

Pennsylvania Automated Red-Light Enforcement 2017 PROGRAM EVALUATION **APPENDIX**



State Transportation Commission



APPENDIX CONTENTS

Types of Projects Eligible for ARLE Funding Program Grants.....	A-2
Sample ARLE Ordinance (Abington Township)	A-4
Crash Injury Analysis Method.....	A-12
ARLE Intersection Profile Sheets.....	A-16

Types of Projects Eligible for ARLE Funding Program Grants

There are a wide variety of project types that are eligible for funding under the Transportation Enhancement Grant Program (ARLE Funding Program), including the following:

1. Improvements to traffic control signals already equipped with automated red-light enforcement systems or proposed to be equipped with automated red-light enforcement systems.
2. Removal of unwarranted traffic control signals.
3. Retiming of existing traffic control signals.
4. Upgrades, modernization, or improvements to traffic control signals.
5. The interconnection and coordination of traffic control signals to improve mobility.
6. The installation of a traffic control signal system or the expansion of an existing system to improve mobility.
7. Revisions to traffic signal operational modes to improve safety and mobility. Examples include conversion to actuated, traffic-responsive, or traffic-adaptive modes of operation.
8. Improvements to traffic control signals or other official traffic control devices to reduce energy consumption. Examples include the conversion of traffic control signal or pedestrian signal indications to PennDOT-approved light emitting diode (LED) modules or the installation of PennDOT-approved solar-assisted official traffic control devices.
9. The installation of new or improved detection systems for traffic control signals.
10. Upgrades, modernization, or safety improvements to traffic control signals having railroad pre-emption.
11. Roadway capacity upgrades such as auxiliary turning lanes.
12. Roadway or intersection signing and pavement re-striping projects that will either increase capacity or improve safety.
13. Local Technical Assistance Program (LTAP) Local Safe Roads Communities Program and implementation of recommendations.
14. LTAP Walkable Communities Program and implementation of recommendations.
15. School zone designation through striping, signage, or signal improvements.
16. Pedestrian safety improvements at signalized intersections such as countdown timers, easily accessible and quick-response pushbuttons, crosswalk striping, and pedestrian signing.
17. Pedestrian mobility improvements, particularly projects with a combination of eligible features.
18. Centerline rumble strips.

19. New guiderail or replacement of damaged/substandard guiderail.
20. Transition guiderail for exposed bridge parapet ends.
21. Removal of roadside fixed objects and/or clearing of vegetation for sight distance improvements.
22. Improvements to correct drop-off issues along local roadways.
23. Minor drainage improvements to improve safety.
24. New regulatory or warning signs that meet minimum retroreflectivity requirements.
25. Radii improvements at intersections.
26. Roadway delineators, either along the outside edge of the roadway or to prevent turning movements at driveways or intersections.
27. Other projects, which, at the discretion of PennDOT, should be considered.

Sample ARLE Ordinance (Abington Township)

**TOWNSHIP OF ABINGTON
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE NO. 2049

**AN ORDINANCE OF THE TOWNSHIP OF ABINGTON AUTHORIZING THE
ENFORCEMENT OF SECTION 3112(a)(3) OF THE PENNSYLVANIA MOTOR
VEHICLE CODE (RELATING TO TRAFFIC CONTROL SIGNALS) BY RECORDING
VIOLATIONS USING AN AUTOMATED RED LIGHT ENFORCEMENT SYSTEM
APPROVED BY THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

The Board of Commissioners of the Township of Abington does hereby **ENACT** and **ORDAIN** as follows:

Section 1. Definitions.

(1) *Automated red light enforcement system.* Shall mean a vehicle sensor installed to work in conjunction with a traffic-control signal which automatically produces one or more photographs of a vehicle at the time the vehicle is used or operated in a manner which is a violation of the Motor Vehicle Code, or as otherwise defined under the Motor Vehicle Code.

(2) *Designee.* Shall include a person, business entity or governmental entity, including the Pennsylvania Department of Transportation.

(3) *Motor Vehicle Code.* Shall mean Title 75 of the Pennsylvania Consolidated Statutes.

(4) *Photograph.* Shall mean any visual image produced by an automated red light enforcement system.

Section 2. Automated Red Light Enforcement.

An individual whose vehicle is recorded by an automated red light enforcement system in violation of the prohibition of section 3112(a)(3) of the Motor Vehicle Code (relating to obedience to the steady red light indication of traffic control signals) at such intersections of the Township of Abington designated and identified pursuant to this Ordinance shall be liable for civil penalties as set forth in this Ordinance.

Section 3. Intersections At Which This Ordinance Applies.

(1) Automated red light enforcement systems approved by the Pennsylvania Department of Transportation may be used to enforce this Ordinance only at the following intersections, and as this list may be amended from time to time by ordinance, subject to the designation of such intersections by agreement of the system administrator and the Pennsylvania Secretary of Transportation:

- (a) Old York Road and Susquehanna Road
- (b) Old York Road and Old Welsh Road
- (c) Moreland Road and Fitzwatertown Road

Section 4. Penalty.

- (1) The penalty for a violation of section 2 of this Ordinance shall be a fine of \$100.00.
- (2) A fine is not authorized for a violation of this Ordinance if any of the following apply:
 - (i) The intersection is being manually controlled; or
 - (ii) The signal is in the mode described in section 3114 of the Motor Vehicle Code (relating to flashing signals).
- (3) A fine is not authorized during any of the following:
 - (i) The first 60 days of operation of the automated system at the initial intersection.
 - (ii) The first 30 days for each additional intersection selected for the automated system.
- (4) A warning may be sent to the violator under paragraph (3).
- (5) A penalty imposed under this section shall not be deemed a criminal conviction and shall not be made part of the operating record under section 1535 (relating to schedule of convictions and points) of the individual upon whom the penalty is imposed, nor may the imposition of the penalty be subject to merit rating for insurance purposes.
- (6) No surcharge points may be imposed in the provision of motor vehicle insurance coverage. Fines collected under this Ordinance shall not be subject to 42 Pa.C.S. § 3571 (relating to Commonwealth portion of fines, etc.) or 3573 (relating to municipal corporation portion of fines, etc.).

Section 5. Limitations.

- (1) No automated red light enforcement system shall be utilized in such manner as to take a frontal view recorded image of the vehicle as evidence of having committed a violation.
- (2) Notwithstanding any other provision of law, camera equipment deployed as part of the automated red light enforcement system as provided for by this Ordinance must be incapable

of automated or user-controlled remote intersection surveillance by means of recorded video images. Recorded images collected as part of the automated red light enforcement system may only record traffic violations and may not be used for any other surveillance purposes. The restrictions set forth under this paragraph shall not be deemed to preclude a court of competent jurisdiction from issuing an order directing that the information be provided to law enforcement officials if the information is reasonably described and is requested solely in connection with a criminal law enforcement action.

(3) Notwithstanding any other provision of law, information prepared under this section and information relating to violations under this section which is kept by the Township, its authorized agents or employees, including recorded images, written records, reports or facsimiles, names and addresses, shall be for the exclusive use of the Township, its authorized agents, its employees and law enforcement officials for the purpose of discharging their duties under this Ordinance. The information shall not be deemed a public record under the act of February 14, 2008 (P.L. 6 No. 3), known as the Right-to-Know Law. The information shall not be discoverable by court order or otherwise, nor shall it be offered in evidence in any action or proceeding which is not directly related to a violation of this section or any ordinance or resolution of the Township. The restrictions set forth under this paragraph shall not be deemed to preclude a court of competent jurisdiction from issuing an order directing that the information be provided to law enforcement officials if the information is reasonable described and is requested solely in connection with a criminal law enforcement action.

(4) Recorded images obtained through the use of automated red light enforcement systems deployed as a means of promoting traffic safety in the Township shall be destroyed within 30 days following the final disposition of any recorded event. The system administrator shall file notice with the Department of State that the records have been destroyed in accordance with this paragraph.

(5) Notwithstanding any other provision of law, registered vehicle owner information obtained as a result of the operation of an automated red light enforcement system under this Ordinance shall not be the property of the manufacturer or vendor of the automated red light enforcement system and may not be used for any purpose other than prescribed in this Ordinance.

Section 6. Defenses To Liability.

(1) It shall be a defense to a violation under this Ordinance that the person receiving the notice of violation was not operating the vehicle at the time of the offense. The owner may be required to submit evidence that the owner was not the driver at the time of the alleged violation. The Township may not require the owner of the vehicle to disclose the identity of the operator of the vehicle at the time of the violation.

(2) If an owner receives a notice of violation under this Ordinance of a time period during which the vehicle was reported to a police department of any state or municipality as having been stolen, it shall be a defense to a violation under this section that the vehicle has been

reported to a police department as stolen prior to the time the violation occurred and not been recovered prior to that time.

(3) It shall be a defense to a violation under this Ordinance that the person receiving the notice of violation was not the owner or lessor of the vehicle at the time of the offense.

(4) No owner shall be found liable pursuant to this Ordinance if he or she is convicted of a violation pursuant to the Motor Vehicle Code for the same violation.

Section 7. Duties of the Township of Abington.

(1) The Township may not use an automated red light enforcement system unless an appropriate sign is posted in a conspicuous place before the area in which the automated red light enforcement device is to be used notifying the public that an automated red light enforcement device is immediately ahead.

(2) The Township of Abington Police Department or its designee shall serve as the system administrator to supervise and coordinate the administration of notices of violations issued under this Ordinance.

(3) The following requirements apply to notices issued by the system administrator:

(i) The system administrator shall prepare a notice of violation to the registered owner of a vehicle identified in a recorded image produced by an automated red light enforcement system as evidence of a violation of section 3112(a)(3) of the Motor Vehicle Code. The issuance of the notice of violation must be performed by a police officer employed by the Township of Abington Police Department. The notice of violation must have attached to it all of the following:

- (A) A copy of the recorded image showing the vehicle.
- (B) The registration number and state of issuance of the vehicle registration.
- (C) The date, time and place of the alleged violation.
- (D) Notice that the violation charged is under section 3112(a)(3) of the Motor Vehicle Code.
- (E) Instructions for the return of the notice of violation.

(ii) The notice shall contain the following statement:

This notice shall be returned personally, by mail or by an agent duly authorized in writing. A hearing may be obtained upon the written request of the registered owner.

(4) The notice of violation must be signed by a Township police officer verifying that he or she has inspected the recorded images evidencing the violation and that he or she has reason to believe the information contained in the notice of violation is true and correct.

(5) Notices of violation must be sent by first class mail. A manual or automatic record of mailing prepared by the system administrator in the ordinary course of business shall be prima facie evidence of mailing and shall be admissible in any judicial or administrative proceeding as to the facts contained therein.

Section 8. System Administrator.

(1) The system administrator may hire and designate personnel as necessary or contract for services to implement this Ordinance.

(2) The system administrator shall process fines issued under this section.

(3) The system administrator shall submit an annual report to the chairman and minority chairman of the Transportation Committee of the House of Representatives. The report shall be considered a public record under the Right-to-Know Law and include for the prior year:

- (i) The number of violations and fines issued.
- (ii) A compilation of fines paid and outstanding.
- (iii) The amount of money paid to a vendor or manufacturer under this Ordinance.

Section 9. Notice to Owner.

In the case of a violation involving a motor vehicle registered under the laws of this Commonwealth, the notice of violation must be mailed within 30 days of the commission of the violation or within 30 days after the discovery of the identity of the registered owner, whichever is later, to the address of the registered owner as listed in the records of the Department of Transportation. In the case of motor vehicles registered in jurisdictions other than this Commonwealth, the notice of violation must be mailed within 30 days after the discovery of the identity of the registered owner to the address of the registered owner as listed in the records of the official in the jurisdiction having charge of the registration of the vehicle. A notice of violation under this section must be proved to an owner within 90 days of the commission of the offense.

Section 10. Mailing of Notice and Records.

Notice of violation must be sent by first class mail. A manual or automatic record of mailing prepared by the system administrator in the ordinary course of business shall be *prima facie* evidence of mailing and shall be admissible in any judicial or administrative proceeding as to the facts contained in it.

Section 11. Payment of Fine.

(1) An owner to whom a notice of violation has been issued may admit responsibility for the violation and pay the fine provided in the notice.

(2) Payment must be made personally, through an authorized agent, electronically or by mailing both payment and the notice of violation to the system Administrator. Payment by mail must be made only by money order, credit card or check made payable to the system administrator. The system administrator shall remit the fine, less the system administrator's operation and maintenance costs necessitated under this section, to the Department of Transportation for deposit into a restricted receipts account in the Motor License Fund. Fines deposited in the fund under this paragraph shall be used by the Department of Transportation for a Transportation Enhancements Grant Program.

Section 12. Request For A Hearing.

(1) An owner to whom a notice of violation has been issued may, within 30 days of the mailing of the notice, request a hearing to contest the liability alleged in the notice. A hearing request must be made by appearing before the system administrator during regular office hours either personally or by an authorized agent or by mailing a request in writing.

(2) Upon receipt of a hearing request, the System Administrator shall in a timely manner schedule the matter before a Hearing Officer. Written notice of the date, time and place of the hearing must be sent by first class mail to the owner.

Section 13. Hearings.

(1) The hearing shall be informal, the rules of evidence shall not apply and the decision of the Hearing Officer shall be final, subject to the right of the owner to appeal to the magisterial district judge.

(2) If the owner requests in writing that the decision of the Hearing Officer be appealed to the magisterial district judge, the System Administrator shall file the notice of violation and supporting documents with the magisterial district judge, who shall hear and decide the matter *de novo*.

Section 14. Compensation to Manufacturer or Vendor.

The compensation paid to the manufacturer or vendor of the automated red light enforcement system may not be based upon the number of traffic citations issued or a portion or percentage of the fines generated by the citations. The compensation paid to the manufacturer or

vendor of the equipment shall be based upon the value of the equipment and the services provided or rendered in support of the automated red light enforcement system.

Section 15. Duration of Yellow Light Change Interval.

The duration of the yellow light change interval at intersections where automated red light enforcement systems are in use shall conform to the yellow light change interval duration specified on the traffic signal permit issued by the Department of Transportation or the Township.

Section 16. Revenue Limit.

The Township may not collect an amount equal to or greater than 5% of its annual budget from the collection of revenue from the issuance and payment of violations under this Ordinance.

Section 17. Repealer.

All ordinances or parts of ordinances inconsistent herewith or in conflict with any of the specific terms enacted hereby, to the extent of said inconsistencies or conflicts, are hereby specifically repealed.

Section 18. Severability.

In the event that any section, sentence, clause or word of this ordinance shall be declared illegal, invalid or unconstitutional by any Court of competent jurisdiction, such declaration shall not prevent, preclude or otherwise foreclose the validity of the remaining portions of this Ordinance.

Section 19. Effective Date.

This Ordinance shall become effective as of the date of enactment.

Section 20. Expiration.

This Ordinance shall expire one calendar year from the date the automated red light camera system becomes operational, unless the Board of Commissioners, following a public hearing, votes to further extend the effectiveness of this Ordinance.

ENACTED and ORDAINED this 11th day of APRIL, 2013.

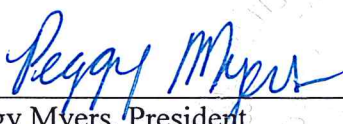
TOWNSHIP OF ABINGTON

Attest:



Michael LeFevre, Secretary

By:



Peggy Myers, President
Board of Commissioners

Crash Injury Analysis Method

The crash injury analysis conducted for the Philadelphia ARLE intersections used the methods outlined in the steps shown below.

1. Data Download and Initial Processing

- 1.1. Access PennDOT Crash Database at <http://data-pennshare.opendata.arcgis.com/>
Download zip file of all data files for the years of interest. The method used in the study requires a total of 10 years for any particular intersection implementation year: the five years prior to implementation and five years after the year of implementation.
- 1.2. The analysis requires the “CRASH” file and the “FLAG” file. Elements of both files are linked by the crash reporting number (CRN). The FLAG file is needed to identify crashes with red-light running identified as the cause. For this study a data table linking select fields from both files was created with a Microsoft Access database query. Alternatively a field for red-light running can be populated within Excel with a lookup function. Access can also be used to filter for crashes that occur at a signal-controlled intersection and for crashes that resulted in an injury or fatality. Alternatively, the filtering can be done in Excel. (Red-light running, signalized intersection, and injury or fatality fields are all in the FLAG file.)

2. Identify ARLE Intersections

Latitude and Longitude identifiers associated with each CRN are used to identify which crashes occurred at which ARLE intersections. ARCInfo would be the most efficient software for linking the crashes to the ARLE intersections. Add a field (column) to the data table identifying which ARLE intersection the crash occurs at; leave the field blank for crashes not at an ARLE intersection. Free online mapping tools (e.g., EasyMapmaker) can also be used to locate the crashes using the latitude and longitude data from the crash database.

3. **Tabulate injury totals by year by intersection** (Injury amounts at each intersection in each year are presented in the tables following this text).
 - 3.1. Create a Pivottable in Excel that counts the number of injuries at each intersection in each year. Create a table for injuries for red-light-running crashes and a table for injuries in all crashes.
 - 3.2. Count the number of injuries in the five years before ARLE implementation and in the five years after the year of ARLE implementation.
 - 3.3. Repeat for all non-ARLE intersections. This creates a benchmark for comparison of the changes under ARLE.

4. Calculate and Compare the Percentage Changes in Number of Injuries

- 4.1. Calculate the percentage change in number of injuries at the ARLE intersection(s) and at all non-ARLE signalized intersections.
- 4.2. Compare the percentage changes for the ARLE intersection(s) for that analysis period with the percentage change for non-ARLE intersections for the same analysis period.

Number of Injuries in Crashes Attributed to Red Light Running

Number	Location	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	Blvd & Grant	6	37	5	8	3	2	2	0	2	7	3	4	5	5	9	1
2	Blvd & Red Lion	2	3	0	5	5	6	0	4	0	0	3	1	0	1	2	2
3	Blvd & Cottman	16	18	6	17	1	2	1	3	0	5	0	7	23	13	6	8
4	Broad & Oregon	2	1	10	1	3	2	0	0	0	0	2	2	0	1	0	0
5	Blvd & Mascher	13	9	8	11	3	3	5	3	3	1	4	1	0	6	0	0
6	Blvd & Levick	17	13	10	4	3	2	2	0	0	4	2	0	0	2	2	2
7	Blvd & Rhawn	3	3	0	3	1	3	7	7	1	1	4	1	4	0	0	0
8	Blvd & Welsh	2	2	0	1	1	5	1	2	2	0	2	1	0	2	10	0
9	Blvd & Southhampton	10	5	0	0	0	3	3	0	1	2	5	0	4	0	1	1
10	34th & Grays Ferry	2	4	0	1	0	0	0	0	0	0	1	0	0	0	0	0
11	Blvd & 9th	14	2	0	8	7	5	1	7	5	0	6	6	5	0	0	0
12	Broad & Hunting Park	6	1	0	0	0	1	0	2	4	0	0	1	0	0	0	0
13	58th & Walnut	4	12	2	3	3	0	1	0	3	3	1	0	0	0	0	2
14	Broad & JFK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Broad & Penn Sq	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18	Henry & Walnut	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0
19	Rising Sun & Adams	9	4	2	5	3	1	1	1	0	1	0	4	0	0	0	2
16	Aramingo & Castor	1	1	0	0	0	0	2	0	0	1	0	2	0	0	0	4
17	Aramingo & York	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	Broad & Vine	2	2	3	0	9	0	0	4	0	3	1	6	1	3	0	4
21	Island & Lindbergh	12	2	1	2	4	0	3	0	2	3	2	0	2	0	1	2
22	Grant & Academy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	Bustleton & Byberry	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
24	Woodhaven & Knights	4	1	6	6	7	1	3	5	0	3	0	1	5	2	0	0
All Other Intersections		1,789	1,121	883	837	713	664	909	923	814	780	794	880	866	793	717	807

Note: Boxes outline the intersection groupings used in the comparative crash analysis

*34th and Gray's Ferry violation and crash results were anomalous due to construction and detours in the years following ARLE implementation.

Number of Injuries in All Crashes

Number	Location	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	Blvd & Grant	30	67	17	35	18	34	50	31	33	32	43	57	37	33	44	24
2	Blvd & Red Lion	20	16	11	14	12	47	16	28	29	20	32	16	27	19	22	19
3	Blvd & Cottman	22	24	16	24	33	16	12	15	28	16	15	18	31	29	17	20
4	Broad & Oregon	4	5	15	3	6	7	5	1	6	2	6	3	2	3	2	7
5	Blvd & Mascher	16	21	13	14	8	15	20	6	5	3	5	17	4	13	8	9
6	Blvd & Levick	18	26	22	9	12	8	11	7	8	6	16	9	8	10	9	8
7	Blvd & Rhawn	12	9	10	9	7	9	22	18	9	21	16	11	25	19	5	8
8	Blvd & Welsh	8	21	10	11	10	17	17	15	12	8	8	17	20	6	19	7
9	Blvd & Southhampton	14	16	9	14	9	15	20	16	14	8	19	20	15	9	3	16
10	34th & Grays Ferry*	6	11	0	2	1	3	0	0	6	9	12	10	8	3	0	6
11	Blvd & 9th	23	14	13	20	34	10	16	26	13	27	22	15	21	24	16	9
12	Broad & Hunting Park	17	6	5	11	13	8	8	10	16	2	7	16	8	8	4	9
13	58th & Walnut	4	19	4	4	4	4	4	1	5	3	2	1	3	0	2	3
14	Broad & JFK	5	4	1	1	2	0	4	0	0	2	6	0	0	1	1	0
15	Broad & Penn Sq	3	0	4	0	3	0	0	0	1	3	4	2	1	0	0	1
18	Henry & Walnut	2	2	1	8	3	2	5	6	5	1	1	2	1	2	0	2
19	Rising Sun & Adams	21	17	22	15	19	18	6	12	6	9	17	10	7	7	10	10
16	Aramingo & Castor	7	5	5	3	6	3	4	7	5	5	3	8	8	1	4	5
17	Aramingo & York	0	0	0	0	0	2	0	0	0	1	0	1	1	0	0	0
20	Broad & Vine	10	17	24	7	14	13	18	7	7	45	10	14	8	8	5	21
21	Island & Lindbergh	26	19	25	14	26	24	21	30	15	27	10	12	8	7	6	20
22	Grant & Academy	8	10	8	1	1	3	7	8	1	6	1	2	2	3	3	6
23	Bustleton & Byberry	1	0	5	0	7	9	3	14	4	1	3	3	3	1	7	3
24	Woodhaven & Knights	21	9	10	13	15	4	10	11	9	5	4	10	12	11	3	8
All Other Intersections		5,122	4,078	5,165	4,519	4,882	4,647	5,036	5,556	4,616	5,029	4,764	4,746	4,627	4,419	4,282	4,567

Note: Boxes outline the intersection groupings used in the comparative crash analysis

*34th and Gray's Ferry violation and crash results were anomalous due to construction and detours in the years following ARLE implementation.

ARLE Intersection Profile Sheets – Introduction

The Intersection Profile Sheets that follow outline the unique conditions present at each ARLE intersection. Notes to guide the interpretation of the information on these sheets are presented below.

Crash Counts. Data under “All Crashes” gives the count of all crashes regardless of type, cause, or whether or not there were any injuries or fatalities. “Injury” crashes gives the count of crashes that resulted in an injury or fatality, regardless of cause. “Red-Light Running” crashes gives the count of crashes that result in an injury or fatality and which are recorded as involving red-light running. The number of crashes is reported as the average per year for the period (typically three- or five-year periods) before and after the implementation of red-light cameras at the intersection. A negative percentage change indicates a decrease in crashes after implementation. Any crashes within 500 feet of the intersection and along any of the enforced legs are included in the total crash number. Injury and Red-Light-Running Crashes are those crashes identified in the PennDOT crash database as occurring at a signal-controlled intersection.

