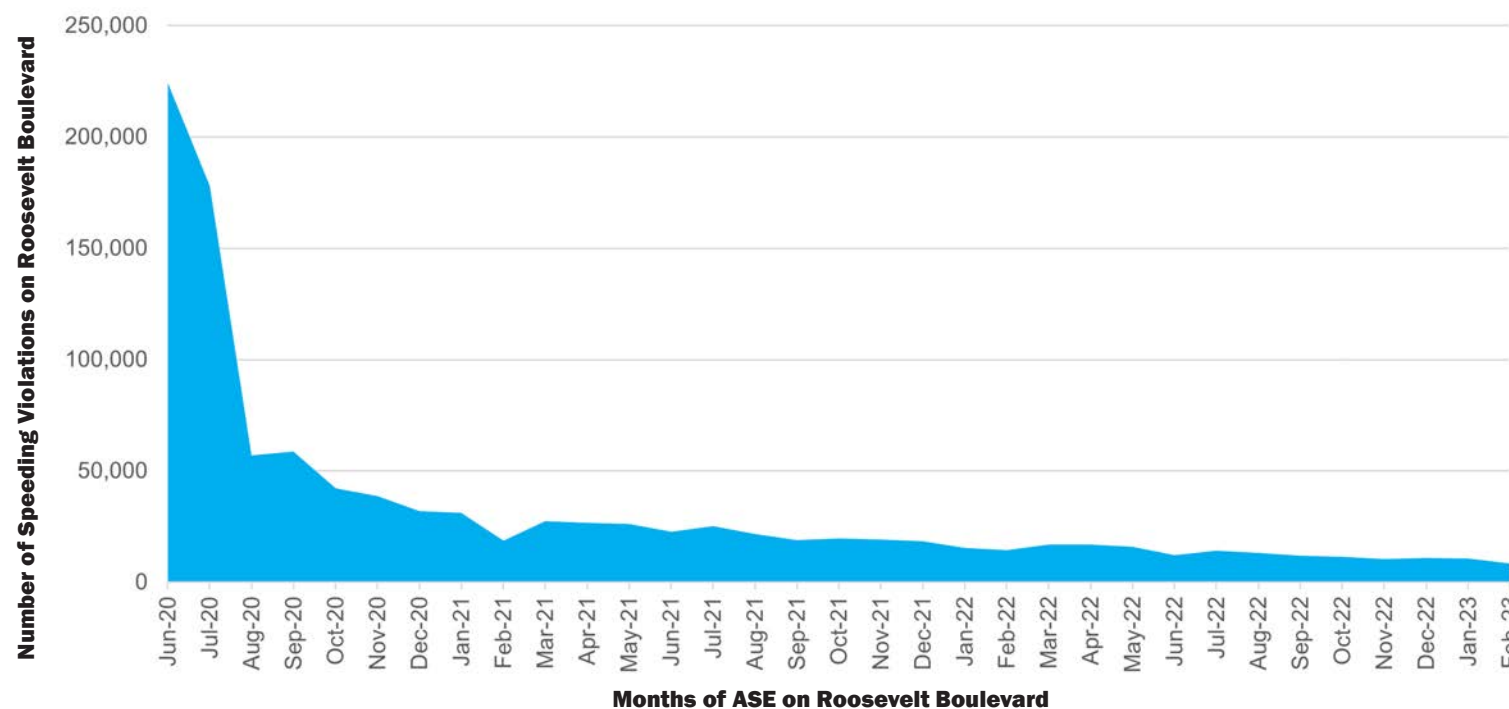
Potential corridors for expansion are state or local routes within the borders of Philadelphia. The corridor must begin and end on the same state or local route. To be selected for the program, the following conditions must be met for each corridor:

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.

SPEED CAMERAS REDUCED SPEEDING ON ROOSEVELT BLVD



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.

