

HOUSE TRANSPORTATION COMMITTEE
HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
PUBLIC HEARING ON HOUSE BILL 2233
SPEED CAMERA PILOT PROGRAM

Public Hearing held in Council Chambers, City Hall, Philadelphia, Pennsylvania, held on Friday, September 16, 2016, commencing at 10:06 a.m., before Kathleen McHugh, a Registered Professional Reporter, Certified Realtime Reporter, Certified Court Reporter, (NJ), and Notary Public.

1 APPEARANCES:

2 Majority Chairman John Taylor

3 Minority Chairman William Keller

4 Representative Kate Harper

5 Representative Bryan Barbin

6 Representative Maria Donatucci

7 Representative Ed Neilson

8 Representative Michael Schlossberg

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10 ALSO PRESENT:

11 Eric C. Bugaile, Majority Executive Director

12 Meredith Biggica, Minority Executive Director

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1 CHAIRMAN TAYLOR: Good morning. I am
2 Representative John Taylor. I am the chairman of the
3 House Transportation Committee.

4 I am joined by my cochairman Bill Keller
5 and members of our committee and staff.

6 And I appreciate the hospitality of
7 President Darrell Clarke from City Council to have us
8 here in these wonderful chambers, and we are happy to be
9 here.

10 We are going to talk today a little bit
11 about House Bill 2233. Before I do that, I would like to
12 have our members introduce themselves. They'll tell us
13 their names and from what part of the state they hail and
14 then we'll get started.

15 Bryan.

16 REPRESENTATIVE BARBIN: Thank you,
17 Chairman. I'm Bryan Barbin. I represent Johnstown area
18 in Western Pennsylvania.

19 REPRESENTATIVE DONATUCCI: Good morning.
20 Maria Donatucci, 185th District, Philadelphia and
21 Delaware Counties.

22 REPRESENTATIVE HARPER: Kate Harper,
23 Montgomery County.

24 REPRESENTATIVE KELLER: Bill Keller, 184th
25 District in South Philadelphia.

1 REPRESENTATIVE NEILSON: Ed Neilson,
2 Philadelphia County, 174th, Northeast Philadelphia
3 District.

4 REPRESENTATIVE SCHLOSSBERG: Mike
5 Schlossberg, Lehigh County, City of Allentown.

6 MR. BUGAILE: I'm Eric Bugaile, I'm the
7 executive director of the House Transportation Committee
8 for the Republicans.

9 MS. BIGGICA: Meredith Biggica, executive
10 director for the House Transportation Committee.

11 CHAIRMAN TAYLOR: Thank you.

12 House Bill 2233 is a piece of legislation
13 that Chairman Keller and I have introduced regarding a
14 pilot program for speed cameras on certain sections of
15 Roosevelt Boulevard.

16 For those of you who are unfamiliar with
17 Roosevelt Boulevard, it is one of the more unique
18 roadways in all of America, but particularly unique here
19 in Pennsylvania.

20 It's a 12-lane highway that runs through
21 the center of a residential area for about an eight-mile
22 stretch. On either side of it, it is connected to a
23 major highway. It's one straight thoroughfare. Also
24 referred to as U.S. Route 1.

25 I live about 200 yards from Route 1,

1 Roosevelt Boulevard. I kind of see it firsthand and if
2 you stood where many of us did last month when we had a
3 press conference and watched the speed with which people
4 go through those intersections when people are trying to
5 cross, it is truly remarkable. And we have had some
6 horrific deaths over the past 10 years on that highway,
7 and it keeps getting worse.

8 This is not a new concept at all.
9 Representative George Kenney who represents -- he
10 represented Northeast Philadelphia some time ago --
11 introduced this in about 2006. Lieutenant Governor Mike
12 Stack introduced this bill as a state senator, as well as
13 State Senator John Sabatino.