Crash History presents the number of all crashes each year in the three- to five-year period before and after ARLE implementation. A five-year period is shown wherever the crash data are available for that length of period.

Violation History displays the monthly number of violations detected at the intersection from the initial month of operation through the most recent available month. The percentage change in number of violations is calculated by comparing the average number of violations per month in the warning period to the average violations per month for the most recent 12 months (or the period of ARLE enforcement, if less than 12 months of enforcement history is available). A negative percentage change reflects a decrease in violations compared to the warning period. The violations in the warning period may not be representative of violation patterns before placing the cameras.

Monthly violation counts can be compared to a break-even violation count of 325 to provide a rough guide as to whether the intersection violation revenues exceed the cost of ARLE enforcement at the intersection. This break-even number is based on an average cost over all intersections within the Philadelphia ARLE program, using Philadelphia Parking Authority cost data for 2016 and using an average fine collection rate of 84 percent. Specific calculations for cost and collection rates at each intersection would be required for a more precise break-even violation count estimate.

Intersection Information identifies cross street geometry data for the intersection legs, including speed limits, average annual daily traffic, and red and yellow signal times as identified in the approved signal permits.

Enforcement and Signalization Image describes which legs of the intersection are enforced by red-light cameras as well as what type of control is present. The image also includes the ARLE warning sign placement and lane configurations. If the intersection contains signals that are not ARLE-enforced, the non-enforced section is identified with colored shading.

Traffic composition information includes brief descriptions of the other modes of transportation present at the intersection such as pedestrians, bicycles, and public transit, and identifies notable traffic generating facilities in the vicinity such as hospitals, schools, and highways.

A summary table immediately follows, which summarizes the performance of each intersection with respect to the violation and injury crash data presented in the profile sheets. The presence of one or more negative indicators for an intersection should not be interpreted as indicating that ARLE does not have merit at the intersection; it does however suggest that the intersection may warrant more detailed examination by the parties responsible for the program.

PHILADELPHIA ARLE INTERSECTION SAFETY PERFORMANCE

Summary of Intersection Profile Sheet Data

Intersection	Number of Violations		Crash Effects	
	Volume	Trend	RLR	All Crashes
1 Roosevelt Blvd & Grant	0	+	+	-
2 Roosevelt Blvd & Red Lion	-	+	+	-
3 Roosevelt Blvd & Cottman	+	+	+	+
4 Broad & Oregon	-	+	+	+
5 Roosevelt Blvd & Mascher	+	+	+	+
6 Roosevelt Blvd & Levick	+	+	+	+
7 Roosevelt Blvd & Rhawn	-	+	0	-
8 Roosevelt Blvd & Welsh	-	+	0	0
9 Roosevelt Blvd & Southampton	+	+	-	-
10 34 th & Grays Ferry	+	-	0	-
11 Roosevelt Blvd & 9th	+	0	+	0
12 Broad & Hunting Park	0	+	+	+
13 58 th & Walnut	-	+	+	+
14 Broad & JFK	+	+	0	0
15 Broad & South Penn Sq	+	+	+	0
16 Aramingo & Castor	+	+	0	0
17 Aramingo & York	+	0	0	0
18 Henry & Walnut	-	-	+	+
19 Rising Sun & Adams	+	+	0	+
20 Broad & Vine	+	+	+	+
21 Island & Lindbergh	+	+	+	+
22 Grant & Academy	-	0	0	-
23 Bustleton & Byberry	0	-	+	-
24 Woodhaven & Knights	+	-	+	0
26 Byberry & Worthington	0	+	NA	NA
27 Ogontz & Stenton	+	-	NA	NA
28 Island & Bartram	+	+	NA	NA

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

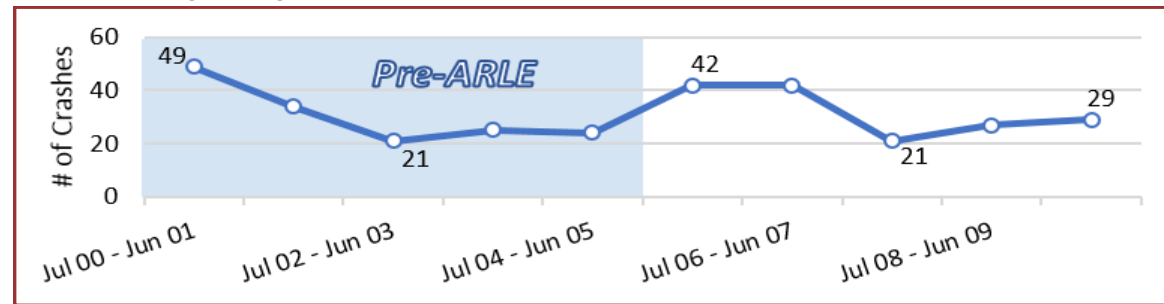
Grant Avenue and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
30.6	32.2	+5%	16.2	22.6	+40%	4.0	1.6	-60%

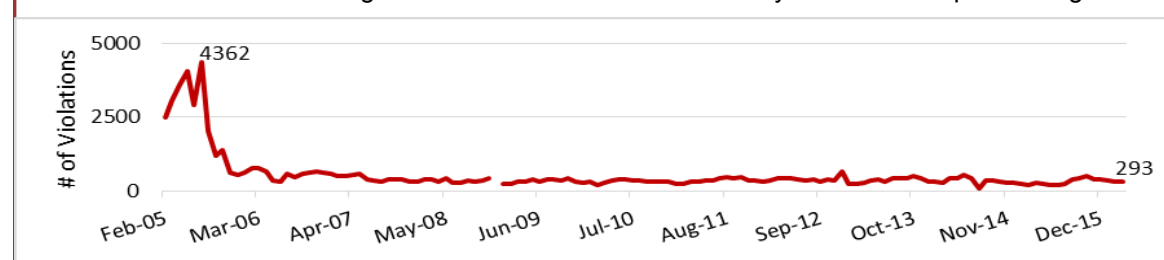
Crash History (per year)

Statistics for the period between 07/01/2000 and 06/30/2010



Violation History (per month)

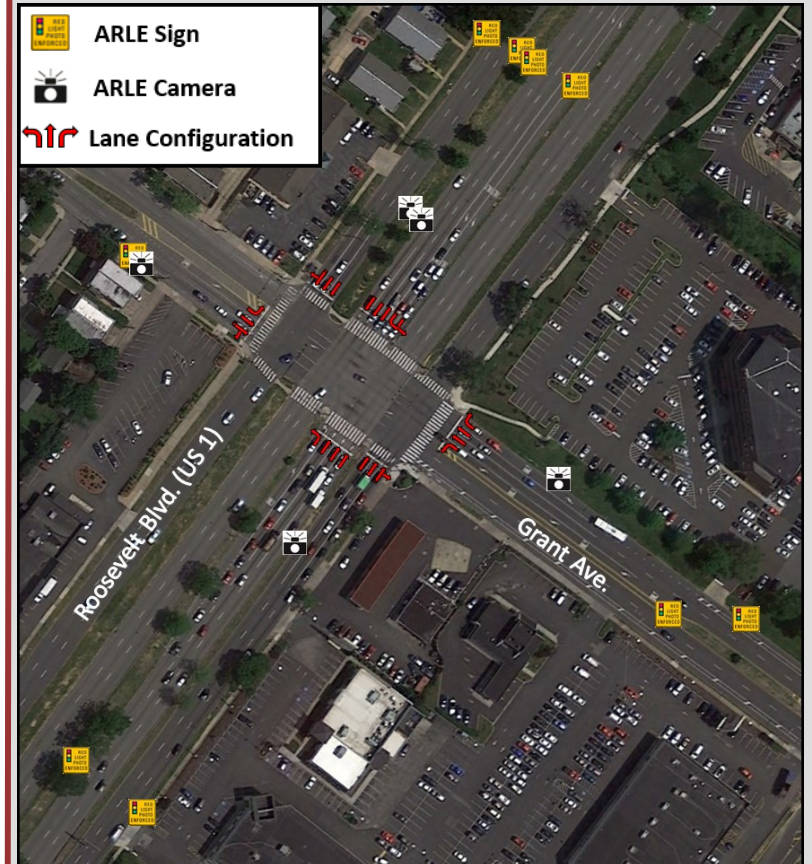
Red-light violations have been reduced by **86%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Grant Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	30 mph	30 mph
AADT	29,107	25,700	13,506	15,583
Yellow Time	5.0 seconds	5.0 seconds	3.9 seconds	3.9 seconds
Red Time	2.0 seconds	2.0 seconds	3.1 seconds	3.1 seconds

Intersection Number	1
PennDOT Approval Date	12/14/2004
Operational Start Date	06/23/2005



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Grant Avenue and Roosevelt Boulevard
- Bike lanes along Grant Avenue
- Whitman Square Shopping Center along westbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

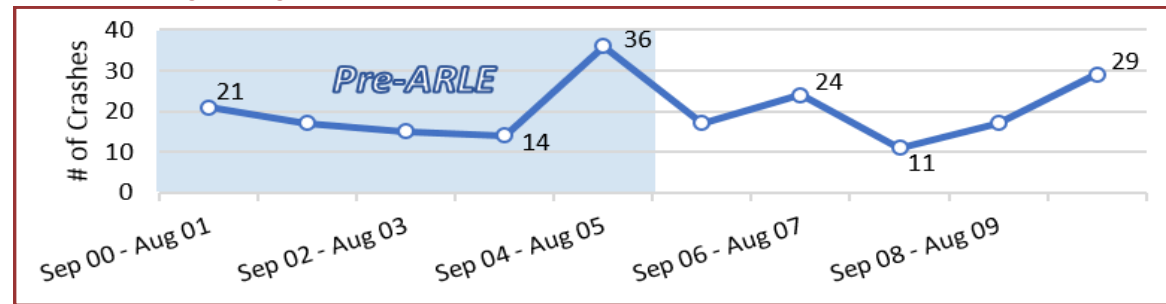
Red Lion Road and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
20.6	19.6	-5%	10.2	15.4	+51%	2.2	0.8	-64%

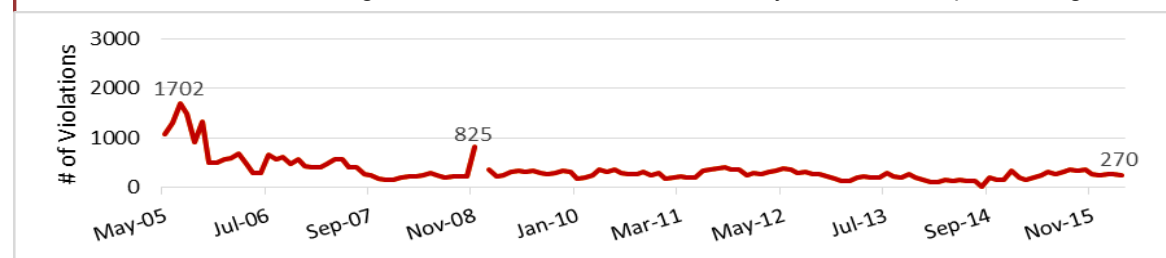
Crash History (per year)

Statistics for the period between 09/01/2000 and 08/31/2010



Violation History (per month)

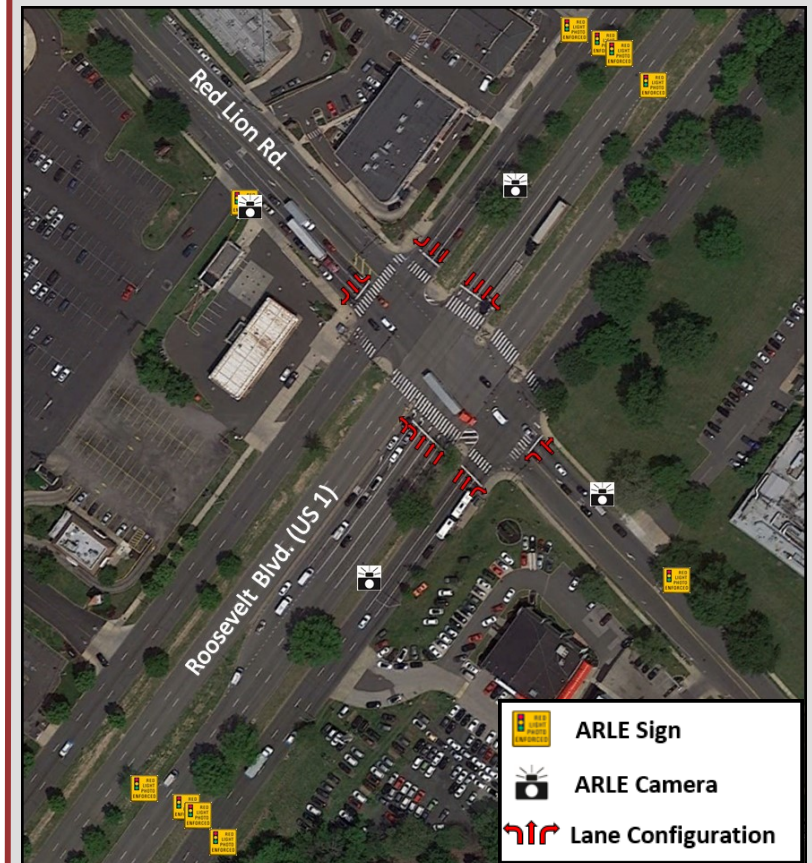
Red-light violations have been reduced by **68%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Red Lion Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	30 mph	30 mph
AADT	25,866	21,316	11,311	9,301
Yellow Time	5.0 seconds	5.0 seconds	4.0 seconds	4.0 seconds
Red Time	2.0 seconds	2.0 seconds	3.0 seconds	3.0 seconds

Intersection Number	2
PennDOT Approval Date	12/14/2004
Operational Start Date	09/15/2005



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Red Lion Road and Roosevelt Boulevard
- Bike lanes along Red Lion Road
- Red Lion Plaza, Swenson Arts & Tech High School, and Orleans Technical College along approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

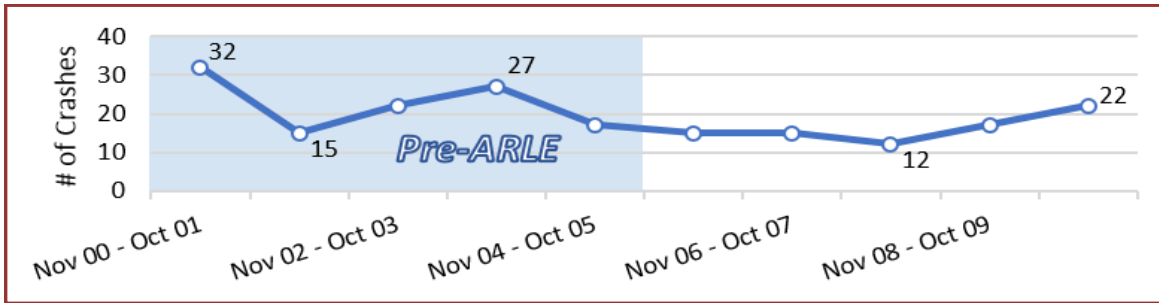
Cottman Avenue and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
22.6	16.2	-28%	11.6	9.4	-19%	4.0	1.0	-75%

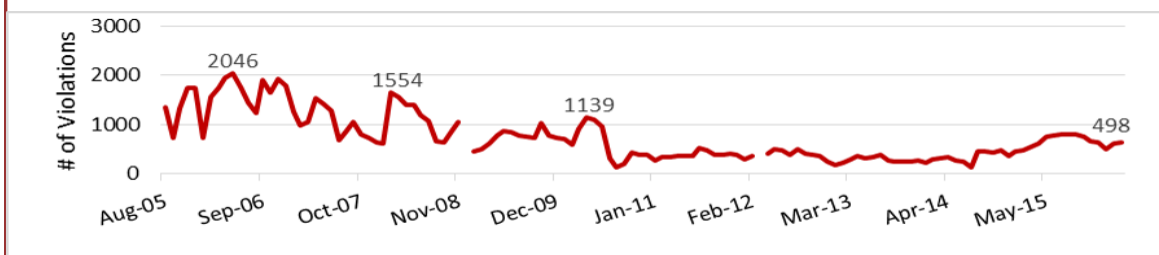
Crash History (per year)

Statistics for the period between 11/01/2000 and 10/31/2010



Violation History (per month)

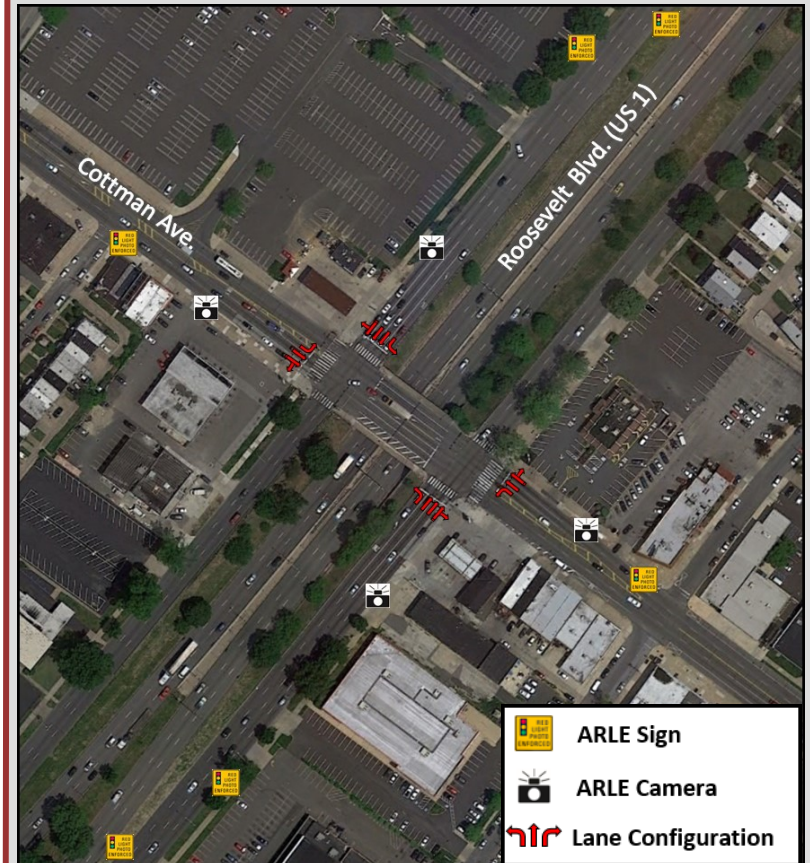
Red-light violations have been reduced by **54%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US1)		Cottman Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	30 mph	30 mph
AADT	17,687	13,282	10,277	11,096
Yellow Time	4.6 seconds	4.6 seconds	4.0 seconds	4.0 seconds
Red Time	1.4 seconds	1.4 seconds	3.0 seconds	3.0 seconds

Intersection Number	3
PennDOT Approval Date	12/14/2004
Operational Start Date	11/06/2005



- Located in Northeast Philadelphia
- Northbound and southbound outer lane approaches and eastbound and westbound approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Cottman Avenue and Roosevelt Boulevard
- Saint Matthew School and Shopping Centers along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

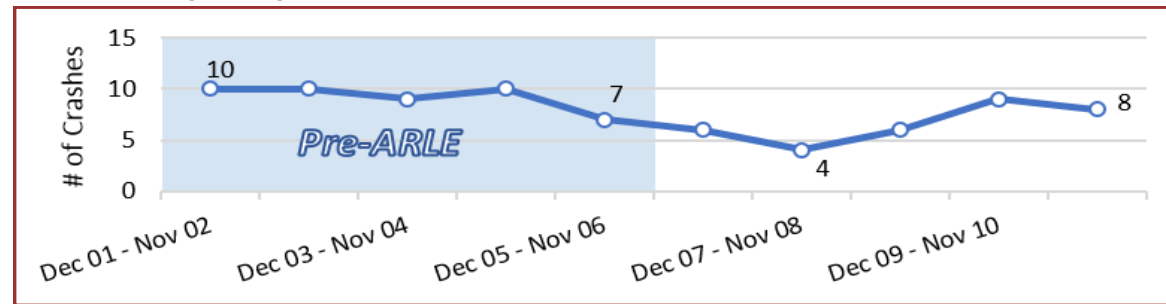
Broad Street (SR 611) and Oregon Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
9.2	6.6	-28%	4.6	2.4	-48%	2.0	0.6	-70%

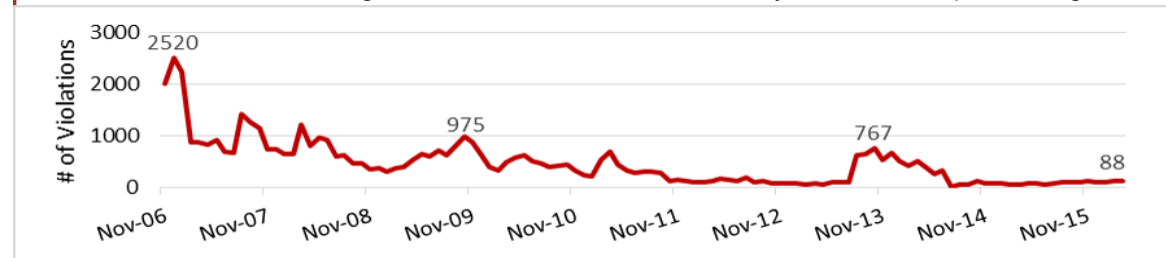
Crash History (per year)

Statistics for the period between 12/01/2001 and 11/30/2011



Violation History (per month)

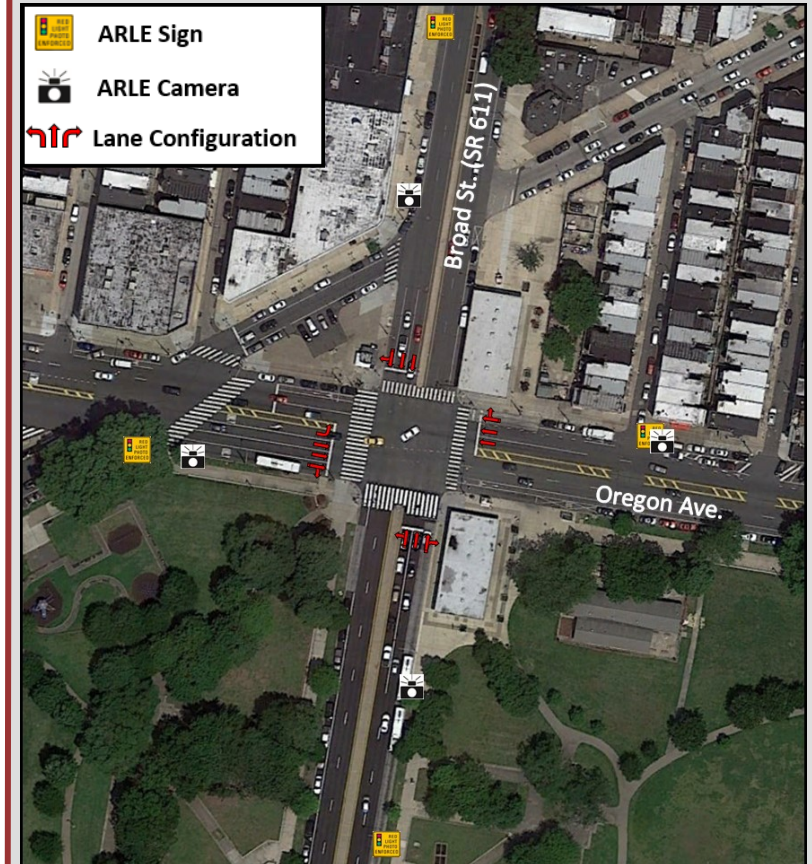
Red-light violations have been reduced by **93%** since implementing ARLE.