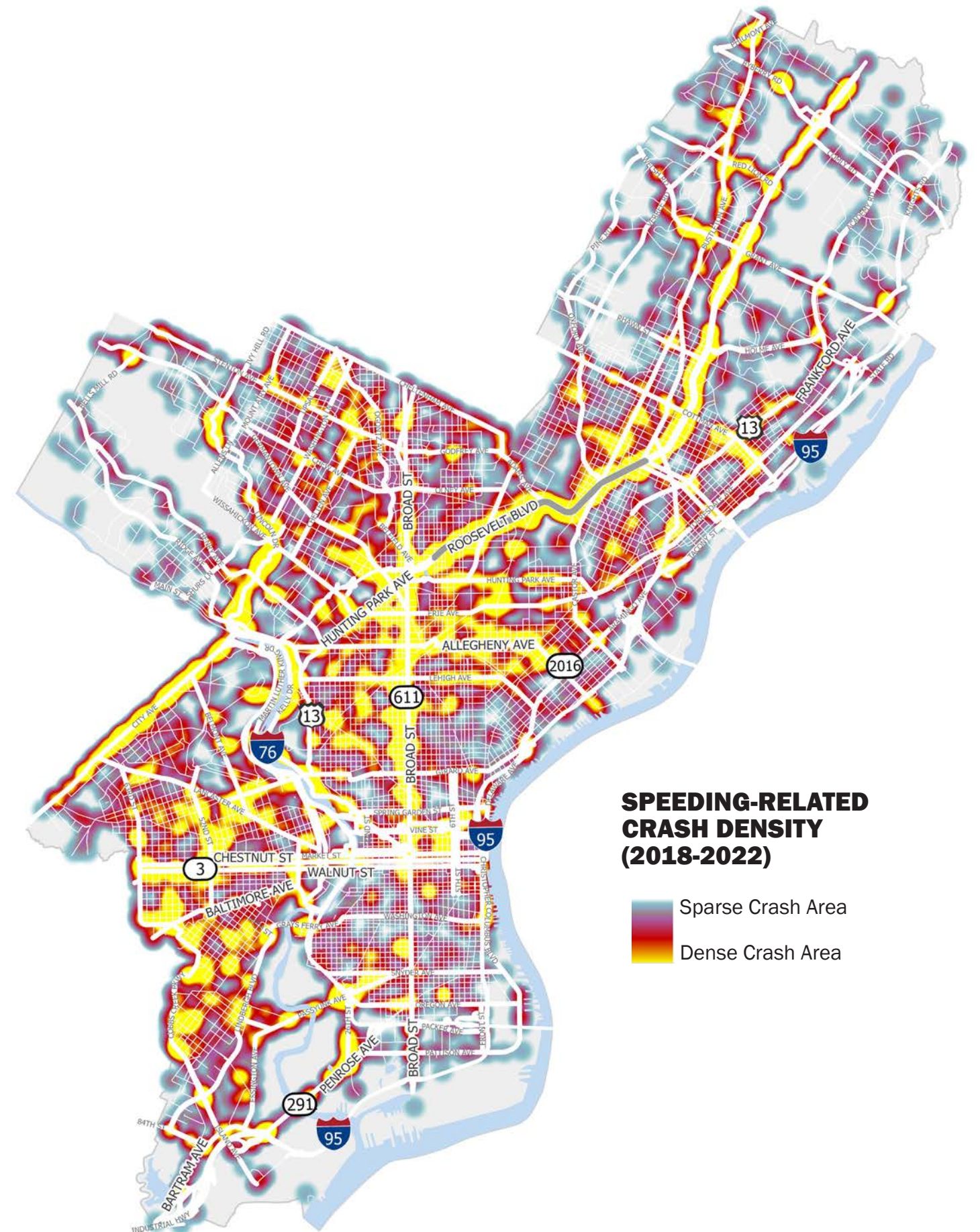
ABOUT PENNSYLVANIA CRASH DATA

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



