



**House Transportation  
Committee Hearing**

September 25, 2007

House Bill 1690  
State Representative Tony Payton

House Bill 1559  
State Representative George Kenney

Joseph T. Ashdale  
Chairman

Vincent J. Fenerty, Jr.  
Executive Director

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Statement by  
**VINCE FENERTY**  
Executive Director  
Philadelphia Parking Authority  
before  
Pennsylvania House of Representatives  
Transportation Committee  
September 25, 2007

Thank you Mr. Chairman and members of the committee.

I am Vince Fenerty – Executive Director of the Philadelphia Parking Authority.

I would like to thank you for this opportunity to testify in support of two key pieces of legislation that will help us continue saving lives on one of our nation's most dangerous highways: the Roosevelt Boulevard.

The Philadelphia Parking Authority was granted legislative authority in 2004 to implement the red light camera program in Philadelphia. Our mission was and remains to reduce accidents and traffic fatalities caused by speeding and running red lights on Roosevelt Boulevard – also known as Route 1.

Our goal is saving lives by making Roosevelt Boulevard a much safer highway for both motorists and pedestrians.

HB 1690 -- sponsored by Rep. Tony Payton -- will allow us to continue operating the red light camera program until 2010. HB 1559 -- sponsored by Rep. George Kenney -- would allow us to incorporate speed detection cameras into our Coordinated Safety Plan for Roosevelt Boulevard -- as well as giving the Parking Authority the option to select the best available technologies to meet our goals.

This bill also allows us to install speed cameras in dangerous drag racing zones along Lindbergh Blvd and Passyunk Avenue in Representatives Robert Donatucci and Ron Waters' districts.

The evidence will show that at those intersections where red light cameras are in operation, we have had a dramatic impact on reducing the number of vehicles that run red lights on Roosevelt Boulevard.

I believe the red light camera program is a success. I have included in your binders, letters from all seventeen members of Philadelphia City Council attesting to the success of the red light camera program and their bi-partisan support for both pieces of legislation before this Committee today.

That is ALL seventeen members of Philadelphia City Council – Democrats and Republicans – all agreeing on the same thing.

I believe the success of the red light camera program can be directly attributed to the vision, the courage and bi-partisanship of members of the Pennsylvania Legislature -- who worked together and took much-needed action to address a serious problem that was destroying lives and families.

Members of this Committee -- Democrats and Republicans -- are to be especially commended. Minority Chairman Richard Geist and former Democratic Committee Chairman Keith McCall -- were both instrumental in working with us and the prime-movers of the original legislation -- Representatives Perzel, Kenney and Taylor -- to get this program up and running.

This committee under Rep. McCall's and Geist's leadership paid an on-site visit to our headquarters in January of 2006 and took an on-site inspection of our red light camera operation on Roosevelt Boulevard.

We hope that visit and tour was helpful and informative to the members of the committee. And Mr. Chairman -- we extend the same open invitation to you and any other members of this committee to come and visit us at any time.

We are proud of our past working relationship with this Committee and the Pennsylvania Legislature as a whole. Our partnership on the red light camera program is critical to the continued success of this vitally important life-saving program. We look forward to continuing our partnership under your new leadership of this committee Mr. Chairman.

The Parking Authority currently operates red light cameras at eight key intersections on Roosevelt Boulevard in Philadelphia: Grant Avenue – Red Lion Road – Cottman Avenue – Southampton Road – Welsh Road, and Rhawn, Levick and Mascher Streets.

All of these red light camera locations are part of our comprehensive Coordinated Safety Plan for Roosevelt Boulevard. We also operate cameras at two intersections in South Philadelphia -- 34<sup>th</sup> & Grays Ferry Avenue – and Broad Street and Oregon Avenue.

I would like to direct your attention to the enlargement of our Coordinated Safety Plan which highlights all of the intersections along Roosevelt Boulevard where we hope to continue operating red light cameras -- and incorporate speed detection cameras in our effort to deter speeding and red light running.

In order to fully implement our overall Coordinated Safety Plan, passage of House Bills 1559 and 1690 is necessary. In the last month alone – there have been 5 fatalities on Roosevelt Boulevard at non-red light camera locations. There have been 12 deaths on Roosevelt Boulevard since April of last year at non-red light camera locations.

As I stated earlier – the evidence is conclusive that we have had a dramatic impact on reducing the number of vehicles that run red lights on Roosevelt Boulevard.

I would like to direct your attention to a number of enlarged charts -- all of which should be in your binders.

Our first red light camera was activated on February 23, 2005 at the intersection of Grant Avenue and Roosevelt Boulevard. The first chart for this intersection shows that during the initial 30 day period, there were 2,498 red light running violations recorded at this intersection.

During the next 30 day period there were 3,046 red light running violations, 3,609 the next, 4,065 the next, 2,896 the next, then 4,362 and 2035 violations.

For the 30 day period that ended in October 2005 - 8 months after the cameras first went into operation -- there were 1,177 violations.

After this 8 month period -- we began seeing substantial on-going reductions in the number of red light violations. A well-coordinated public education campaign combined with the issuance of both warnings and then actual tickets to violators -- started to have a dramatic impact.

From November 23, 2005 until May 22 of this year – there were on average 570 red light running violations recorded each month at this intersection. That's an 87% reduction from the first month.

From the high point of 4,362 violations in July/August 05 -- to the low point of 296 violations in June/July 06 -- there was a 93% reduction in red light running violations at this intersection.

The next chart shows there were 1,702 violations at the Red Lion location during the violation high point of August of 2005. For the 6 month period covering November 2006 through May of this year – there was an average of 479 violations each month. That's a 72% reduction in red light running at this intersection.

Red light violations at the Cottman Avenue intersection declined 52% from its highest to lowest point. The reduction percent was lower at this intersection because of a large number of violations were for vehicles making a right turn on red – which is prohibited.

A recent study by the Insurance Institute for Highway Safety confirmed that the number of cars running red lights at these three intersections has been substantially reduced.

You can conclude that reducing speeding and red light running on Roosevelt Boulevard, can reduce accidents and save lives.

According to an analysis by Philadelphia Police Staff Inspector Thomas J. Nestel of accidents at Cottman Avenue (a red light camera intersection) and Tyson Avenue (a non-red light camera intersection) – “if the goal of technology-enhanced intersections is to reduce crashes, injuries, property damage and red light violations, it would seem that Cottman Avenue and Roosevelt Boulevard serves as a success story.”

Inspector Nestel concluded that while crashes resulting in injury decreased at Cottman Avenue, crashes resulting in injury dramatically increased at Tyson Avenue.

While the percentage of crashes resulting in towing during the second year of the red light camera program decreased from 9% to 2.3% at the Cottman Avenue intersection – crashes resulting in towing at the Tyson Avenue intersection increased from 4.4% to 7.9%.

While crashes categorized as broadside incidents decreased at the Cottman Avenue intersection, the same category of crashes dramatically increased at Tyson Avenue.

By the second year of the red light camera program, crashes categorized as rear end incidents were lower at the Cottman Avenue intersection than during the pre-red light camera period.

The Philadelphia Parking Authority would like to continue our partnership with the Pennsylvania Legislature in an effort to save lives by making Roosevelt Boulevard safer for both motorists and pedestrians.

We would like to continue running the Red Light Camera program. We would also like to add speed detection technology to our program as well as to have the option to choose the best available technologies to meet our goals.

In Great Britain, automated speed and red-light enforcement reduced the percentage of vehicles exceeding the speed limit by 58%, it reduced the number of persons killed or seriously injured by as high as 65%, and reduced the personal injury accident rate by 6%.

Quoting from testimony given by Stephen L. Oesch from the Insurance Institute for Highway Safety before the Maryland Senate Judicial Committee hearing on Automated Speed Enforcement -- research from British Columbia, Canada, demonstrates that speed cameras are an effective tool used to reduce speeding and save lives.

Evaluating a program that involved 30 cameras, researchers found a 7% decline in crashes and up to 20% fewer deaths the first year cameras were used. The proportion of speeding vehicles at camera sites declined from 66% in 1996 to fewer than 40% a year later.

Researchers also attributed a 10% decline in daytime injuries to speed cameras. Although nearly 250,000 tickets have been issued, public support remains relatively high. Nearly two-thirds of those surveyed in British Columbia said they favor the program.

The Transportation Research Board and others have reported the following examples of the successful use of speed cameras:

- Victoria, Australia, launched a speed camera program in 1989. A little more than a year later, 54 cameras were operating. The frequency of crashes involving injuries or deaths decreased by about 30%.
- On a stretch of the Autobahn between Cologne and Frankfurt, Germany, where speed cameras were deployed, total crashes dropped from about 300 per year to fewer than 30. That's a 90% reduction.
- Speed cameras were deployed on 64 roads in Norway, producing an overall 20% reduction in injury crashes. The largest reduction was 26%, and the smallest was 5%.

About 75 countries use cameras to supplement conventional police enforcement of speed limits, especially on high-risk roads. This technology is used in only about a dozen U.S. communities.

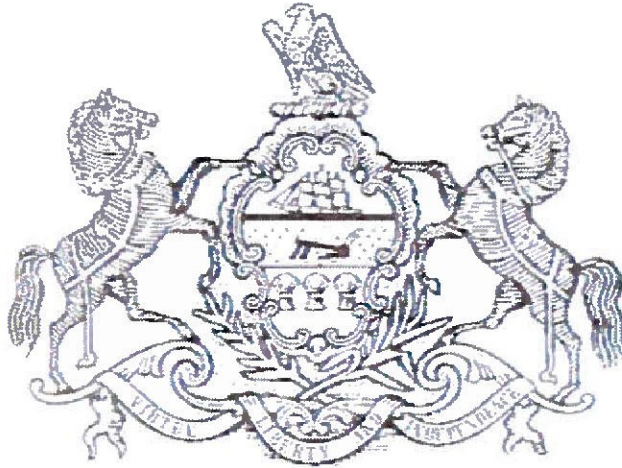
In 2002 the Insurance Institute for Highway Safety evaluated the effect of a city-wide speed camera program that began in 2001 by the District of Columbia. The program involved 5 vehicles equipped with cameras rotated among 60 enforcement zones throughout the city.

Researchers measured travel speeds on 7 neighborhood streets before cameras were deployed and again at the same sites 6 months after deployment.

At all of the sites, the proportion of motorists going fast enough to warrant getting a ticket (more than 10 mph above the speed limit) went down dramatically. Reductions ranged from 38% to 89%.

I would ask for your support for both HB 1559 and 1690 – so that the Philadelphia Parking Authority – working in conjunction with the Pennsylvania Legislature – can continue to save lives by reducing accidents and traffic fatalities from speeding and running red lights.

Thank you Mr. Chairman for the Legislature's past support of this life-saving initiative -- and for the opportunity to testify before you today.



**House Transportation  
Committee Hearing**  
September 25, 2007

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THE GENERAL ASSEMBLY OF PENNSYLVANIA

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**HOUSE BILL**

**No. 1690** Session of  
2007

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INTRODUCED BY PAYTON, M. O'BRIEN, J. TAYLOR, PERZEL, CREIGHTON,  
HENNESSEY, HERSHEY, JAMES, KENNEY, KIRKLAND, KORTZ, LENTZ,  
MANDERINO, R. MILLER, MURT, PAYNE, SCAVELLO, SIPTROTH AND  
YOUNGBLOOD, JULY 3, 2007

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REFERRED TO COMMITTEE ON TRANSPORTATION, JULY 3, 2007

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AN ACT

1 Amending Title 75 (Vehicles) of the Pennsylvania Consolidated  
2 Statutes, further providing for expiration date for automated  
3 red light enforcement systems in first class cities.

4 The General Assembly of the Commonwealth of Pennsylvania  
5 hereby enacts as follows:

6 Section 1. Section 3116(q) of Title 75 of the Pennsylvania  
7 Consolidated Statutes is amended to read:

8 § 3116. Automated red light enforcement systems in first class  
9 cities.

10 \* \* \*

11 (q) Expiration.--This section shall expire December 31,  
12 [2007] 2010.

13 Section 2. This act shall take effect immediately.

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THE GENERAL ASSEMBLY OF PENNSYLVANIA

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**HOUSE BILL**

**No. 1559** Session of  
2007

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INTRODUCED BY KENNEY, DONATUCCI, J. TAYLOR, WATERS, OLIVER,  
BISHOP, CRUZ, YOUNGBLOOD, M. O'BRIEN, W. KELLER, KORTZ AND  
PAYNE, JUNE 18, 2007

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REFERRED TO COMMITTEE ON TRANSPORTATION, JUNE 18, 2007

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AN ACT

1 Amending Title 75 (Vehicles) of the Pennsylvania Consolidated  
2 Statutes, further providing for automated red light  
3 enforcement systems in first class cities; and providing for  
4 automated speed timing systems in first class cities.

5 The General Assembly of the Commonwealth of Pennsylvania  
6 hereby enacts as follows:

7 Section 1. Section 3116(e) and (q) of Title 75 of the  
8 Pennsylvania Consolidated Statutes are amended to read:

9 § 3116. Automated red light enforcement systems in first class  
10 cities.

11 \* \* \*

12 (e) Limitations.--

13 (1) No automated red light enforcement system shall be  
14 utilized in such a manner as to take a frontal view  
15 photograph of the vehicle as evidence of having committed a  
16 violation.

17 (2) Notwithstanding any other provision of law, camera  
18 equipment deployed as part of an automated red light



1 enforcement system as provided in this section must be  
2 incapable of automated or user-controlled remote intersection  
3 surveillance by means of recorded video images. Photographs  
4 collected as part of the automated red light enforcement  
5 system [must be 35-millimeter film only,] must only record  
6 traffic violations and may not be used for any other  
7 surveillance purposes. The restrictions set forth in this  
8 paragraph shall not be deemed to preclude a court of  
9 competent jurisdiction from issuing an order directing that  
10 the information be provided to law enforcement officials if  
11 the information is reasonably described and is requested  
12 solely in connection with a criminal law enforcement action.

13 (3) Notwithstanding any other provision of law,  
14 information prepared under this section and information  
15 relating to violations under this section which is kept by  
16 the city of the first class, its authorized agents or its  
17 employees, including photographs, written records, reports or  
18 facsimiles, names, addresses and the number of violations  
19 under this section, shall be for the exclusive use of the  
20 city, its authorized agents, its employees and law  
21 enforcement officials for the purpose of discharging their  
22 duties under this section and under any ordinances and  
23 resolutions of the city. The information shall not be deemed  
24 a public record under the act of June 21, 1957 (P.L.390,  
25 No.212), referred to as the Right-to-Know Law. The  
26 information shall not be discoverable by court order or  
27 otherwise, nor shall it be offered in evidence in any action  
28 or proceeding which is not directly related to a violation of  
29 this section or any ordinance or resolution of the city. The  
30 restrictions set forth in this paragraph shall not be deemed

1 to preclude a court of competent jurisdiction from issuing an  
2 order directing that the information be provided to law  
3 enforcement officials if the information is reasonably  
4 described and is requested solely in connection with a  
5 criminal law enforcement action.

6 (4) Photographic evidence obtained through the use of  
7 automated red light enforcement systems deployed as a means  
8 of promoting traffic safety in a city of the first class  
9 shall be destroyed within one year of final disposition of  
10 any recorded event. The city shall file notice with the  
11 Department of State that the records have been destroyed in  
12 accordance with this section.

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

20 \* \* \*

21 (q) Expiration.--This section shall expire December 31,  
22 [2007] 2009.

23 Section 2. Title 75 is amended by adding a section to read:  
24 § 3369. Automated speed timing systems in first class cities.

25 (a) General rule.--

26 (1) Except as otherwise provided in subsection (b), a  
27 city of the first class, upon passage of an ordinance, is  
28 authorized to enforce section 3362 (relating to maximum speed  
29 limits) by recording violations using an automated speed  
30 timing system approved by the department, which may include

1 electronic devices such as radio-microwave devices, commonly  
2 referred to as electronic speed meters or radar, restricted  
3 to use by members of the Pennsylvania State Police pursuant  
4 to section 3368(c) (relating to speed timing devices).

5 (2) Except as otherwise provided in subsection (b), this  
6 section shall only be applicable at State and local highways  
7 in a city of the first class agreed upon by the system  
8 administrator and the secretary.

9 (b) Emergency implementation.--The system administrator and  
10 the secretary shall implement an automated speed timing system  
11 at locations deemed necessary for public safety on U.S. Route 1  
12 (Roosevelt Boulevard) between Broad Street and the Philadelphia  
13 County line shared with Bucks County, State Route 3025  
14 (Lindbergh Boulevard) and State Route 3019 (Passyunk Avenue)  
15 without need of an ordinance under subsection (a)(1).

16 (c) Owner liability.--For each violation pursuant to this  
17 section, the owner of the vehicle shall be liable for the  
18 penalty imposed unless the owner is convicted of the same  
19 violation under another section of this title or has a defense  
20 under subsection (g).

21 (d) Certificate as evidence.--A certificate, or a facsimile  
22 of a certificate, based upon inspection of photographs produced  
23 by an automated speed timing system and sworn to or affirmed by  
24 a police officer employed by a city of the first class or a  
25 member of the Pennsylvania State Police shall be prima facie  
26 evidence of the facts contained in it. The system administrator  
27 must include written documentation that the automated speed  
28 timing system was operating correctly at the time of the alleged  
29 violation. A photograph evidencing a violation of section 3362  
30 shall be admissible in any judicial or administrative proceeding

1 to adjudicate the liability for the violation.

2 (e) Penalty.--

3 (1) The penalty for a violation under subsections (a)  
4 and (b) shall be a fine of:

5 (i) \$125, if the speed recorded is six to ten miles  
6 per hour in excess of the legal speed limit.