Intersection Information

	South Broad Street (SR 611)		Oregon Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	30 mph	30 mph
AADT	8,659	7,680	2,783	6,008
Yellow Time	4.5 seconds	4.5 seconds	4.5 seconds	4.5 seconds
Red Time	2.5 seconds	2.5 seconds	2.5 seconds	2.5 seconds

Intersection Number	4
PennDOT Approval Date	08/04/2006
Operational Start Date	11/21/2006



- Located in South Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Broad Street and Oregon Avenue
- Bike lanes along Oregon Avenue
- Citizens Bank Park, Lincoln Financial Field, and Well Fargo Center in close proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
 03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

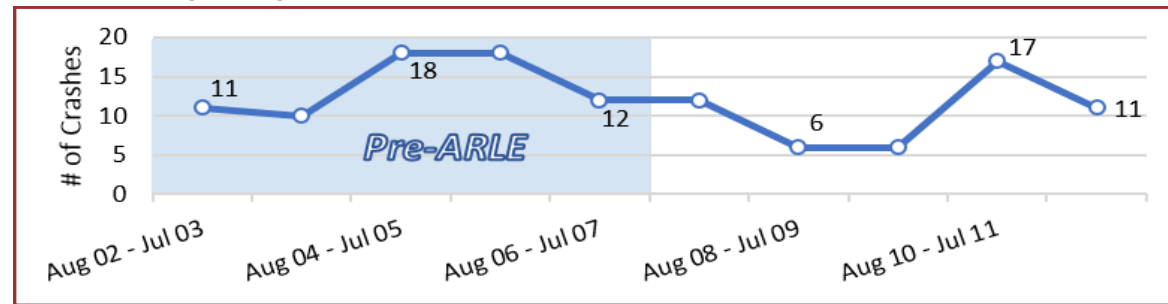
Mascher Street and Roosevelt Boulevard

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
13.8	10.4	-25%	6.2	4.2	-32%	1.6	1.0	-38%

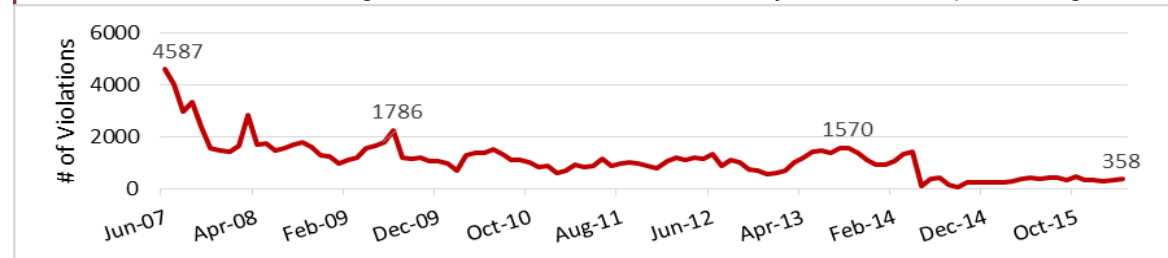
Crash History (per year)

Statistics for the period between 08/01/2002 and 07/31/2012



Violation History (per month)

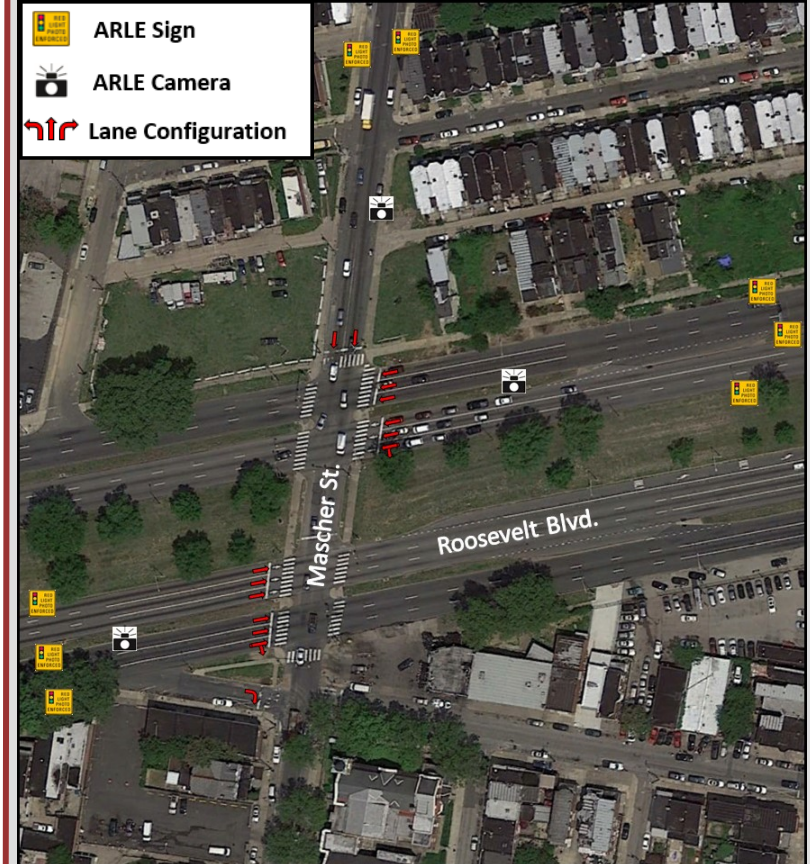
Red-light violations have been reduced by **85%** since implementing ARLE.



Intersection Information

	Mascher Street		Roosevelt Boulevard	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	N/A	Unposted	40 mph	40 mph
AADT	N/A	5,927	33,525	39,623
Yellow Time	N/A	3.5 seconds	5.1 seconds	5.1 seconds
Red Time	N/A	3.5 seconds	1.9 seconds	1.9 seconds

Intersection Number	5
PennDOT Approval Date	02/08/2007
Operational Start Date	08/07/2007



- Located in North Philadelphia
- All three approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Roosevelt Boulevard
- Olney Charter High School along the southbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

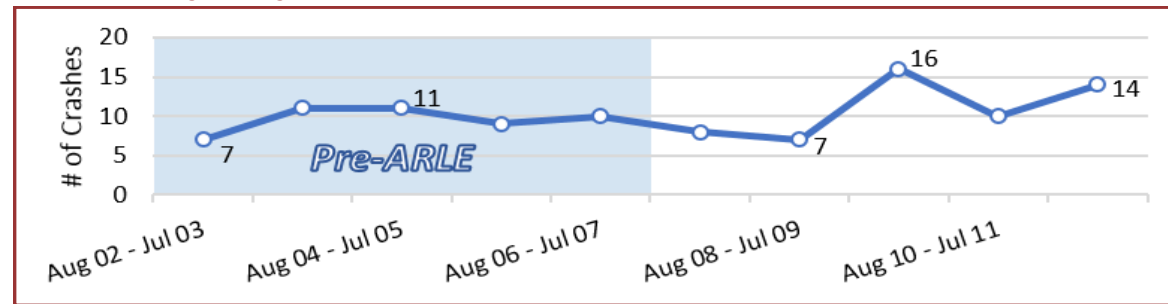
Levick Street and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
9.6	11.0	+15%	7.4	5.4	-27%	2.4	0.8	-67%

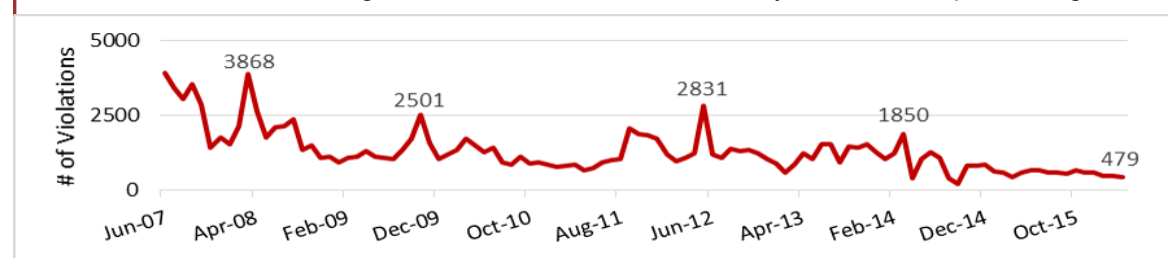
Crash History (per year)

Statistics for the period between 08/01/2002 and 07/31/2012



Violation History (per month)

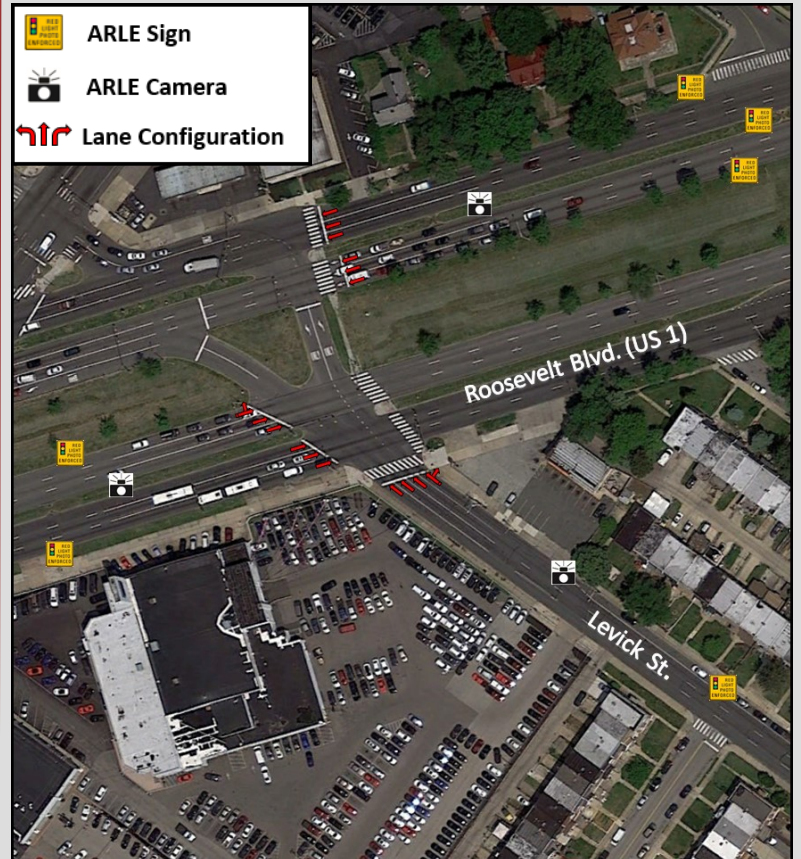
Red-light violations have been reduced by **79%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Levick Street	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	40 mph	40 mph	N/A	25 mph
AADT	33,371	28,607	N/A	15,102
Yellow Time	4.7 seconds	4.7 seconds	N/A	3.5 seconds
Red Time	2.3 seconds	2.3 seconds	N/A	4.5 seconds

Intersection Number	6
PennDOT Approval Date	02/08/2007
Operational Start Date	08/07/2007



- Located in Northeast Philadelphia
- All three approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on eastbound, westbound, and northbound approaches
- Public transit along Roosevelt Boulevard
- Gordon Chevrolet Dealership along northbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

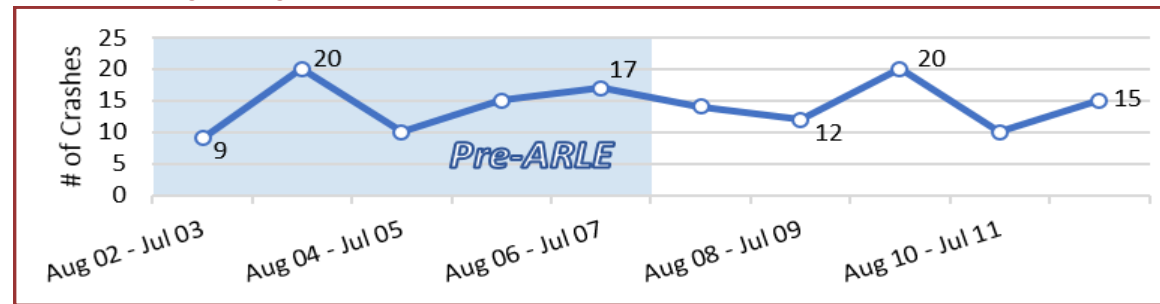
Rhawn Street and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
14.2	14.2	0%	8.0	10.4	+30%	1.2	1.4	+17%

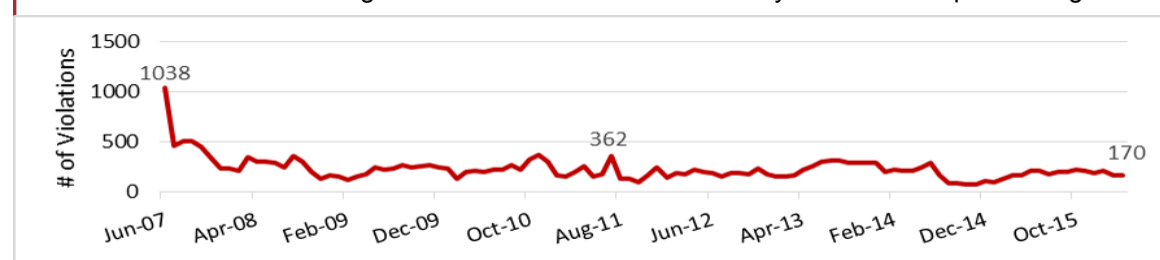
Crash History (per year)

Statistics for the period between 08/01/2002 and 07/31/2012



Violation History (per month)

Red-light violations have been reduced by **53%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Rhawn Street	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	25 mph	25 mph
AADT	35,330	29,376	12,080	16,414
Yellow Time	4.0 seconds	4.0 seconds	4.0 seconds	4.0 seconds
Red Time	4.0 seconds	4.0 seconds	4.0 seconds	4.0 seconds

Intersection Number	7
PennDOT Approval Date	02/08/2007
Operational Start Date	08/07/2007



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Rhawn Street and Roosevelt Boulevard
- Jefferson Urgent Care - Smylie Times along the southbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

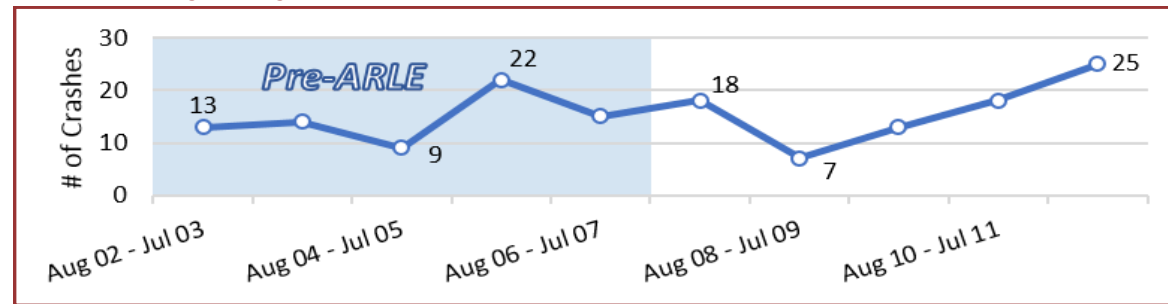
Welsh Road and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
14.6	16.2	+11%	8.0	9.4	+18%	0.8	0.8	0%

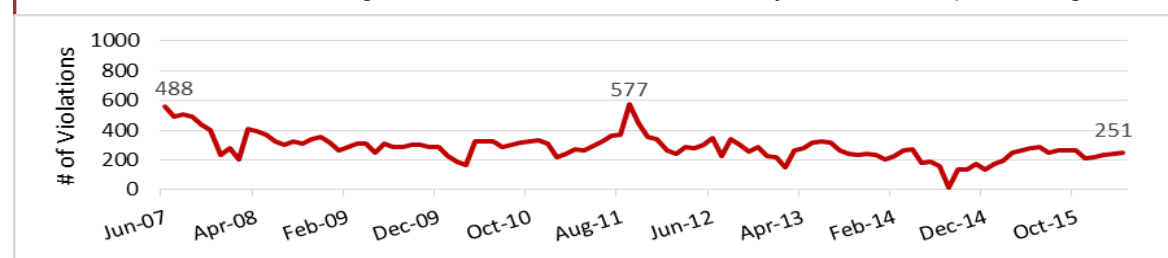
Crash History (per year)

Statistics for the period between 08/01/2002 and 07/31/2012



Violation History (per month)

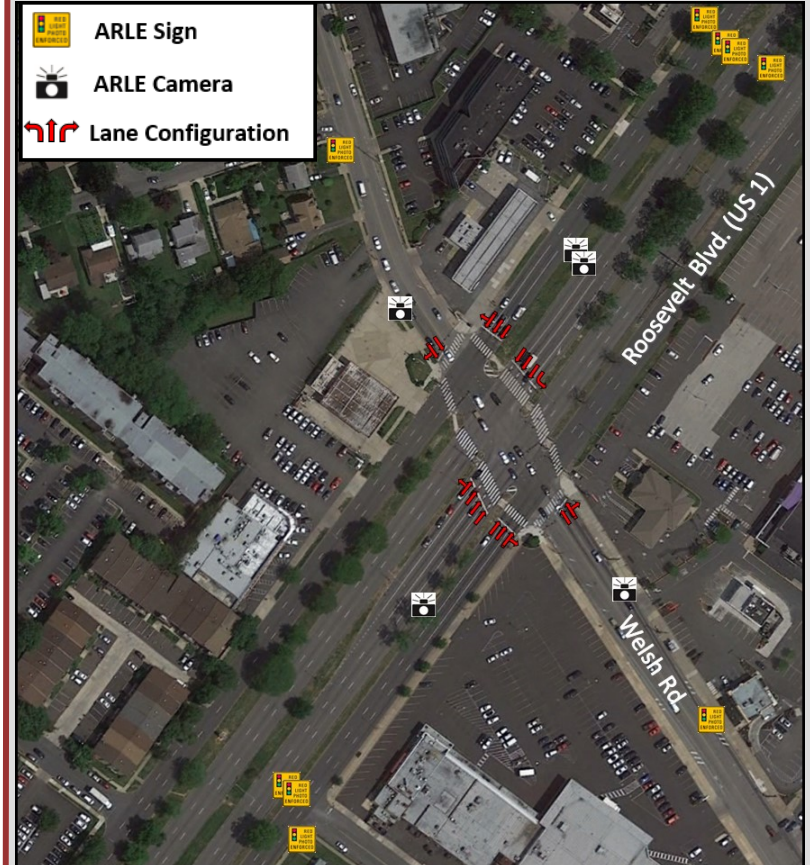
Red-light violations have been reduced by **37%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Welsh Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	30 mph	25 mph
AADT	31,011	28,552	15,936	11,490
Yellow Time	5.0 seconds	5.0 seconds	4.0 seconds	4.0 seconds
Red Time	2.0 seconds	2.0 seconds	4.0 seconds	4.0 seconds

Intersection Number	8
PennDOT Approval Date	02/08/2007
Operational Start Date	08/07/2007



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Welsh Road and Roosevelt Boulevard
- Bike lanes along Welsh Road
- Tremont Shopping Center and Northeast Shopping Center along the northbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

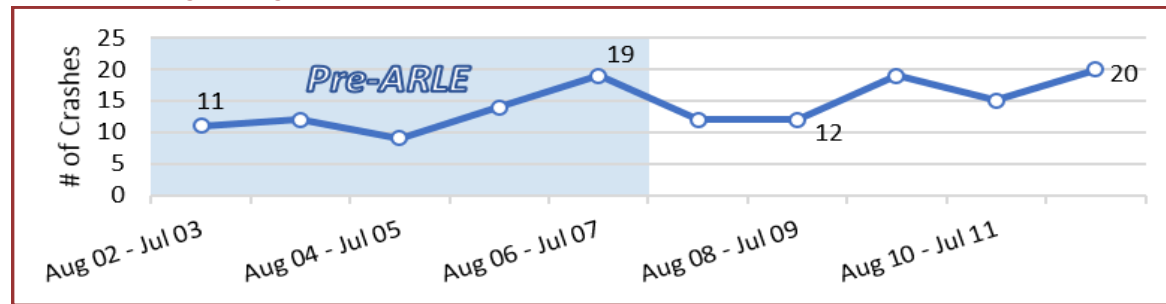
Southampton Road and Roosevelt Boulevard (US 1)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
13.0	15.6	+20%	7.6	9.2	+21%	0.8	1.2	+50%

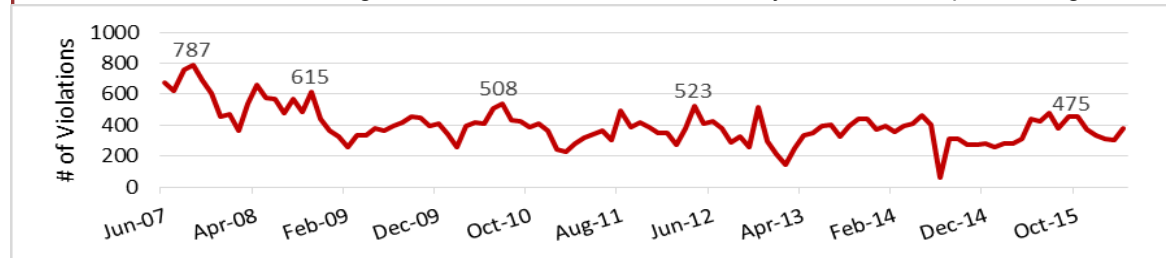
Crash History (per year)

Statistics for the period between 08/01/2002 and 07/31/2012



Violation History (per month)

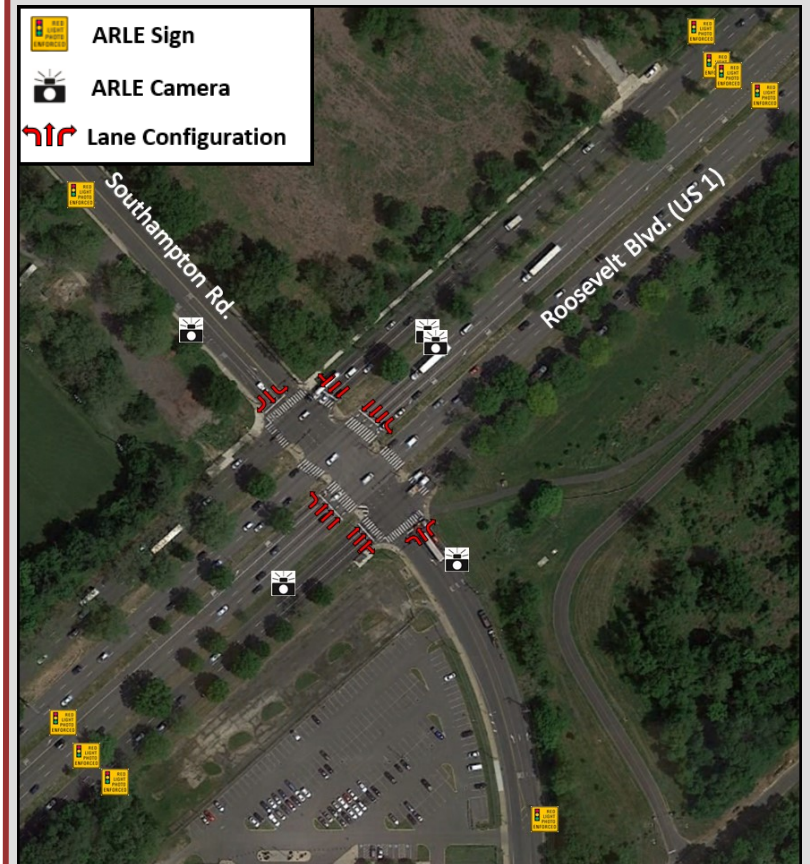
Red-light violations have been reduced by **35%** since implementing ARLE.