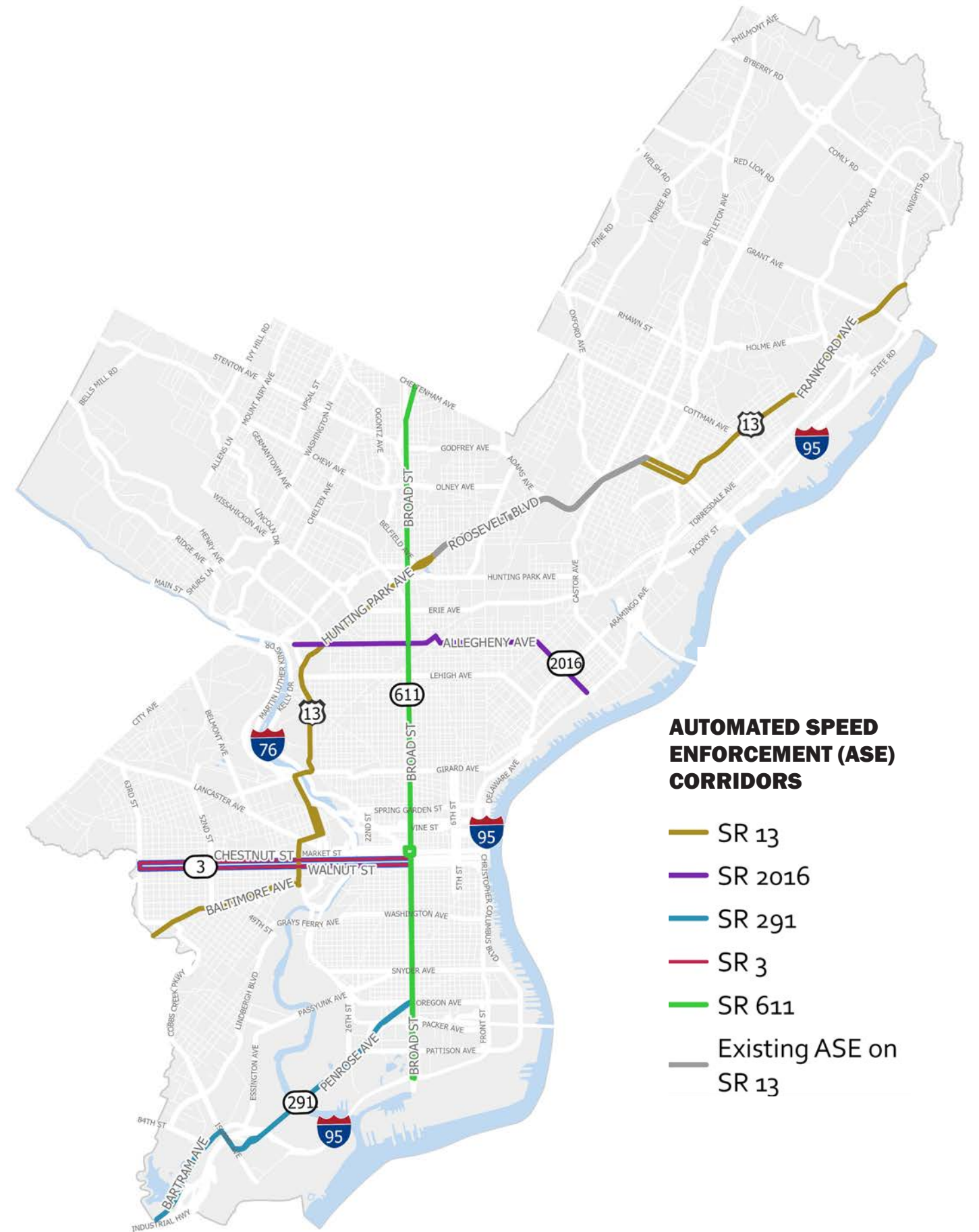
PROPOSED ASE CORRIDORS

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