7 (ii) \$150, if the speed recorded is 11 to 15 miles  
8 per hour in excess of the legal speed limit.

9 (iii) \$200, if the speed recorded is 16 to 20 miles  
10 per hour in excess of the legal speed limit.

11 (iv) \$300, if the speed recorded is 21 to 25 miles  
12 per hour in excess of the legal speed limit.

13 (v) \$400, if the speed recorded is 26 to 30 miles  
14 per hour in excess of the legal speed limit.

15 (vi) \$500, if the speed recorded is 31 or more miles  
16 per hour in excess of the legal speed limit.

17 (2) A fine is not authorized during the first 30 days of  
18 operation of the automated system at each location.

19 (3) A warning may be sent to the violator under  
20 paragraph (2).

21 (4) A penalty imposed under this section shall not be  
22 deemed a criminal conviction and shall not be made part of  
23 the operating record under section 1535 (relating to schedule  
24 of convictions and points) of the individual upon whom the  
25 penalty is imposed, nor may the imposition of the penalty be  
26 subject to merit rating for insurance purposes.

27 (5) No surcharge points may be imposed in the provision  
28 of motor vehicle insurance coverage. Fines collected under  
29 this section shall not be subject to 42 Pa.C.S. § 3571  
30 (relating to Commonwealth portion of fines, etc.) or 3573

1 (relating to municipal corporation portion of fines, etc.).

2 (6) No person may be found liable upon evidence obtained  
3 through the use of devices authorized by this section unless  
4 the speed recorded is six or more miles per hour in excess of  
5 the legal speed limit.

6 (f) Enforcement.--

7 (1) As part of a system to collect fines issued pursuant  
8 to this section and remaining in an unpaid or uncontested  
9 status after the applicable due date, the system  
10 administrator may assess reasonable fees, including late  
11 fees, as follows:

12 (i) \$100 for fines unpaid or uncontested for a  
13 period of 15 days after the date listed on the citation.

14 (ii) \$125 for fines unpaid or uncontested for a  
15 period of 30 days after the date listed on the citation.

16 (iii) \$150 for fines unpaid or uncontested for a  
17 period of 45 days after the date listed on the citation.

18 (iv) \$200 for fines unpaid or uncontested for a  
19 period of 60 days after the date listed on the citation.

20 (2) In addition to the penalties otherwise provided in  
21 this section, fines issued pursuant to this section and  
22 remaining in an unpaid or uncontested status for 30 or more  
23 days after the applicable due date may subject the vehicle or  
24 combination to immobilization and impoundment by the system  
25 administrator. In the event of such immobilization and  
26 impoundment the system administrator shall tow and store the  
27 vehicle or combination and provide notice by first class  
28 mail, proof of mailing, of the towing, storage and location  
29 of the vehicle or combination to the owner and the lienholder  
30 of the vehicle or combination using a reasonably available

1 State database. The owner or lienholder of any vehicle or  
2 combination which has been towed and stored under this  
3 section may obtain possession of the vehicle or combination  
4 by:

5 (i) furnishing proof of valid registration and  
6 financial responsibility; and

7 (ii) paying all fines and costs associated with the  
8 towing and storage of the vehicle or combination and  
9 fines associated with citations issued pursuant to this  
10 section or otherwise due to the system administrator or  
11 City of Philadelphia related to violations of any local  
12 parking regulation or ordinance or applicable section of  
13 this chapter or Chapter 61 (relating to powers of  
14 department and local authorities).

15 (3) Any vehicle or combination not recovered under this  
16 subsection may be sold as an unclaimed vehicle, combination  
17 or load under section 6310 (relating to disposition of  
18 impounded vehicles, combinations and loads).

19 (g) Limitations.--

20 (1) Notwithstanding any other provision of law, camera  
21 equipment deployed as part of an automated speed timing  
22 system as provided in this section must be incapable of  
23 automated or user-controlled remote intersection surveillance  
24 by means of recorded video images. Photographs collected as  
25 part of the automated speed timing system must only record  
26 traffic violations and may not be used for any other  
27 surveillance purposes. The restrictions set forth in this  
28 paragraph shall not be deemed to preclude a court of  
29 competent jurisdiction from issuing an order directing that  
30 the information be provided to law enforcement officials if

1 the information is reasonably described and is requested  
2 solely in connection with a criminal law enforcement action.

3 (2) Notwithstanding any other provision of law,  
4 information prepared under this section and information  
5 relating to violations under this section which is kept by  
6 the city of the first class, its authorized agents or its  
7 employees or the system administrator, including photographs,  
8 written records, reports or facsimiles, names, addresses and  
9 the number of violations under this section, shall be for the  
10 exclusive use of the city, its authorized agents, its  
11 employees and law enforcement officials for the purpose of  
12 discharging their duties under this section and under any  
13 ordinances and resolutions of the city. The information shall  
14 not be deemed a public record under the act of June 21, 1957  
15 (P.L.390, No.212), referred to as the Right-to-Know Law,  
16 except as to statistical information related to the operation  
17 of the automated speed timing system. The information shall  
18 not be discoverable by court order or otherwise, nor shall it  
19 be offered in evidence in any action or proceeding which is  
20 not directly related to a violation of this section or any  
21 ordinance or resolution of the city.

22 (3) Photographic evidence obtained through the use of  
23 automated speed timing systems deployed as a means of  
24 promoting traffic safety in a city of the first class shall  
25 be destroyed within one year of final disposition of any  
26 recorded event. The city or the system administrator, as the  
27 case may be, shall file notice with the Department of State  
28 that the records have been destroyed in accordance with this  
29 section.

30 (4) Notwithstanding any other provision of law,

1 registered vehicle owner information obtained as a result of  
2 the operation of an automated speed timing system under this  
3 section shall not be the property of the manufacturer or  
4 vendor of the automated speed timing system and may not be  
5 used for any purpose other than prescribed in this section.

6 (h) Defenses.--

7 (1) It shall be a defense to a violation under this  
8 section that the person named in the notice of the violation  
9 was not operating the vehicle at the time of the violation.  
10 The owner may be required to submit evidence that the owner  
11 was not the driver at the time of the alleged violation. The  
12 city of the first class may not require the owner of the  
13 vehicle to disclose the identity of the operator of the  
14 vehicle at the time of the violation.

15 (2) If an owner receives a notice of violation pursuant  
16 to this section of a time period during which the vehicle was  
17 reported to a police department of any state or municipality  
18 as having been stolen, it shall be a defense to a violation  
19 pursuant to this section that the vehicle has been reported  
20 to a police department as stolen prior to the time the  
21 violation occurred and had not been recovered prior to that  
22 time.

23 (3) It shall be a defense to a violation under this  
24 section that the person receiving the notice of violation was  
25 not the owner of the vehicle at the time of the offense.

26 (i) Department approval.--No automated speed timing system  
27 may be used without the approval of the department, which shall  
28 have the authority to promulgate regulations for the  
29 certification and use of such systems.

30 (j)- Postings.--An automated speed timing system may not be



1 used unless there is posted an appropriate sign in a conspicuous  
2 place before the area in which the automated speed timing system  
3 is to be used notifying the public that an automated speed  
4 timing system is in use immediately ahead.

5 (k) System administrator.--The Philadelphia Parking  
6 Authority shall be the system administrator as to any automated  
7 speed timing system implemented in a city of the first class.

8 The following apply:

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

12 (2) The system administrator shall process fines issued  
13 pursuant to this section.

14 (3) The system administrator shall file an annual report  
15 to the chairman and the minority chairman of the  
16 Transportation Committee of the Senate and the chairman and  
17 minority chairman of the Transportation Committee of the  
18 House of Representatives. The report shall include for the  
19 prior year:

20 (i) The number of violations and fines issued.

21 (ii) A compilation of fines paid and outstanding.

22 (iii) The amount of money paid to a vendor or  
23 manufacturer under this section.

24 (1) Notice to owner.--

25 (1) The system administrator shall prepare a notice of  
26 violation to the registered owner of a vehicle identified in  
27 a photograph produced by an automated speed timing system as  
28 evidence of a violation of the posted speed limit. The  
29 issuance of the notice of violation must be completed by a  
30 police officer. The issuance of a violation pursuant to this

1 section by a police officer shall not be deemed a violation  
2 of section 3368(c). The notice of violation shall have  
3 attached to it a copy of the recorded image showing the  
4 vehicle; the registration number and state of issuance of the  
5 vehicle registration; the date, time and place of the alleged  
6 violation; that the violation charged is under this section;  
7 and instructions for return of the notice of violation. The  
8 notice of violation must be mailed within 30 days after the  
9 commission of the violation or within 30 days after the  
10 discovery of the identity of the registered owner, whichever  
11 is later, and not thereafter to the address of the registered  
12 owner as listed in the vehicle registration records of the  
13 applicable jurisdiction. In any event, a notice of violation  
14 under this section must be provided to an owner within 90  
15 days of the commission of the offense. The text of the notice  
16 must be as follows:

17 This notice shall be returned personally, by mail or  
18 by an agent duly authorized in writing, within 30  
19 days of issuance. A hearing may be obtained upon the  
20 written request of the registered owner.

21 (2) In the case of a violation involving a motor vehicle  
22 registered under the laws of this Commonwealth, the notice of  
23 violation must be mailed within 30 days after the commission  
24 of the violation or within 30 days after the discovery of the  
25 identity of the registered owner, whichever is later, and not  
26 thereafter to the address of the registered owner as listed  
27 in the records of the department. In the case of motor  
28 vehicles registered in jurisdictions other than this  
29 Commonwealth, the notice of violation must be mailed within  
30 30 days after the discovery of the identity of the registered

1 owner, whichever is later, and not thereafter to the address  
2 of the registered owner as listed in the records of the  
3 official in the jurisdiction having charge of the  
4 registration of the vehicle. A notice of violation under this  
5 section must be provided to an owner within 90 days of the  
6 commission of the offense.

7 (m) Mailing of notice and records.--Notice of violation must  
8 be sent by first class mail. A manual or automatic record of  
9 mailing prepared by the system administrator in the ordinary  
10 course of business shall be prima facie evidence of mailing and  
11 shall be admissible in any judicial or administrative proceeding  
12 as to the facts contained in it.

13 (n) Payment of fee.--

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

17 (2) Payment must be made personally, through an  
18 authorized agent or by mailing both payment and the notice of  
19 violation to the system administrator. Payment by mail must  
20 be made only by money order, credit card or check made  
21 payable to the system administrator.

22 (3) The system administrator shall remit the fine, less  
23 the operational and maintenance costs of the system  
24 administrator and, if necessary, the city, necessitated by  
25 this section, to the department for deposit into the Motor  
26 License Fund to be used for safety improvements to Roosevelt  
27 Boulevard by the department or the City of Philadelphia as  
28 determined by the department.

29 (4) Payment of the established fine and applicable  
30 penalties shall operate as a final disposition of the case.

1     (o) Hearing.--

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

9             (2) Upon receipt of a hearing request, the system  
10 administrator shall in a timely manner schedule the matter  
11 before a hearing officer. In the event the hearing relates to  
12 a violation issued pursuant to this section and the city of  
13 the first class has not passed an ordinance pursuant to  
14 subsection (a), the hearing officer shall be appointed by the  
15 system administrator; otherwise the hearing officer shall be  
16 designated by the city of the first class. Written notice of  
17 the date, time and place of hearing must be sent by first  
18 class mail to the owner.

19             (3) The system administrator shall be considered a local  
20 agency for the purposes of 2 Pa.C.S. Chs. 5 (relating to  
21 practice and procedure) and 7 (relating to judicial review),  
22 except that the provisions of 2 Pa.C.S. § 555 (relating to  
23 contents and service of adjudications) requiring that hearing  
24 determinations contain findings and reasons for the  
25 determination shall not be applicable. The system  
26 administrator and a city of the first class shall not be  
27 required to issue a formal decision containing findings and  
28 reasons for the hearing decision.

29             (4) The hearing shall be informal; the rules of evidence  
30 shall not apply; and the decision of the hearing officer

1 shall be final, subject to the right of the owner to appeal  
2 the decision to the traffic court.

3 (5) If the owner requests in writing that the decision  
4 of the hearing officer be appealed to the traffic court, the  
5 system administrator shall file the notice of violation and  
6 supporting documents with the traffic court, which shall hear  
7 and decide the matter de novo.

8 (p) Compensation to manufacturer or vendor.--If an automated  
9 speed timing system is deployed in a city of the first class as  
10 a means of promoting traffic safety and the enforcement of the  
11 traffic laws of this Commonwealth or the city, the compensation  
12 paid to the manufacturer or vendor of the automated speed timing  
13 system may not be based upon the number of traffic citations  
14 issued or a portion or percentage of the fine generated by the  
15 citations. The compensation paid to the manufacturer or vendor  
16 of the equipment shall be based upon the value of the equipment  
17 and the services provided or rendered in support of the  
18 automated speed timing system.

19 (q) Revenue limitation.--A city of the first class may not  
20 collect an amount equal to or greater than 5% of its annual  
21 budget from the collection of revenue from the issuance and  
22 payment of violations under this section.

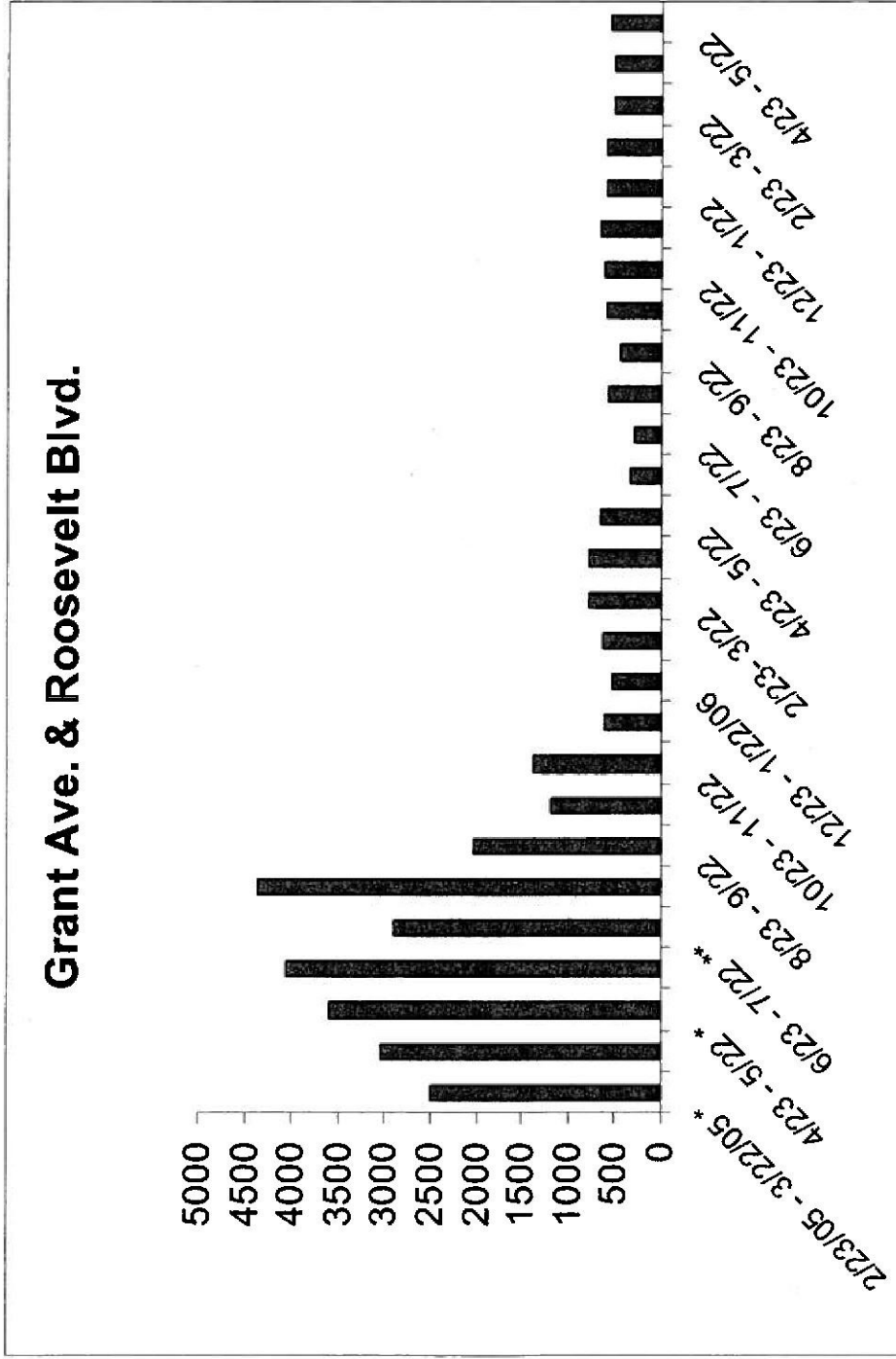
23 (r) Expiration.--This section shall expire December 31,  
24 2012.