Intersection Information

	Roosevelt Boulevard (US 1)		Southampton Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	45 mph	45 mph	25 mph	25 mph
AADT	29,451	24,054	6,013	6,980
Yellow Time	4.9 seconds	4.9 seconds	3.7 seconds	3.7 seconds
Red Time	2.1 seconds	2.1 seconds	3.3 seconds	3.3 seconds

Intersection Number	9
PennDOT Approval Date	02/08/2007
Operational Start Date	08/07/2007



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Southampton Road and Roosevelt Boulevard
- Pennsylvania Army National Guard and Lincoln Technical Institute along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

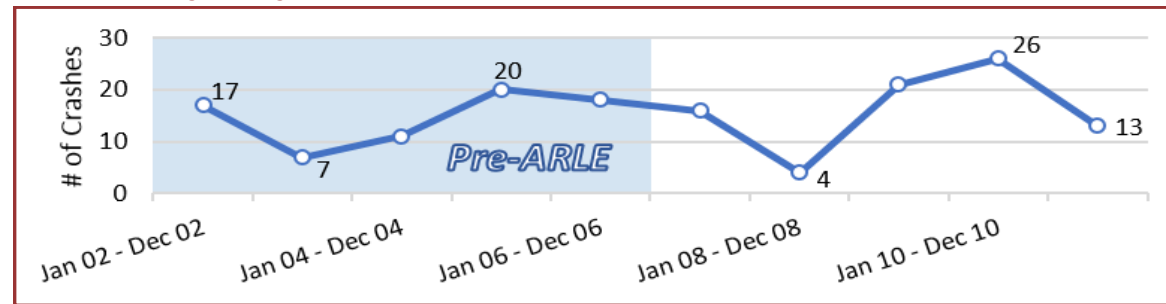
34th Street and Grays Ferry Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
14.6	16.0	+10%	0.8	6.4	+700%	0.2	0.2	0%

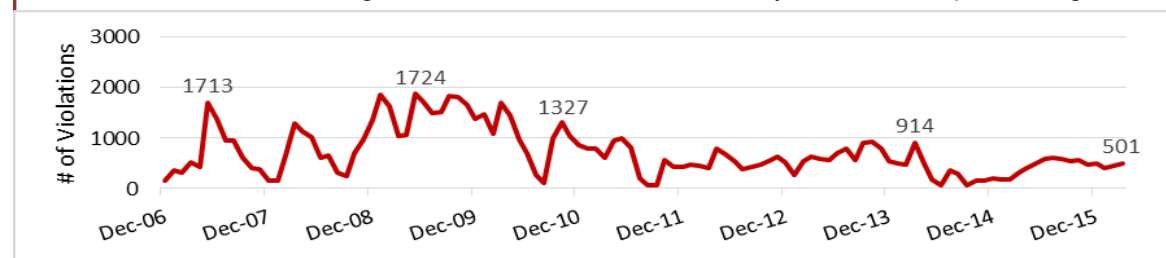
Crash History (per year)

Statistics for the period between 01/01/2002 and 12/31/2011



Violation History (per month)

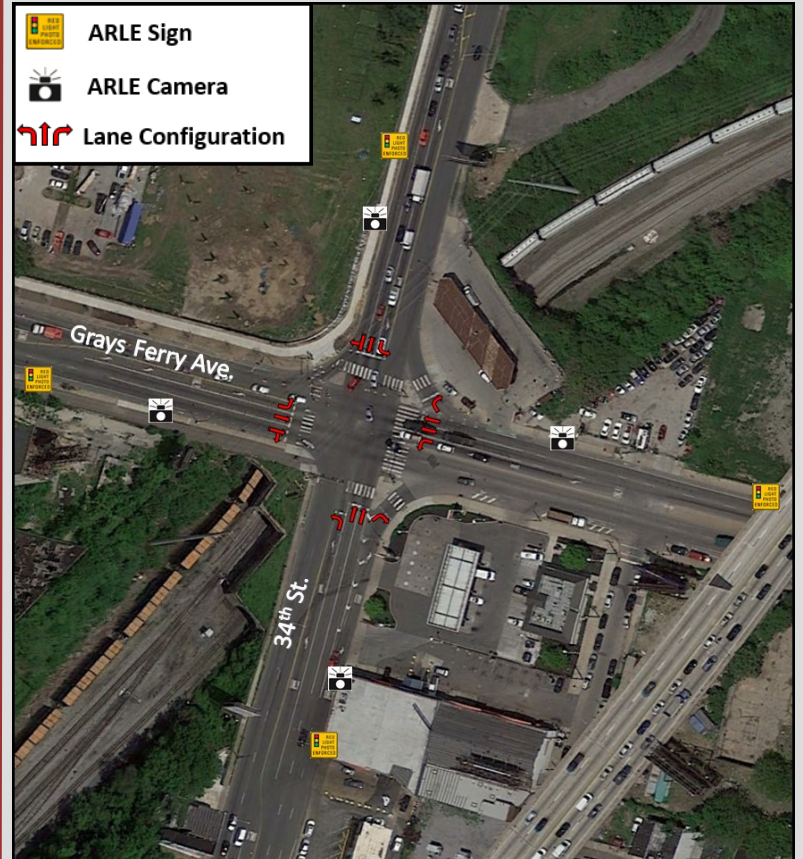
Red-light violations have been reduced by **25%** since implementing ARLE.



Intersection Information

	34th Street		Grays Ferry Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	35 mph	35 mph
AADT	12,863	12,855	11,680	14,231
Yellow Time	4.5 seconds	4.5 seconds	4.4 seconds	4.4 seconds
Red Time	2.5 seconds	2.5 seconds	2.6 seconds	2.6 seconds

Intersection Number	10
PennDOT Approval Date	08/04/2006
Operational Start Date	12/21/2006



- Located in South Philadelphia
- All four approaches enforced
- No-turn-on-red signs on eastbound approach
- Pedestrian accommodations and generators on all approaches
- Public transit along Grays Ferry Avenue
- Bike lanes along Grays Ferry Avenue
- University City, Children's Hospital of Philadelphia, I-76 ramps in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

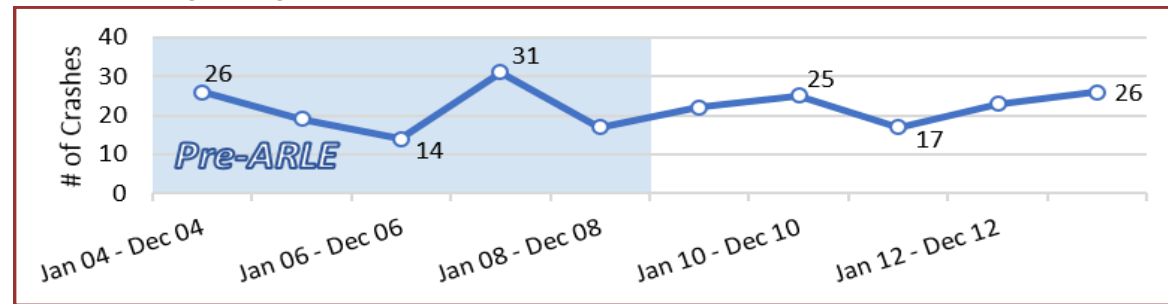
9th Street and Roosevelt Boulevard

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
21.4	22.6	+6%	11.6	11.4	-2%	2.2	1.2	-46%

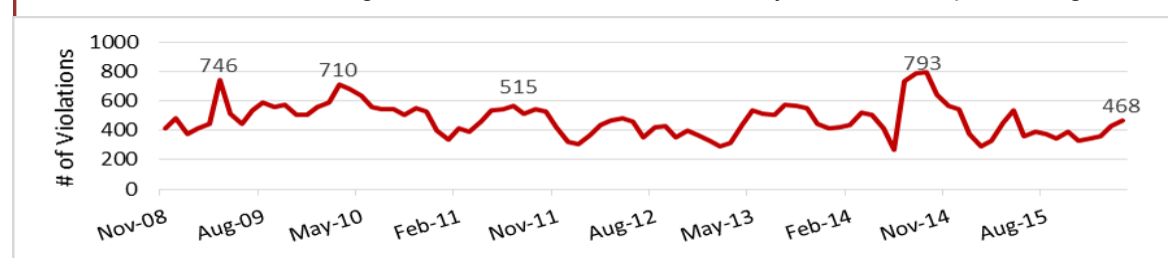
Crash History (per year)

Statistics for the period between 01/01/2004 and 12/31/2013



Violation History (per month)

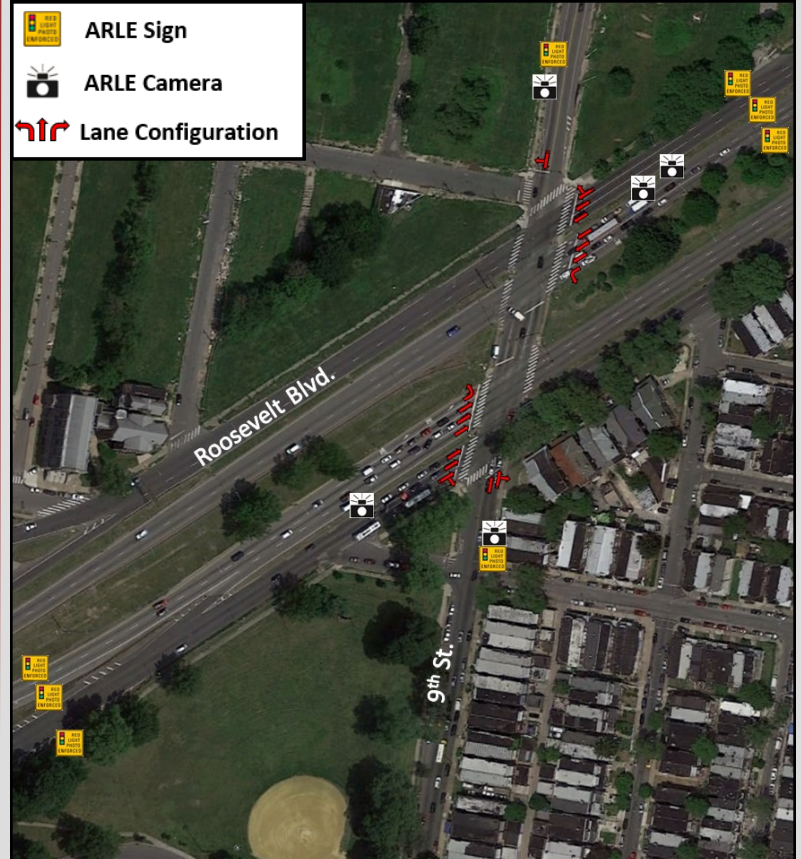
Red-light violations have been reduced by **21%** since implementing ARLE.



Intersection Information

	9th Street		Roosevelt Boulevard	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	25 mph	40 mph	40 mph
AADT	8,380	3,444	61,823	37,169
Yellow Time	3.6 seconds	3.6 seconds	4.8 seconds	4.8 seconds
Red Time	2.4 seconds	2.4 seconds	2.2 seconds	2.2 seconds

Intersection Number	11
PennDOT Approval Date	08/20/2008
Operational Start Date	01/08/2009



- Located in North Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along 9th Street and Roosevelt Boulevard
- Hunting Park Christian Academy, Hunting Park, Lindley Academy Charter School, and Little Flower High School along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

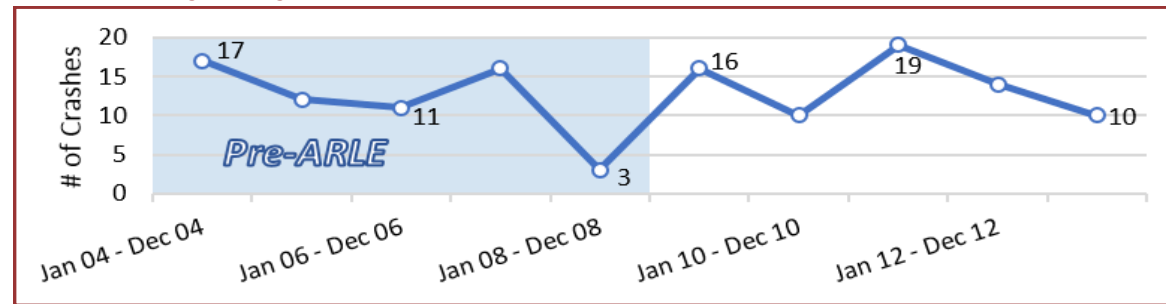
Broad Street (SR 611) and Hunting Park Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
11.8	13.8	+17%	5.4	5.0	-7%	1.0	0.2	-80%

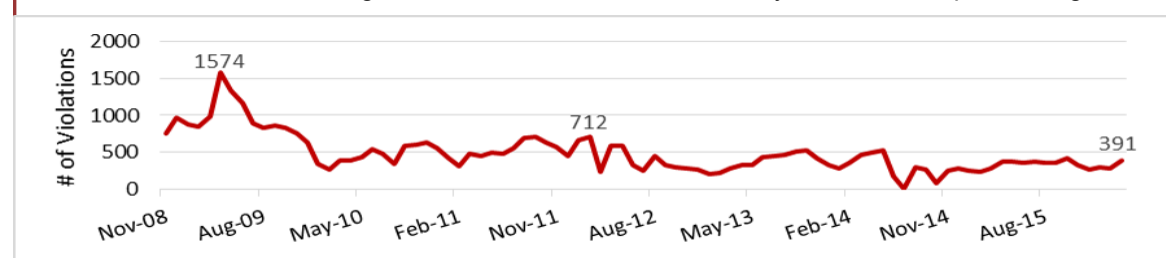
Crash History (per year)

Statistics for the period between 01/01/2004 and 12/31/2013



Violation History (per month)

Red-light violations have been reduced by **65%** since implementing ARLE.



Intersection Information

	Broad Street (SR 611)		Hunting Park Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	30 mph	30 mph	30 mph
AADT	18,175	18,533	N/A	N/A
Yellow Time	4.0 seconds	4.0 seconds	4.0 seconds	4.0 seconds
Red Time	3.0 seconds	3.0 seconds	3.0 seconds	3.0 seconds

Intersection Number	12
PennDOT Approval Date	08/20/2008
Operational Start Date	01/08/2009



- Located in North Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Broad Street and Hunting Park Avenue
- Hunting Park is along the westbound approach and Marcus Foster Memorial Stadium is in the vicinity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

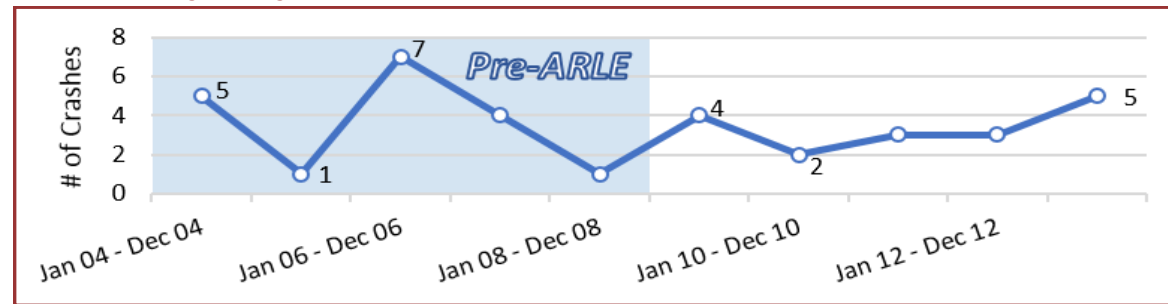
58th Street and Walnut Street

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
3.6	3.4	-6%	2.4	1.2	-50%	1	0.2	-80%

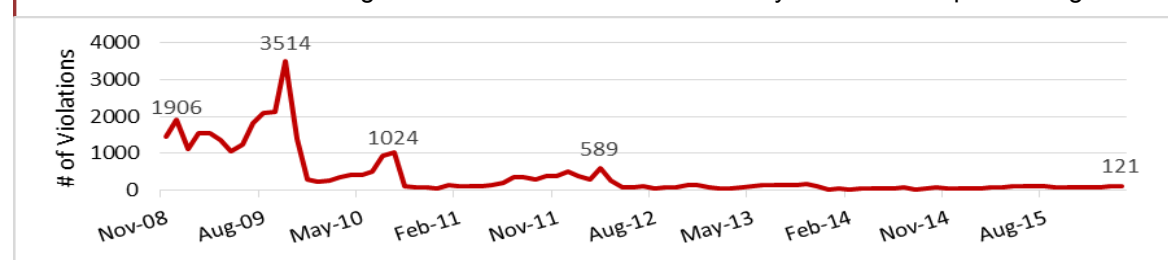
Crash History (per year)

Statistics for the period between 01/01/2004 and 12/31/2013



Violation History (per month)

Red-light violations have been reduced by **94%** since implementing ARLE.



Intersection Information

	58th Street		Walnut Street	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	N/A	N/A	30 mph
AADT	N/A	N/A	N/A	12,912
Yellow Time	3.6 seconds	N/A	N/A	4.2 seconds
Red Time	1.8 seconds	N/A	N/A	1.8 seconds

Intersection Number	13
PennDOT Approval Date	08/20/2008
Operational Start Date	01/08/2009



- Located in West Philadelphia
- Both approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Walnut Street
- Bike lanes along Walnut Street
- Sayre Junior High School and Morris Recreation Center along the northbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

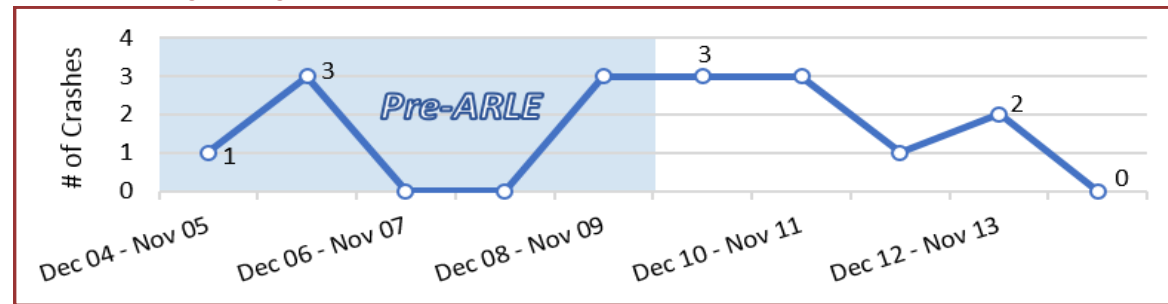
JFK Boulevard and Broad Street (SR 611)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
1.4	1.8	-29%	0.6	1.0	+67%	0.0	0.0	N/A

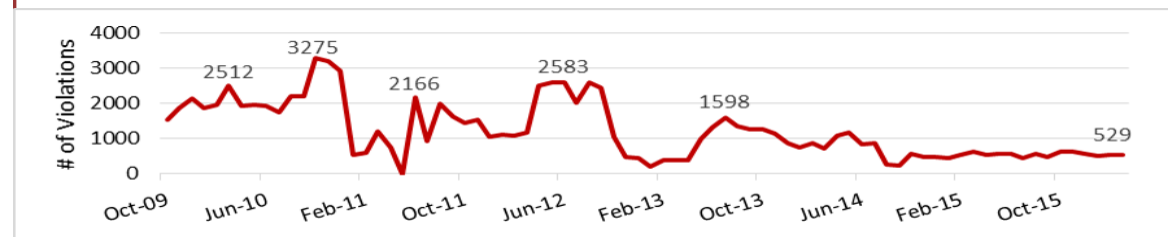
Crash History (per year)

Statistics for the period between 12/01/2004 and 11/30/2014



Violation History (per month)

Red-light violations have been reduced by 72% since implementing ARLE.



Intersection Information

	Broad Street (SR611)		JFK Boulevard	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	N/A	30 mph	N/A	30 mph
AADT	N/A	8,380	N/A	17,351
Yellow Time	N/A	3.5 seconds	N/A	3.5 seconds
Red Time	N/A	2.5 seconds	N/A	3.5 seconds

Intersection Number	14
PennDOT Approval Date	09/03/2009
Operational Start Date	12/08/2009



- Located in Central Business District
- Both approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Broad Street and JFK Boulevard
- City Hall, PA Academy of the Fine Arts, and Reading Terminal Market in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

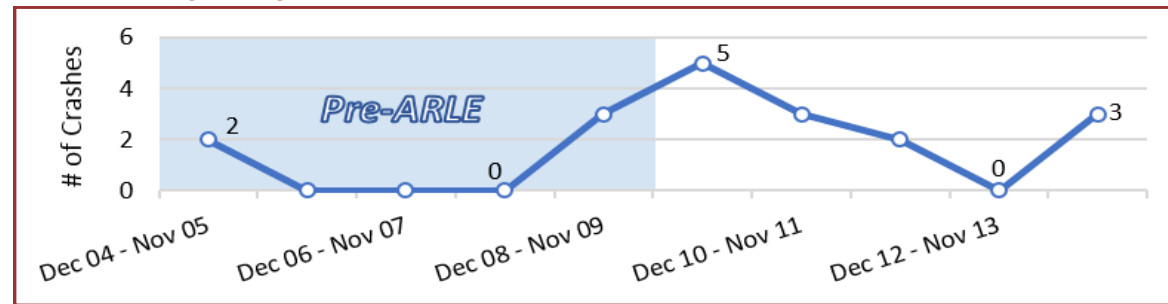
South Penn Square and South Broad Street

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
1.0	2.6	-160%	0.8	0.8	0%	0.2	0.0	-100%

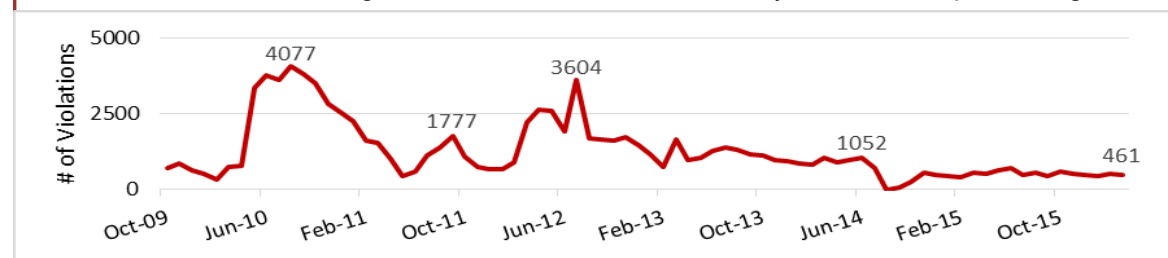
Crash History (per year)

Statistics for the period between 12/01/2004 and 11/30/2014



Violation History (per month)

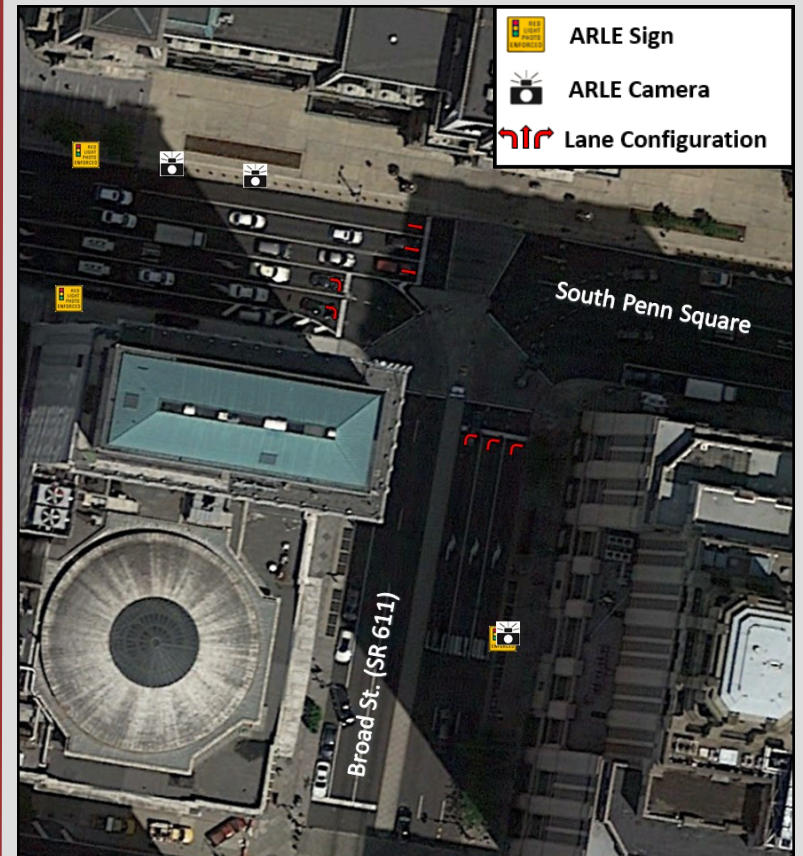
Red-light violations have been reduced by **73%** since implementing ARLE.