14 In the order of things that we do as a
15 committee, this now is ripe for consideration. We will
16 probably consider like legislation on our major roadways
17 in Pennsylvania coming up with work zone safety. Workers
18 throughout Pennsylvania are being hurt and maimed on our
19 highways and we basically are interested in slowing
20 people down.

21 We have a red light camera program in
22 Philadelphia that we think has been greatly successful.
23 It's been renewed. We just did that in Harrisburg before
24 we left session. And now it's time for us to consider
25 this.

1 The bill is not complete. We will change
2 it to some degree when we consider this in committee, and
3 the testimony that we receive today, I'm sure we'll use
4 that information and it will be part of some of the
5 changes that we make.

6 This is not about revenue. It's not about
7 money. It's about safety. And we are merely interested
8 in having less people killed and hurt on one of our major
9 roadways. And we will hear testimony from people who
10 will give us some statistics. We'll hear from -- have
11 testimony from victims and friends of victims. And we'll
12 hear from people who don't like this concept. So that's
13 fine, too.

14 But, you know, we think, at least I think
15 and I think Chairman Keller agrees, that this is an
16 important piece of legislation, and we're glad that all
17 of you are here today and we want to thank our testifiers
18 and we're looking forward to a great hearing.

19 Chairman.

20 CHAIRMAN KELLER: Thank you, Mr. Chairman.
21 I'm glad you mentioned Representative Kenney because I
22 know how hard he fought to get the red light cameras up
23 on the Boulevard, and I think all we have to do is look
24 at the statistics from that.

25 Before we passed the red light cameras on

1 Roosevelt Boulevard, we had the second and third most
2 dangerous intersection in the United States on the
3 Boulevard. That no longer exists because of the red
4 light cameras.

5 I think this is the next step in the making
6 Philadelphia and the Roosevelt Boulevard safer, which is
7 our goal, and I think this will -- we'll learn a lot from
8 this hearing and hopefully we'll get this pilot program
9 started and, again, save more lives in Philadelphia.

10 Thank you, Mr. Chairman.

11 CHAIRMAN TAYLOR: Thank you, Chairman
12 Keller.

13 So we'll get right to it. If Captain Healy
14 can join us from the Philadelphia Police Department, who
15 is a captain who has dedicated his time to traffic
16 safety, as well as our Deputy Managing Director, Clarena
17 Tolson.

18 So, Captain, if you can begin and then
19 we'll go to the managing director's office, and we'll
20 have you two testify. If Councilman Taubenberger comes
21 before you're done, we'll let him testify, too, and then
22 our panel will ask some questions.

23 Captain, thank you so much for being here.
24 Good morning.

25 MR. HEALY: Thank you, sir.

1 Good morning, Chairman Taylor, Members of
2 the House Transportation Committee. My name is Francis
3 Healy and I'm special advisor to Commissioner -- Police
4 Commissioner Ross.

5 On Commissioner Ross' behalf, please let me
6 extend our appreciation to this committee for giving the
7 department the opportunity to comment on House Bill 2233.

8 I'd also like to thank personally
9 Representatives Taylor and Keller for introducing this
10 very important piece of legislation that will
11 dramatically impact the City of Philadelphia.

12 House Bill 2233 authorizes the use of speed
13 enforcement cameras along the entire stretch of Route 1,
14 otherwise known as Roosevelt Boulevard, from the Bucks
15 County line, to the interchange with I-76. It should
16 come as no surprise as to why this stretch of roadway has
17 become singled out in this legislation.

18 Since 2011 through September 13th of this
19 year, 57 people have died along this roadway and there
20 have been approximately 18,638 vehicle crashes. Despite
21 a speed limit of 45 miles an hour, this roadway had
22 become a super highway to a residential neighborhood at
23 ground level.

24 To my knowledge, from law enforcement from
25 around the country, I know of no other roadway like this

1 in the country. The sheer design with the express lanes,
2 local lanes, crossovers, and the width, makes this
3 roadway inherently dangerous. Adding excessive speed
4 into this mix and this roadway becomes treacherous.