25 Section 3. This act shall take effect immediately.



# Grant Avenue & Roosevelt Boulevard

Date	# Violations
2/23/05 - 3/22/05 *	2498
3/23 - 4/22 *	3046
4/23 - 5/22 *	3609
5/23 - 6/22 *	4065
6/23 - 7/22 **	2896
7/23 - 8/22	4362
8/23 - 9/22	2035
9/23 - 10/22	1177
10/23 - 11/22	1374
11/23 - 12/22	611
12/23 - 1/22/06	525
1/23- 2/22	633
2/23- 3/22	778
3/23 - 4/22	775
4/23 - 5/22	659
5/23 - 6/22	340
6/23 - 7/22	296
7/23 - 8/22	566
8/23 - 9/22	452
9/23 - 10/22	588
10/23 - 11/22	614
11/23 - 12/22/07	665
12/23 - 1/22	665
1/23 - 2/22	586
2/23 - 3/22	516
3/23 - 4/22	510
4/23 - 5/22	549



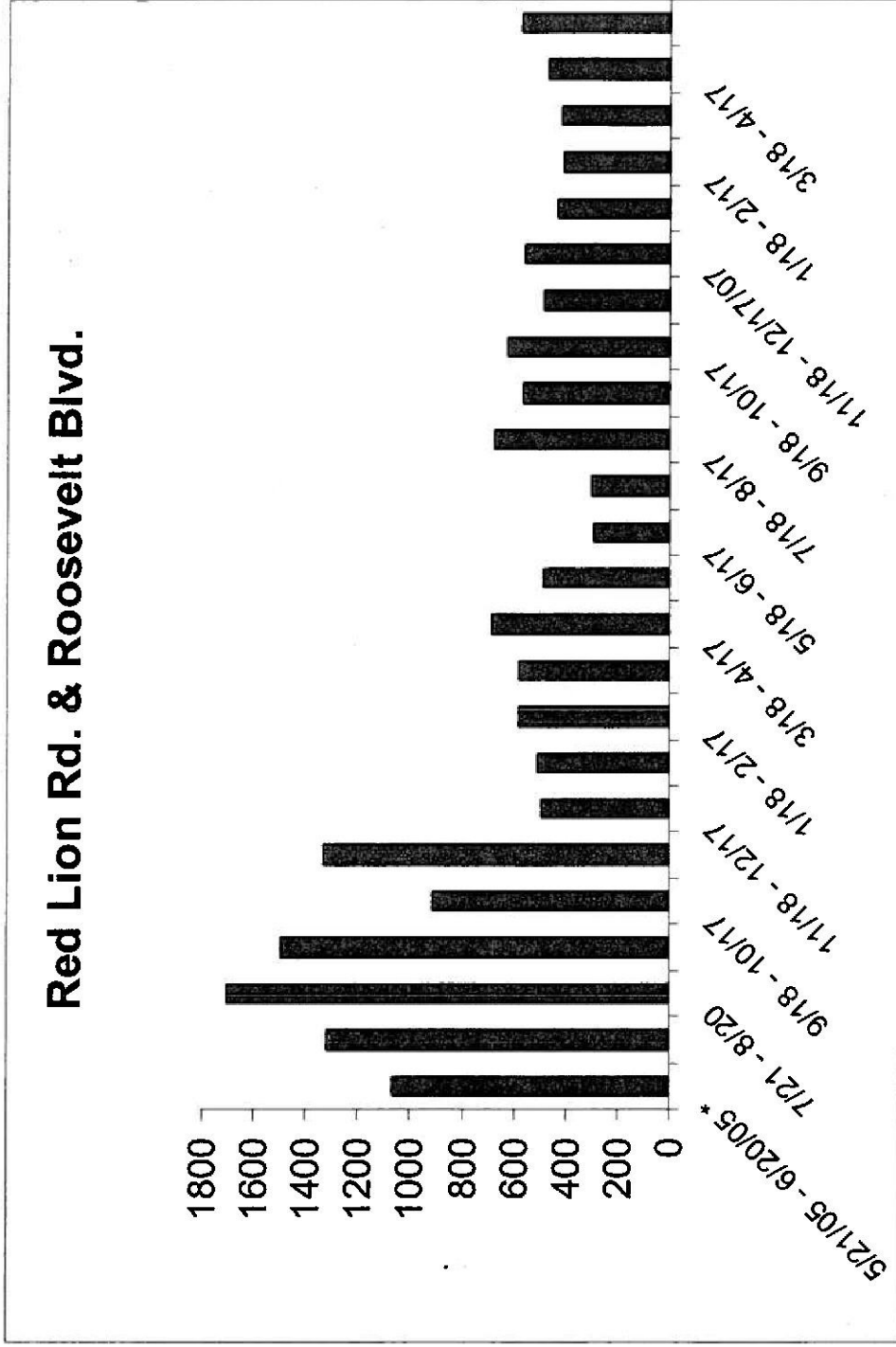
\*Warning notices only from February 23 through June 22

\*\*Violations issued beginning June 23

# Red Lion Road & Roosevelt Boulevard

## # Violations

Date	# Violations
5/21/05 - 6/20/05 *	1072
6/21 - 7/20 **	1317
7/21 - 8/20	1702
8/21 - 9/17	1499
9/18 - 10/17	912
10/18 - 11/17	1337
11/18 - 12/17	493
12/18 - 1/17/06	509
1/18 - 2/17	583
2/18 - 3/17	584
3/18 - 4/17	684
4/18 - 5/17	485
5/18 - 6/17	297
6/18 - 7/17	299
7/18 - 8/17	675
8/18 - 9/17	570
9/18 - 10/17	626
10/18 - 11/17	488
11/18 - 12/17	561
12/18 - 1/17/07	436
1/18 - 2/17	410
2/18 - 3/17	419
3/18 - 4/17	469
4/18 - 5/17	579



\*Warning notices only from May 21 through September 17

\*\*Violations issued beginning September 18

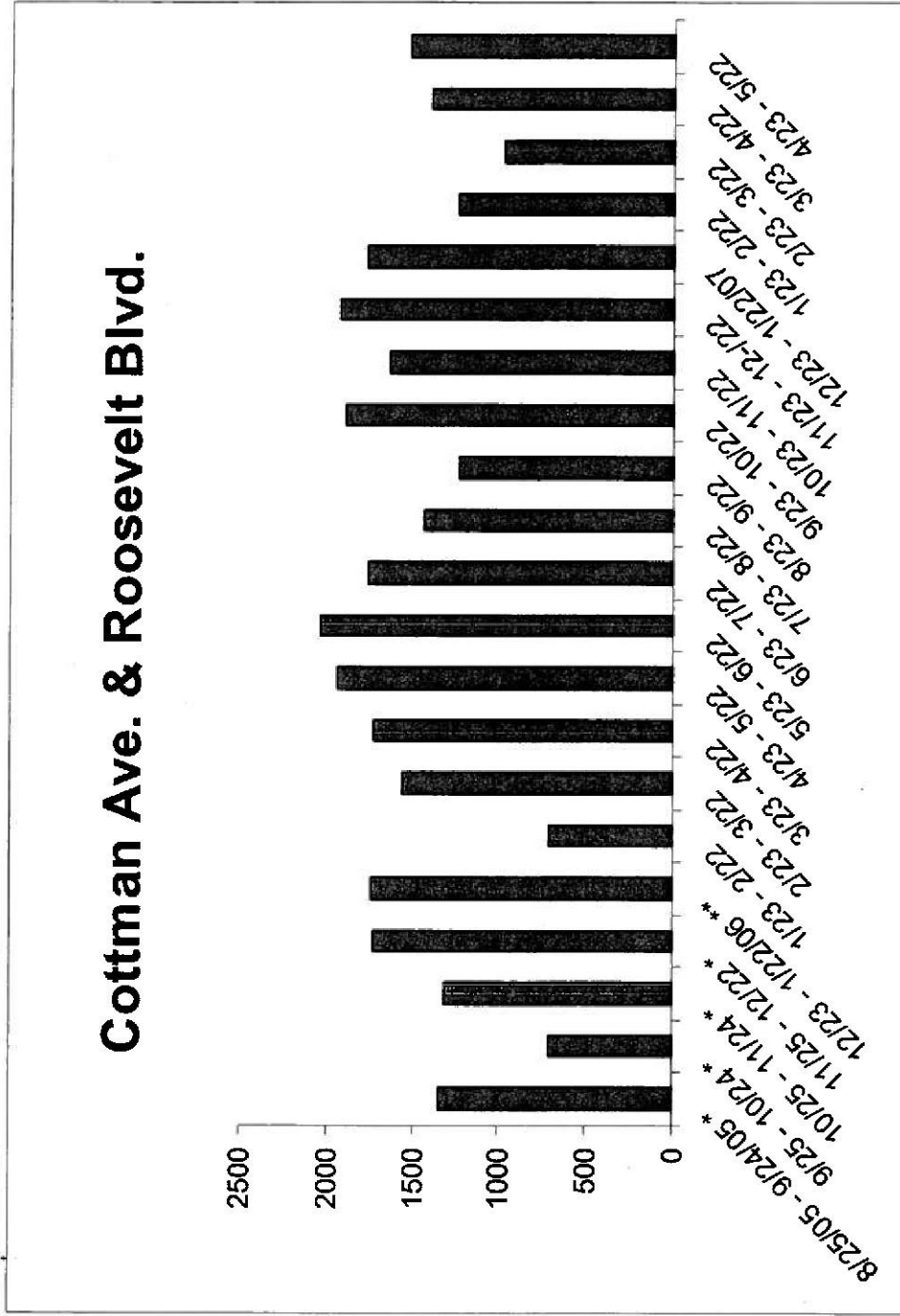


# Cottman Avenue & Roosevelt Boulevard

## Cottman Ave. & Roosevelt Blvd.

# Violations

Date	# Violations
8/25/05 - 9/24/05 *	1353
9/25 - 10/24 *	715
10/25 - 11/24 *	1312
11/25 - 12/22 *	1735
12/23 - 1/22/06 **	1741
1/23 - 2/22	715
2/23 - 3/22	1563
3/23 - 4/22	1735
4/23 - 5/22	1942
5/23 - 6/22	2046
6/23 - 7/22	1761
7/23 - 8/22	1436
8/23 - 9/22	1238
9/23 - 10/22	1900
10/23 - 11/22	1642
11/23 - 12/22	1931
12/23 - 1/22/07	1775
1/23 - 2/22	1245
2/23 - 3/22	586
3/23 - 4/22	1402
4/23 - 5/22	1531

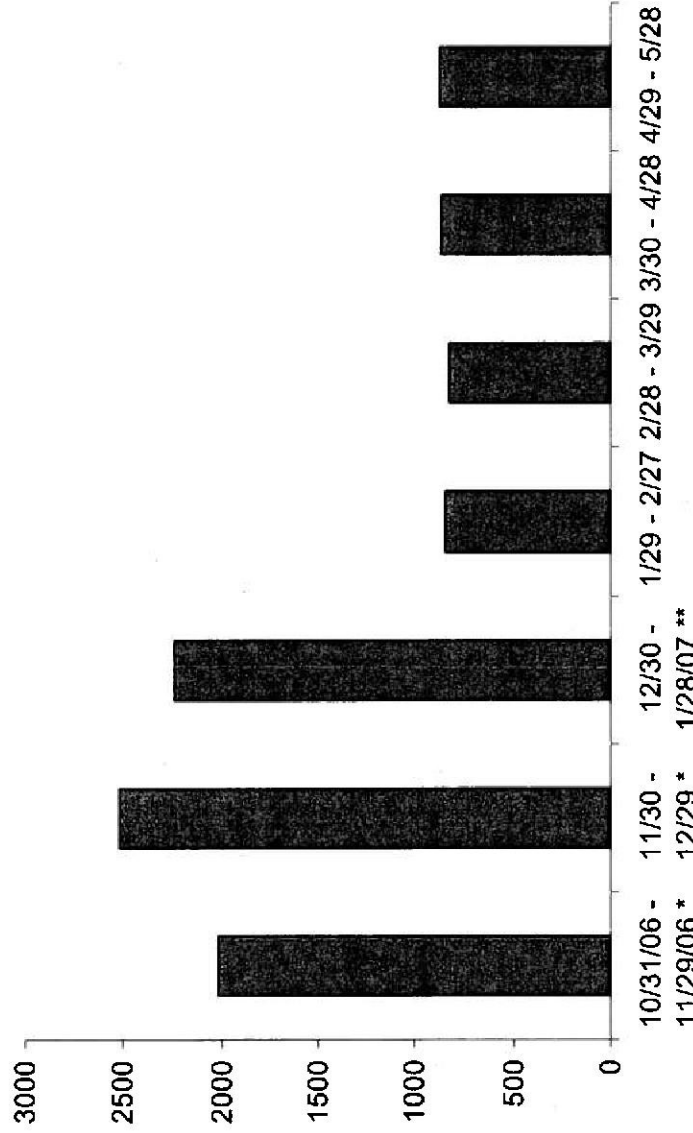


\*Warning notices only from August 25 through December 22

\*\*Violations issued beginning December 23

# Broad Street & Oregon Avenue

## Broad St. & Oregon Ave.



Date                      # Violations

10/31/06 - 11/29/06 \*      2017

11/30 - 12/29 \*            2520

12/30 - 1/28/07 \*\*        2247

1/29 - 2/27                    853

2/28 - 3/29                    827

3/30 - 4/28                    864

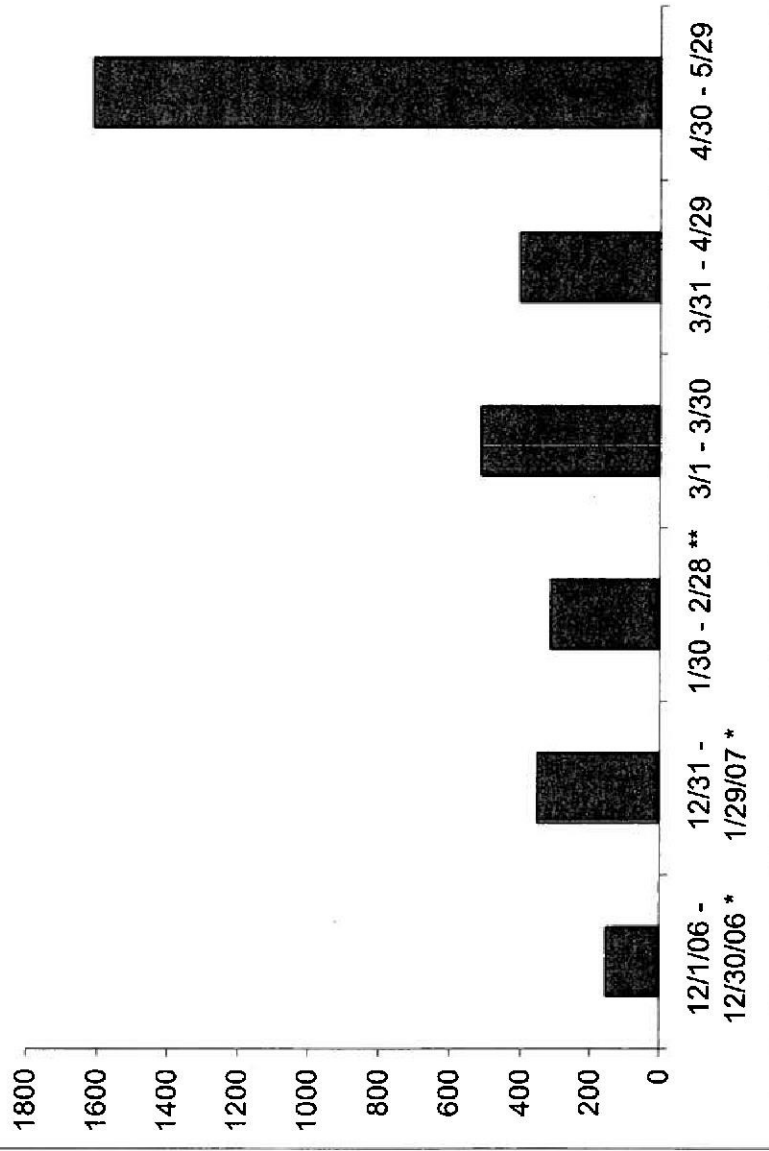
4/29 - 5/28                    880

\*Warning notices issued only from October 31 through December 31

\*\*Violations issued beginning January 1

# 34th Street & Greys Ferry Avenue

## 34th St. & Greys Ferry Ave.

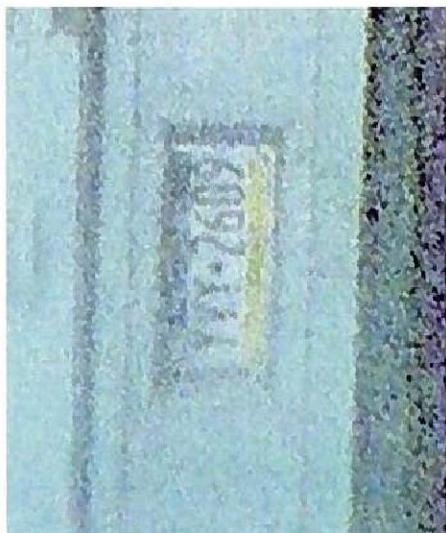
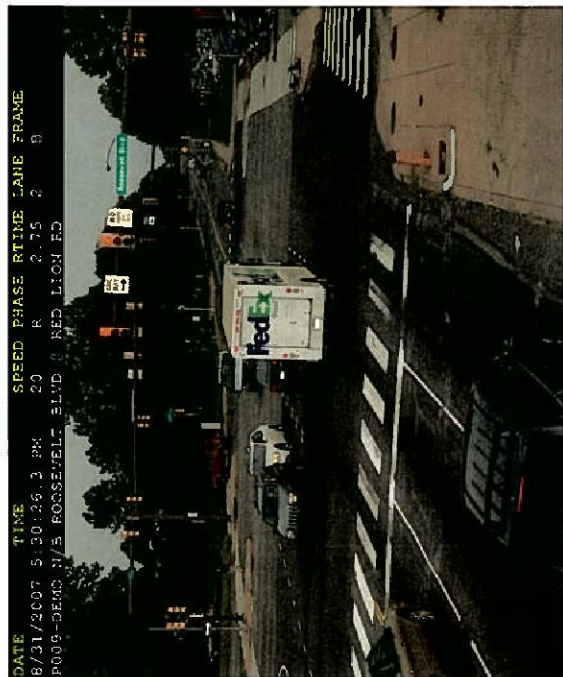
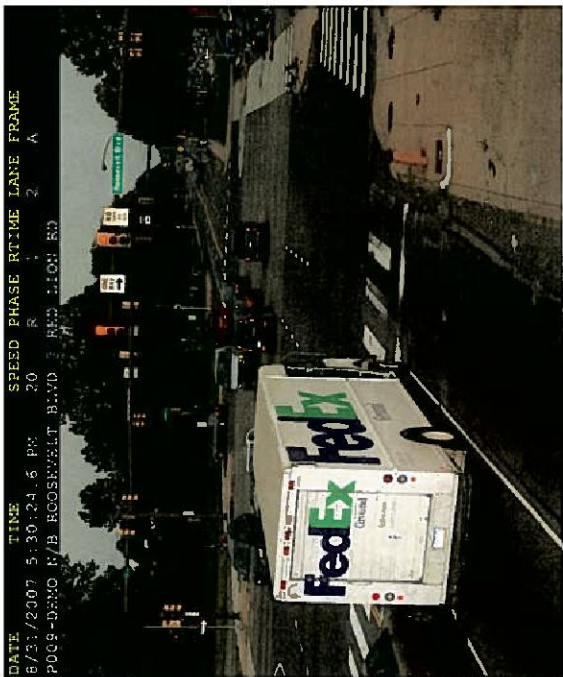