>



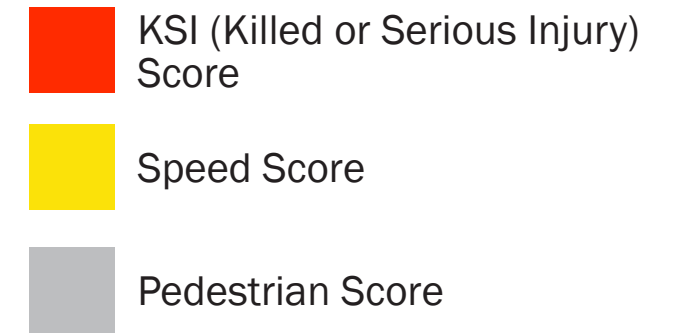
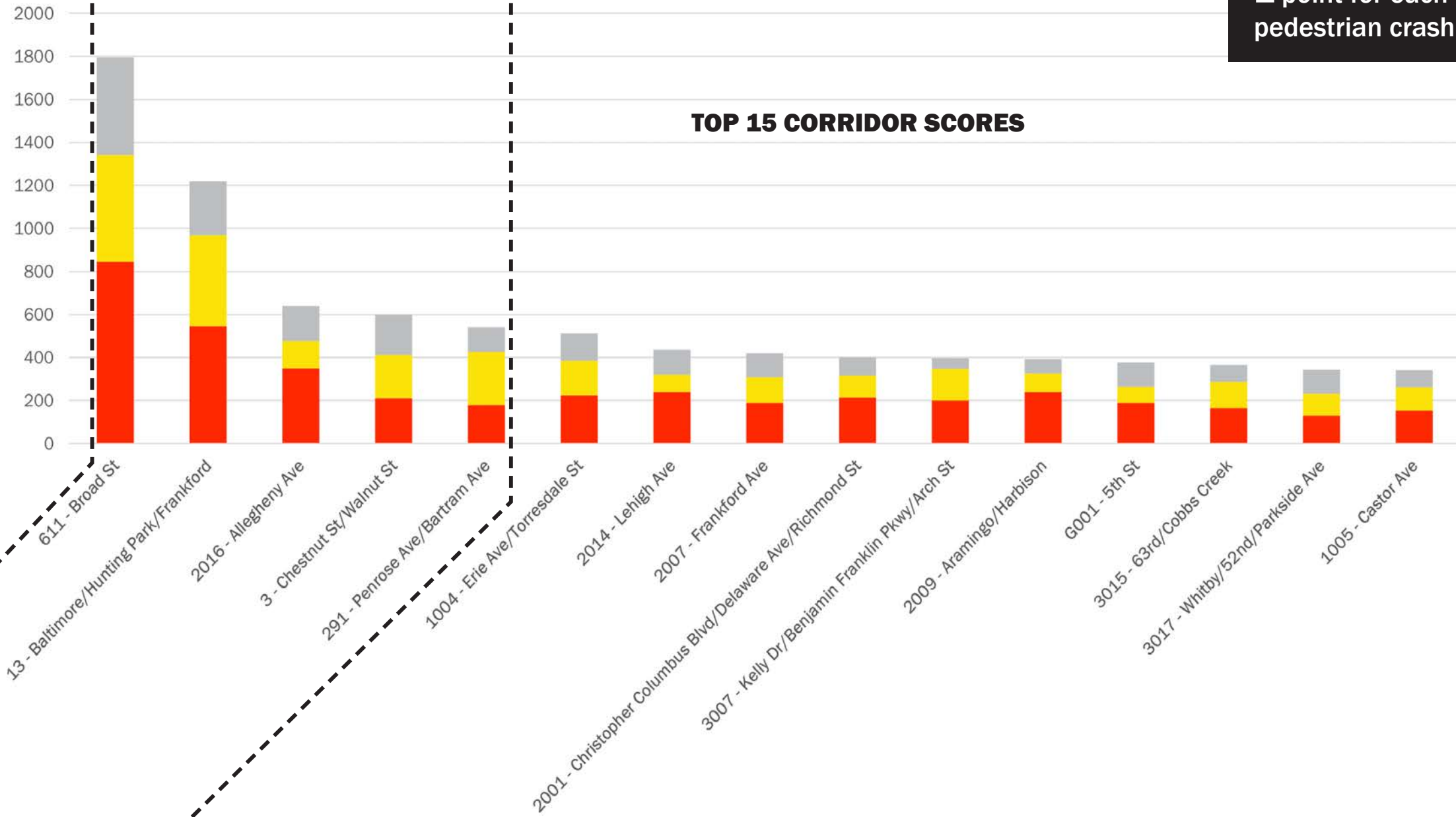
CORRIDOR SCORES