5 In fact, most of the accidents and death
6 along this roadway are associated with excessive speed.

7 I'm well aware that this committee and
8 PennDOT have not ignored these dangers. On the contrary,
9 as a legislator and PennDOT, as was previously mentioned,
10 was actively involved in deploying possible solutions,
11 specifically the red light cameras which came or which
12 were implemented in 2005.

13 Also, over the years PennDOT has supplied
14 the Philadelphia Police Department with numerous grants
15 for additional traffic enforcement, which we have been
16 incredibly grateful for; however, all these efforts --
17 I'm sorry -- despite the most aggressive traffic
18 enforcement, these efforts still need more assistance.

19 Regrettably, despite the most aggressive
20 traffic enforcement, police officers can only stop one
21 car at a time. When one violator is stopped, 10 more --
22 or more in Philadelphia pass by at speeds exceeding 60,
23 70 miles an hour with impunity.

24 Consequently, the most aggressive traffic
25 enforcement by police officers can only impact a

1 relatively small number of violators.

2 Regrettably, the enforcement actions
3 against a few has done little to change the driving
4 culture on the Boulevard. It's this culture where
5 driving 60 and up to 80 miles an hour on the roadway is
6 unacceptable and must change if we're going to save lives
7 and reduce crashes.

8 Current traffic enforcement tactics alone
9 simply cannot bring about this change. However, I firmly
10 believe that adding the proven technology and constant
11 vigilance of photo speed enforcement, in addition to the
12 current and future traffic enforcement tactics of the
13 Philadelphia Police Department, we can bring around this
14 cultural change.

15 Let me be very clear. The Philadelphia
16 Police Department is not interested in catching more
17 people speeding. Our goal is to save lives and reduce
18 injuries. We simply want people to drive at the speed
19 limit.

20 The design of this highway makes it
21 incredibly dangerous for both motorists and pedestrians
22 alike. Excessive speed exponentially increases these
23 dangers, and I believe adding these speed enforcement
24 cameras to the overall traffic enforcement tactics
25 available to the City will dramatically change the

1 driving culture.

2 This, in turn, will saves lives and reduce
3 injuries. For these reasons the Philadelphia Police
4 Department fully supports the passage of House Bill 2233.

5 At this point, this concludes my testimony
6 and I'd be happy to answer any questions the panel may
7 have.

8 MR. CARROLL: Good morning, Chairman
9 Taylor, and Members of the House Committee on
10 Transportation.

11 My name is Mike Carroll. I'm the acting
12 streets commissioner for the City of Philadelphia.

13 I'm here today to present testimony on
14 behalf of Deputy Managing Director Clarena Tolson from
15 the Managing Director's Office of Transportation and
16 Infrastructure Systems. Director Tolson sends her
17 regrets that she's not able to be here today.

18 The City of Philadelphia has long supported
19 initiatives designed to support -- designed to improve
20 the safety of our streets and roadways with major
21 investments such as the implementation of a state-of-the-
22 art traffic operation center, the integration of bicycle
23 facilities in the streets and bridges and the conversion
24 of 55,000 signal lamps to LED.

25 Since 2005, Philadelphia has been utilizing

1 cameras to combat red light running. Not only have these
2 cameras proven effective in decreasing the severity of
3 crashes at intersections where they're employed, the
4 program set up for red light camera enforcement has
5 allowed us to implement a variety of city-wide safety
6 initiatives.

7 Some of these initiatives include
8 pedestrian countdown signals, curb extensions, low cost
9 safety spot improvements, signal retiming, the continued
10 integration of signalized intersections into our central
11 monitoring system at our traffic operation center.

12 In addition, Mayor Kenney has committed to
13 fully support the multinational movement of Vision Zero,
14 which holds that no loss of life on our roads is
15 acceptable.