Date                      # Violations

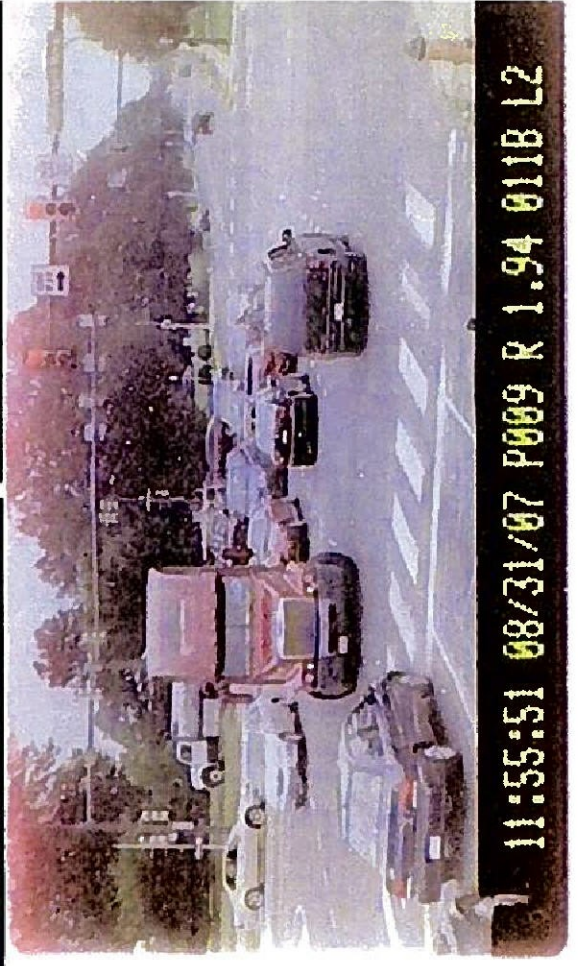
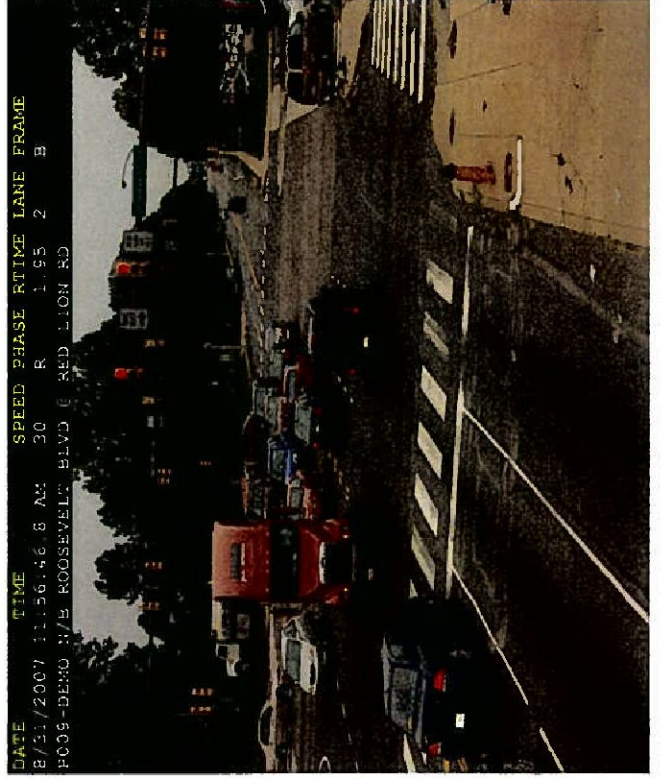
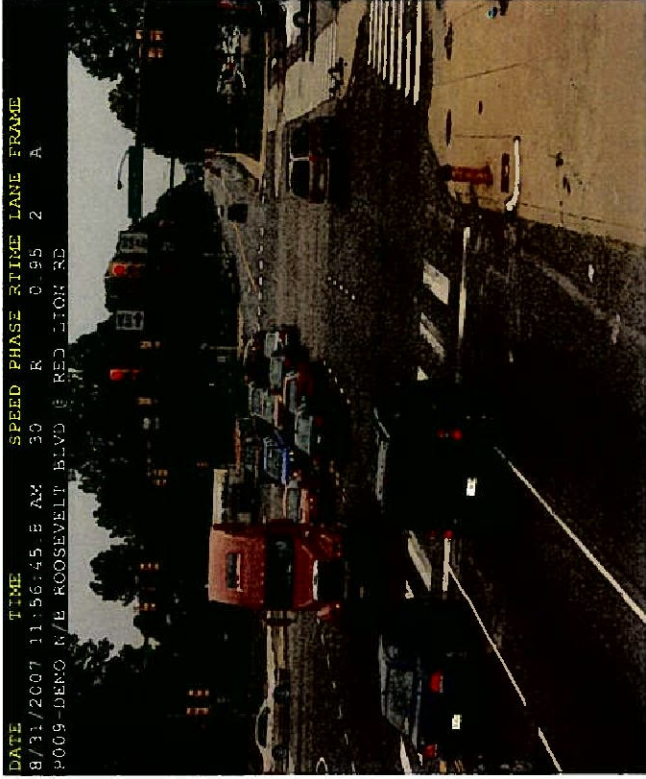
12/1/06 - 12/30/06 \*    154  
 12/31 - 1/29/07 \*      354  
 1/30 - 2/28 \*\*          313  
 3/1 - 3/30                514  
 3/31 - 4/29               406  
 4/30 - 5/29               1619

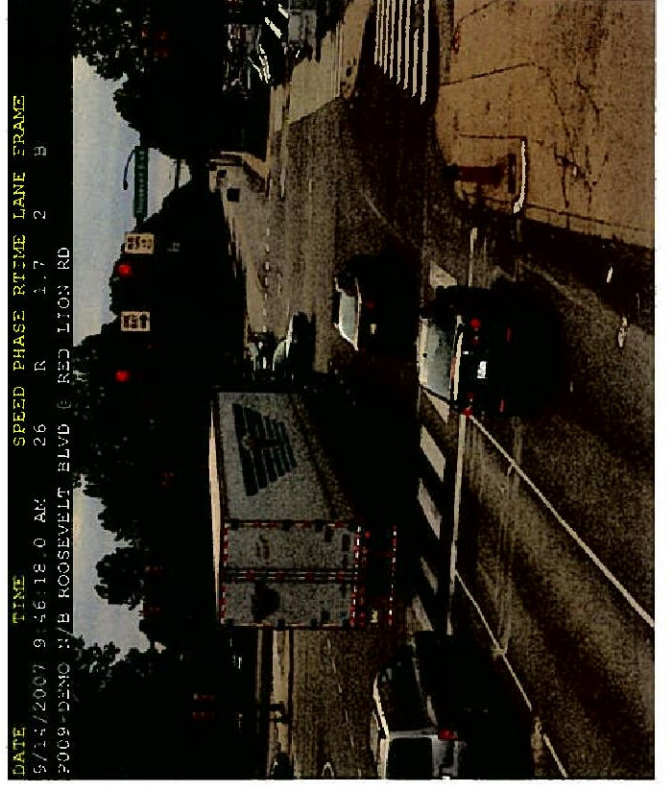
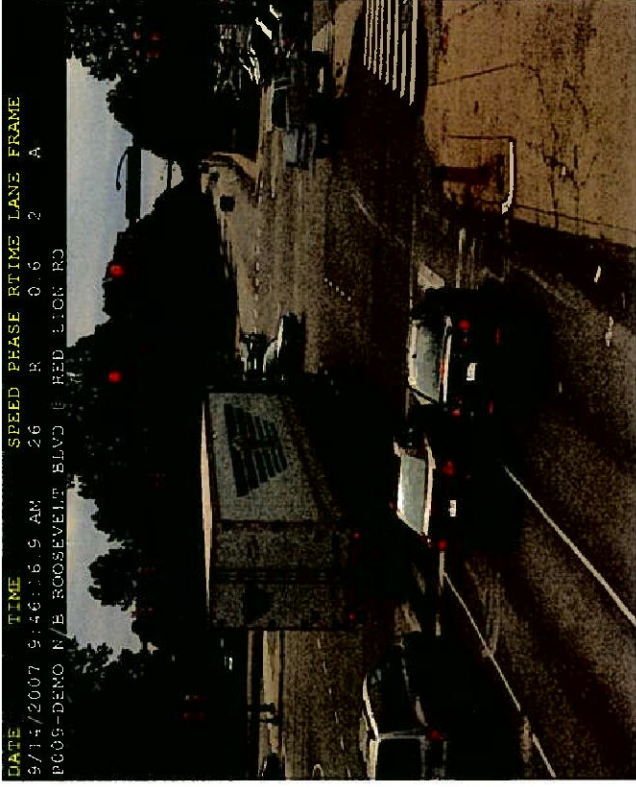
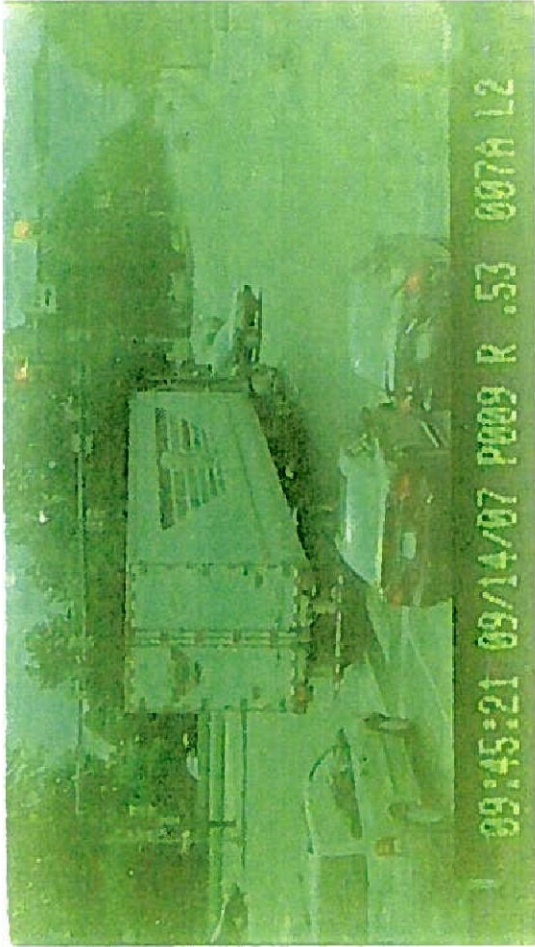
\*Warning notices issued only from December 1 through January 29  
 \*\*Violations issued beginning January 30















12/01/2006

## Red Light Cameras Offered As Solution To High Vehicle Fatalities

By: JENNY DeHUFF, The Bulletin

Philadelphia - Residents might be surprised to learn the number of injuries and fatalities caused each year by rampant, red light-running motorists. Christopher Vogler has the answer: More red-light cameras. Vogler, of the Philadelphia Parking Authority, testified before city council Wednesday on behalf of the Red Light Camera Program.

Vogler said that the amount of vehicular accidents, pedestrian injuries and death along the overall length of Roosevelt Boulevard is intolerable. The places where Roosevelt Boulevard intersects Grant Avenue and Red Lion Road are rated the second and third most dangerous intersections in the county, respectively, according to a recent State Farm Insurance study.

"There have been six fatalities in the last six months," said Vince Fenerty, Jr., executive director of the Philadelphia Parking Authority. "With the program's implementation, we hope to slow people down ... fatalities are rapidly escalating."

With endorsements by council members Joan Krajewski and Brian O'Neill, this ordinance would authorize the installation of red light cameras on Roosevelt Boulevard at the intersections of Levick Street, Rhawn Street, Welsh Road and Southampton Road.

According to Vogler, at the moment, red light cameras are rolling at Grant Avenue and Roosevelt Boulevard, Red Lion Road and Roosevelt Boulevard, Cottman Avenue and Roosevelt Boulevard, and Broad Street and Oregon Avenue. A fifth location will be operational by the end of this week at 34th Street and Grays Ferry Avenue.

According to Carl Ciglar, deputy executive director of the Philadelphia Parking Authority, the cameras have been made possible by a \$400,000 grant from the state, for the construction and implementation of the cameras at various intersections around the city.

"The grant money pays for the cameras to operate," Vogler said. "It pays for itself as far as operation goes." Vogler said he used general accident data caused by red light violations as the criteria for determining where to put cameras around the city.

"The ones chosen for the boulevard [Roosevelt] are among the top 10 intersections in the city," he said.

"The committee could vote on it by as soon as early December. This is something we'd like to carry out in all parts of the city."

Vogler said the system of tracking red light violators is simple. "A red light camera system is connected to the traffic signal and also to sensors buried in the street before the crosswalk. After the traffic signal has turned completely red, if a vehicle then passes over the sensors and enters the intersection, the camera will be triggered and two pictures will be taken. The first picture will show the vehicle before it enters the intersection with the red light clearly visible, while the second picture typically shows the vehicle in the middle of, or past the intersection, proving the vehicle continued through during the red light. The first picture is also enlarged so we can read the license plate of the offending vehicle."



Philadelphia Police Department's Sergeant Christopher Bee of the special patrol bureau said, "Red light cameras allow intersections to be clear, while we're appropriately issuing citations.

"We're not tying up a lane of traffic by pulling someone over. It also allows [police] to respond to other enforcement needs and 911 needs."



In comparison with last year's numbers, the Parking Authority cited a number of moving violations that have decreased since the cameras have been in place. At the intersection of Red Lion Road and Roosevelt Boulevard, 1,072 violations occurred in a period that started May 2005, and dropped to 297 in a period that started May 2006 - a decrease of 72 percent. At Grant Avenue and Roosevelt Boulevard, the figures are even more sweeping. For the same time periods, 4,065 violations occurred, and plummeted to 340 recorded this past May - a decrease of 92 percent.

# CBS 3 - Philadelphia's Source For Breaking News, Weather, Traffic and Sports: Study: Red Light Violations Down On The Boulevard

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## Study: Red Light Violations Down On The Boulevard

(AP) PHILADELPHIA The number of cars running red lights dropped sharply when cameras were installed at two intersections identified as among the nation's worst, according to studies by the city and the Insurance Institute for Highway Safety.

The nonprofit institute supported by the insurance industry looked at the Red Lion Road and Grant Avenue intersections along Roosevelt Boulevard, both when yellow lights were made one second longer, and after enforcement cameras were installed that photograph vehicles running the red lights and subject the owners to \$100 fines.

Longer yellow lights cut violations at the two intersections by 36 percent, the institute reported. At one intersection, violations dropped from 251.4 per 10,000 vehicles to 198 with the longer yellow light, then plunged 96 percent to 1.8 violations per 10,000 when the cameras were installed.

Richard A. Retting, a senior transportation engineer for the institute, said publicity about the cameras and signs on the road helped cut violations. "One possible explanation is that the drivers in Philadelphia have a good understanding of which intersections have red-light cameras," he said.

The city's own figures put the reductions at 75 percent at Red Lion Road and 82 percent at Grant Avenue, said Carl Ciglar, deputy executive director of the Philadelphia Parking Authority.

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Publication: PHILADELPHIA INQUIRER

ID: 6806478

Date: Tuesday, Jan 30, 2007

Page: B01

on: CITY-D

Section: LOCAL NEWS PHILADELPHIA &amp; THE REGION

Words: 471

Text:

## On the Boulevard, cameras result in a dramatic change

By Joseph A. Gambardello  
INQUIRER STAFF WRITER

The installation of enforcement cameras at two problem intersections on Roosevelt Boulevard has helped to reduce the number of cars running red lights by a whopping 96 percent, a report released yesterday said.

E-mail to self

E-mail to others

Print story

The study by the Insurance Institute for Highway Safety looked at light running at the Red Lion Road and Grant Avenue intersections before and after longer yellow lights were added and again after the cameras were installed.

The change in the yellow-light timing at the two intersections - identified as among the worst in the nation - had reduced violations by 36 percent, the report said.

According to a measure of one of the intersections, red-light violation ranged from 251.4 per 10,000 vehicles before one second was added to the timing of yellow lights to 198 after, the report said. A year after the 2005 installation of cameras, the number plummeted to 1.8.

"It was surprising to see a reduction of this magnitude," said Richard A. Retting, a senior transportation engineer for the nonprofit institute, which is supported by the insurance industry.

In other cities, he said, the reduction had been in the 40 to 50 percent range.