Intersection Information

	South Broad Street		South Penn Square	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	N/A	30 mph	N/A
AADT	11,094	N/A	17,351	N/A
Yellow Time	3.5 seconds	N/A	3.7 seconds	N/A
Red Time	2.5 seconds	N/A	2.3 seconds	N/A

Intersection Number	15
PennDOT Approval Date	09/03/2009
Operational Start Date	12/08/2009



- Located in Central Business District
- Both approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Broad Street and South Penn Square
- City Hall, PA Academy of the Fine Arts, and Reading Terminal Market in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

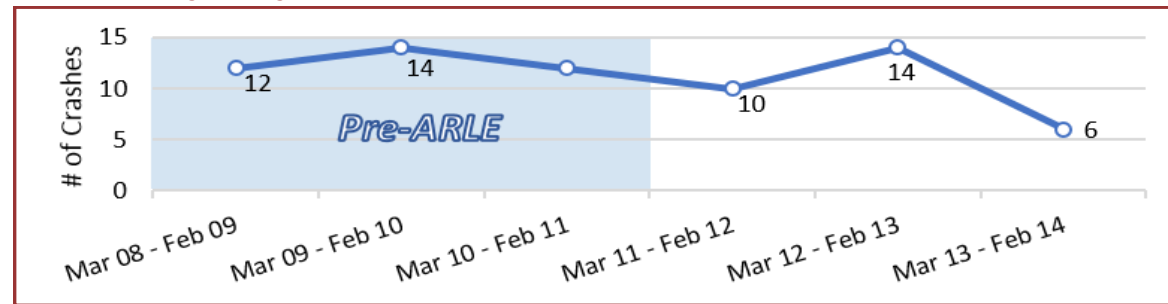
Aramingo Avenue and Castor Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
12.7	10.0	-21%	3.4	3.0	-12%	0.4	0.5	+25%

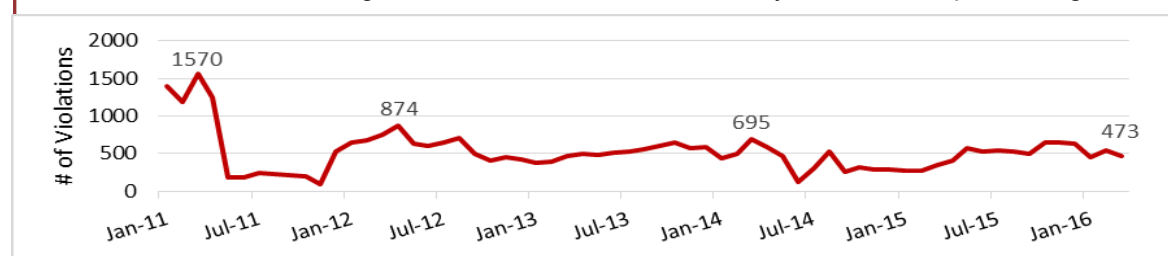
Crash History (per year)

Statistics for the period between 03/01/2006 and 02/28/2014



Violation History (per month)

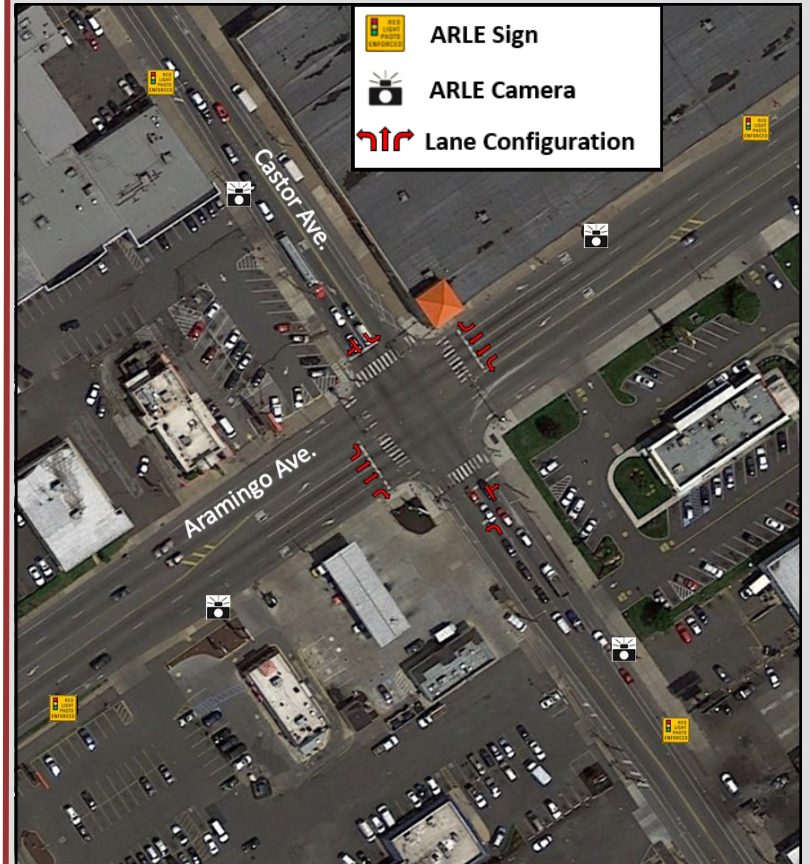
Red-light violations have been reduced by 11% since implementing ARLE.



Intersection Information

	Castor Avenue		Aramingo Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	25 mph	30 mph	30 mph
AADT	9,673	12,352	9,909	15,539
Yellow Time	3.6 seconds	3.6 seconds	3.9 seconds	3.9 seconds
Red Time	3.4 seconds	3.4 seconds	2.1 seconds	2.1 seconds

Intersection Number	16
PennDOT Approval Date	10/13/2009
Operational Start Date	03/02/2011



- Located in Lower Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Aramingo Avenue and Castor Avenue
- Aramingo Village Shopping Center and I-95 in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

Aramingo Avenue and York Street

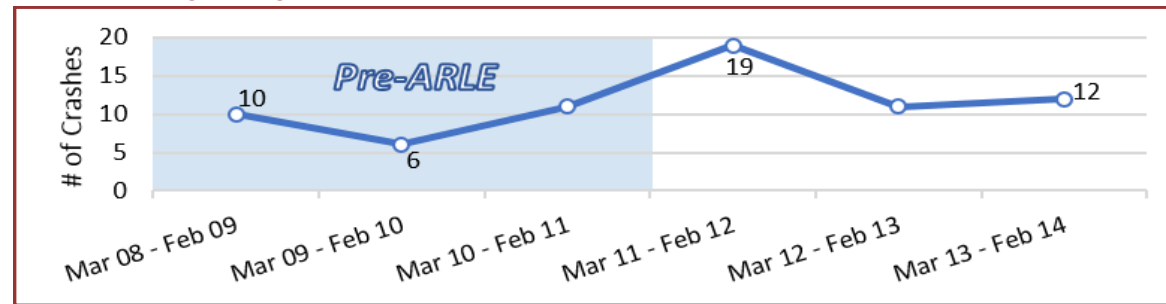
Intersection Number	17
PennDOT Approval Date	10/13/2009
Operational Start Date	03/02/2011

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
90	14.0	+56%	0.2	0.3	+25%	0.0	0.0	N/A

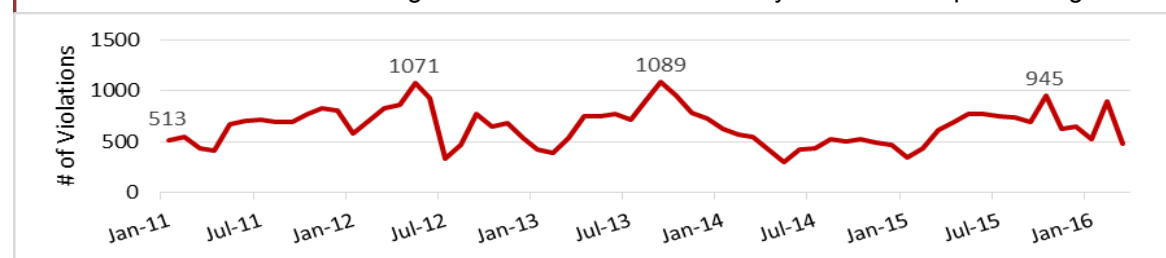
Crash History (per year)

Statistics for the period between 03/01/2006 and 02/28/2014



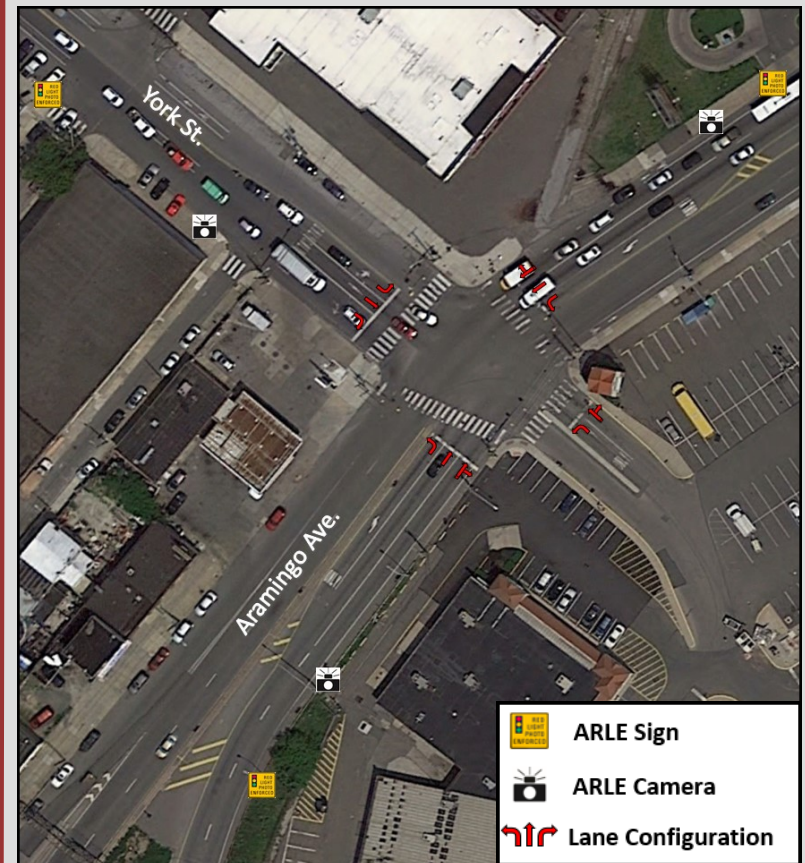
Violation History (per month)

Red-light violations have increased by **10%** since implementing ARLE.



Intersection Information

	Aramingo Avenue		York Street	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	30 mph	25 mph	Unposted
AADT	9,227	15,194	N/A	N/A
Yellow Time	4.0 seconds	3.7 seconds	3.7 seconds	3.7 seconds
Red Time	3.0 seconds	3.3 seconds	3.3 seconds	3.3 seconds



- Located in Lower Northeast Philadelphia
- Three approaches enforced (WB approach not enforced)
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Aramingo Avenue and York Street
- Bike lanes along Aramingo Avenue
- Port Richmond Village and I-95 in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

Henry Avenue and Walnut Lane

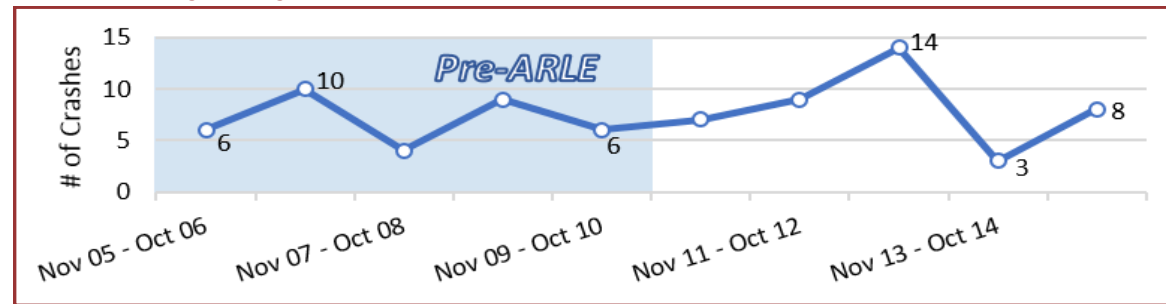
Intersection Number	18
PennDOT Approval Date	10/13/2009
Operational Start Date	11/13/2010

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
7.0	8.2	+17%	3.4	1.0	-71%	0.6	0.0	-100%

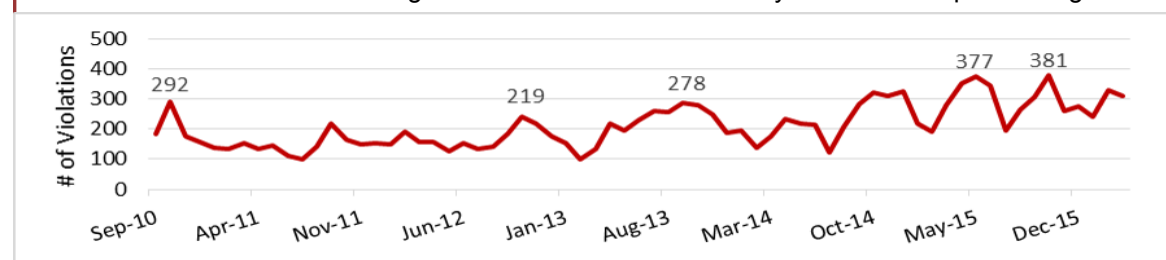
Crash History (per year)

Statistics for the period between 11/01/2005 and 10/31/2015



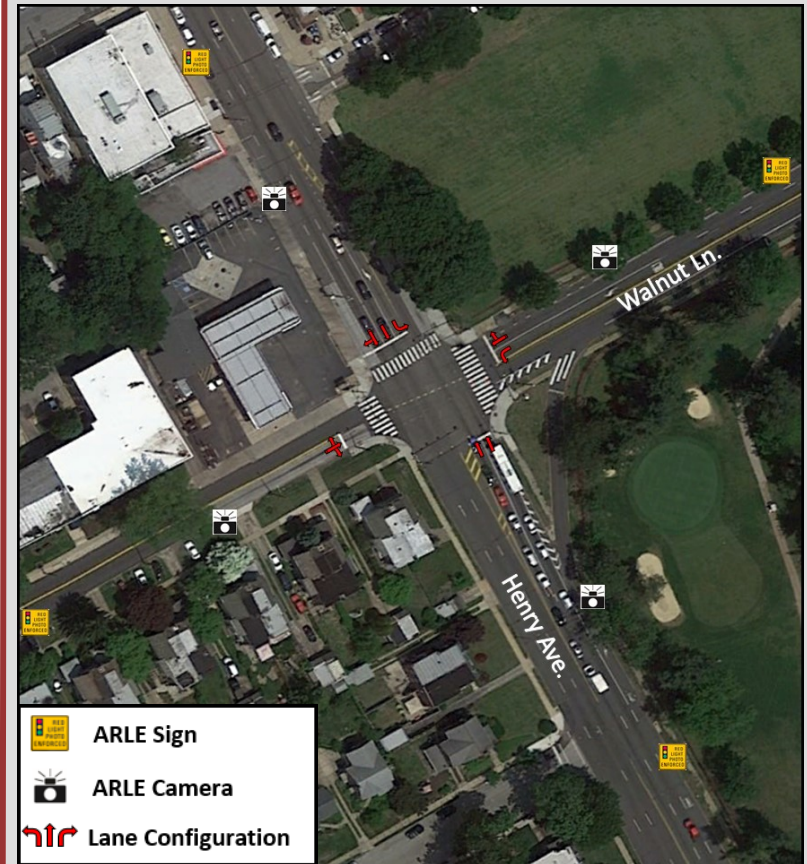
Violation History (per month)

Red-light violations have increased by 95% since implementing ARLE.



Intersection Information

	Henry Avenue		Walnut Lane	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	N/A	25 mph	N/A
AADT	13,330	14,146	7,530	16,547
Yellow Time	4.8 seconds	4.8 seconds	4.0 seconds	4.0 seconds
Red Time	2.2 seconds	2.2 seconds	3.0 seconds	3.0 seconds



- Located in Northwest Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on southbound, eastbound, and westbound approaches
- Public transit along Henry Avenue and Walnut Lane
- Bike lanes along Walnut Lane
- Walnut Lane Golf Course and Philadelphia University along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
 03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

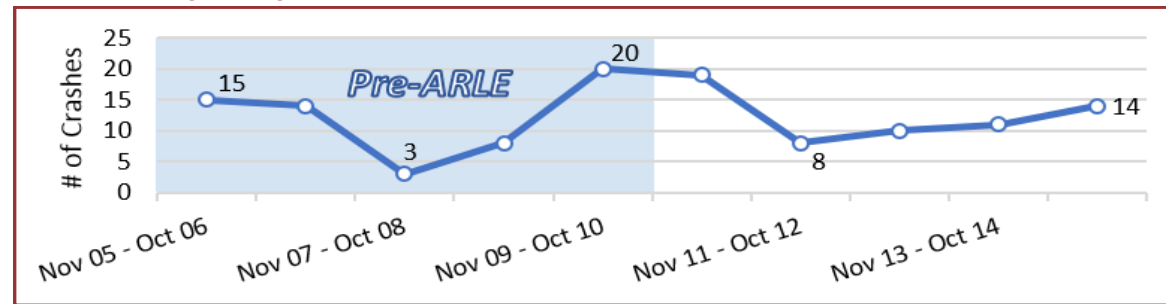
Rising Sun Avenue and Adams Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
12.0	12.4	+3%	6.2	5.0	-19%	0.8	0.8	0%

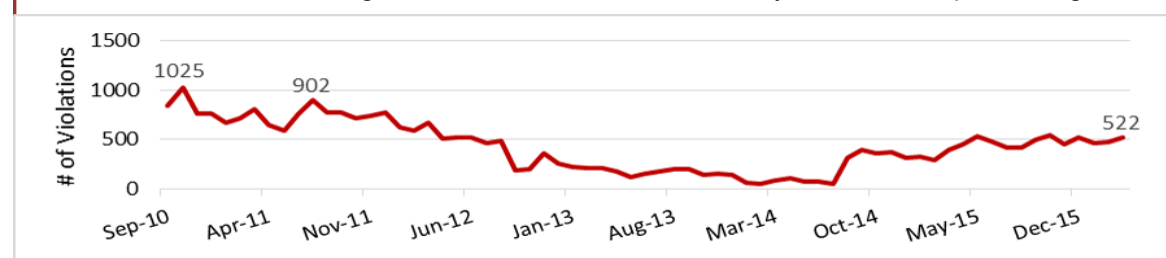
Crash History (per year)

Statistics for the period between 11/01/2005 and 10/31/2015



Violation History (per month)

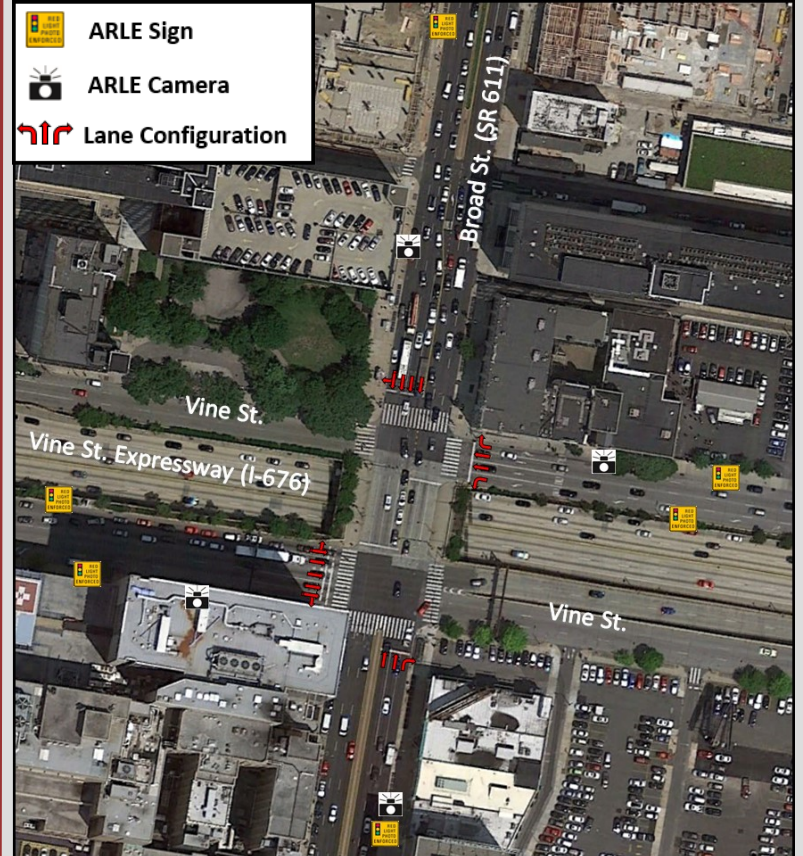
Red-light violations have been reduced by **38%** since implementing ARLE.



Intersection Information

	Adams Avenue		Rising Sun Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	25 mph	30 mph	30 mph
AADT	16,347	11,342	15,789	12,792
Yellow Time	4.2 seconds	4.2 seconds	4.2 seconds	4.2 seconds
Red Time	2.8 seconds	2.8 seconds	2.8 seconds	2.8 seconds

Intersection Number	19
PennDOT Approval Date	10/13/2009
Operational Start Date	11/13/2010



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Rising Sun Avenue and Adams Avenue
- Bike lanes along Rising Sun Avenue
- Rising Sun Plaza, Cardone Factory, and Benjamin Franklin School along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

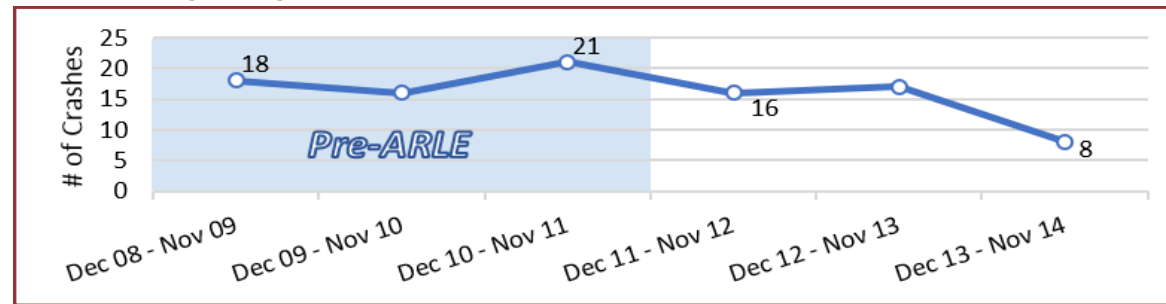
Broad Street (SR 611) and Vine Street

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
18.3	13.7	-25%	8.6	6.7	-22%	1.8	1.3	-26%

Crash History (per year)

Statistics for the period between 04/01/2007 and 03/31/2015



Violation History (per month)

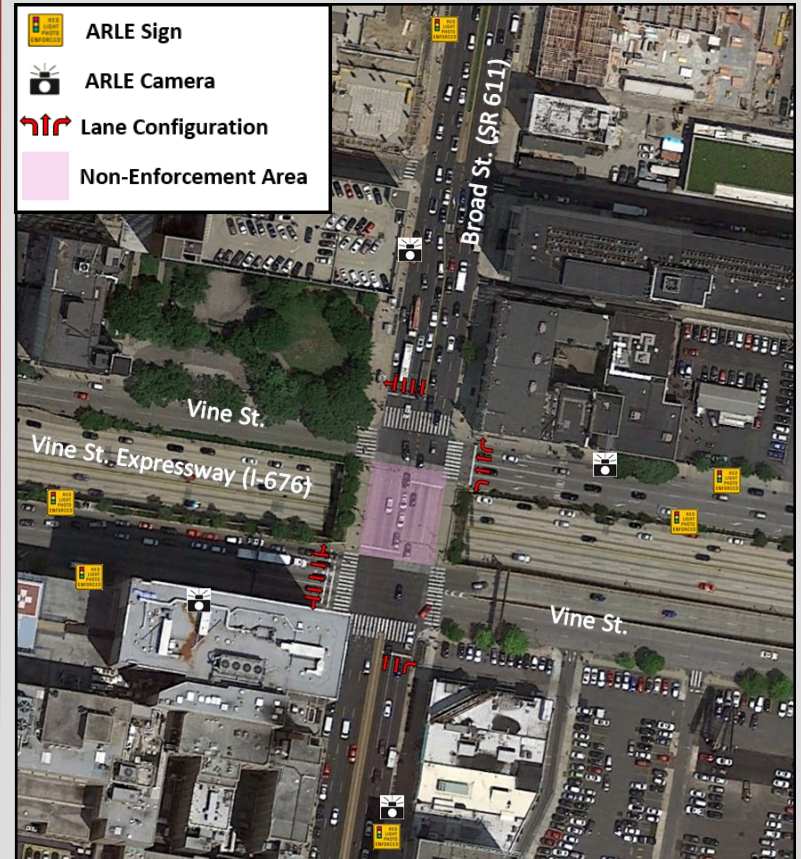
Red-light violations have been reduced by **62%** since implementing ARLE.