16 The City is committed to employing any and
17 all tools to design and implement street systems that
18 will reduce and eliminate human mistakes and behaviors
19 that lead to crashes and the deaths and injuries they
20 cause. Whether through crash reduction, speed reduction,
21 or simply public awareness, speed cameras have proven to
22 be an effective tool.

23 Automated speed enforcement using cameras
24 has grown rapidly in the U.S. from 35 communities in 2008
25 to 142 in 2016. Of the 24 states, including the District

1 of Columbia, where red light camera enforcement is
2 authorized, 14 of these jurisdictions also allow speed
3 camera enforcement.

4 While some started as pilot deployments,
5 most are becoming permanent installations. Well designed
6 automated speed enforcement programs have proven
7 effective across various performance indicators and
8 recommended practices have been identified to reduce
9 speed.

10 The City believes HB 2233 incorporates key
11 practices, including the placement of appropriate warning
12 signs to notify the public that an automatic speed
13 enforcement device is in use, a thorough process for
14 issuance of a citation which includes documentation of
15 the violation, the protection of driver information, and
16 strict limitations where recorded images may only record
17 speed violations.

18 These practices of HB 2233 strike a balance
19 between protecting the driver's rights and a program that
20 better protects those placed in danger by speeding
21 vehicles.

22 The City is interested in discussing how
23 some portions of the program and the revenues generated
24 from this could be used to fund transportation safety
25 projects similar to Pennsylvania's successful ARLE

1 legislation, which is for the automatic red light
2 enforcement program.

3 We look forward to working with the
4 Commonwealth as a partner to determine how best these
5 funds can continue to support transportation safety.

6 A major area of concern when it comes to
7 urban traffic safety is speeding. A motorist who is
8 speeding has less time to react to avoid a collision,
9 tends not to yield the right-of-way, and causes more
10 deaths and injuries than a nonspeeding motorist, even
11 when there is a crash.

12 There is a direct relationship between a
13 motorist's speed and the probability that the driver will
14 kill pedestrians or bicyclists in the event of a crash.

15 The relationship between vehicle speed and
16 injury severity is well understood. The Federal Highway
17 Administration has clarified there is a 5 percent
18 probability of a pedestrian being killed when struck by a
19 motor vehicle traveling only 20 miles per hour.

20 That probability grows to 45 percent when
21 the vehicle is traveling 30 miles per hour.

22 When the vehicle is traveling 40 miles per
23 hour, the pedestrian has an 85 percent probability of
24 being killed. None of that includes serious injuries.

25 Roosevelt Boulevard has been part of what

1 we call The Route For Change Program. We recognize that
2 Philadelphia is home to one of the most dangerous roads
3 in Pennsylvania, which is Roosevelt Boulevard.

4 In fact, 75 percent of the crashes that
5 happen on Roosevelt Boulevard result in an injury. In
6 addition, 12 percent of the people who died of traffic
7 crashes anywhere in Philadelphia died on Roosevelt
8 Boulevard.

9 Because of these very sobering statistics,
10 the City is in support of HB 2233 as a proposed pilot
11 speed camera enforcement program along Roosevelt
12 Boulevard. The City does not intend to rely solely on
13 camera enforcement or any one tool along this stretch of
14 road.

15 In fact, this year the City has embarked on
16 the Roosevelt Boulevard Route For Change Program, which
17 is a three-year collaborative planning effort funded by
18 PennDOT, SEPTA, and the City, as well as a U.S. DOT TIGER
19 grant.

20 The program is developing a series of
21 continuous and increasingly transformative changes that
22 will create a safer and more inviting corridor for all
23 users who travel along the whole 14 miles of roadway.

24 This extends from Broad Street to the
25 Neshaminy Mall in Bucks County. And we should also note

1 that Bucks County is one of our partners in the program
2 as well.

3 While many previous plans that have tried
4 to address or fix the Boulevard have come to be, safety
5 has always and continues to be of paramount concern.
6 Over the past five years there have been over 3,000
7 reportable crashes which have resulted in over 50
8 fatalities, 20 of whom were pedestrians.