Carl Ciglar, deputy executive director of the Philadelphia Parking Authority, said the city also "noticed a dramatic decline in red-light running" at the intersections.

But he said the city's figures put the reduction at 75 percent at Red Lion Road and 82 percent at Grant Avenue.

Either way, Ciglar said, the city welcomed the institute's report.

Retting said possible factors behind the major drop in Philadelphia included advance publicity, road signs announcing the camera's presence, prominent placement of the cameras, and their use on one major road.

"One possible explanation is that the drivers in Philadelphia have a good understanding of which intersections have red-light cameras," he said.

Cameras also are in use at the Cottman Avenue intersection, and officials plan to install them at five more intersections on the boulevard, on which cars killed nine pedestrians last year.

The study examined only the deterrent effect of the cameras and did not address the problems of misidentifying culprits or a possible increase in rear-end collisions at intersections where cameras are in use.

The owners of vehicles caught running red lights are fined \$100 but are not subject to points on their licenses.

The institute said nationwide, crashes caused by red-light runners kill about 800 people annually, half of them pedestrians or occupants of other vehicles.

The Philadelphia Police Department said that for the five years ending in 2005, there were 14,000 accidents along Roosevelt Boulevard, that claimed 64 lives.

The Pennsylvania Department of Transportation said 20 of the fatalities were pedestrians, eight of whom were hit while crossing the 14-mile highway at "random crossings" - not a marked crossing or intersection.

Contact staff writer Joseph Gambardello at 215-854-2153 or [jgambardello@phillynews.com](mailto:jgambardello@phillynews.com).

# Green Light The Red-Light Cameras

Here's a way to save lives, prevent accidents, injuries and deaths, minimize the number of traffic tickets issued, enforce the law, ease the demand for police presence and even save money in the process.

It's one of those rare situations that can provide benefits far greater than costs, and should face no serious objections, except from people who think they have a right to break the law, undetected and in privacy. We have one of those unique win-win situations.

I'm talking about the use of red-light cameras to stop an epidemic of red-light violations that kill. A new study finds that red-light law enforcement cameras deliver what their advocates promised and maybe a lot more. This and other studies show that these cameras are powerful devices to prevent accidents and injuries. They also have some incidental benefits, such as keeping people from getting tickets for running red lights. That's because studies show that when drivers know the intersection is policed by cameras, they obey the law.

These red light cameras are slowly catching on, and can now be found in over 250 communities in the nation, including Philadelphia. A study by Richard Retting of the Insurance Institute for Highway Safety (IIHS), a highly respected research group supported by the property and casualty insurance industry, further supports what many other studies have already demonstrated:

Red-light cameras cut the number of violations at intersection where they are installed, and consequently also cut the number of accidents, injuries and deaths.

Red-light cameras can't be said to ambush motorists as prominent signs announce their presence to motorists.

Red-light cameras are likely to save more money than they cost. The savings result from the need of less police work (at intersections enforcing the law and responding to accident calls) and court time necessary to adjudicate auto accident claims. In addition, their use will likely help lower auto and health insurance rates to the



THE ADVOCATE

Herb Denenberg

extent they eliminate crashes. The costs include those relating to installation and maintenance of the cameras and to the lessening of revenue as a result of fewer tickets issued.

For these reasons, red-light cameras are being installed across the U.S. and now can be found in 21 states and the District of Columbia. Georgia, California, and Chicago lead the way, with Pennsylvania dragging way behind with only two red light camera intersections in the state, both on the Roosevelt Boulevard in Philadelphia's Northeast.

A new study from the IIHS focused on those two intersections, considered among the most dangerous in the nation. The study added an important dimension. Other studies looked at intersections where they had installed the red light cameras at the same time they lengthened the time of the yellow light. Both measures cut crashes. But by making both changes at the same time, the separate effect of each could be established.

In the Philadelphia study, the yellow light extension was made first. Then the cameras were installed. The yellow light lengthening cut violations 36 percent. Then the red light cameras cut remaining violations 96 percent. This is all the more remarkable in view of how dangerous these intersections had previously been.

The ability of red light cameras to virtually eliminate violations suggests they also eliminate the resulting crashes, injuries, and deaths. That's no small matter as now 800 people die each year as a result of motorists running red lights, half of whom were not violators. Another 165,000 are injured.

Red-light cameras actually

The bottom line: The arguments against red light cameras, as Lincoln would say, are thinner than the shadow of a pigeon that starved to death. So it is time to get on with red light cameras and saving lives. Philadelphia is doing that, but not fast enough. There's no excuse for doing anything but initiating a massive program to install this great life saving device. It is time we give the green light to red light cameras and the red light to deaths and injuries at intersections.

take pictures after the light turns red and for a specified time thereafter. In Philadelphia, the cameras take pictures of the license plate of the car, but not the driver.

The study refuted many of the arguments of the opponents of these cameras:

The critics claim cameras are just about catching people, issuing tickets, and collecting money. The fact that those approaching the intersection are warned (in Philadelphia, the signs say "photo enforced"), indicates the purpose is not to catch violators but to prevent violations.

The critics claim that lengthening yellow lights solved the problem. The Philadelphia statistics prove otherwise. At the intersection approach with the highest rate of violations (251 per 10,000 vehicles), the lengthening of the yellow light cut that to 198 per 10,000 vehicles. But cameras dropped that to 1.8 violations per 10,000 vehicles. At the six intersections studied, once the cameras were installed violations dropped to zero or close to it.

The third argument is that the cameras invade privacy. That's nonsense. You have no right to privacy when on the public roads, and certainly not when violating the law. Only the twisted brains at the American Civil Liberties Union and the left-loony *New York Times* could take the privacy argument seriously.

Apparently the public doesn't share the objections of the critics. Surveys show that 75 to 80 percent of the public favor red light cameras, and only 10 percent strongly oppose them.

The cameras are being engineered and adopted for other uses, such as at stop signs, on school buses, and at tollbooths.

Retting pointed out one strange development. He said the kind of issues raised by red light cameras traditionally bring on opposition from liberals and support from conservatives. However, judging by the reaction of legislators to red light camera legislation, this has been reversed — with support coming from liberals and opposition from conservatives.

The bottom line: The arguments against red light cameras, as Lincoln would say, are thinner than the shadow of a pigeon that starved to death. So it is time to get on with red light cameras and saving lives. Philadelphia is doing that, but not fast enough. There's no excuse for doing anything but initiating a massive program to install this great life saving device. It is time we give the green light to red light cameras and the red light to deaths and injuries at intersections.

I always find it ironic that we madly rush headlong to adopt new and untried technologies, but when we come to one proven to save life with virtually no downside, we are slow to move. For that tendency, our economy and society pays dearly in lost lives.

Herb Denenberg, a former Pennsylvania insurance commissioner and professor at the Wharton School, is a longtime Philadelphia journalist and consumer advocate. He is also a member of the National Academy of Arts and Sciences. His column appears daily in The Bulletin. You can reach him at [advocate@thebulletin.us](mailto:advocate@thebulletin.us).

## Blvd. hit-run, collision claim 3 lives

By DAVID GAMBACORTA

[gambacd@phillynews.com](mailto:gambacd@phillynews.com) 215-854-5994

The roadways were still quiet and cloaked in darkness as Joseph Courtney made his way through Northeast Philadelphia early yesterday morning.

At about 2 a.m., police said, Courtney attempted to walk across Roosevelt Boulevard near Oxford Avenue and was instantly met by a speeding burgundy minivan.

The minivan plowed into Courtney, 67, and dragged him about 100 feet. The driver stopped briefly and then sped off, leaving Courtney to spend his final moments bleeding on the highway.

Courtney - who was pronounced dead at Frankford Hospital-Torresdale - was one of three people who lost their lives yesterday on the notoriously dangerous Boulevard. Two women also died in a gruesome three car pileup later in the day.

Police were pleased, however, to bring Courtney's fatal hit-and-run case to a quick close.

Tips led investigators to the driver, Luis Aristizabal. The heavily-damaged minivan was outside his home on Ditman Street near Robbins Avenue.

Aristizabal, 59, was arrested yesterday afternoon and charged with homicide by vehicle, an accident involving death, an accident involving death without a license and involuntary manslaughter.

Aristizabal's relatives declined to comment when they were reached last night. Earlier in the day, relatives told a TV reporter that Aristizabal had fallen asleep while he was driving home from work and didn't realize that he had hit Courtney.

"He just got scared and he said he know he hit somebody but he didn't see the person so that's why he left," his daughter, Magda Aristizabal, said on camera.

Courtney's relatives could not be reached for comment.

Investigators were far from being finished with fatal Boulevard crashes after they solved the hit-and-run case.

At about 7:25 p.m., three cars violently collided on the Boulevard near Robbins Avenue.

Police said two unidentified women died at the scene of the accident, and several other people were injured and taken to area hospitals. \*

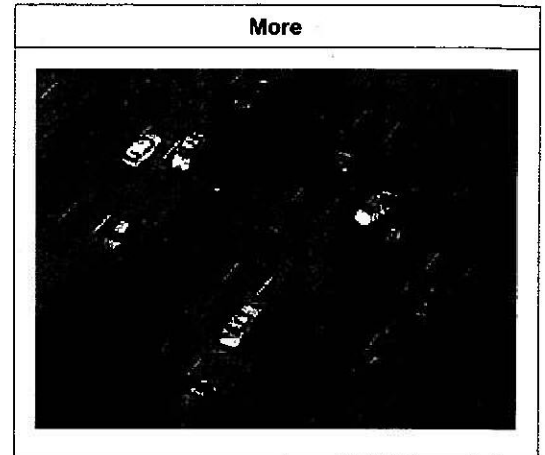
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**NBC10.com**

# 2 Killed In Crash When Car Crosses Boulevard Medians

POSTED: 7:34 pm EDT September 14, 2007  
UPDATED: 10:03 pm EDT September 14, 2007

**PHILADELPHIA** -- At least two people were killed in a bizarre crash Friday night on the Roosevelt Boulevard.



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**View Images**

**Link:** Real-Time Traffic

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Witnesses said a speeding car crossed the median and slammed head-on into another car.

The collision occurred at 7:10 p.m. on the boulevard (U.S. Route 1) near Winchester Avenue, near the edge of Pennypack Park.

Chopper 10 over the scene showed southbound traffic was completely shut down at Rhawn Street, and only the outer drive was getting by in the northbound lanes.

According to witnesses, the red Pontiac was speeding with both doors wide open in the outer northbound lane of the Roosevelt Boulevard.

Police said the vehicle suddenly crossed two medians and went into the southbound lanes, where it hit an Oldsmobile head-on.

Witnesses said both occupants were thrown out of the red Pontiac.

The male driver landed under a third car that was white. The female passenger went over the car and onto the median. Both of them were pronounced dead at the scene.

The drivers of the other two cars were taken to the hospital with relatively minor injuries.

Investigators were trying to confirm witness accounts that the man and woman in the red Pontiac may have been having some sort of fight.

Police also said the driver of the vehicle was wearing Army fatigues. They were trying to learn whether he was an active military member.

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# A racing death and life in Philly's fast lanes

By Dwight Ott and Michael Matza

Inquirer Staff Writers

It's not your granddad's street racer, but it's just as deadly.

Instead of the tricked-out muscle cars of old, the new breed of delinquent drag racers favor souped-up Hondas, sporty Audis, rebuilt Tercels - the whiny, fuel-efficient foreign jobs spurned by the Ford-and-Chevy set.

Nineteen-year-old Agustine Edmundo Rodriguez-Reyes of Camden lost his life on a notorious dragway in Southwest Philadelphia early Sunday.

Rodriguez-Reyes was to be a senior at Woodrow Wilson High School, where he was a member of the soccer team, his family said last night.

teen's coach, Veurdgel Walter, said the youth was a natural leader and a motor enthusiast who hoped to be a mechanic. "He was very good with cars," Walter said last night.

"On the team, he was also very good, one of my best defenders. He had a very strong kick. I had him in the back as a sweeper, or last defense. He saved us many goals," Walter said, adding that the boy's family came here from Guatemala over seven years ago.

On the night he died, his family said, Rodriguez-Reyes and three friends got into his Honda Civic and ended up hanging out near 61st Street and Passyunk Avenue.

Police said Rodriguez-Reyes had been drag racing - he was behind the wheel with three friends aboard - about 2 a.m. when his car crashed with an Audi. The vehicles had been nose to nose when one nudged the other into a curb. The Honda hit a utility pole, and the Audi a chain-link fence.

Police said the Honda and the Audi were racing. From the damage both sustained, it appeared they were traveling well above the posted 35 m.p.h. limit, police said.

Rodriguez-Reyes was taken to the Hospital of the University of Pennsylvania, where he died. His three passengers, who were not identified, were treated there and released. The driver of the Audi, a 27-year-old Conshohocken man whose name was not released, was not injured.

Police said no citations were immediately issued, but the accident remained under investigation.

Witnesses said there have been a number of casualties near that spot in the past few years.

Police "put in new speed strips two years ago," said George Osada, 60, owner of the American Cafe at Harley Avenue and 61st Street, a block from the crash. "But it didn't do any good. Police know where it's



happening. I don't know what they can do."

Police say racers do it for fun, for wagers, for bragging rights and, in rare instances, for the winner taking the loser's car. It happens with enough regularity that Traffic Court has a session it calls Drag Racing Court, which convenes from time to time as citations warrant.

Police and witnesses say the competitions pop up around the city, from Aramingo Avenue near Huntingdon in Kensington, where a 38-year-old woman was run down and killed by two cars racing last year, to Southwest Philly, where two months ago police broke up a race.

On that occasion, police arrested four people, impounded their cars, and issued tickets to more than 300 spectators, including 34 juveniles.

Convictions can bring monetary fines, forfeiture of the vehicles, license suspensions and revocations.

Witnesses say it is not uncommon for the races to pack in spectators three and four deep along the roadway, with some standing on parked cars for a better view.

The subculture has its own grapevine and sometimes uses Web sites to communicate.

"I was down at the Philly street races and just won my first race. I go to make a U-turn and there's a police van. Right in front of me," one racer wrote in a recent posting. "Dude comes up to my car. 'What the . . . are you doing? Get out of the car.' I do. Anyway, I get a ticket for Racing on Hwy 3367-a."

Illegal race organizers and spotters have been known to use walkie-talkies to clear the course and warn of police raids. If police stake out an area, the miscreants move, or simply send out a hot-rodding decoy to lure police away long enough to hold several races, residents said.

In Southwest Philadelphia, the dragway is located along a strip that is a graveyard for junked cars, with row upon row of amputated car doors and fenders racked up in the yards.

"It's like the Atco speedway," said an employee at AAAA Used Auto Parts along the strip, who refused to give his name. "We've had a few wrapped around poles. And we've lost a few utility poles."

Across the street at Steve's Auto Parts II, another employee who declined to be identified said the area was perceived as ideal for racing because it is as flat and isolated as the Utah salt flats.

"They keep the police off balance by switching from this strip to Holstein Street a few blocks away," said Richard Mitchell, one of the denizens of the American Cafe, where two American flags are draped over the doorway.

Thelma Causey, 83, of Southwest Philadelphia, was on the strip yesterday to obtain a rearview mirror for her car. She said she heard about the accident on the news and saw the driver lying on the ground with his head in the lap of a passerby who was rubbing his arm. "They go too fast along here," she said.

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Contact staff writer Dwight Ott at 215-854-2797 or [dott@phillynews.com](mailto:dott@phillynews.com).

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- [Lightning Rod! Phils win in 14th](#)

**NBC10.com**

# Police Bring Racing To Screeching Halt

POSTED: 1:22 pm EDT August 19, 2007  
UPDATED: 11:18 am EDT August 20, 2007

**PHILADELPHIA** -- Philadelphia police stepped up efforts to curb danger on city streets with a drag racing crackdown this weekend.

The raid comes after a teenager was killed and four others injured in a street-racing crash on Aug. 12 in Southwest Philadelphia.

Officers said they arrested 10 suspected flagmen and charged one man with assaulting a police officer during overnight raids at 61st Street and Passyunk Avenue.

Neighbors in the area said they often hear cars racing, especially between 1 a.m. and 3 a.m.

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## Watch Video

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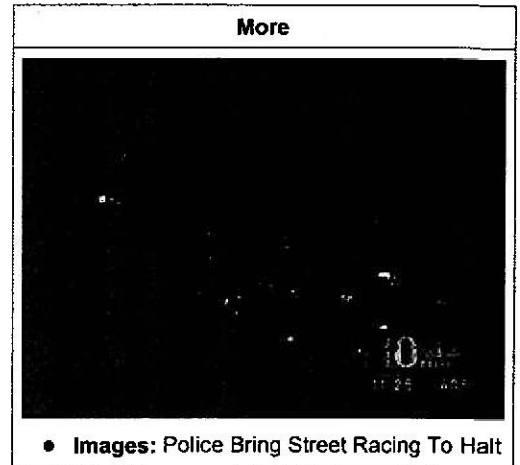
But police said they brought the events to a screeching halt Saturday night into Sunday morning.

Police said they got the flagmen early Sunday, but the two suspected drag racers got away. One, however, left behind his car, police said.

