

Memorandum

Addendum: May 2024 Automated Speed Enforcement Expansion Report

April 2025

The City of Philadelphia's Office of Transportation and Infrastructure Systems (OTIS) released the "Automated Speed Enforcement Expansion Report" on May 31, 2024. The report outlined the methodology used to evaluate expansion corridors for Automated Speed Enforcement (ASE). The methodology relied primarily on crash data from 2018 to 2022, the most recent five-year dataset available at the time. Based on the results of this report, the Parker Administration and City Council advanced enabling legislation for the top two corridors from that report: State Route 611 (Broad St., Old York Rd) and SR 13 (Baltimore Ave, 34th St, 33rd St, Hunting Park Ave, Frankford Ave).

Since the release of the initial report in May 2024, additional data was acquired that allowed for further analysis of the best corridors for ASE expansion. The new data confirmed that SR 611 and SR 13 demonstrated substantially greater need than the next highest-scoring corridor (SR 2016 - Allegheny Ave). To ensure that the expansion of ASE to additional corridors reaches the streets where it will be most effective, OTIS reexamined the remaining eight corridors from the top ten list using newly acquired data. This analysis resulted in changes to which corridors should be prioritized for ASE expansion, which are now SR 2016 (Allegheny Ave), SR 2001 (Oregon Ave, Columbus Blvd, Delaware Ave, Richmond St), and SR 1004 (Erie Ave, Torresdale Ave) (see Figure 1).

Automated Speed Enforcement is an effective means of managing speeds on many roads. Every state route mentioned in this report qualifies for ASE and should be considered for future expansions of the ASE program. However, state law only permits expansion to five new corridors at this time (SR 611 and SR 13, plus three more). As such, the City applied a rigorous degree of analysis to ensure that the treatment goes where it will be most effective for reducing speeding and serious crashes. The City continues to advocate for changes to state law that will permit this technology to be deployed anywhere it is needed most.



Figure 1 Proposed ASE Expansion Corridors





Data Sources

Crash Data: One set of newly acquired data since the release of the initial report in May 2024 was a new five-year PennDOT crash dataset that spanned from 2019 to 2023. The May 2024 report used PennDOT crash data from 2018 to 2022. With more recent data available, it was possible to generate a more recent analysis of which corridors need ASE most urgently.

Crashes by Candidate Corridor, 2019-2023					
SR		Fatal & Serious Injury Crashes	Speeding Related Crashes	Pedestrian Involved Crashes	Corridor Length (miles)
611	Broad/Old York	190	183	430	11.5
13	Baltimore/34 th /33 rd / Hunting Park/Frankford	115	152	247	16.0 (excluding Roosevelt Blvd)
2016	Allegheny	75	51	153	5.6
3	Chestnut/Walnut	52	73	170	9.4
291	Penrose	21	51	4	6.2 (excl. Broad St)
1004	Erie/Torresdale	51	56	119	9.7
2014	Lehigh	63	38	128	4.5
2007	Frankford	43	43	103	6.24
2001	Delaware	46	37	77	10.1
3007	Kelly	39	44	46	6.0

Speed Data: In the state's enabling legislation, the City was directed to consider speed data when selecting corridors. To satisfy this directive, the City conducted an initial screening with INRIX's *Safety View*, a proprietary data tool that calculates estimated travel speeds and other safety-related data points based on cellphone and connected vehicle inputs. The screening analysis drew on speeds collected during the second and third quarters of 2023, Tuesdays through Thursdays. Two corridors of concern emerged from this analysis: SR 1004 and SR 2001. To validate the results, full speed studies were conducted on the corridors and demonstrated a substantial number of drivers exceeding the speed limit by 10 mph or more (see "Corridor Reports" below).



Roadway Characteristics: An additional factor considered in the 2025 analysis was roadway characteristics, including the density of signalized intersections and the number of lanes. The farther apart traffic lights are on a given road, the more opportunity vehicles have to reach and sustain a dangerous speed. Multiple lanes per direction can induce weaving and aggressive driving. Speed cameras are particularly effective at addressing speeding and aggressive driving on corridors with lower intersection density and multiple lanes where strategies like signal progression are less effective.

Corridor Reports

Route 2016 (Allegheny) – Proposed ASE Corridor

2024 Report Rank: #3 Length: 5.55 Mi Posted Speed: 30 MPH

Route 2016 has a high frequency of fatal, serious injury, speeding, and pedestrian crashes. **Route 2016 should be prioritized for ASE expansion.**

Route 3 (Chestnut, Walnut)

2024 Report Rank: #4 Length: 9.55 Mi

Posted Speed: 30, 25 MPH

Route 3 would benefit from ASE, but should not be prioritized as one of the remaining three ASE corridors due to greater signal density, the recent reduction of lanes, and relatively lower operating speeds.

Route 291 (Bartram, Island, Penrose, Moyamensing)

2024 Report Rank: #5
Length: 8.78 Mi
Posted Speed: 30 MPH
Route 291 would benefit from ASE, but did not experience enough crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 1004 (Erie, Torresdale) – Proposed ASE Corridor

2024 Report Rank: #6 **Length:** 10.10 Mi **Posted Speed:** 30 MPH



The speed study on Route 1004 found 2.1% of vehicles traveled over 10mph over the speed limit at off-peak hours (8 PM to 6 AM). Route 1004 also experienced a high number of pedestrian and speeding involved crashes. **Route 1004 should be prioritized for ASE expansion.**

Route 2014 (Lehigh)

2024 Report Rank: #7

Length: 4.44 Mi

Posted Speed: 30 MPH

Route 2014 would benefit from ASE, but did not experience high enough operating speeds or speeding-related crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 2007 (Frankford)

2024 Report Rank: #8

Length: 6.25 Mi

Posted Speed: 30 MPH

Route 2007 would benefit from ASE, but did not experience high enough operating speeds or crashes to justify being prioritized as one of the three remaining ASE corridors.

Route 2001 (Oregon, Columbus, Delaware, Richmond) – Proposed ASE Corridor

2024 Report Rank: #9

Length: 10.13 Mi

Posted Speed: 25, 30, 35 MPH

The speed study on Route 2001 found 6.8% of vehicles traveled over 10mph over the speed limit at off-peak hours (8 PM to 6 AM). Additionally, because of roadway characteristics such as long distances in between signals, straight sections of roadway, and a high quantity of lanes, Route 2001 is especially prone to speeding. **Route 2001 should be prioritized for ASE expansion.**

Route 3007 (Kelly, Ben Franklin, Arch)

2024 Report Rank: #10 **Length**: 5.85 Mi

Posted Speed: 25, 35 MPH

Route 3007 would benefit from ASE, but did not experience enough crashes to justify being prioritized as one of the three remaining ASE corridors.