Intersection Information

	Broad Street (SR611)		Vine Street (SR2676)	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	25 mph	25 mph	35 mph
AADT	10,069	9,462	9,635	16,405
Yellow Time	3.6 seconds	3.6 seconds	4.3 seconds	4.3 seconds
Red Time	2.4 seconds	2.4 seconds	2.7 seconds	2.7 seconds

Intersection Number	20
PennDOT Approval Date	06/07/2011
Operational Start Date	12/02/2011



- Located in Central Business District
- All four external approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Broad Street
- Hahnemann University Hospital, PA Academy of Fine Arts, and Roman Catholic High School along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
 03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

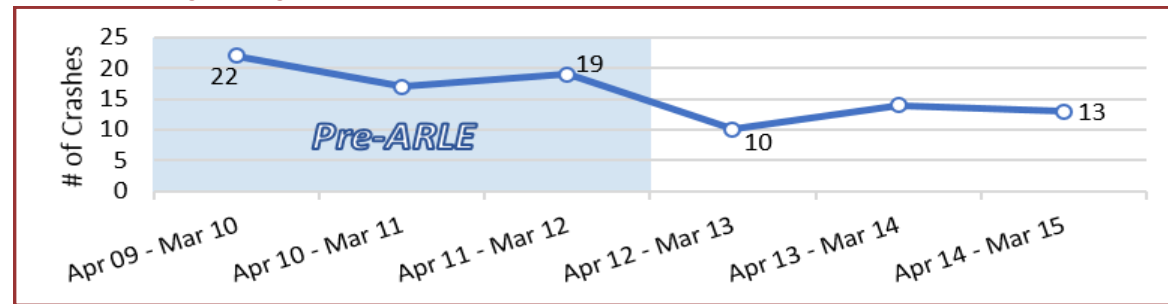
Island Avenue and Lindbergh Boulevard

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
19.3	12.3	-36%	12.2	7.7	-37%	0.8	0.7	-17%

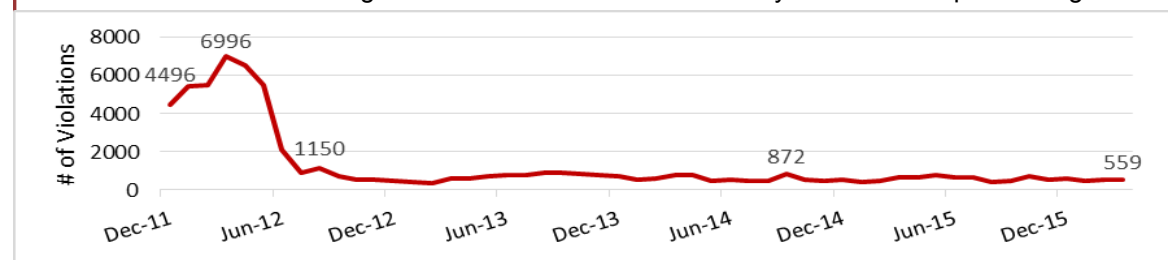
Crash History (per year)

Statistics for the period between 04/01/2008 and 03/31/2015



Violation History (per month)

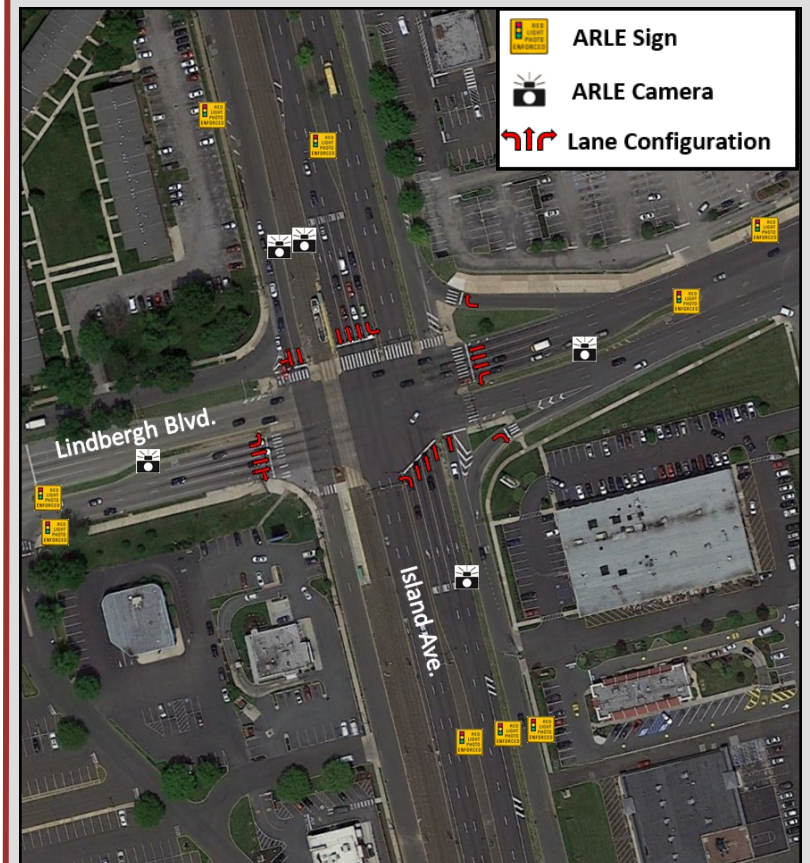
Red-light violations have been reduced by 82% since implementing ARLE.



Intersection Information

	Island Avenue		Lindbergh Boulevard	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	35 mph	35 mph
AADT	13,650	9,012	N/A	N/A
Yellow Time	3.9 seconds	3.9 seconds	3.9 seconds	3.9 seconds
Red Time	3.1 seconds	3.1 seconds	6.1 seconds	6.1 seconds

Intersection Number	21
PennDOT Approval Date	07/25/2011
Operational Start Date	02/11/2012



- Located in Southwest Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on southbound, eastbound, and westbound approaches
- Public transit along Island Avenue
- Penrose Plaza and Suffolk Park along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

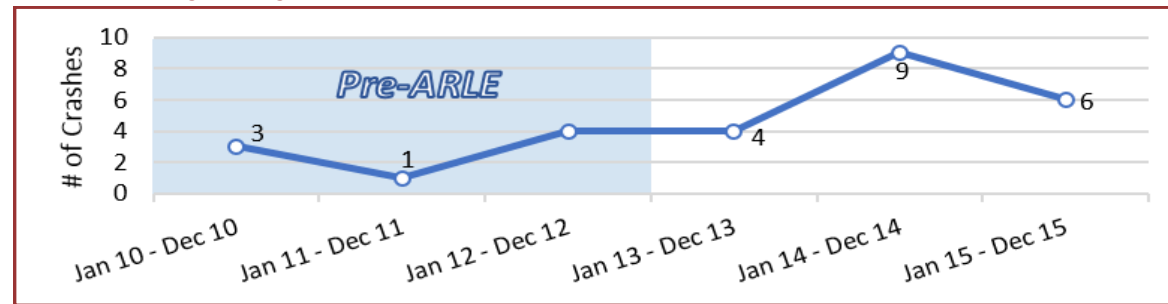
Grant Avenue and Academy Road

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
2.7	6.3	+138%	2	3.3	+67%	0	0	N/A

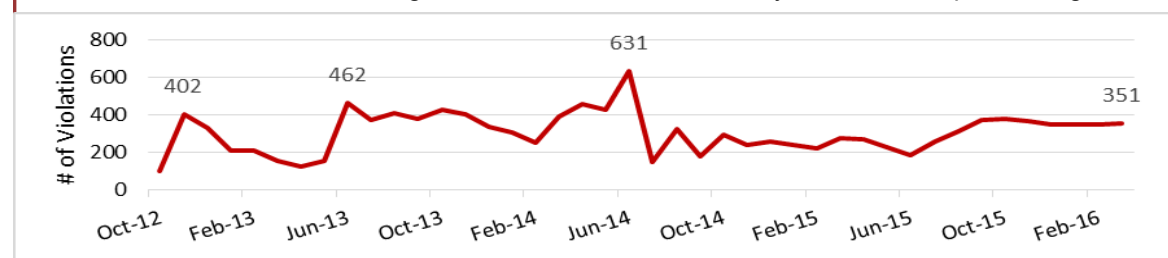
Crash History (per year)

Statistics for the period between 01/01/2008 and 12/31/2015



Violation History (per month)

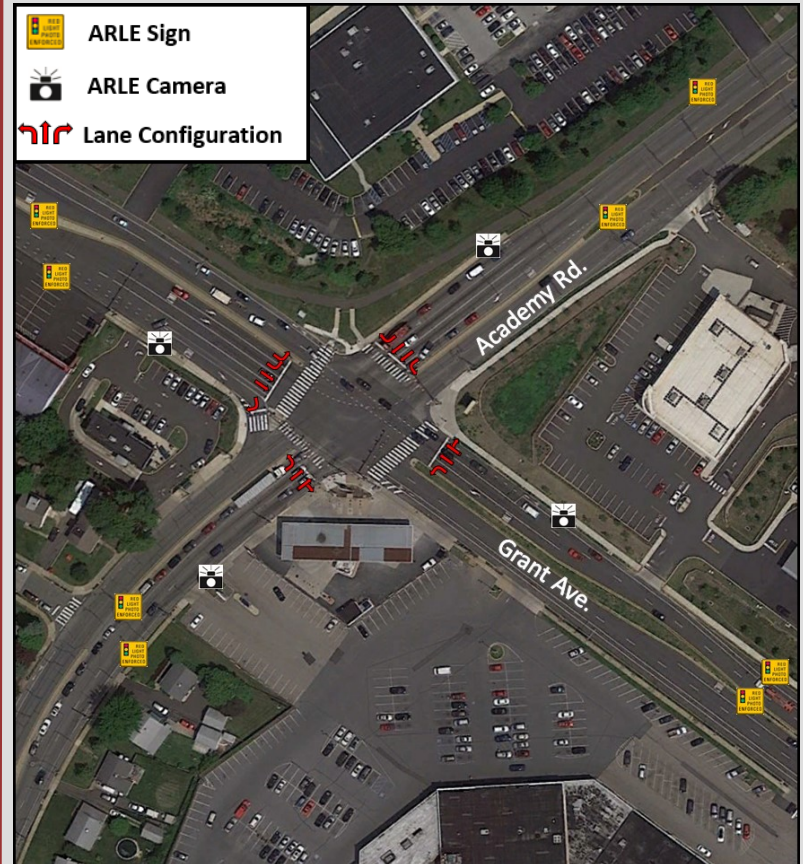
Red-light violations have increased by **14%** since implementing ARLE.



Intersection Information

	Academy Road		Grant Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	30 mph	30 mph	30 mph
AADT	12,907	12,915	14,792	7,761
Yellow Time	4.5 seconds	4.5 seconds	4.5 seconds	4.5 seconds
Red Time	3.5 seconds	3.5 seconds	3.5 seconds	3.5 seconds

Intersection Number	22
PennDOT Approval Date	07/23/2012
Operational Start Date	12/18/2012



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Grant Avenue
- Bike lanes along Grant Avenue
- Grant Academy Shopping Center, Aviation Institute of Maintenance, and Northeast Philadelphia Airport in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

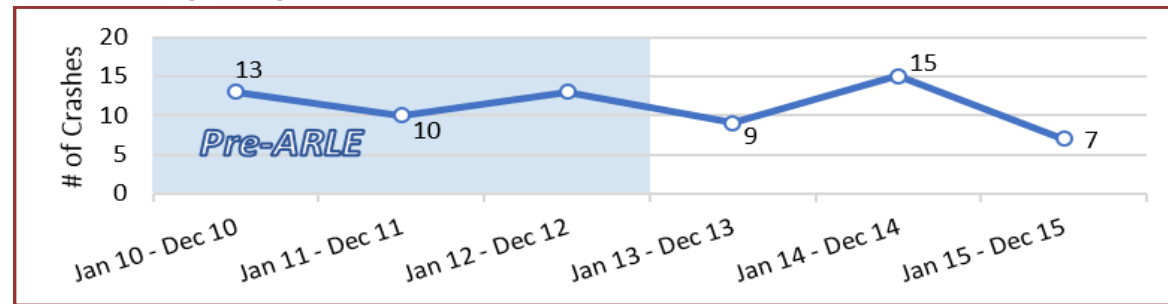
Bustleton Avenue and Byberry Road

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
12.0	10.3	13.9%	2.6	3.7	41%	0.2	0.0	-100%

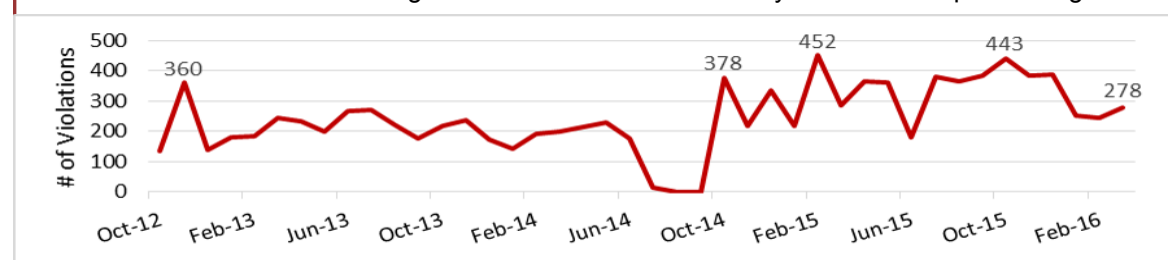
Crash History (per year)

Statistics for the period between 01/01/2008 and 12/31/2015



Violation History (per month)

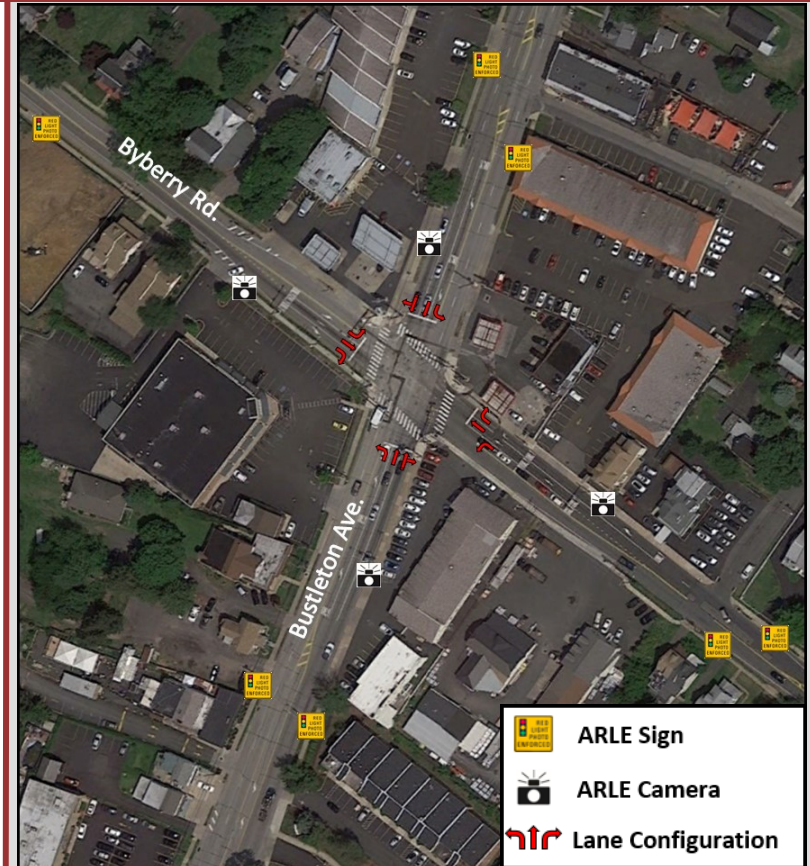
Red-light violations have increased by 54% since implementing ARLE.



Intersection Information

	Bustleton Avenue		Byberry Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	40 mph	40 mph	30 mph	30 mph
AADT	12,567	16,280	6,919	7,478
Yellow Time	4.4 seconds	4.4 seconds	4.0 seconds	4.0 seconds
Red Time	2.6 seconds	2.6 seconds	2.0 seconds	2.0 seconds

Intersection Number	23
PennDOT Approval Date	07/23/2012
Operational Start Date	12/18/2012



- Located in Northeast Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Bustleton Avenue and Byberry Road
- Pavo's Plaza, Pavo's Galleria of Shops, and Trevoise Center along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

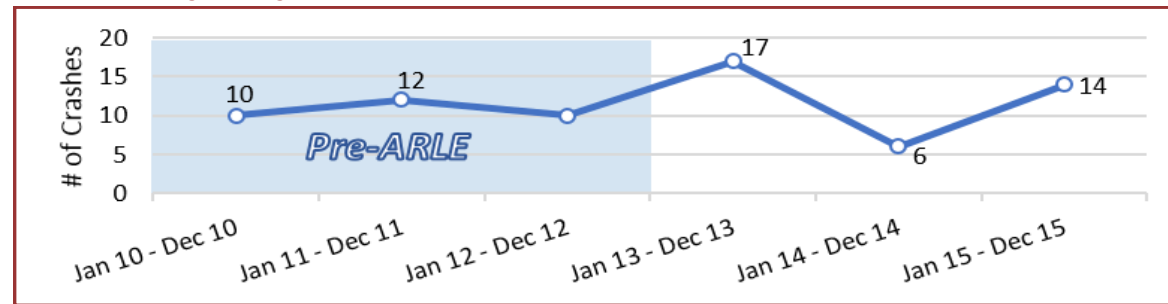
Knights Road and Woodhaven Road (WB)

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
10.7	12.3	+16%	5.2	5.3	+3%	1.4	0.3	-76%

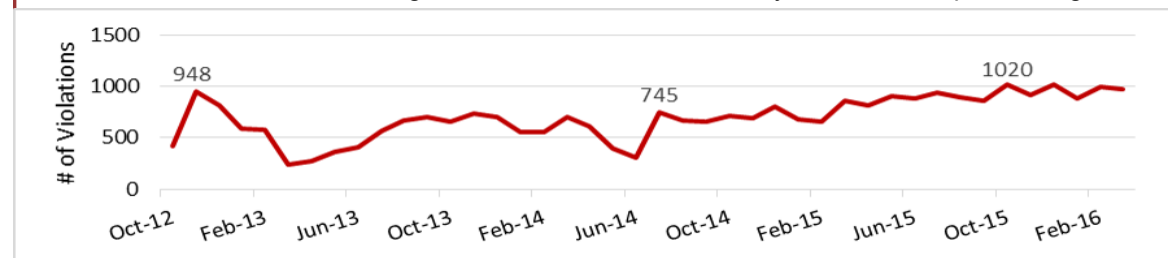
Crash History (per year)

Statistics for the period between 01/01/2008 and 12/31/2015



Violation History (per month)

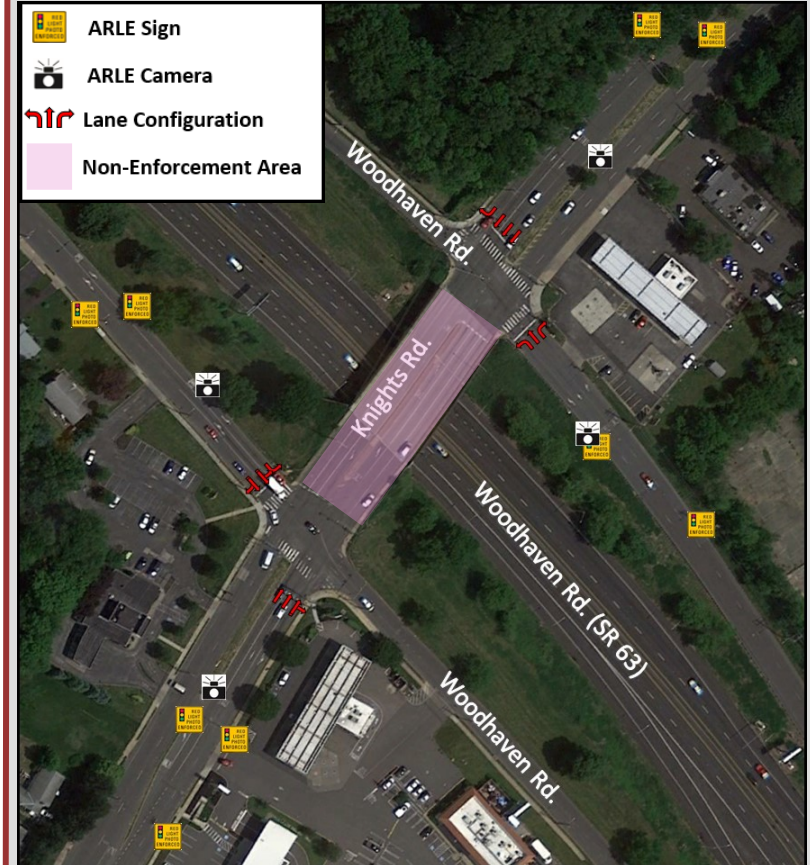
Red-light violations have increased by **69%** since implementing ARLE.