### Previous Story:

- August 13, 2007: Street Racing Suspected In Fatal Weekend Crash

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## 1 Dead, 2 Injured in Car Crash; Police Suspect Drag Racing

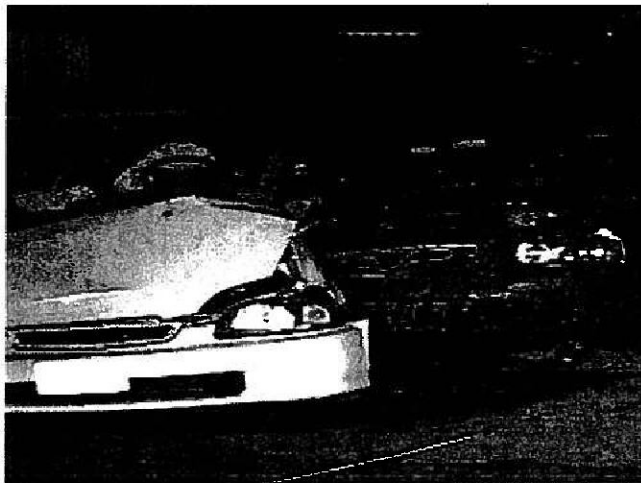
Last Edited: Sunday, 12 Aug 2007, 10:31 PM EDT

Created: Sunday, 12 Aug 2007, 4:50 PM EDT

By Robin Taylor

Philadelphia — In Southwest Philadelphia, there's a stretch of road where drag racing is a real problem. Neighbors say it was only a matter of time before someone got hurt. Saturday night, rescue workers pulled a man who later died from the crumpled wreckage of a crash.

The deadly crash happened on 61st Street between Passyunk Avenue and Lindbergh Boulevard.



*Police are investigating a deadly crash Saturday night on 61st Street between Passyunk and Lindbergh which killed a teen and injured two passengers.*

"I had a feeling someone got killed when I saw the tape," said Rich Liganeri who passed by on his way home.

Police say two cars collided around 12:30 in the morning, crashing into a utility pole.

Investigators suspect the cars were drag racing. One of the drivers, a 19-year-old was killed, while two passengers were badly hurt.

"They think it's an amusement ride and they're going to walk away like a superhero if something happens and it doesn't work that way," Liganeri said.

The crash comes as no surprise to neighbors who are tired of 61st Street being turned into a raceway.

Terry Fleming says it's especially bad on weekends. "Cars racing back and forth, motorcycles, we hear it everyday."

The city put in rumble strips to try and slow speeders down, but that hasn't stopped the problem.

Neighbors say when the police come, the drag racers go away, but as soon as the police leave they're back at it again, making 61st Street a very dangerous stretch of road to travel at night.

Julia Rawls lives near Lindbergh Boulevard and says it's frightening. She comes home from work around 10:30 at night and by then they're already drag racing. She's worried she's going to get caught up in it. "Yea I worry. I be scared."

Another one of her neighbors, George Gudzan, had a close call that scared the living daylight out of him. "I was coming up and they was behind me racing." "What did you do?" "I pulled over to the side of the road because I didn't want to get hit."

While neighbors are saddened by what happened, they hope the crash serves as wakeup call to those who consider drag racing fun.

"They're just kids being kids, but it's a shame something like this had to happen," said Liganeri.

The name of the young man who was killed is not being released.

The two people who were injured are in stable condition at the Hospital of the University of Pennsylvania.

# Pl

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F Street  
Mascher





CITY OF PHILADELPHIA  
CITY COUNCIL

FRANK DICICCO  
Room 332 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3458-3459  
Fax No. (215) 686-1931

COUNCILMAN - 1st DISTRICT

COMMITTEES  
Chairman  
Streets & Services

MEMBER  
Finance  
Labor & Civil Service  
Parks, Recreation &  
Cultural Affairs  
Commerce & Economic  
Development  
Fiscal Stability &  
Intergovernmental Cooperation  
Housing & Homeless  
Technology & Information Services

September 19, 2007

The Honorable Joseph Markosek  
Pennsylvania House of Representatives  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

Dear Chairman Markosek:

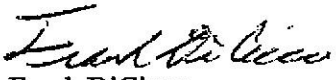
As Chairman of Philadelphia City Council's Committee on Streets and Services, I am happy to support House Bills 1559 and 1690.

House Bill 1559 provides additional speed limit enforcement measures where there has been a significant problem for a number of years. Building on the success of the red light camera program, I appreciate Representative Kenney's efforts to maintain safe driving conditions in our City.

In addition, Representative Payton's effort to extend Philadelphia's red light camera enforcement program until 2010 is appreciated and necessary. A number of cameras have been installed throughout the City and have had noticeable success. I look forward to working with the Parking Authority to further expand this program.

Thank you for your continued efforts and support.

Sincerely,

  
Frank DiCicco  
1st District Councilman



CITY OF PHILADELPHIA  
CITY COUNCIL

OFFICE OF THE PRESIDENT

ANNA C. VERNA  
PRESIDENT  
Room 494 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3412-13  
Fax No. (215) 563-3162

COUNCILWOMAN - 2nd DISTRICT

September 20, 2007

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, Pennsylvania 17120

Dear Chairman Markosek:

I am pleased to offer my support of House Bill 1559 and House Bill 1690, which will have a hearing before your committee on Tuesday, September 25, 2007. Bill 1690 will extend the current Red Light Camera Program until December 31, 2010 while Bill 1559 would allow for Speed Cameras to be placed on Roosevelt Boulevard in Philadelphia.

The Red Light Camera Pilot Program has been a great success in reducing accidents and aggressive driving at the intersections they are placed at currently in Philadelphia. The program has increased vehicular and pedestrian safety along Roosevelt Boulevard, regarded as one of the most dangerous urban highways in the nation, and deserves to be extended.

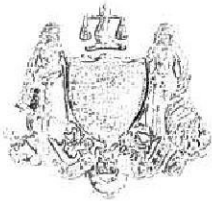
While the Red Light Cameras have been successful, more needs to be done to curb the atmosphere of reckless driving and speeding along the entire length of Roosevelt Boulevard. I believe Representative Kenney's legislation will be a great asset, in conjunction with Red Light Cameras, which would work to prevent accidents, injuries, and save lives for the tens of thousands of people who use and cross Roosevelt Boulevard every day.

Thank you for your continued leadership on transportation issued in the Commonwealth of Pennsylvania.

Sincerely,

  
ANNA C. VERNA

ACV/dmc



CITY OF PHILADELPHIA  
CITY COUNCIL

JANNIE L. BLACKWELL  
Room 408 City Hall  
Philadelphia, PA 19107  
(215) 686-3418-3419  
Fax: (215) 686-1933

COUNCILWOMAN - 3rd DISTRICT

MAJORITY LEADER

September 21, 2007

COMMITTEES

Chairlady  
Finance  
Education  
Housing, Neighborhood Development  
& the Homeless

Vice Chair  
Committee of the Whole  
Select Committee on Fiscal Stability  
& Intergovernmental Cooperation

Member of All Committees

The Honorable Chairman Markosek  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

Dear Chairman Markosek,

I am pleased to offer my support of two very important pieces of legislation currently assigned to your Committee in the House of Representatives.

The first is House Bill 1690, sponsored by State Representative Tony Payton. As you are aware, House Bill 1690 will extend the automated red light enforcement system in Philadelphia to the year 2010. This program has been tremendously successful and has reduced the number of accidents along Roosevelt Boulevard by impressive numbers. We must maintain this program to continue to improve our public safety efforts.

Secondly is House Bill 1559, sponsored by State Representative George Kenney. Based on the success of the automated red light enforcement system, Representative Kenney has realized that the safety of our residents must be taken to the next step, which is automated speed enforcement. While the automated red light enforcement addresses problem intersections, there are many long stretches of highway that need enforcement from drivers using excessive speed.

Both of these programs have been utilized in other states and have saved many lives. Please allow us to continue the successful red light enforcement and to implement the automated speed enforcement in order to maintain the protection of our citizens.

Thank you for your continued leadership on transportation issued in the Commonwealth

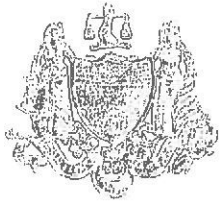


of Pennsylvania.

Best regards,

*Jannie L. Blackwell*  
Jannie L. Blackwell

CC: State Representative Tony Payton  
State Representative George Kenney



CITY OF PHILADELPHIA  
CITY COUNCIL

CAROL ANN CAMPBELL  
ROOM 404 CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3416 or 3417  
Fax No. (215) 686-1934

COUNCILWOMAN - 4TH DISTRICT

COMMITTEES

Chairwoman

Transportation & Public Utilities  
The Disabled and the Handicapped

Member

Appropriations  
Law & Government  
Streets & Services  
Commerce & Economic Development  
Legislative Oversight

September 17, 2007

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek,

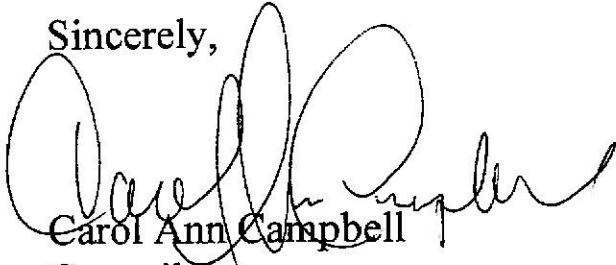
I would like to convey to you my support for two bills which will be under consideration by the Transportation Committee.

Both bills would aid in the safety of Philadelphians. House Bill 1690, introduced by Representative Payton, would extend the red light camera pilot program until the end of 2010 and House Bill 1559, introduced by Representative Kenney, would allow for speed camera enforcement along Roosevelt Boulevard (U. S. Route 1). The red light camera program has been a great instrument for public safety along one of the most dangerous and deadly highways in the nation. Combining speed camera enforcement with the current red light cameras will continue efforts to make Roosevelt Boulevard a safer highway.

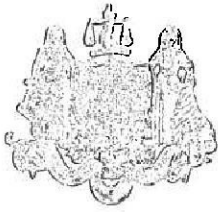
Again, I believe that these two bills are critical to the safety of motorists and pedestrians in the City of Philadelphia. I hope that the

Transportation Committee will report them out with a favorable recommendation. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carol Ann Campbell', written in a cursive style.

Carol Ann Campbell  
Councilwoman  
4<sup>th</sup> Councilmanic District



CITY OF PHILADELPHIA  
CITY COUNCIL

DARRELL L. CLARKE  
ROOM 484 CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3442 OR 3443  
Fax No. (215) 686-1901

COUNCILMAN - 5TH DISTRICT

COMMITTEES

Chairman  
Public Property and Public Works  
Vice Chairman  
Committee of Rules  
Member  
Committee of the Whole  
Appropriations  
Streets and Services  
Licenses and Inspections  
Parks, Recreation & Cultural Affairs  
Commerce and Economic Development  
Transportation and Public Utilities  
Education  
Housing, Neighborhood Development,  
and the Homeless

September 24, 2007

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek,

I would like to take this opportunity to state my support for House Bill 1559 and House Bill 1690, which will have a hearing before your committee on Tuesday, September 25, 2007. Bill 1690 will extend the current Red Light Camera Program until December 31, 2010 while Bill 1559 would allow for Speed Cameras to be placed on Roosevelt Boulevard in Philadelphia.

The Red Light Camera Pilot Program has been a great success in reducing accidents and aggressive driving at the intersections they are placed at currently in Philadelphia. The program has increased vehicular and pedestrian safety along Roosevelt Boulevard, regarded as one of the most dangerous urban highways in the nation and deserves to be extended.

While the Red Light Cameras have been successful, more needs to be done to curb the atmosphere of reckless driving and speeding along the entire length of Roosevelt Boulevard. I believe Representative Kenney's legislation will be a great asset, in conjunction with Red Light Cameras, which would work to prevent accidents, injuries, and save lives for the tens of thousands of people who are part of my district and use and cross Roosevelt Boulevard every day.

Thank you for your time and consideration in this matter and I hope you can join me in my support of these needed pieces of legislation.

Sincerely,

Councilman Darrell L. Clarke  
5<sup>th</sup> Council District

DLC/nm



CITY OF PHILADELPHIA  
CITY COUNCIL

JOAN L. KRAJEWSKI  
Room 506 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3444-45  
Fax No. (215) 686-1935

COUNCILWOMAN - 6th DISTRICT

COMMITTEES  
Chairwoman  
Appropriations  
Vice Chairwoman  
Public Safety  
Member  
Committee of the Whole  
Public Property & Public Works  
Licenses & Inspections  
Labor & Civil Service  
Special Committee on Parks  
Recreation & Cultural Affairs  
Ethics

**The Honorable Joseph F. Markosek**  
**Chair, Transportation Committee**  
**House of Representatives**  
**Room 314, Irvis Office Building**  
**Harrisburg, Pennsylvania 17120**

**Dear Chairman Markosek,**

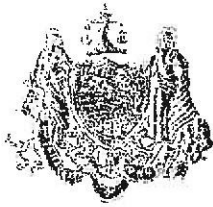
I would like to take a moment to express to you my enthusiastic support for two bills currently under consideration by the Transportation Committee. **House Bill 1559** and **House Bill 1690** are scheduled for a hearing before your committee on **September 25, 2007**.

Both pieces of legislation are crucial to the safety of my constituents. **Bill 1559** would allow for the placement of speed cameras along Roosevelt Boulevard, one of the Commonwealth's most dangerous highways. **Bill 1690** will extend the red light enforcement system in Philadelphia to 2010. Red Light Camera Enforcement has been tremendously successful thus far in Philadelphia, especially along Roosevelt Boulevard. These two bills will assist us in our ongoing battle to make the Roosevelt Boulevard corridor safe for both pedestrians and vehicles.

I greatly appreciate you taking the time to consider this request. If any additional information is needed, please do not hesitate to contact me at (215) 686-2078. Thank you in advance for your time and consideration regarding this request.

Sincerely,

Joan L. Krajewski  
Councilwoman  
6<sup>th</sup> District



CITY OF PHILADELPHIA  
CITY COUNCIL

DANIEL J. SAVAGE  
ROOM 597 CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3448 or 3449  
Fax No. (215) 686-1936

COUNCILMAN - 7TH DISTRICT

COMMITTEES

Chairman

Licenses & Inspections

Member

Rules

Finance

Appropriations

Law & Government

Streets & Services

Transportation & Public Utilities

Education

Legislative Oversight

Housing, Neighborhood Development  
and the Homeless

Technology & Information Services

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
Pennsylvania House of Representatives  
Room 314 Irvis Office Building  
Harrisburg, PA 17120

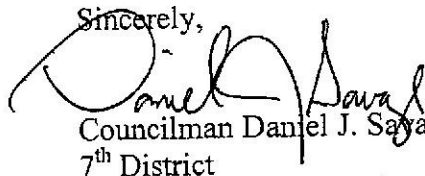
September 20, 2007

Your Honor:

It has come to my attention that the House Transportation Committee will be holding hearings on September 25, 2007 on House Bills 1559 and 1690. House bill 1690 will extend the pilot program for red light cameras until December 31, 2010 and House Bill 1559 allows for speed cameras on Roosevelt Boulevard.

Roosevelt Boulevard is a Highway Safety Corridor and has been cited as one of the most dangerous roadways in the United States in recent studies. Roosevelt Boulevard is both a multiple lane highway and a neighborhood street. With this in mind, I support the above legislation that will continue to make Roosevelt Boulevard a safer roadway for drivers and pedestrians.

Sincerely,

  
Councilman Daniel J. Savage  
7<sup>th</sup> District



CITY OF PHILADELPHIA  
CITY COUNCIL

DONNA REED MILLER  
Room 312 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3424 or 3425  
Fax No. (215) 686-1937

COUNCILWOMAN - 8th DISTRICT

The Honorable Chairman Markosek  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

CHAIRWOMAN  
Public Safety

Vice Chair  
Public Property & Public Works  
Public Health & Human Services

Member  
Committee of the Whole  
Appropriations  
Commerce & Economic Development  
Education  
Housing & Homeless  
Rules  
Streets & Services  
Transportation

Dear Chairman Markosek,

Please accept this letter as my support for House Bill 1559 and House Bill 1690. These are two very important pieces of legislation currently assigned to your Committee in the House of Representatives.

House Bill 1559 addresses an issue that is plaguing all of our city streets and especially Roosevelt Boulevard. Reckless driving is on the rise and no matter how much we spend on educating drivers, sometimes education is not enough. That is why enforcement and effective measures for penalizing violators is necessary. The automated red light enforcement system has proven to be a tremendous success. The automated red light cameras have given Philadelphia a "24 hour" and "7 days" a week officer presence on those trouble intersections. This is just one more step in ensuring the safety of our all who travel on Philadelphia streets and highways.

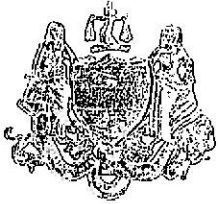
House Bill 1690 is extremely important since it will extend the automated red light enforcement system in Philadelphia until the year 2010. Philadelphia has seen great success from this automated enforcement system. The numbers speak for themselves, and in every location where the cameras have gone up, the number of accidents have gone down. It is very important to Philadelphia that we continue the automated red light enforcement system.

Safety of our residents and guests is our number one priority and I believe it is yours as well. Please help Philadelphia help itself.

Sincerely,

Donna Reed Miller  
Councilwoman  
Eighth Council District

DRM/wn



CITY OF PHILADELPHIA  
CITY COUNCIL

MARIAN B. TASCO  
MAJORITY WHIP  
Room 577 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3454-3455  
Fax No. (215) 686-1938

COMMITTEES  
Chairlady  
Committee on Public Health,  
Human Services

September 20, 2007

Vice Chair  
Committee on Finance

COUNCILWOMAN - 9th DISTRICT

Member  
Commerce & Economic Development  
Committee on Ethics  
Select Committee on Fiscal Stability  
and Intergovernmental Cooperation  
Special Committee on Parks, Recreation  
and Cultural Affairs  
Committee on Transportation &  
Public Utilities  
Committee of the Whole  
Legislative Oversight

The Honorable Joseph F. Markosek  
Irvis Office Building, Room 314  
Harrisburg, PA 17120

Re: Support Letter for House Bills 1690 and 1559

Dear Chairman Markosek:

The purpose of this letter is to indicate my support for the above-referenced bills that are before the PA House Transportation Committee. It is my understanding that your Committee will consider these two important public safety bills on Tuesday, September 25, 2007. In this regard and for the safety and protection of my constituents, I hope that this legislation moves forward and becomes law.