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

RECOMMENDED FOR ASE EXPANSION

TOP 15 CORRIDOR SCORES



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

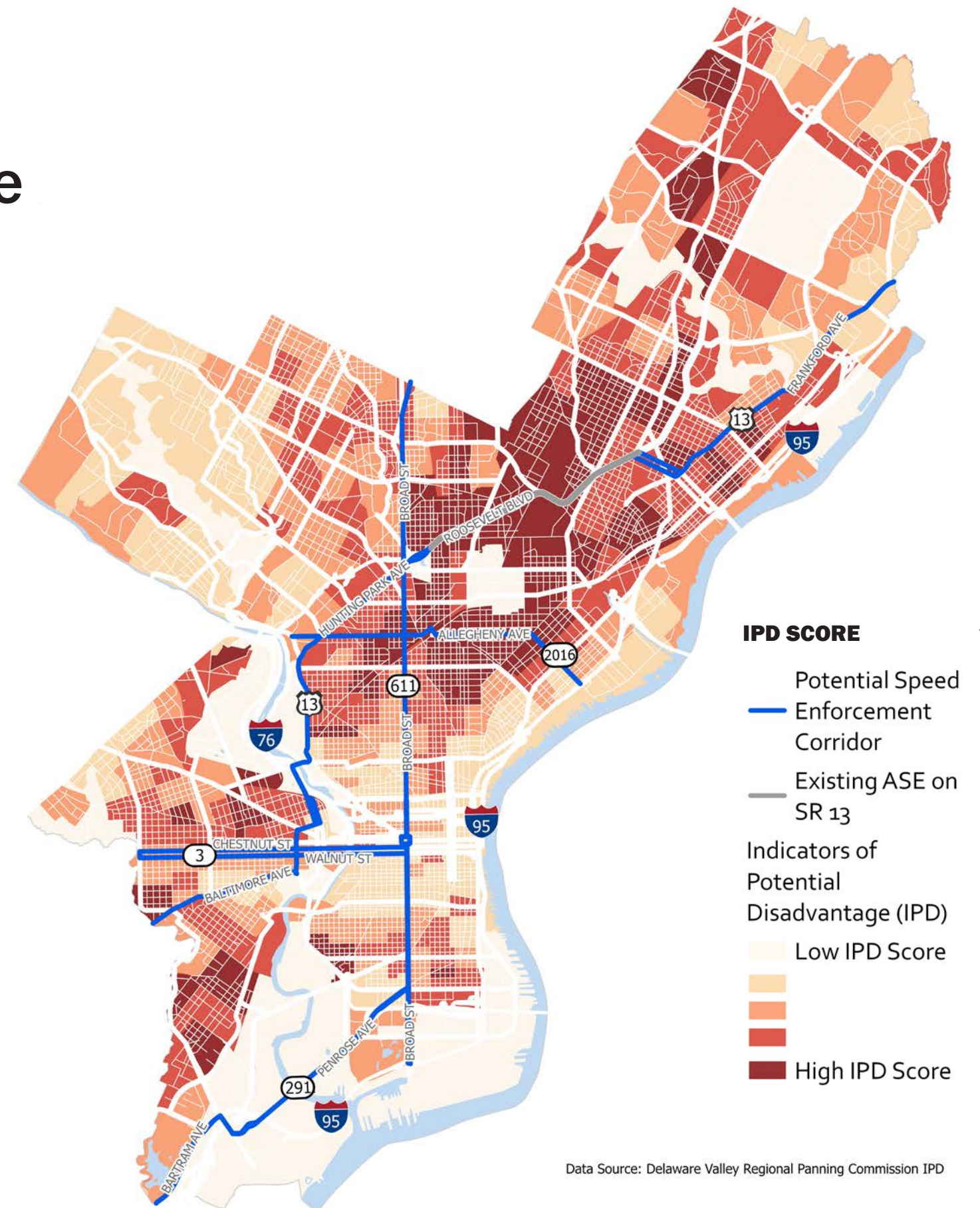
DVRPC IPD data was used to assess the proposed ASE corridors and their proximity to marginalized

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 Planning 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.