Intersection Information

	Knights Road		Woodhaven Road (WB)	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	30 mph	25 mph	25 mph
AADT	8,116	8,693	N/A	N/A
Yellow Time	4.0 seconds	4.0 seconds	3.5 seconds	3.5 seconds
Red Time	2.0 seconds	3.0 seconds	3.5 seconds	3.4 seconds

Intersection Number	24 (WB) & 25 (EB)
PennDOT Approval Date	07/23/2012
Operational Start Date	12/18/2012



- Located in Northeast Philadelphia
- All four external approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all four external approaches
- Public transit along Knights Road
- Philadelphia Mills Mall, Knights Road Shopping Center, and Arts Academy at Benjamin Rush in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

Byberry Road and Worthington Road

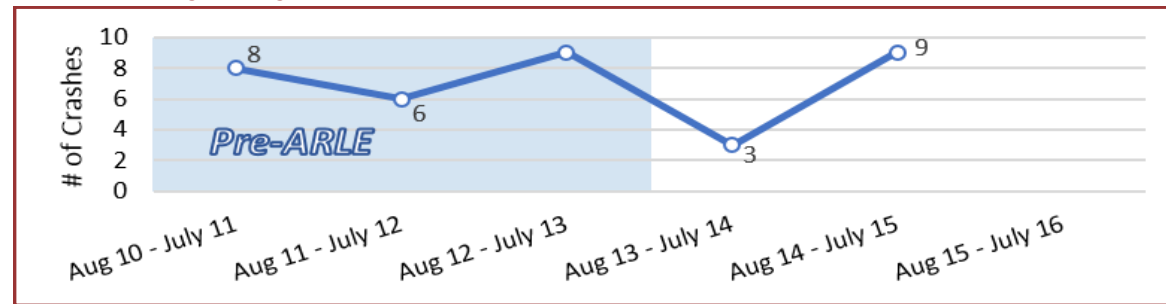
Intersection Number	26
PennDOT Approval Date	03/12/2013
Operational Start Date	07/25/2013

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
7.7	-	-	-	-	-	-	-	-

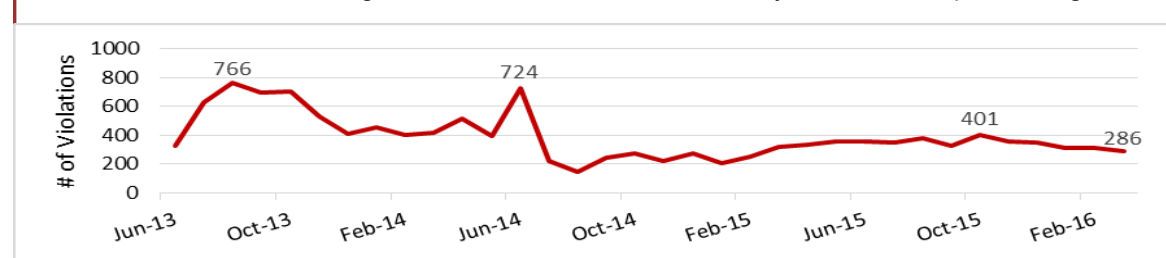
Crash History (per year)

Statistics for the period between 08/01/2008 and 07/31/2015



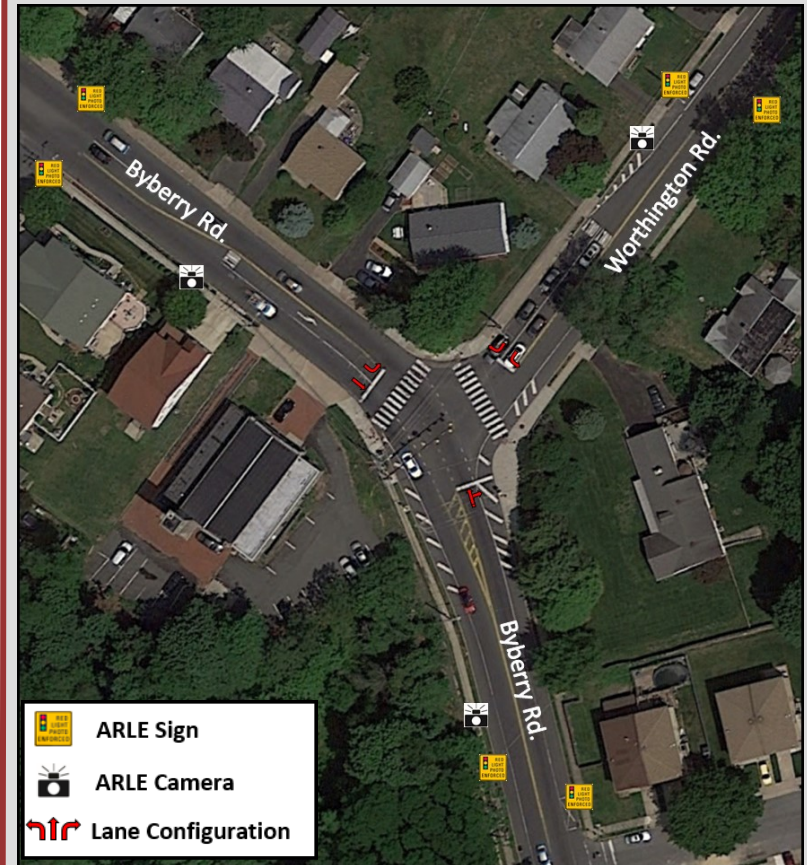
Violation History (per month)

Red-light violations have been reduced by **34%** since implementing ARLE.



Intersection Information

	Worthington Road		Byberry Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	N/A	25 mph	30 mph	30 mph
AADT	N/A	2,090	12,112	13,399
Yellow Time	N/A	3.6 seconds	4.2 seconds	4.2 seconds
Red Time	N/A	3.4 seconds	2.8 seconds	2.8 seconds



- Located in Northeast Philadelphia
- All three approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on southbound and eastbound approaches
- Public transit along Byberry Road and Worthington Road
- Comly Elementary School along the southbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

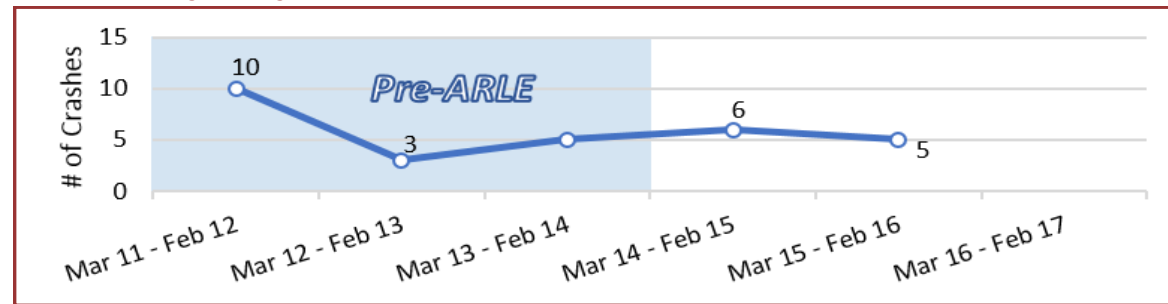
Ogontz Avenue and Stenton Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
6.0	-	-	-	-	-	-	-	-

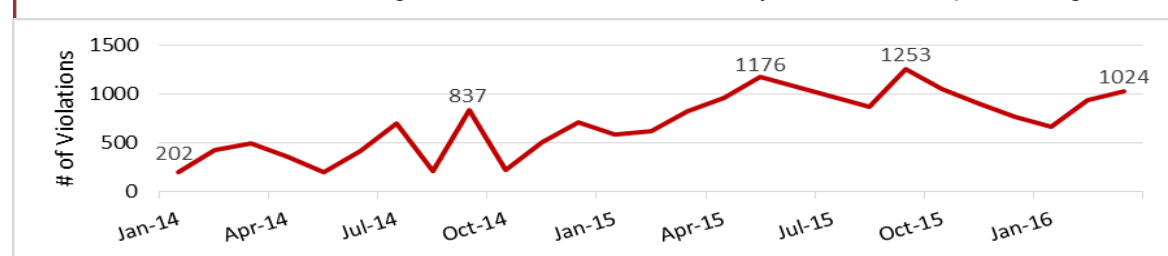
Crash History (per year)

Statistics for the period between 03/01/2009 and 02/29/2016



Violation History (per month)

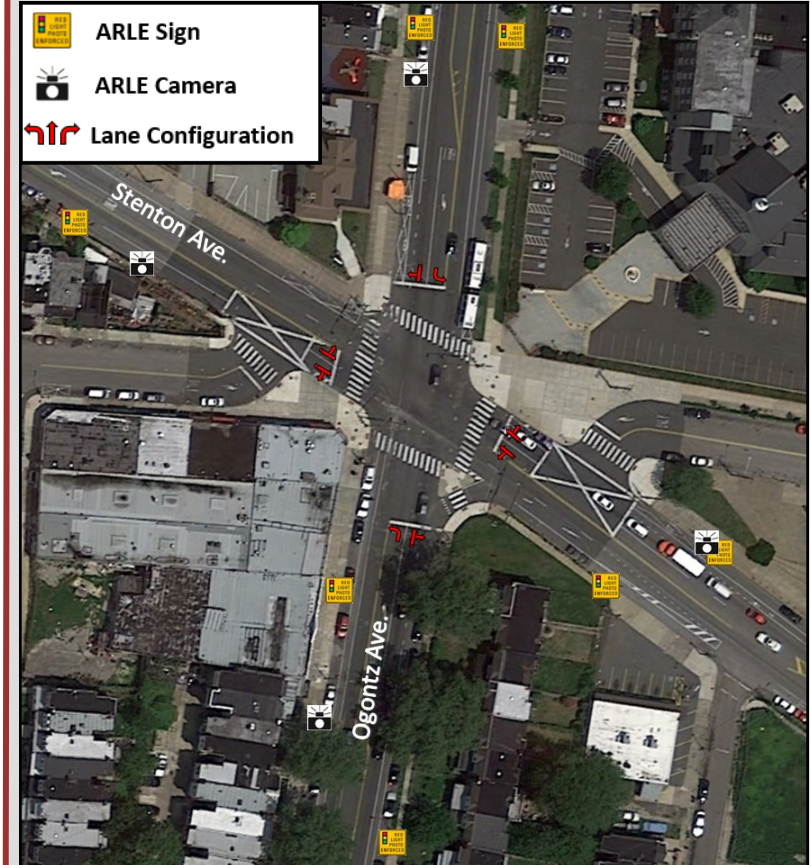
Red-light violations have increased by **119%** since implementing ARLE.



Intersection Information

	Ogontz Avenue		Stenton Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	30 mph	30 mph	30 mph	30 mph
AADT	12,307	16,311	9,962	13,874
Yellow Time	4.0 seconds	4.0 seconds	4.0 seconds	4.0 seconds
Red Time	3.0 seconds	3.0 seconds	3.0 seconds	3.0 seconds

Intersection Number	27
PennDOT Approval Date	11/19/2013
Operational Start Date	03/06/2014



- Located in North Philadelphia
- All four approaches enforced
- No-turn-on-red signs on southbound, eastbound, and westbound approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Ogontz Avenue and Stenton Avenue
- Bike lanes along Ogontz Avenue and Stenton Avenue
- Wagner Middle School along westbound approach

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

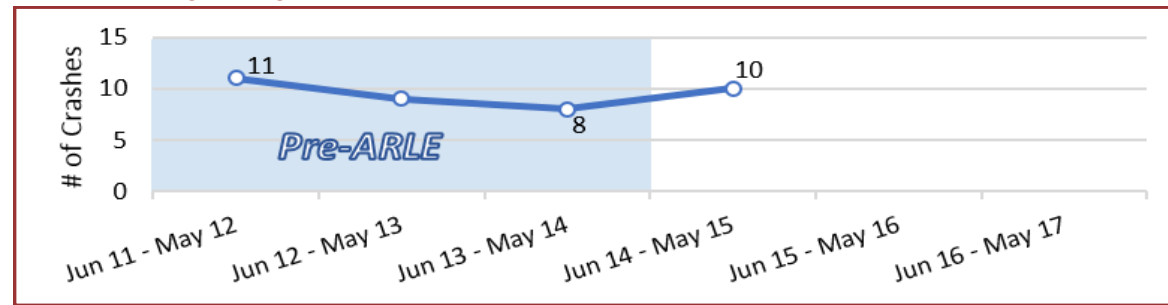
Island Avenue and Bartram Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
9.3	-	-	-	-	-	-	-	-

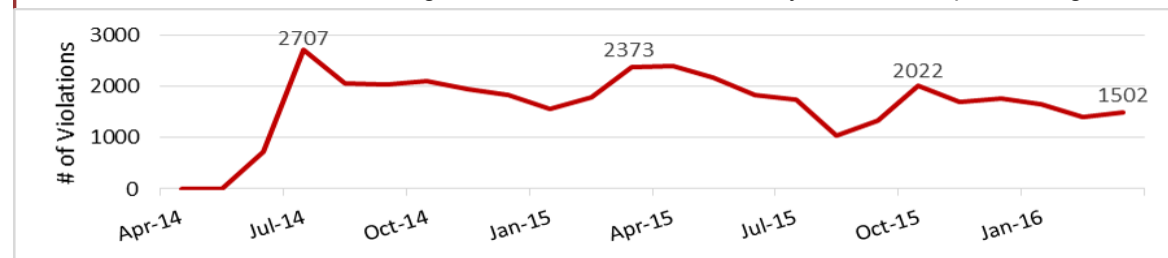
Crash History (per year)

Statistics for the period between 06/01/2009 and 05/31/2015



Violation History (per month)

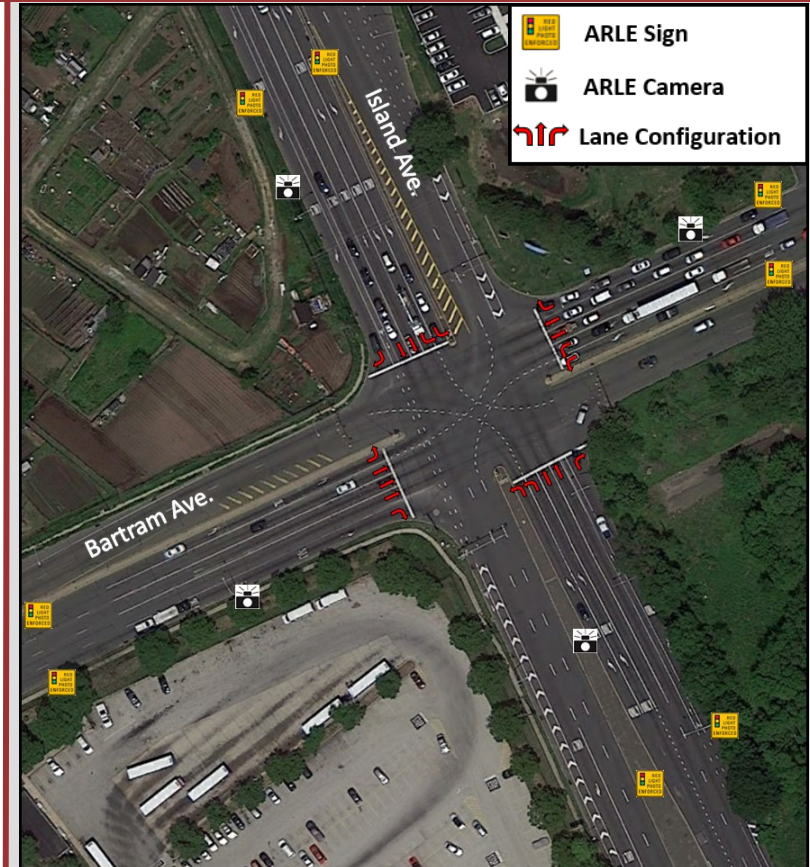
Red-light violations have increased by 8% since implementing ARLE.



Intersection Information

	Island Avenue		Bartram Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	40 mph	40 mph
AADT	7,043	13,279	14,230	8,765
Yellow Time	4.2 seconds	4.2 seconds	4.6 seconds	4.6 seconds
Red Time	2.8 seconds	2.8 seconds	2.4seconds	2.4 seconds

Intersection Number	28
PennDOT Approval Date	12/06/2013
Operational Start Date	06/12/2014



- Located in Southwest Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Public transit along Bartram Avenue
- Philadelphia International Airport and I-95 in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

ABINGTON TOWNSHIP

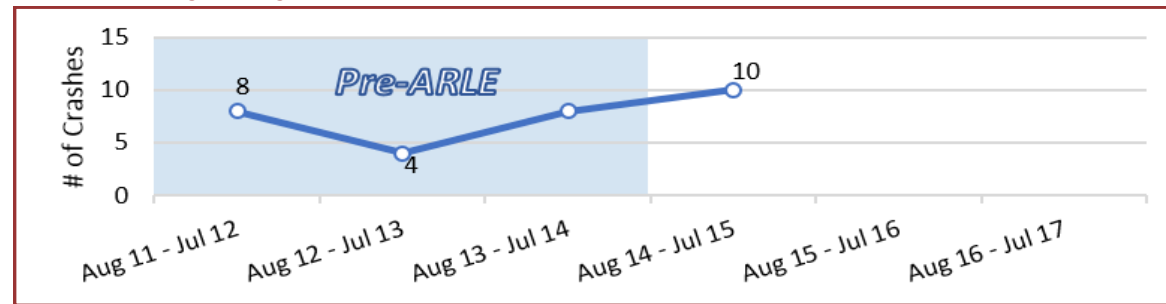
Old York Road (SR 611) and Susquehanna Road

Crash Counts, average per year (before ARLE, after ARLE, percent change)

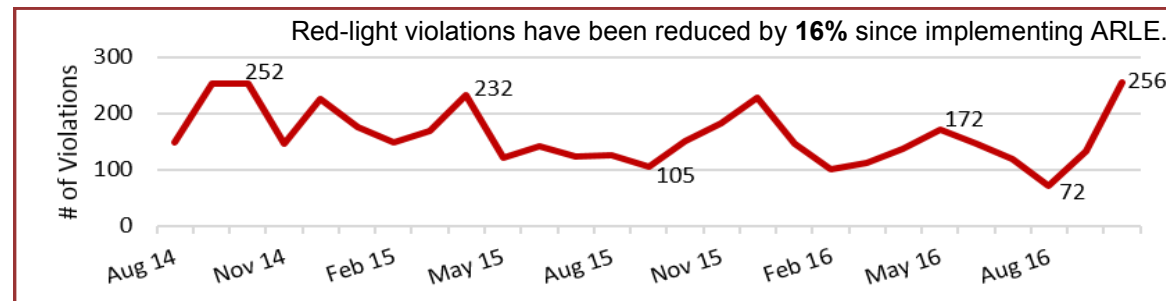
All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
6.7	-	-	-	-	-	-	-	-

Crash History (per year)

Statistics for the period between 08/01/2011 and 07/31/2015



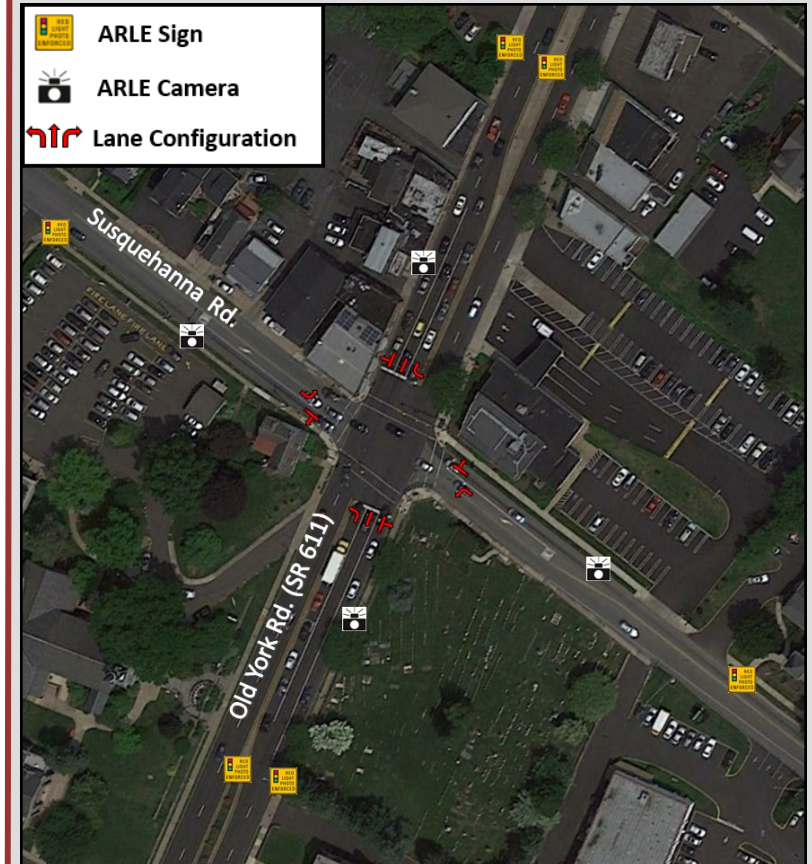
Violation History (per month)



Intersection Information

	Old York Road (SR 611)		Susquehanna Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	35 mph	35 mph
AADT	13,781	13,728	13,387	13,387
Yellow Time	3.0 seconds	3.0 seconds	5.0 seconds	5.0seconds
Red Time	3.0 seconds	4.0 seconds	2.0 seconds	2.0 seconds

Intersection Number	29
PennDOT Approval Date	09/27/2013
Operational Start Date	10/01/2014



- Located in Abington Township
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Old York Road
- Abington Junior and Senior High Schools and Abington Hospital Jefferson Health in proximity

Abington Township Police Department
<http://www.abingtonpd.org/traffic-safety/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

ABINGTON TOWNSHIP

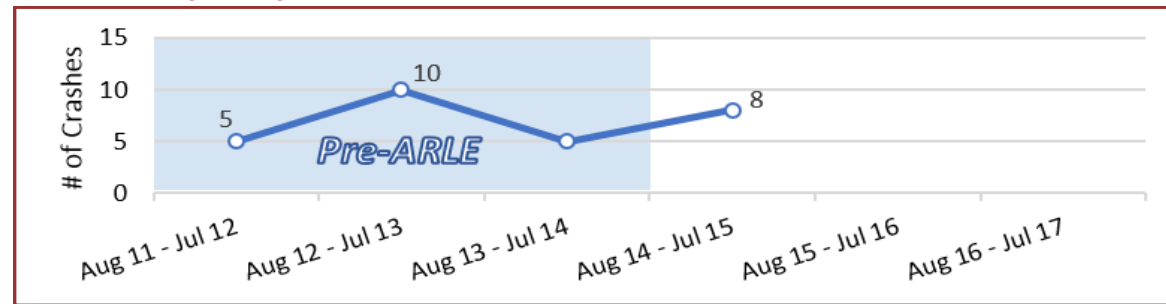
Old York Road (SR 611) and Old Welsh Road

Crash Counts, average per year (before ARLE, after ARLE, percent change)

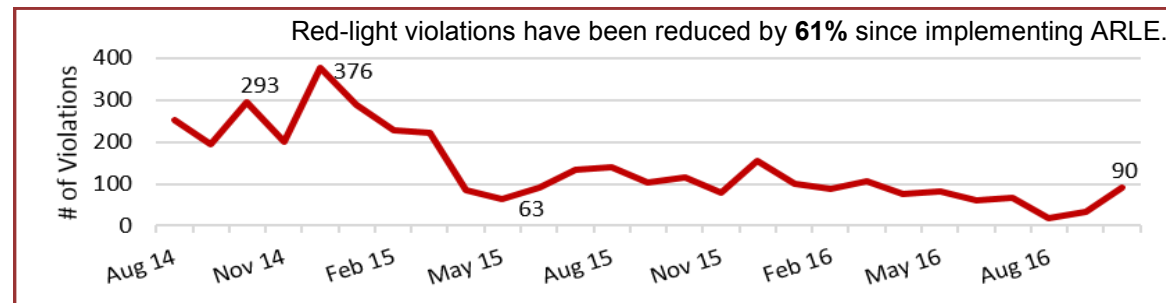
All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
6.7	-	-	-	-	-	-	-	-

Crash History (per year)