9 As I mentioned previously, the City has
10 been continuously working to reduce severe injuries and
11 fatalities by reducing speeds using low cost safety
12 improvements and traffic calming measures such as
13 pavement marking changes, speed cushions, and signal
14 retimings.

15 But to significantly address the sobering
16 and sad statistics, it's going to take a lot more. And
17 we know that Philadelphia and its citizens, as well as
18 citizens who are visiting Philadelphia, deserve much
19 better.

20 Transportation improvements will be greatly
21 strengthened by this legislation because it sends a
22 strong message to the public that speeding and reckless
23 driving does not come without a price: Either a fine,
24 which will help mitigate pervasive and unchecked
25 speeding, or the price paid by our community in terms of

1 heartache or suffering.

2 Understanding the unique challenges the
3 Boulevard presents, as well as the citywide safety
4 improvement that investments -- of investments currently
5 underway, we believe the installation of speed cameras
6 can have a positive and immediate impact on safety for
7 all those who use the Boulevard.

8 The City and its stakeholders envision a
9 Boulevard that is no longer responsible for 12 percent of
10 the City of Philadelphia's traffic fatalities. We all
11 want a Boulevard that will safely transport
12 Philadelphians with a significantly reduced risk to road
13 users and nearby residents alike. We therefore fully
14 support the passage of House Bill 2233.

15 This concludes my testimony. My colleagues
16 and I will be pleased to answer any questions that you
17 have.

18 CHAIRMAN TAYLOR: Thank you, Captain, and
19 thank you, Mike, and, by the way, congratulations on your
20 new position. One of your first acts is to come see us.

21 MR. CARROLL: Yes. It wasn't on the
22 calendar, but happy to do it.

23 CHAIRMAN TAYLOR: Thank you very much.

24 Captain, Mike just read out the statistics
25 that were said a little differently I think than you did

1 it, and if we needed anything, or I should say the only
2 thing we probably need are those numbers to have folks
3 understand how alarming this is. But you had a different
4 set of numbers so can you go back over your numbers.

5 MR. HEALY: The commissioner identified
6 over 3,000 reportable. Total reportable and
7 nonreportable accidents on the Boulevard amount to 18,638
8 in 2011 through 2016, I think it was September 13th.

9 So the numbers aren't inconsistent, he just
10 reported out the --

11 CHAIRMAN TAYLOR: No, I understand.

12 I just -- I mean, I just almost wanted you
13 to repeat them and have Mike repeat his because --

14 MR. HEALY: Total fatalities for that time
15 period, 57 people died on that stretch of roadway.

16 CHAIRMAN TAYLOR: And, Mike, just read
17 that, right before your conclusion. Can you just read
18 that again so that our Members can kind of absorb that.

19 MR. CARROLL: So as we were saying, there's
20 3,000 reportable crashes, and the distinction between
21 reportable and nonreportable is understood.
22 Nonreportable crashes are not insignificant. You know,
23 they're a hazard to the driving public and the community
24 as well. That resulted in 50 fatalities, 20 of whom were
25 pedestrians trying to cross the Boulevard.

1 CHAIRMAN TAYLOR: 50 fatalities in five
2 years. I mean, that's -- you know, we become numb to it.
3 And we're -- you know, you go to the news every day
4 and...

5 MR. CARROLL: It's about one a month.

6 CHAIRMAN TAYLOR: Representative Barbin.

7 REPRESENTATIVE BARBIN: Thank you,
8 Mr. Chairman. Thank you, Gentleman.

9 This issue has been raised in its general
10 form, how to make the traffic patterns safer for the
11 public, with the introduction of the red light program as
12 a pilot program in the past.

13 There is always going to be some opposition
14 with -- when you look at the issues about how is the
15 money going to be used and is this going to change points
16 on the system. And I commend you, Chairman, for
17 addressing those issues in your pilot program.