Introduced by Representative Payton, House Bill 1690 would extend the Red Light Camera Enforcement Program ("Program") until December 31, 2010. This Program has been highly successful in reducing red light violations on Roosevelt Boulevard. For many years, Roosevelt Boulevard has been considered one of the most dangerous highways in America and this Program has played a significant role in the reduction of accidents. Through the extension of this Program, we will take additional steps to protect constituents through this important public safety tool.

House Bill 1559 builds on the success of this initiative by incorporating automated speed enforcement equipment into the Program. Introduced by Representative George Kenney, this Bill will address the equally dangerous issue of speeding on Roosevelt Boulevard and other City streets. In comparison to red light violations, a reduction in speed violations will also serve to protect constituents and this new equipment will truly assist us in achieving this goal.

In advance, thank you for your time and consideration. In addition, your support of these Bills will provide a vital service toward protecting citizens of our great Commonwealth.

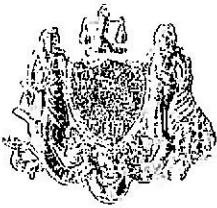
Sincerely yours,

*Marian B. Tasco*  
Marian B. Tasco

Cc: State Representative Tony Payton  
State Representative George Kenney

MBT/dsg





CITY OF PHILADELPHIA  
CITY COUNCIL

BRIAN J. O'NEILL  
Room 562 City Hall  
Philadelphia, Pennsylvania 19107  
686-3422-3423  
Fax No. 686-1939

MINORITY LEADER  
COUNCILMAN - 10th DISTRICT

September 18, 2007

CHAIR  
Technology & Information Services

COMMITTEES  
Finance  
Rules  
Transportation & Public Utilities  
Public Safety  
Public Health & Human Services  
Select Committee on Fiscal Stability  
Legislative Oversight

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek,

I understand that the Pennsylvania House Transportation Committee will be considering two bills at its session on Tuesday, September 25, 2007 regarding issues that are tremendously important to public safety in Philadelphia.

The first, House Bill 1690, introduced by Representative Payton, would extend the Red Light Camera Enforcement Program until December 31, 2010. This program has proven extremely successful in reducing red light violations at the intersections at which it has operated. As you know, Roosevelt Boulevard has been named as one of the most dangerous highways in the country. The photo enforcement program has proven to be an important tool in improving both vehicle and pedestrian safety. Extending the program will underline our commitment to this important public safety tool.

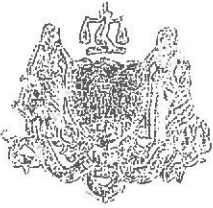
In addition, House Bill 1559, introduced by Representative Kenney, would capitalize on the infrastructure in place with the photo enforcement program by adding additional components. Representative Kenny would add automated speed enforcement equipment to the program. While red light running is a major problem it is not the only one. Speeding on Roosevelt Boulevard and certain other city streets is an equally dangerous problem. By providing an automated mechanism to enforce the speed limits, we will be able to significantly reduce violations.

Both of these provisions are very important to the quality of life for people who live, work or visit Philadelphia. Your support of these well crafted bills will be greatly appreciated. Thank you for your ongoing support for measures to improve public safety.

Sincerely,

  
Brian J. O'Neill  
Councilman 10<sup>th</sup> District

BJO/amb



CITY OF PHILADELPHIA  
CITY COUNCIL

W. WILSON GOODE, JR.  
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COUNCILMAN-AT-LARGE

The Honorable Chairman Markosek  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

Dear Chairman Markosek,

This letter comes to offer my support of two very important pieces of legislation currently assigned to your Committee in the House of Representatives.

The first is House Bill 1690, sponsored by State Representative Tony Payton, which will extend the automated red light enforcement system in Philadelphia to the year 2010. This program has been successful and has reduced the number of accidents along Roosevelt Boulevard.

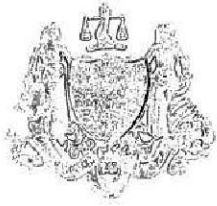
The second is House Bill 1559, sponsored by State Representative George Kenney, which is automated speed enforcement. While the automated red light enforcement addresses problem intersections, there are many long stretches of highway that need enforcement from drivers using excessive speed.

These programs have been utilized in other states and will help us to maintain the protection of our citizens.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Wilson Goode, Jr.'.

W. Wilson Goode, Jr.  
City Councilman At-Large



CITY OF PHILADELPHIA  
CITY COUNCIL

WILLIAM K. GREENLEE  
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COUNCILMAN-AT-LARGE

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Transportation & Public Utilities

Public Safety

Education

The Honorable Chairman Markosek  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

Dear Chairman Markosek,

I am writing to express my strong support for two pieces of legislation related to public safety due before your Committee in the House of Representatives.

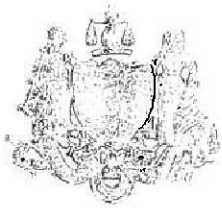
House Bill 1690, sponsored by State Representative Tony Payton will extend the automated red light enforcement program through 2010. This system has been proven to be highly effective in reducing the frequency of traffic and pedestrian accidents along Roosevelt Boulevard. The cause of maximizing public safety will be well served by continued implementation of this program.

House Bill 1559 is another needed bill that will enhance public safety. This bill will facilitate automated speed enforcement. While the automated red light enforcement target intersections with acute safety issues, there are long portions of the Roosevelt Blvd. that demand enforcement from drivers violating the speed limit.

Thank you for the attention you have spent on this matter. Your leadership is having a strongly positive effect on the safety of my constituents in Philadelphia.

Best regards,

Councilman William K. Greenlee



CITY OF PHILADELPHIA  
CITY COUNCIL

JACK KELLY  
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COUNCILMAN-AT-LARGE

September 18, 2007

The Honorable Joseph F. Markosek  
Chair, Committee on Transportation  
Commonwealth of PA House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek,

I fully support House Bills 1559 and 1690, which will be heard before your committee on Tuesday, September 25, 2007. Bill 1690 will extend the current Red Light Camera Program until December 31, 2010, and Bill 1559 would allow for Speed Cameras to be placed on Roosevelt Boulevard in Philadelphia.

The Red Light Camera Pilot Program has been extremely successful in reducing accidents and aggressive driving at the intersections in Philadelphia where they are currently in operation. The program has increased vehicular and pedestrian safety along Roosevelt Boulevard, regarded as one of the most dangerous urban highways in the nation. The program deserves to be extended.

While the Red Light Cameras have been successful, more needs to be done to curb the reckless driving and speeding along the entire length of Roosevelt Boulevard. I believe Representative Kenney's legislation will work very well in conjunction with Red Light Cameras, and would work to prevent accidents, injuries, and save lives for the tens of thousands of drivers and pedestrians who use Roosevelt Boulevard daily.

Thank you for your time and consideration in this matter. I hope you will join me in my support of these needed pieces of legislation.

Sincerely,

  
Jack Kelly

JK/skc

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CITY OF PHILADELPHIA  
CITY COUNCIL

JAMES F. KENNEY  
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Philadelphia, Pennsylvania 19107  
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COUNCILMAN-AT-LARGE

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September 19, 2007

The Honorable Chairman Markosek  
Room 314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

Dear Chairman Markosek,

I am pleased to offer my support of two very important pieces of legislation currently assigned to your Committee in the House of Representatives.

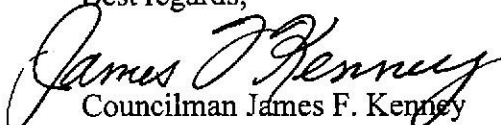
The first is House Bill 1690, sponsored by State Representative Tony Payton. As you are aware, House Bill 1690 will extend the automated red light enforcement system in Philadelphia to the year 2010. This program has been tremendously successful and has reduced the number of accidents along Roosevelt Boulevard by impressive numbers. We must maintain this program to continue to improve our public safety efforts.

Secondly is House Bill 1559, sponsored by State Representative George Kenney. Based on the success of the automated red light enforcement system, Representative Kenney has realized that the safety of our residents must be taken to the next step, which is automated speed enforcement. While the automated red light enforcement addresses problem intersections, there are many long stretches of highway that need enforcement from drivers using excessive speed.

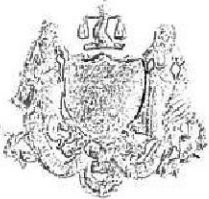
Both of these programs have been utilized in other states and have saved many lives. Please allow us to continue the successful red light enforcement and to implement the automated speed enforcement in order to maintain the protection of our citizens.

Thank you for your continued leadership on transportation issued in the Commonwealth of Pennsylvania.

Best regards,

  
Councilman James F. Kenney

CC: State Representative Tony Payton  
State Representative George Kenney



CITY OF PHILADELPHIA  
CITY COUNCIL

JUAN F. RAMOS  
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COUNCILMAN-AT-LARGE

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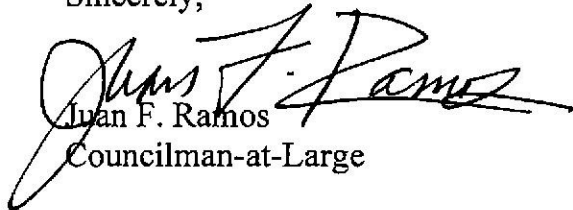
September 24, 2007

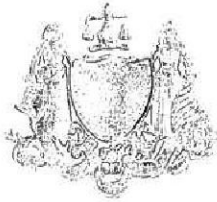
Honorable Joseph F. Markosek  
Chairman, House Transportation Committee  
Pennsylvania House of Representatives  
Room 314  
Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek

I wish to offer my support for House Bills 1559 and 1690. The Red Light Camera Program has been tremendously successful in reducing accidents and increasing pedestrian safety along Roosevelt Boulevard. I urge the continuation of this important program for the safety of all Philadelphia residents.

Sincerely,

  
Juan F. Ramos  
Councilman-at-Large



CITY OF PHILADELPHIA

BLONDELL REYNOLDS BROWN  
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COUNCILWOMAN-AT-LARGE

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Vice Chairwoman

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September 20, 2007

The Honorable Joseph F. Markosek  
Chair, Transportation Committee  
House of Representatives  
Room 314, Irvis Office Building  
Harrisburg, PA 17120

Dear Chairman Markosek:


I would like to take this opportunity to express support for House Bill 1559 and House Bill 1690. It is my understanding that these bills will have a hearing before your committee on Tuesday, September 25, 2007.

I believe the statistics show that the Red Light Camera Pilot Program is successful in reducing accidents and aggressive driving at the intersections they are placed at currently in Philadelphia. The program has increased vehicular and pedestrian safety along Roosevelt Boulevard, a long term vexing problem to say the least, and as a result should be extended.

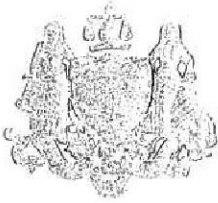
Clearly red light cameras are not the be all and end all of dangerous driving on Roosevelt Boulevard. Therefore, automated speed enforcement, in conjunction with Red Light Cameras, would be a logical next step in protecting our citizens in the City of Philadelphia

Thank you for your time and consideration in this matter. If you have any questions on this matter I stand ready to answer them.

In Service,

  
Blondell Reynolds Brown  
Councilwoman At-Large

BRB/dlf



CITY OF PHILADELPHIA  
CITY COUNCIL

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MINORITY WHIP  
COUNCILMAN-AT-LARGE

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Streets & Services  
Technology & Information Systems

September 18, 2007

Hon. Joseph F. Markosek, Chairman  
House Transportation Committee  
Commonwealth of Pennsylvania  
314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

**Re: House Bill 1559 (referred to Transportation Committee)**

Dear Representative Markosek:

I am writing to express my strong support for House Bill 1559, sponsored by Representative George T. Kenney, which has been referred to the Transportation Committee for review and consideration.

House Bill 1559 would allow for the implementation of an automated speed timing system (commonly referred to as *speed on green* cameras) on certain roadways in the City of Philadelphia, particularly the Roosevelt Boulevard/State Route 1. The Roosevelt Boulevard has been designated as one of the most dangerous highways in the nation.

The City of Philadelphia and the Commonwealth of Pennsylvania have teamed-up to address the safety issues of the roadway. Unfortunately, speed is a factor in the majority of accidents occurring on the Boulevard. While our police have stepped up their enforcement efforts and we have successfully implemented a Red Light Camera program, more needs to be done to address the velocity at which motorists are traveling through intersections. House Bill 1559 will give the Commonwealth and the City the necessary tools to enforce speed limits and will lead to a calmer driving atmosphere on the Boulevard.

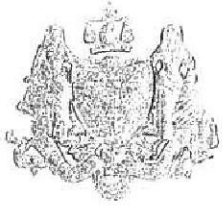
Again, I strongly support House Bill 1559 and urge its approval by the Transportation Committee. Please do not hesitate to contact me, if you have any questions on the matter.

Sincerely,

Frank Rizzo

FR/ab





CITY OF PHILADELPHIA  
CITY COUNCIL

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MINORITY WHIP  
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Technology & Information Systems

September 18, 2007

Hon. Joseph F. Markosek, Chairman  
House Transportation Committee  
Commonwealth of Pennsylvania  
314 Irvis Office Building  
PO Box 202025  
Harrisburg, PA 17120-2025

**Re: House Bill 1690 (referred to Transportation Committee)**

Dear Representative Markosek:

I am writing to express my strong support for House Bill 1690, sponsored by Representative Tony J. Payton, which has been referred to the Transportation Committee for review and consideration.

House Bill 1690 would simply amend section 3116 (q) of Title 75 of the Pennsylvania Consolidated Statutes to allow for automated red light enforcement systems through December 31, 2010. The current law allowing for red light enforcement systems expires December 31, 2007.

Passage of the bill will allow the City of Philadelphia, through the Philadelphia Parking Authority, to continue its Red Light Enforcement program on the Roosevelt Boulevard/State Route 1, as well as other City streets. The use of automated red light enforcement systems is a critical component of the City's strategic highway safety plans. The red light enforcement program has had a significant impact on the driving habits of Philadelphians and in making our City's streets and highways a safer place for pedestrians and motorists alike.

Again, I strongly support House Bill 1690 and urge its approval by the Transportation Committee. Please do not hesitate to contact me, if you have any questions on the matter.

Sincerely,

Frank Rizzo

FR/ab

**Reducing Red Light Running Through  
Longer Yellow Signal Timing and Red  
Light Camera Enforcement: Results  
of a Field Investigation**

Richard A. Retting  
Susan A. Ferguson  
Charles M. Farmer

January 2007

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**INSURANCE INSTITUTE  
FOR HIGHWAY SAFETY**

1005 NORTH GLEBE ROAD ARLINGTON, VA 22201

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[www.iihs.org](http://www.iihs.org)

## ABSTRACT

Many drivers routinely run red lights, placing themselves and other road users at risk for crashes and serious injuries. Two principal methods used to reduce red light running involve lengthening the duration of yellow change intervals and automated red light enforcement. The present study evaluated the incremental effects on red light running of first lengthening yellow signal timing, followed by the introduction of red light cameras. At six approaches to two intersections in Philadelphia, Pennsylvania, yellow change intervals were increased by about 1 second, followed several months later by red light camera enforcement. The number of red light violations was monitored before changes were implemented, several weeks after yellow timing changes were made, and about 1 year after commencement of red light camera enforcement. Similar observations were conducted at three comparison intersections in a neighboring state where red light cameras were not used and yellow timing remained constant. Results showed that yellow timing changes reduced red light violations by 36 percent. The addition of red light camera enforcement further reduced red light violations by 96 percent beyond levels achieved by the longer yellow timing. This study shows that the provision of adequate yellow signal timing reduces red light running, but longer yellow timing alone does not eliminate the need for better enforcement, which can be provided effectively by red light cameras.

## INTRODUCTION

Traffic signals are intended to promote safe and efficient traffic flow at busy intersections. However, the level of safety achieved is largely dependent on drivers' compliance with the signals. Research shows that many drivers routinely violate red signals, placing themselves and other road users at risk for serious collisions. Analyses of red light violation data from 19 intersections in four states found that violation rates averaged 3.2 per intersection per hour (Hill and Lindly, 2003). Similarly, a study conducted during several months at five busy intersection approaches in Fairfax City, Virginia, found that violation rates averaged 3 per intersection per hour (Retting et al., 1999a). During peak travel times, red light running was more frequent.

Crashes resulting from red light running are a frequent occurrence. A nationwide study of 9,951 vehicles involved in fatal crashes at traffic signals in 1999 and 2000 estimated that 20 percent of the vehicles failed to obey the signals (Brittany et al., 2004). In 2005, more than 800 people were killed and an estimated 165,000 were injured in crashes that involved red light running (Insurance Institute for Highway Safety, 2006). About half of the deaths in these crashes were pedestrians and occupants in other vehicles who were hit by the red light runners.

Two principal countermeasures to red light running involve lengthening the duration of the yellow signal phase, which warns drivers of an imminent change in right-of-way, and the use of automated red light enforcement. The *Manual On Uniform Traffic Control Devices* (US Department of Transportation, 2006) indicates that yellow intervals should range from approximately 3 to 6 seconds and

that longer intervals should be reserved for approaches with higher traffic speeds. Because drivers generally cannot predict the onset or duration of a yellow signal, the likelihood that a driver will stop on a red signal is related to vehicle speed and distance from the intersection when the signal changes to yellow. Although there is no universal practice for selecting the duration of the yellow signal phase, many state and local transportation agencies follow guidelines published by the Institute of Transportation Engineers (ITE, 1985) that consider site-specific criteria including traffic speeds and intersection geometry.