Statistics for the period between 08/01/2011 and 07/31/2015



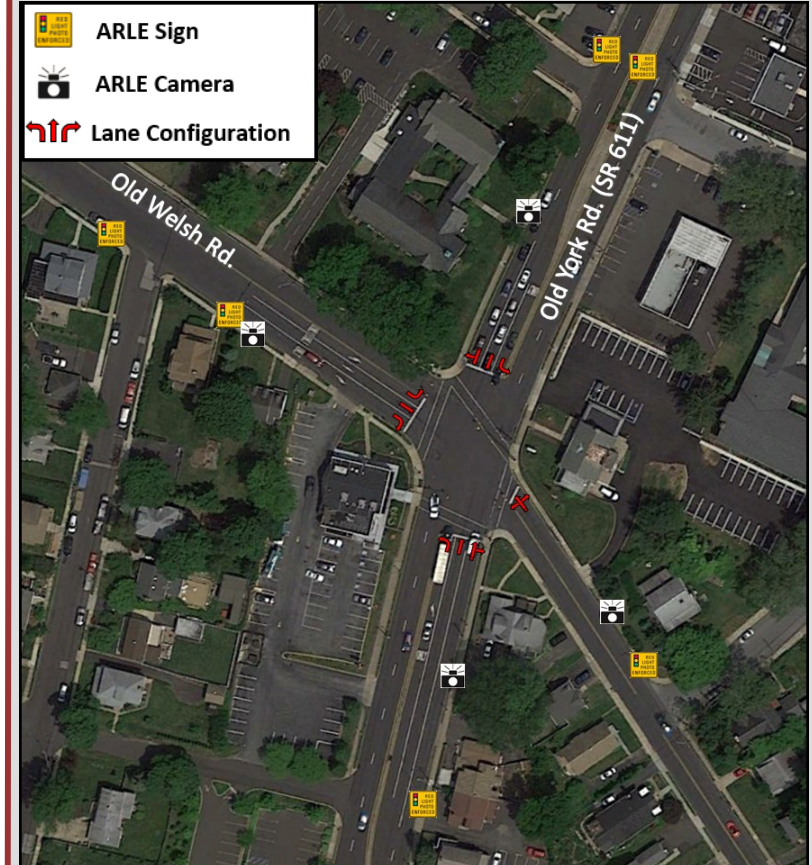
Violation History (per month)



Intersection Information

	Old York Road (SR 611)		Old Welsh Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	40 mph	40 mph	25 mph	25 mph
AADT	12,392	14,063	11,752	7,600
Yellow Time	4.0seconds	4.0 seconds	5.0 seconds	5.0 seconds
Red Time	3.0 seconds	3.0 seconds	2.0 seconds	2.0 seconds

Intersection Number	30
PennDOT Approval Date	09/27/2013
Operational Start Date	10/01/2014



- Located in Abington Township
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Old York Road
- Craft Givnish Funeral Home and Willow Grove Mall in proximity

Automated Red-Light Enforcement Intersection Profile

ABINGTON TOWNSHIP

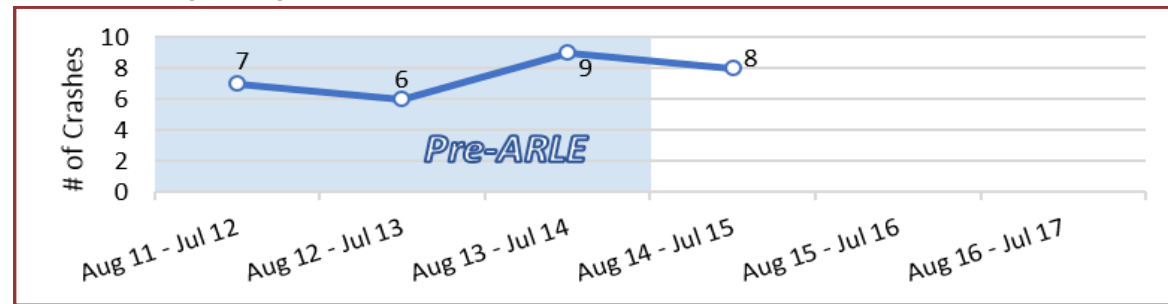
Fitzwatertown Road and Moreland Road

Crash Counts, average per year (before ARLE, after ARLE, percent change)

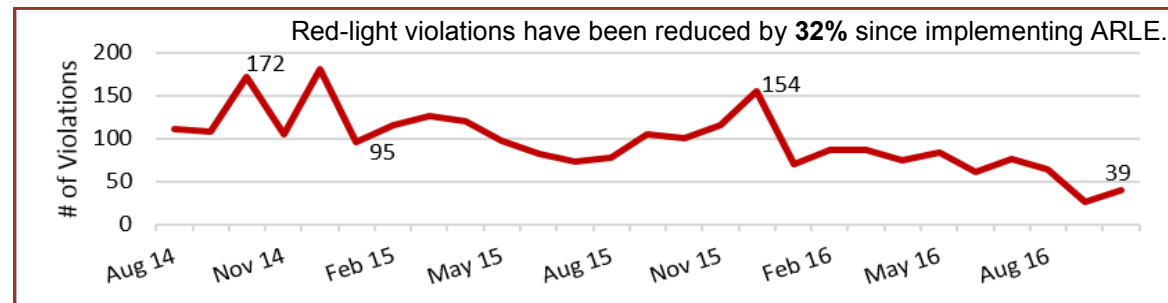
All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
7.3	-	-	-	-	-	-	-	-

Crash History (per year)

Statistics for the period between 08/01/2011 and 07/31/2015



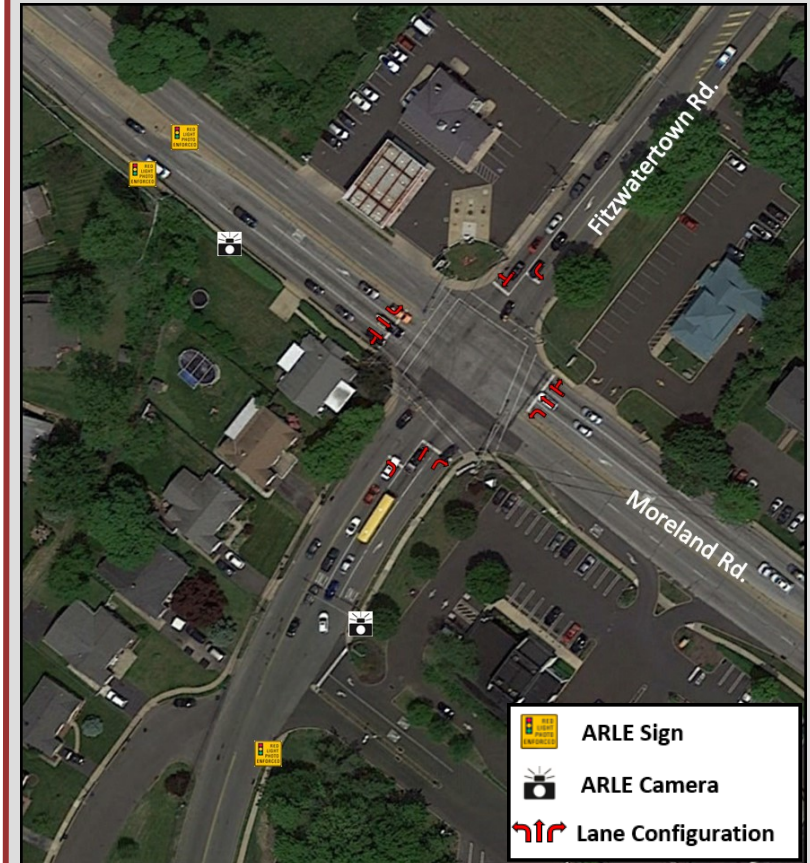
Violation History (per month)



Intersection Information

	Fitzwatertown Road		Moreland Road	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	N/A	35 mph	N/A
AADT	10,309	N/A	12,629	N/A
Yellow Time	4.0 seconds	N/A	4.0 seconds	N/A
Red Time	3.0 seconds	N/A	2.0 seconds	N/A

Intersection Number	31
PennDOT Approval Date	09/27/2013
Operational Start Date	10/01/2014



- Located in Abington Township
- Northbound and eastbound approaches enforced
- No-turn-on-red signs on northbound and eastbound approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Fitzwatertown Road and Moreland Road
- Willow Grove Mall in proximity

Abington Township Police Department
<http://www.abingtonpd.org/traffic-safety/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

2nd Street and Erie Avenue

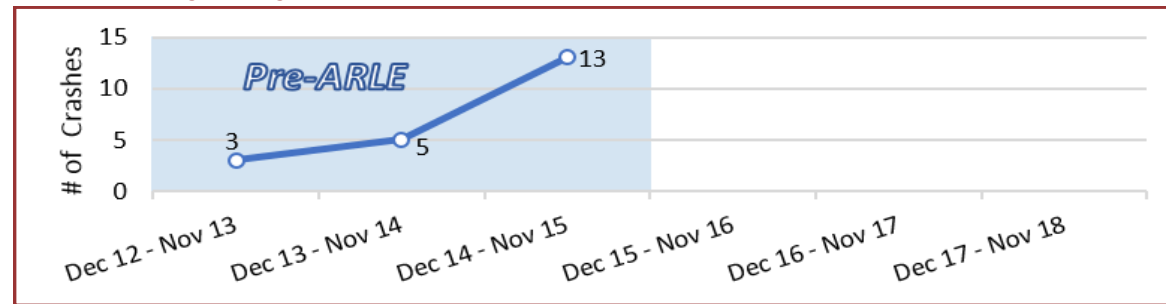
Intersection Number	32
PennDOT Approval Date	07/25/2015
Operational Start Date	12/01/2015

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
7.0	-	-	-	-	-	-	-	-

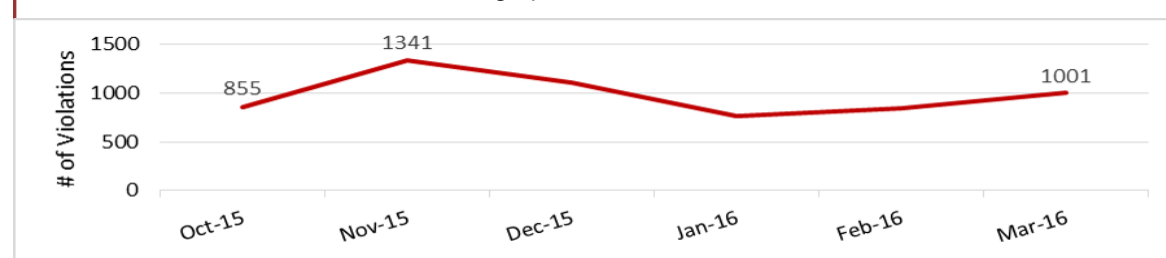
Crash History (per year)

Statistics for the period between 12/01/2011 and XX/XX/2016



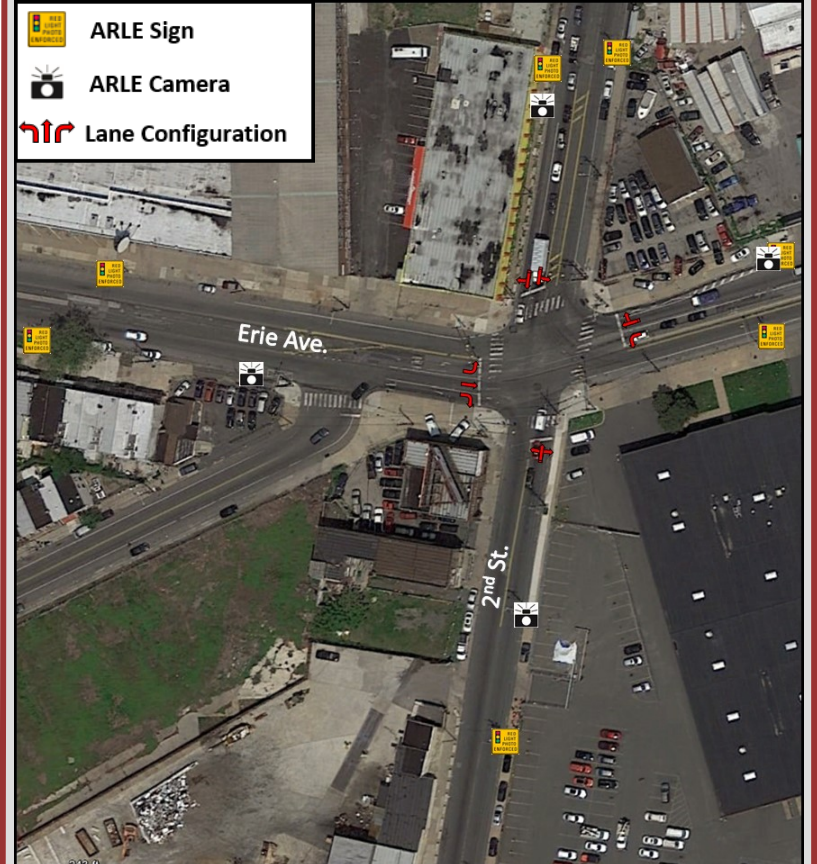
Violation History (per month)

Not enough post-ARLE data to determine a reduction in violations.



Intersection Information

	2nd Street		Erie Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	25 mph	25 mph	30 mph	30 mph
AADT	2,633	11,653	14,635	14,635
Yellow Time	3.8 seconds	3.8 seconds	4.0 seconds	4.0 seconds
Red Time	3.2 seconds	3.2 seconds	3.0 seconds	3.0 seconds



- Located in North Philadelphia
- All four approaches enforced
- No-turn-on-red signs on all approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along 2nd Street and Erie Avenue
- Roberto Clemente Middle School and St Christopher Hospital Children Infirmary along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

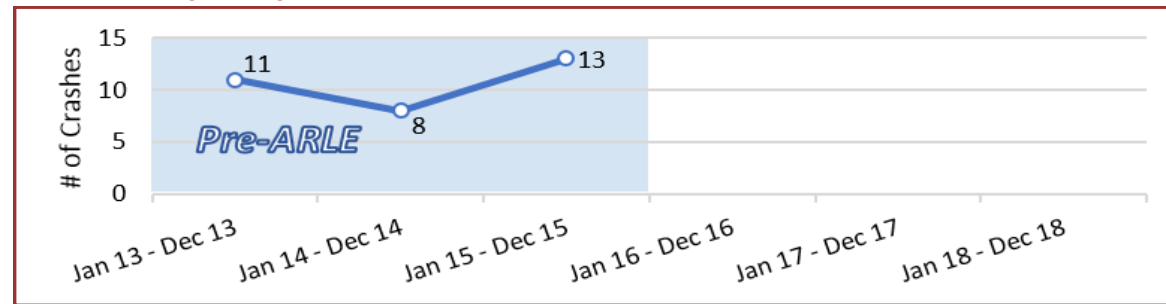
26th Street and Penrose Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
10.7	-	-	-	-	-	-	-	-

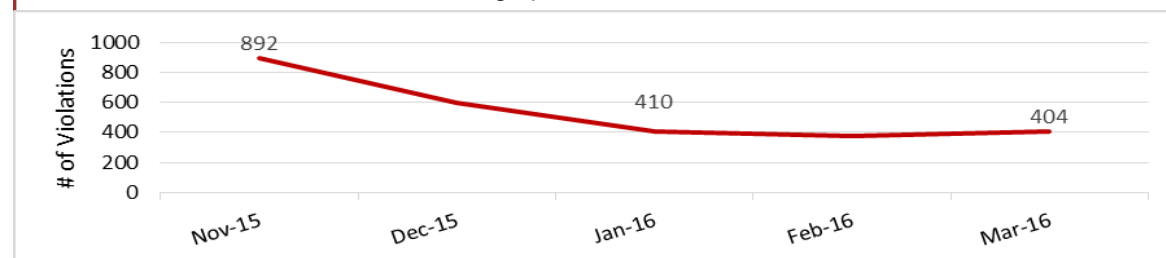
Crash History (per year)

Statistics for the period between 1/01/2011 and 12/31/2015



Violation History (per month)

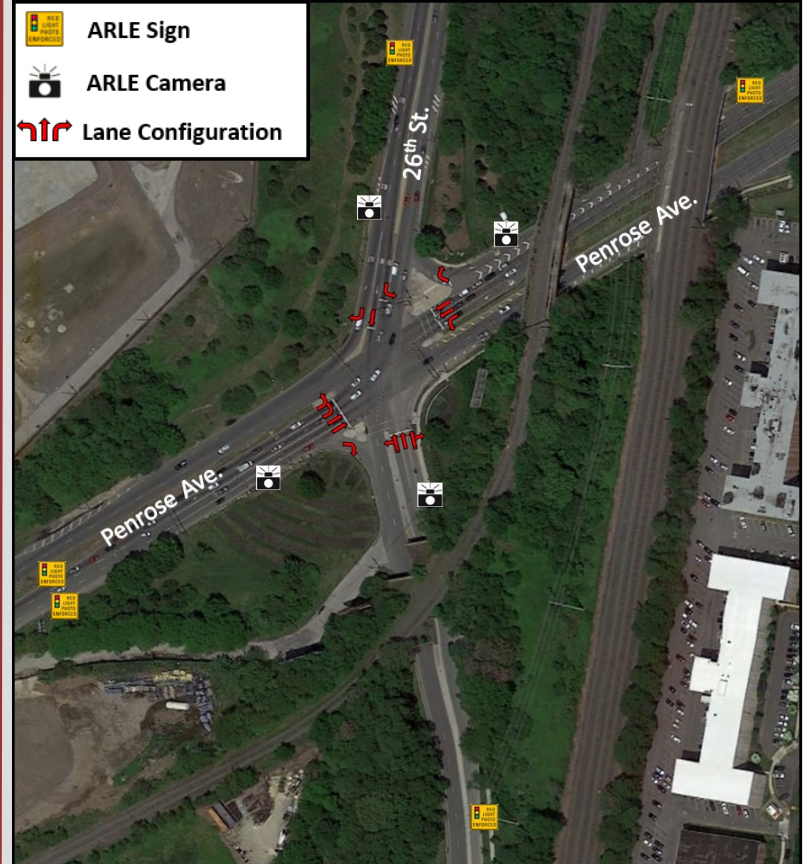
Not enough post-ARLE data to determine a reduction in violations.



Intersection Information

	26th Street		Penrose Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	40 mph	40 mph	35 mph	35 mph
AADT	3,461	17,841	21,454	8,682
Yellow Time	5.0 seconds	5.0 seconds	5.0 seconds	5.0 seconds
Red Time	3.0 seconds	3.0 seconds	3.0 seconds	3.0 seconds

Intersection Number	33
PennDOT Approval Date	07/25/2015
Operational Start Date	12/26/2015



- Located in South Philadelphia
- All four approaches enforced
- No-turn-on-red signs on northbound approach
- Pedestrian accommodations and generators on northbound and westbound approaches
- Public transit along Penrose Avenue
- Philadelphia Energy Solutions, HA Steen Industries, and FDR Gold Club along the approaches

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017

Automated Red-Light Enforcement Intersection Profile

CITY OF PHILADELPHIA

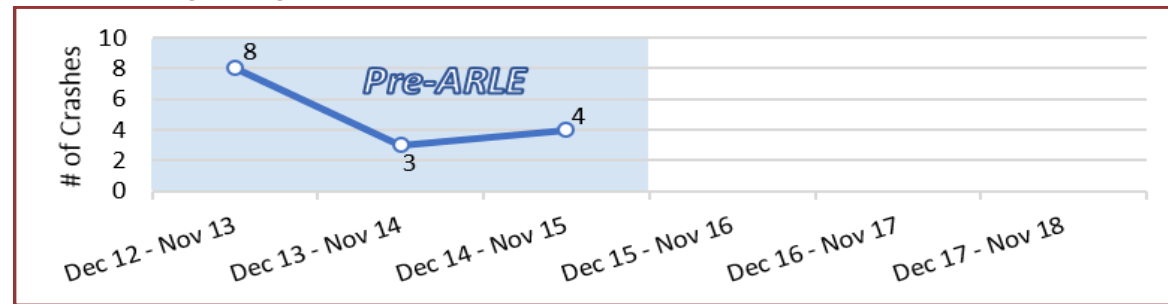
Belmont Avenue and Parkside Avenue

Crash Counts, average per year (before ARLE, after ARLE, percent change)

All Crashes			Injury Crashes					
			All Causes			Red-Light Running		
BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE	BEFORE	AFTER	CHANGE
5.0	-	-	-	-	-	-	-	-

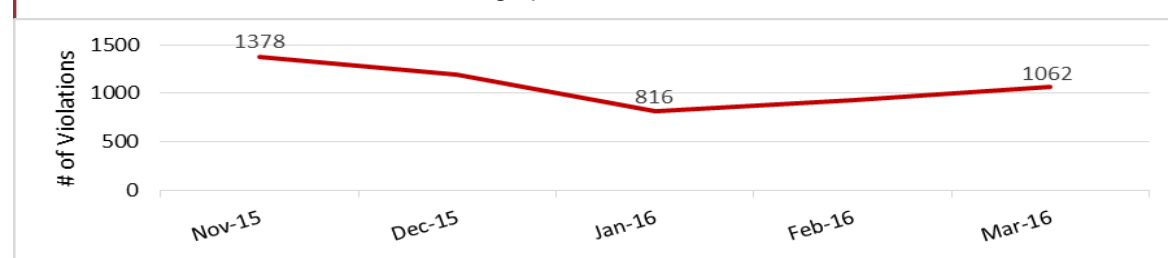
Crash History (per year)

Statistics for the period between 12/02/2011 and XX/XX/2016



Violation History (per month)

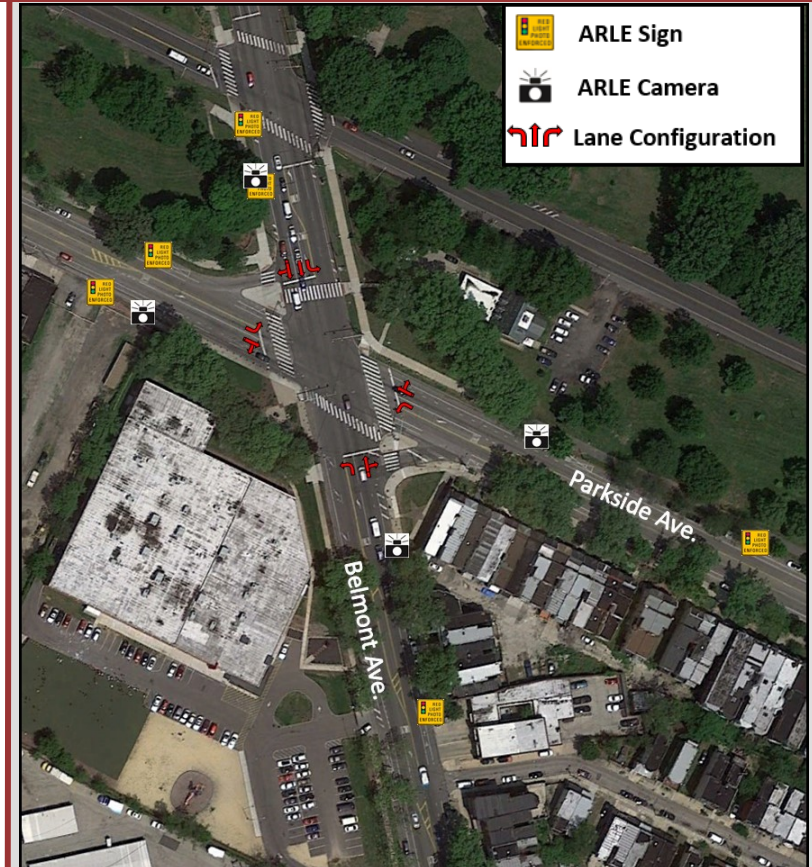
Not enough post-ARLE data to determine a reduction in violations.



Intersection Information

	Belmont Avenue		Parkside Avenue	
	Northbound	Southbound	Eastbound	Westbound
Speed Limit	35 mph	35 mph	35 mph	35 mph
AADT	8,294	10,242	13,653	9,171
Yellow Time	4.2 seconds	4.2 seconds	4.3 seconds	4.3 seconds
Red Time	2.8 seconds	2.8 seconds	2.7 seconds	2.7 seconds

Intersection Number	34
PennDOT Approval Date	07/25/2015
Operational Start Date	12/10/2015



- Located in West Philadelphia
- All four approaches enforced
- No-turn-on-red signs on eastbound/westbound approaches
- Pedestrian accommodations and generators on all approaches
- Public transit along Belmont Avenue and Parkside Avenue
- Bike lanes along Belmont Avenue
- Discovery Charter School, Please Touch Museum, The Mann Center, and West Fairmount Park in proximity

Philadelphia Parking Authority
<http://www.philapark.org/red-light-cameras/>

Last updated:
03/31/2017