18 But for the Commonwealth to get behind this
19 project, the idea of a pilot project for speed cameras,
20 we're going to need to have some factor that we can say,
21 this is what we're really trying to address, not money,
22 not additional money for transportation-related
23 improvement projects, but when there's a dangerous
24 situation, that we can show speed is the main factor in
25 causing additional traffic injuries, as well as deaths,

1 what is that factor that you can -- that we can use as a
2 committee to convince the whole state that this ought to
3 be something that's available to the whole state, and
4 what is that factor.

5 MR. HEALY: I think the Commissioner
6 sitting next to me nailed it when he said the difference
7 in the speed is directly associated with the likelihood
8 of death. Once the speed at 20 miles an hour, 40 miles
9 an hour, statistically the odds of your survival drop
10 dramatically above 45 miles an hour.

11 REPRESENTATIVE BARBIN: All right. Well, I
12 only make this suggestion. We're in an era of big data
13 and you've shown how dangerous Roosevelt Boulevard is.
14 12 percent of your fatalities are coming from that one
15 road alone.

16 We need something that's in that sort of
17 format. Some sort of percentage that we can insert into
18 the legislation so that it applies to everyone. Because
19 in Pittsburgh, we have similar roads, and we're now
20 putting additional bike routes up along major, you know,
21 boulevards just like Roosevelt Boulevard.

22 And this can happen even in places like the
23 rural areas, small third-class cities, but we need
24 something that we can say, this isn't for one person,
25 this is for every person, and, you know, we may not have

1 as many traffic fatalities in Johnstown, but we have more
2 than we should have. And it ought to apply across the
3 board.

4 That's my comment.

5 CHAIRMAN TAYLOR: Thank you,
6 Representative. And there's a number of other questions
7 but to -- from my perspective, I can get back on track.

8 Councilman Taubenberger.

9 COUNCILMAN-AT-LARGE TAUBENBERGER: Yes.

10 CHAIRMAN TAYLOR: Good morning.

11 COUNCILMAN TAUBENBERGER-AT-LARGE: Good
12 morning.

13 CHAIRMAN TAYLOR: Are you going to stay in
14 your seat?

15 COUNCILMAN TAUBENBERGER-AT-LARGE: I could,
16 but maybe I'd join my --

17 CHAIRMAN TAYLOR: I don't think it matters
18 to us, but we're going to ask you to present your
19 testimony. That way our panel will be complete and then
20 we'll continue on with questions.

21 COUNCILMAN TAUBENBERGER-AT-LARGE: Thank
22 you. Thank you very much. Thank you for being here as
23 well, Chairman, Chairman Taylor. I really appreciate the
24 opportunity to speak before the group and also
25 Representative Neilson is a long-time friend, and -- as

1 well as Representative Keller, and I thank you all for
2 being here.

3 Yesterday, we in council actually passed a
4 resolution in support of this very important bill, and as
5 City Councilman-at-Large of the City of Philadelphia and
6 former president of the Northeast Philadelphia Chamber of
7 Commerce and a lifelong Philadelphian, I think I know
8 this route pretty intimately.

9 I believe that if nothing is done, there
10 are so many people who will lose their lives. Over the
11 past year, working with Bicycle Coalition of Greater
12 Philadelphia I learned about Vision Zero. I think it's a
13 great policy that has been adopted in 12 other cities.
14 Just last week Mayor Emanuel of Chicago formally adopted
15 Vision Zero and set goals to reduce the number of crashes
16 in the city.

17 Vision Zero policies have been very, very
18 successful in cities like New York, Washington, D.C., and
19 San Francisco, and Paris, France, has cut their crashes
20 in half within a six-year period.

21 Vision Zero policies show us that we can do
22 something to reduce traffic crashes, but must put the
23 policies in place to make this happen.