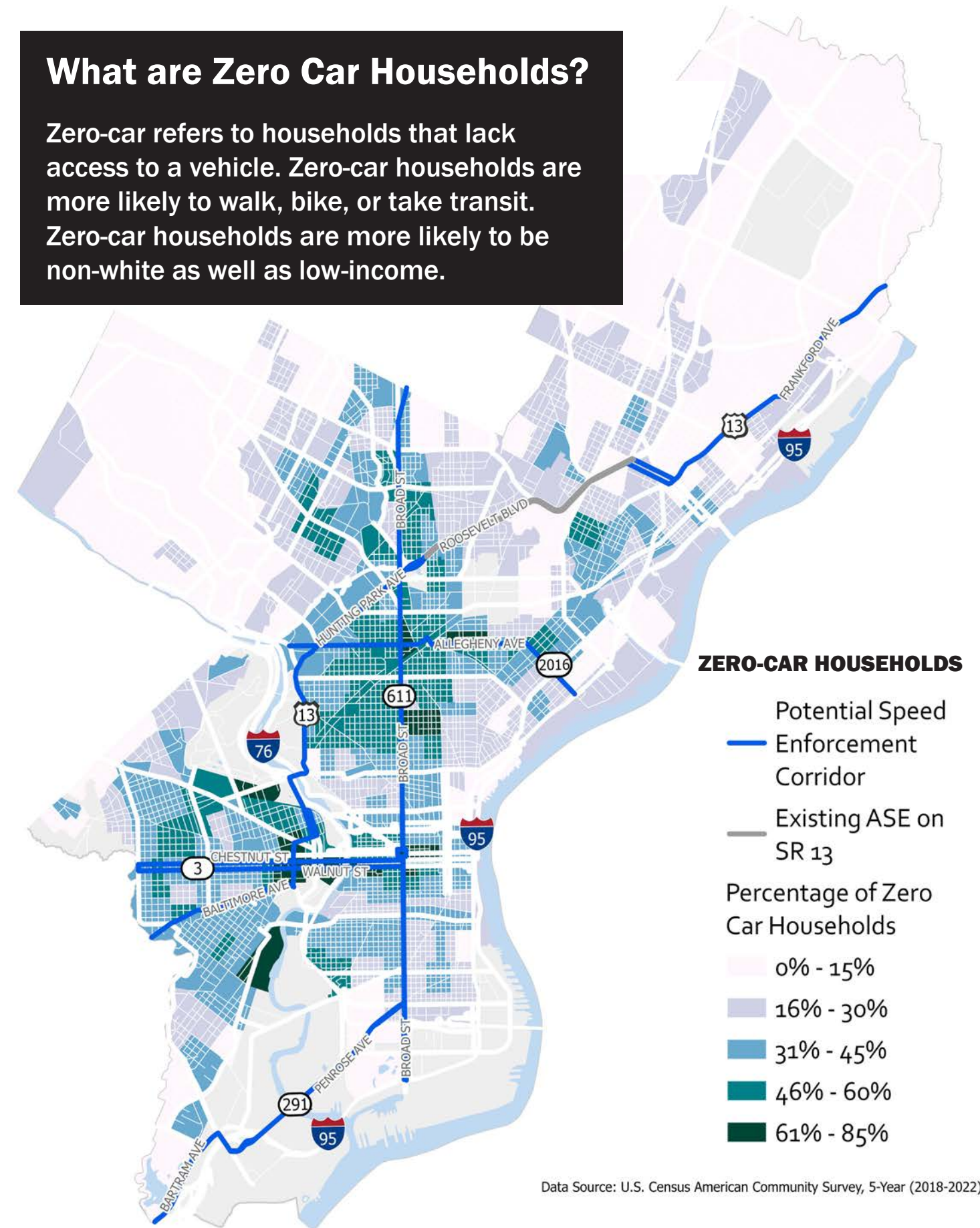
A person's age also affects if they will be involved in a severe injury crash. Every week, five school-aged children are struck by vehicles in Philadelphia. Older adults (50 and older) are at greater risk of having a serious injury in a crash than younger adults.

