PENNSYLVANIA HOUSE and SENATE TRANSPORTATION COMMITTEES

PUBLIC HEARING ON ENHANCING THE SAFETY OF HIGHWAY WORKERS, DRIVERS AND PEDESTRIANS

JULY 14, 2015

PENNDOT TESTIMONY- AUTOMATED RED LIGHT CAMERA ENFORCEMENT (ARLE)

Introduction
The Department would like to begin by thanking the House and Senate Transportation Committee members for the opportunity to participate and provide data regarding ARLE. We are here to provide to you the violation data and crash data from Pennsylvania.
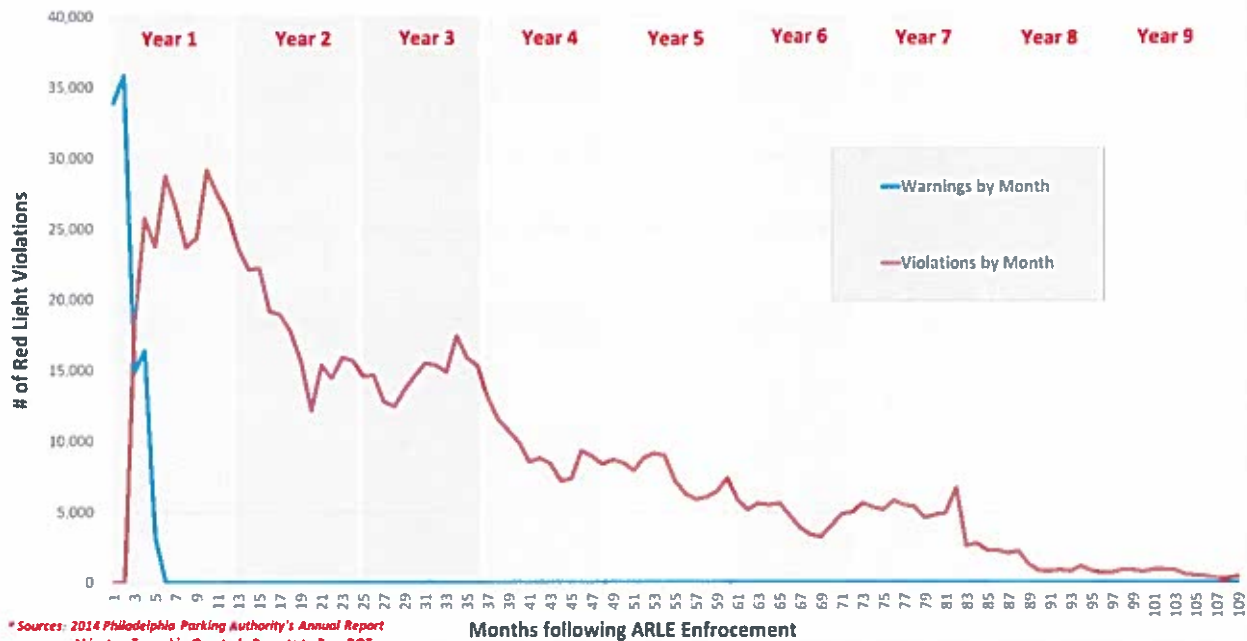
Background
Currently, two municipalities, the City of Philadelphia (27 intersections operational) and Abington Township (3 intersections operational) have ARLE intersections.

Results to Date
The figure below provides a good representation of the violation reduction after implementation of ARLE and the number of intersections that have been operational over that same period. Based on the figure a 47.7% reduction in violations can be observed by comparing the first violation month (3 month operational) with the 24 month after ARLE implementation. The Department has found that 12 intersections (44.4%) no longer generate enough revenue to pay their monthly maintenance and operational expenses, but the intersections continues to remain in operation. *(Note: Approximately 10 violations per day (300 per month) are needed to generate enough revenue to maintain operations and maintenance at each intersection.)* The Department recently closed the application period for the 6th year of the ARLE Funding Program that has previously awarded 275 projects totaling $39.9 Million.

Note: The overall data shown is based on the City of Philadelphia's program which has been opertaional for over 9 years while Abington Township's program has been operational for 9 months.

Overall Automated Red Light Enforcement (ARLE) Violations

* Sources: 2014 Philadelphia Parking Authority's Annual Report
Abington Township Quarterly Reports to PennDOT

As noted in the 2011 Transportation Advisory Committee (TAC) Report, ARLE has been documented to reduce the number of running red light crashes in Pennsylvania. With the expansion of the number of intersections, driver familiarity, availability of more data, and program maturity, we have begun to re-analyze the effectiveness of ARLE. We extracted those crashes directly attributed to red light running and also included overall rear end crashes. Our initial review shows that overall rear end crashes have slightly increased while red light running crash severities have reduced. (This is consistent with previously completed national studies)

| | Red Light Running Crash Severity | | | | | | Overall Rear End Crashes |
	Fatalities	Major Injuries	Moderate Injuries	Minor Injuries	Unknown	Total	
Before	3	6	53	111	95	268	179
After	1	0	10	27	25	63	182
Reduction	-2	-6	-43	-84	-70	-205	3
% Reduction	-66.7%	-100.0%	-81.1%	-75.7%	-73.7%	-76.5%	1.7%

Note: The table above compares 3 years prior to installation of ARLE with the last 3 years of crash data at 20 ARLE intersections

In conclusion, the Department is currently performing a detailed evaluation of the ARLE crash locations to ensure that the program continues to target safety improvements.