Numerous studies have found that longer yellow signal timing can reduce the frequency of red light running. A cross-sectional study of 20 intersections in three cities found that the frequency of red light running was higher at locations where yellow signal timing was shorter than the values associated with engineering guidelines (Bonneson and Son, 2003). Van Der Horst (1988) evaluated changes in red light violations 1 year after yellow signal timing was increased by 1 second (from 3 to 4 seconds at four urban intersections and from 5 to 6 seconds at two rural intersections) and found that red light violations were reduced by about half. Bonneson and Zimmerman (2004) evaluated changes in red light violations at six intersections 6 months after yellow signal timing was increased in accordance with the ITE (1985) guidelines. The authors concluded that an increase of 1 second in yellow duration (such that it did not exceed 5.5 seconds) decreased red light violations by at least 50 percent. Retting and Greene (1997) evaluated changes in red light violations 3 months and 9 months after yellow signal timing was increased to values associated with the ITE guidelines. The authors found that red light violations had decreased significantly 3 months after signal timings were changed and that, after 9 months, red light running had increased at one of four study sites but not at the other three intersections.

Red light cameras automatically photograph vehicles whose drivers run red lights and increase drivers' perceptions of the risk of being caught for violations. A red light camera system is connected to the traffic signal and to sensors that monitor traffic flow. The system continuously monitors the traffic signal, and the camera is triggered by any vehicle entering the intersection, generally above a preset minimum speed, and following a specified time after the traffic signal has turned red. One or more photographs typically show the red light violator in the intersection. In some cases video cameras are used. Cameras record the date, time of day, time elapsed since the beginning of the red signal, and vehicle speed. Tickets are mailed to owners of violating vehicles, based on review of photographic evidence. Red light cameras have been shown to substantially reduce red light violations in US cities, from about 40 percent (Retting et al., 1999a, 1999b) to 78 percent (Martinez and Porter, 2006). An evaluation in British Columbia, Canada, found a 69 percent reduction in red light violations 1 month after the introduction of red light cameras, and a 38 percent decline after 6 months (Chen et al., 2001). A review of international red light camera studies concluded that cameras generally reduce red light violations by about 40 to 50 percent (Retting et al., 2003).

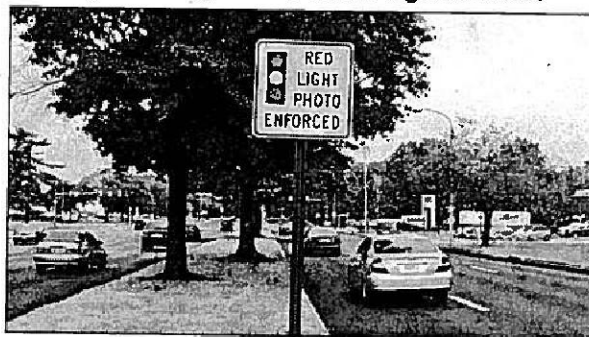
Although appropriately timed yellow signals and red light camera enforcement both can reduce red light running, their relative contributions are unknown. No studies to date have evaluated both of

these approaches implemented incrementally at signalized intersections. The present study was designed to address this issue. Red light violation rates were measured at intersections before and after yellow signal timing was lengthened and again after red light cameras were in place.

## METHODS

The study was conducted in Philadelphia, Pennsylvania, where the use of red light cameras at several specific intersections was authorized by the state legislature in 2004. The legislation permitted photographing the rear license plates of vehicles entering intersections on a red signal. Drivers are not photographed. The registered vehicle owner is subject to a \$100 fine, but unlike violations resulting from traditional police enforcement, there are no driver's license penalty points for camera citations. The legislation required a 120-day warning period when warning notices, rather than tickets, were mailed to registered owners of vehicles running red lights. In addition, conspicuous traffic signs were installed at all camera-equipped locations to warn drivers they were approaching intersections monitored by red light cameras (Figure 1). The warning signs include an image of a traffic signal and the words "Red Light Photo Enforced" — features shown to be well understood by motorists (Carlson and Retting, 2001). Table 1 summarizes the study's timeline.

**Figure 1**  
**Sign Warning Drivers of Red Light Cameras**



**Table 1**  
**Study Timeline**

<b>Date</b>	<b>Event</b>
November 2004	Baseline data collection at experimental and comparison sites (phase 1)
December 2004	Implementation of yellow signal timing changes at experimental sites
January 2005	Data collection at experimental and comparison sites after yellow signal timing changes (phase 2)
February 2005	Implementation of 120-day warning period for red light running violations
June 2005	Implementation of red light camera enforcement at experimental sites
June-July 2006	Data collection at experimental and comparison sites after camera enforcement (phase 3)

## Study Sites

Red light violations were monitored at the first two intersections designated for red light camera enforcement. Both intersections are located along Roosevelt Boulevard — a wide, high-volume urban arterial that includes two sets of northbound traffic lanes (main road and service road) separated by raised islands, and two sets of southbound lanes also separated by raised islands. The main road and each of the service roads each have traffic signals controlling traffic flow. Both intersections were ranked among the highest crash locations in a systematic review of automobile insurance claims resulting from crashes at hundreds of thousands of US intersections (State Farm Mutual Automobile Insurance Company, 2001).

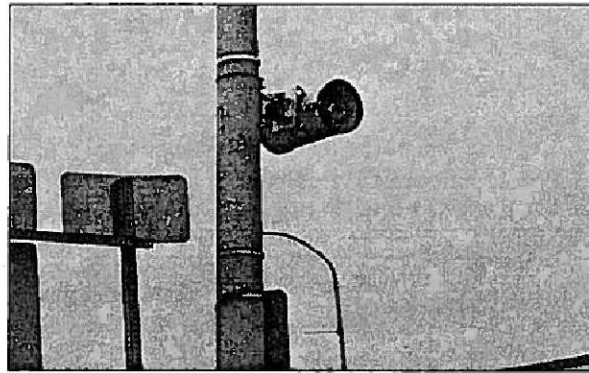
A total of six approaches at the two intersections formed the experimental sites. Four approaches were on Roosevelt Boulevard, and two were on side streets. Red light violations also were monitored at three comparison intersections located in Atlantic County, New Jersey, where red light cameras were not used and yellow signal timing remained constant. Selection of the comparison sites was based on two factors. One was proximity to experimental sites in Philadelphia. The distance between comparison and experimental sites was approximately 50 miles — close enough to expect similar patterns of changes associated with external factors such as weather, fuel prices, and economic conditions. The second factor was the ability to collect violation data using the same proprietary methods employed at the experimental intersections (the recording equipment, described later, required connection to the traffic signal system). Although it would have been preferable for comparison sites to have been located closer to Philadelphia and more closely matched with experimental sites in terms of traffic volume and geometric characteristics, time was limited given the imminent installation of red light cameras and related publicity. In addition, police officials in Atlantic County already had offered their assistance in documenting the prevalence of red light violations and had identified three specific intersections they would have prioritized for red light camera installation if given the legislative authority, which they were not. These were the three locations selected as comparison sites.

Yellow signal timing was increased in December 2004 at the intersections where red light cameras were to be installed. Procedures for determining the duration of revised yellow signal timing incorporated traffic speeds and intersection geometry, as described in the ITE (1985) guidelines. Yellow intervals were increased by about 1 second — from 3.0 to 4.1 seconds on the two side street approach legs where speed limits were 30 mi/h, and from 4.0 to 4.9 seconds on the four Roosevelt Boulevard approaches where speed limits were 45 mi/h. The modified yellow intervals met or exceeded the values associated with the ITE guidelines. Yellow intervals at the comparison sites remained constant — 5 seconds at one site with a 45 mi/h speed limit, 4.4 seconds at one site with a 40 mi/h limit, and 4.0 seconds at another site with a 40 mi/h limit.

### Data Collection and Coding

Violation data were recorded at the experimental and comparison sites using unattended video cameras mounted on existing poles located near the intersections (Figure 2). These locations provided a view of vehicles approaching the monitored intersections and the traffic signals. Road tubes connected to traffic counters were used to estimate traffic volumes on the monitored intersection approaches.

Figure 2  
Typical Video Camera Deployment



Wireless communication between the traffic signal systems and the video cameras used in the evaluation enabled the cameras to record the first 5 seconds of each red light phase, thereby eliminating excess videotaping between signal cycles. When the video camera switched from a pause mode to a recording mode at the start of each red light phase, there was a delay of approximately 0.5 second during which vehicles entering the intersection on red were not recorded. Therefore, for the purpose of this study, red light violations at the experimental and comparison sites were limited to those vehicles that entered the intersection 0.5 second or more after onset of the red signal. To be counted as a red light violation, a vehicle's rear tires must have been positioned behind the crosswalk or stop line prior to entering on red. Vehicles already in the intersection when the camera began recording, as well as those turning right on red (whether or not they came to a stop) were not counted as red light violations.

One person coded all the data from videotapes. Coder reliability was checked by having a second coder independently code data from three 24-hour periods at three separate intersections. Each observer was given the same video playback equipment and the same instructions. The level of interobserver agreement was greater than 96 percent.

Data were collected at each of the six experimental and three comparison approaches during three phases, for a total of 27 data collection sessions. Data collection occurred during a baseline period in November 2004 (phase 1), after extended yellow timings were in place in January 2005 (approximately 6 weeks after the signal timing changes were made) (phase 2), and in June and July 2006 (approximately

1 year after commencement of red light camera enforcement) (phase 3). Each data collection session at each intersection approach was designed to last approximately 48 hours. However, due to equipment problems, three of the 27 data collection sessions yielded only 24 hours of data (two sessions at experimental sites, and one session at a comparison site).

Violation rates per 10,000 vehicles were computed for each intersection approach and each time period. Logistic regression analyses were used to estimate the odds of a vehicle running a red light based on jurisdiction (Philadelphia vs. Atlantic County), site within each jurisdiction, time period, and whether or not experimental changes (signal timing or camera enforcement) had occurred. One regression model estimated the odds of red light running at the experimental sites relative to the comparison sites following implementation of yellow timing changes. A second regression model estimated the odds of red light running at the experimental sites relative to comparison sites following installation of red light cameras.

## RESULTS

Table 2 provides a summary of the red light violation and exposure data collected at the experimental and comparison sites during the three study periods. Baseline violation rates ranged from 8 to 251 violations per 10,000 vehicles at the six experimental sites and from 9 to 21 violations per 10,000 vehicles at the three comparison sites. After yellow signal timing changes, violation rates at the experimental sites declined at each location, with reductions ranging from 21 to 63 percent. At the comparison sites, however, changes were inconsistent. Violation rates increased 60 percent at one comparison site but declined 23 and 27 percent at the other two comparison sites. After camera enforcement began, violation rates at the experimental sites declined an additional 87 to 100 percent beyond those observed during phase 2, whereas changes at the comparison sites again were inconsistent. Violation rates increased 17 percent at one comparison site but declined 4 and 17 percent at the other two comparison sites.

Based on the logistic regression model, the odds of a red light violation at the comparison sites increased an average of 9 percent between the first and second observation periods (95 percent confidence interval (CI) = 25 percent decline to 59 percent increase). After accounting for these changes in driver behavior at the comparison sites, the changes to yellow signal timing at the experimental sites were associated with a 36 percent decline in the odds of a red light violation (95 percent CI = 6 to 57 percent decline). Between the second and third observation periods, the odds of a red light violation at the comparison sites declined an average of 9 percent (95 percent CI = 36 percent decline to 30 percent increase). After accounting for these changes at the comparison sites, the logistic regression model estimated that camera enforcement at the experimental sites was associated with an additional 96 percent reduction in the odds of a red light violation (95 percent CI = 93 to 97 percent decline).



**Table 2  
Red Light Violation Rates for Experimental and Comparison Sites**

Site	Baseline (phase 1)			After yellow signal timing changes at experimental sites (phase 2)			Percent change in violation rate from phase 1	After yellow signal timing changes and camera enforcement at experimental sites (phase 3)			Percent change in violation rate from phase 2
	No. of violations	No. of vehicles	Violations per 10,000 vehicles	No. of violations	No. of vehicles	Violations per 10,000 vehicles		No. of violations	No. of vehicles	Violations per 10,000 vehicles	
<b>Experimental</b>											
1	615	24,467	251.4	465	23,490	198.0	-21	5	27,225	1.8	-99
2	279	29,812	93.6	107	14,264	75.0	-20	18	29,935	6.0	-92
3	29	37,345	7.8	16	36,067	4.4	-43	1	39,861	0.3	-94
4	45	30,310	14.8	8	14,667	5.5	-63	0	33,532	0	-100
5	213	35,043	60.8	113	35,145	32.2	-47	2	34,405	0.6	-98
6	183	34,166	53.6	100	33,500	29.9	-44	16	41,054	3.9	-87
<b>Comparison</b>											
1	8	9,010	8.9	6	9,296	6.5	-27	8	10,563	7.6	17
2	30	14,468	20.7	25	7,536	33.2	60	44	16,069	27.4	-17
3	24	16,782	14.3	18	16,410	11.0	-23	31	29,405	10.5	-4

## DISCUSSION

The present study found large and highly significant incremental reductions in red light running associated with increased yellow signal timing followed by the introduction of red light cameras. Neither effect individually is surprising given the substantial prior research. However, the strong effects of red light cameras after having increased the duration of yellow signal timing provides evidence that provision for adequate yellow timing may not eliminate the need for or the potential benefits of red light camera enforcement.

Because measurements during phase 2 were made just 6 weeks after yellow signal timing was increased (due to imminent construction of red light cameras and the planned start of the warning period), longer term effects of yellow timing changes alone could not be assessed in this study. Prior research examining longer term effects of increased yellow timing found that reductions in red light violations were sustained at least 6 months to 1 year (Bonneson and Zimmerman, 2004; Retting and Greene, 1997; Van Der Horst, 1988) but that some drivers might adapt to increases in yellow duration and continue to run red lights (Bonneson and Zimmerman, 2004; Retting and Greene, 1997). These prior studies suggest that effects of increased yellow timing in the present study would have been evident, although possibly smaller, long after implementation of yellow timing changes had the effects been measured without the confounding influence of red light cameras.

The present study found larger reductions in red light violations from camera enforcement than have been reported in prior evaluations (Aeron-Thomas and Hess, 2005; Chen et al., 2001; Retting et al., 1999a, 1999b). The effectiveness of camera enforcement may relate to the way in which programs are structured, although no research to date has teased out the importance of specific factors such as publicity about camera enforcement. The unusually large reductions observed in this study could result in part from particular characteristics of Philadelphia's red light camera program. The Pennsylvania legislation authorizing red light cameras restricted enforcement to nine specific intersections in one city, Philadelphia, thus helping to narrowly focus media interest and highlight public awareness. The legislation mandated a 120-day warning period prior to enforcement and the installation of warning signs at all camera-equipped locations to warn drivers they were approaching intersections monitored by red light cameras. By comparison, some jurisdictions install warning signs at jurisdictional boundaries rather than specific photo-enforced intersections. The \$100 fine in Philadelphia is somewhat higher than those imposed by red light camera programs in nearby states, including Delaware (\$75), Maryland (\$75), New York (\$50), and Virginia (\$50 when red light cameras were in use). Because this was the first red light camera program in Pennsylvania, there was extensive news coverage in the local newspapers and other news media. These factors may have contributed to larger reductions in red light violations than have been reported in prior evaluations.

In addition to reducing red light violations, longer traffic signal change intervals and red light cameras can reduce potential intersection conflicts and injury crashes, based on results of prior research. Stimpson et al. (1980) reported that increases in yellow signal timing duration of 1.3 seconds significantly reduced potential intersection conflicts. A study of modified traffic signal change interval timing at urban intersections reported that injury crashes were reduced by 12 percent at experimental sites relative to control sites (Retting et al., 2002). Numerous studies report significant crash reductions associated with red light camera enforcement. In Oxnard, California, injury crashes at intersections with traffic signals were reduced by 29 percent following the introduction of red light cameras (Retting and Kyrychenko, 2002). Front-into-side collisions — the crash type most closely associated with red light running — also were reduced by 32 percent overall, and front-into-side crashes involving injuries were reduced by 68 percent. Analyses of police reported crashes in seven US cities found that, overall, right-angle crashes decreased by 25 percent following the introduction of red light cameras (Council et al., 2005). Reviews of international red light camera studies concluded that red light cameras reduce right-angle crashes by 24 percent (Aeron-Thomas and Hess, 2005) and reduce injury crashes by 25-30 percent (Retting et al., 2003).

Some studies have reported that although red light cameras reduce front-into-side collisions and overall injury crashes, they can increase rear-end crashes — at least in the short run. Because the types of crashes prevented by red light cameras tend to be more severe than rear-end crashes, research shows a positive aggregate benefit. Council et al. (2005) reported a 15 percent increase in rear-end collisions concurrent with a 25 percent decrease in right-angle crashes, but estimated a positive aggregate economic benefit of more than \$18.5 million during 370 site years, which translates into a crash reduction benefit of approximately \$39,000 per site year. Not all studies have reported increases in rear-end crashes. The international review by Aeron-Thomas and Hess (2005) did not find a statistically significant change in rear-end crashes.

Overall, results from the present study confirm that providing motorists with adequate yellow signal timing is important for reducing red light running. However, even with proper yellow timing in place, red light running remains a problem that can be further reduced through the use of camera enforcement.

#### **ACKNOWLEDGEMENTS**

The authors gratefully acknowledge the assistance provided by the Philadelphia Department of Streets and the Pennsylvania Department of Transportation, and review comments provided by Anne McCartt of the Insurance Institute for Highway Safety. This research was supported by the Insurance Institute for Highway Safety.

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