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.



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 Replica¹.

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).



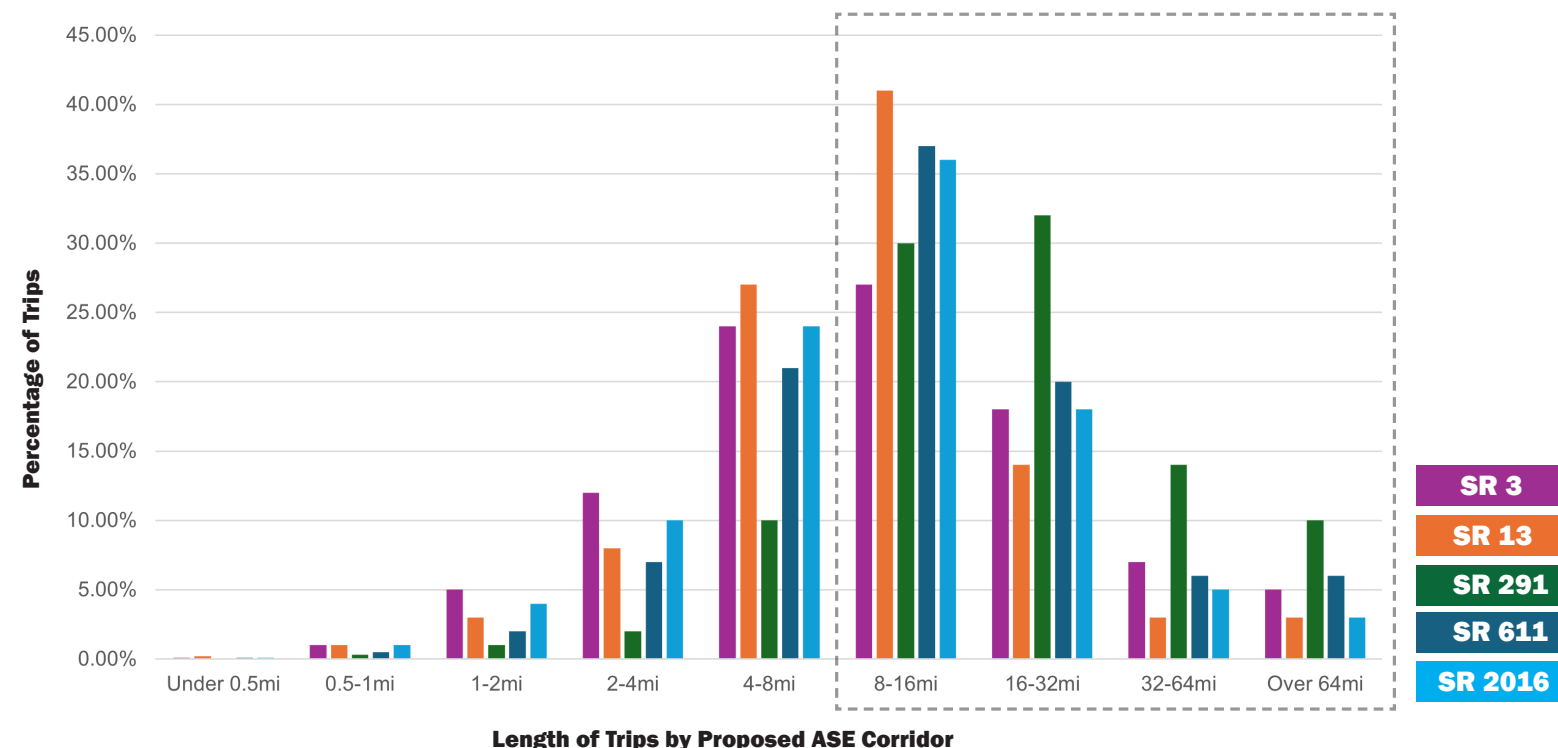
A trip of 8 miles or more is considered a commuting trip.

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).

