

**Committee on Transportation
Testimony of
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Good Morning Chairman Rafferty and members of the Committee. I am Vincent Fenerty, the Executive Director of the Philadelphia Parking Authority and I am here to speak about the Red Light Camera Enforcement Program in the City of Philadelphia.

The program has been in effect since the beginning of 2005. There are currently twenty eight intersections, nine located on Roosevelt Boulevard. Two of the Roosevelt Boulevard, Grant Avenue and Red Lion Road were among the three most dangerous intersections in the Country prior to the installation of the Red Light Cameras. Since the installation of the Automated Red Light Enforcement equipment they have been dropped from the list of most dangerous intersections. The remaining intersections in our program are placed throughout the City of Philadelphia and are usually installed at the request of State Representatives, City Council members, Civic Associations and even by the Philadelphia Police and Fire Departments based on the high incidence of red light violations.

Once the Authority receives a request for a Red Light Intersection a study is conducted by the Authority's Red Light Camera vendor, Xerox. Once this is concluded a field study is then conducted by Penn Dot, the Philadelphia Streets Department and the Philadelphia Parking Authority. Once all agencies are in agreement that public safety would be improved by including the intersection in the program, the vendor is notified and construction begins.

Throughout the program the technology used by the Vendor has changed to make the program more successful. Originally piezos or pucks were installed in the asphalt and wet film cameras were employed. This soon was obsolete and digital filmed replaced the old technology. In 2014 the Authority issued a Request for Proposals as the vendor contract was set to expire. Xerox was selected as the

new vendor and their Radar system was approved by Penn Dot for installation. The radar detection system eliminates any digging of the street or highway and results in a much clearer image for the Authority and Philadelphia Police to view before issuing a violation to a citizen.

Certain other changes were implemented since the original installation including, the warning period was shortened from one hundred and twenty days to forty-five days. Our payment rate is now over seventy percent.

Many of you have received the Authority's end of the year reports on the Red Light Camera program and will agree with me that this system certainly changes driver behavior. Here are just a few examples of statistics from our program: Levick and the Boulevard saw a decrease in violations of 39.7% (23,523 to 14,197) from the first year of installation until the sixth year. Broad Street and Oregon Avenue a 69% decrease (12,398 to 3,754) from the first year of installation to the seventh year. Rising Sun and Adams Avenue a 76.2% decrease (8,881 to 2,096) from the first year of installation to the third year.

In summary, I believe the Red Light Camera Program is effective in reducing Red Light running violations and has decreased the number of fatal or severe accidents where the system has been installed. I therefore am in support of the continuation and growth of this program throughout the City of Philadelphia as a significant tool to improve public safety for both motorists and pedestrians.

Thank you.