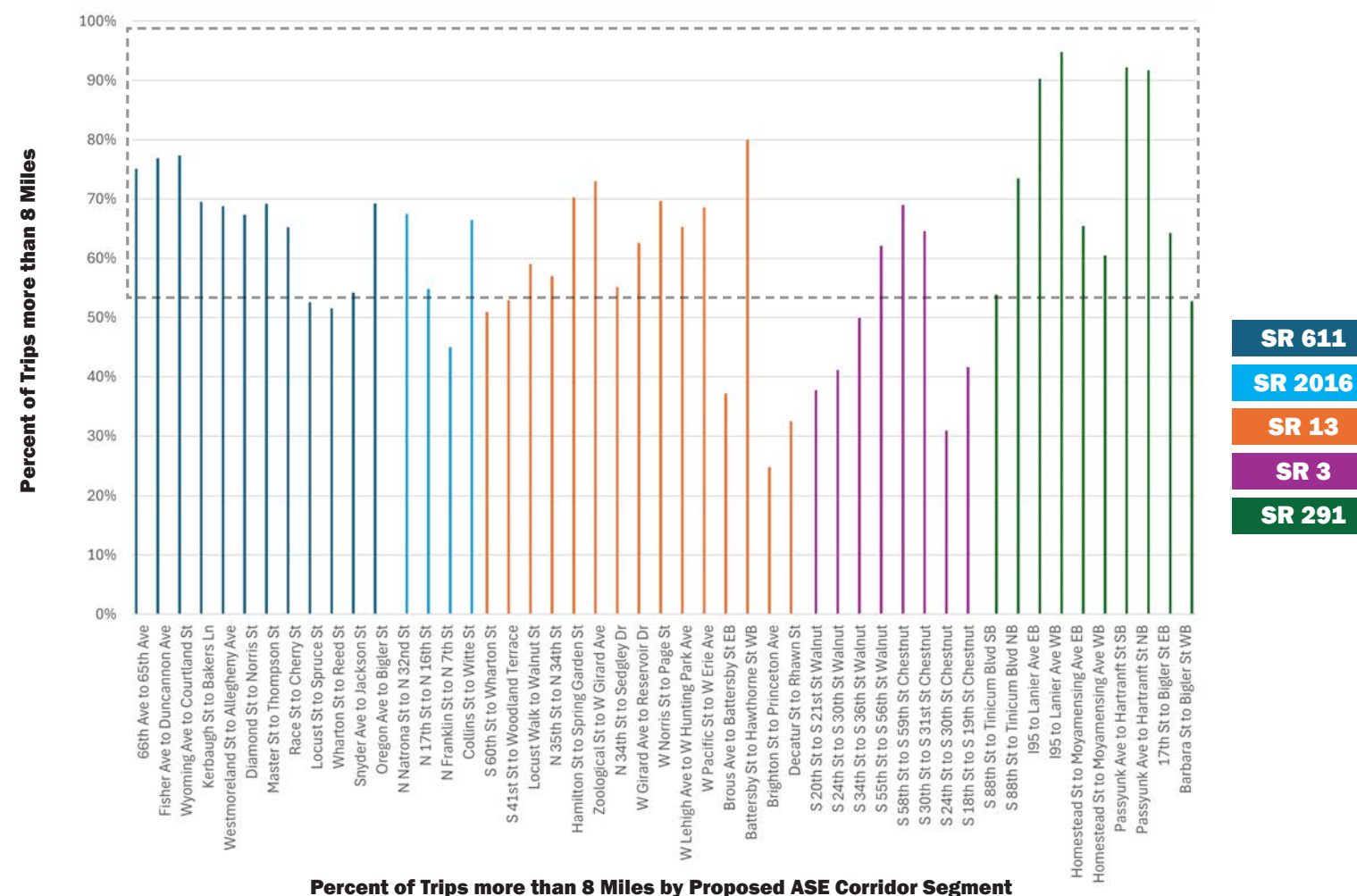
This data suggests that local residents will not be disproportionately impacted by ASE violations.

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	Godfrey 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	Cheltenham 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

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City of
Philadelphia