24 I look forward to working with my
25 colleagues in city council, the mayor, the governor,

1 yourselves as legislators, to examine what we can do to
2 reduce the number of crashes and injuries and deaths in
3 our city. There's no better place to start. No roadway
4 in Philadelphia that represents the more traffic chaos
5 than the Roosevelt Boulevard.

6 I personally actually put it as I-95
7 conditions in a residential or commercial area. I mean,
8 people cross it, and people are going 60, 70, 80, and I
9 bet if you clocked it high enough there would be 90 to
10 100 miles an hour at various times.

11 According to statistics kept by PennDOT,
12 from 2010 to 2014 there have been 2,871 reportable
13 crashes along the Roosevelt Boulevard, with 51 people
14 killed.

15 I'll have to add to that. I personally am
16 actually one of them. I was very -- it was not -- I was
17 bounced around a bit, but I was actually trying to make a
18 turn into the Northeast Philadelphia Chamber of Commerce
19 when a fellow came from around me at a high rate of
20 speed, just clipped me, didn't do a whole, whole lot of
21 damage, but forced my car into the street lamp and I
22 knocked that street lamp over. I was like -- it was the
23 weirdest feeling ever being in a car and not having
24 control of it. It was really unbelievable.

25 Anyone who lives in the Northeast has

1 witnessed or has heard of stories of loved ones or
2 friends who have been involved in a crash on the
3 Boulevard. No civilized society should accept this
4 inevitability.

5 I will also point out that while I was
6 chairman of the -- president of the Northeast
7 Philadelphia Chamber of Commerce, catty-corner to the
8 building itself, which actually sits in Pennypack Park,
9 there's a bridge, a very high bridge, that crosses the
10 park.

11 You wouldn't know that you're on a bridge,
12 except for the -- except that you knew it because it just
13 continues to go and high rates of speed continue.

14 A young woman and her son were crossing on
15 the sidewalk. But the sidewalk narrows slightly because
16 it's a bridge, and I would invite any one of you to take
17 a look there. A car jumped the curb, killed the mother
18 by knocking her off the bridge; the young fellow
19 survived. But it's a terrible way to -- it's just a
20 terrible thing to have happened.

21 Historically Roosevelt Boulevard was
22 envisioned as something more different than it is today.
23 It goes way back to the early 20th century. It was
24 proposed by Mayor Ashbridge. Originally known as the
25 Torresdale Boulevard, then the Northeast Boulevard, and

1 later renamed Theodore Roosevelt Boulevard in 1918.

2 We start -- we started as a nice idea to
3 built a Parkway and it is certainly a backbone of
4 Northeast Philadelphia. What was initially involved as a
5 scenic drive, has really turned to the Boulevard of
6 death, and that's why I'm here today to express my full
7 support for this bill.

8 Joining me on the panel are a variety of
9 people and you'll hear some other testimony, all of which
10 is first-hand knowledge. We believe this proven
11 technology of Vision Zero works and supports the City's
12 efforts to slow traffic down.

13 Our goal here is simple: safety first.
14 That actually came out yesterday in a discussion we had
15 in city council. Safety first before dollars and
16 everything else.

17 I want to applaud Representative Taylor's
18 initiative to lead this important public safety effort
19 from his position in state government. I ask the
20 legislator, please give us the opportunity to make the
21 streets safer.

22 With the successful red light camera bill
23 as a model, this bill has been crafted with the advice
24 and consent of the AAA Mid-Atlantic and the Bicycle
25 Coalition.

1 Roosevelt Boulevard, also known as Route 1,
2 goes through the heart of the fifth largest city in
3 America. It cuts through neighborhoods and should not
4 incur the kind of speeding that we've come accustomed to,
5 and I do mean what I said earlier, 95 -- I-95 conditions.

6 To fix it will require hundreds of millions
7 of dollars and take 20 or 30 years to complete. We can't
8 afford to wait that long. This speed camera technology
9 can help us now and set a new tone of safety.

10 I'm going to be very blunt here. People
11 drive differently when they know they're being watched.
12 They really, really do. You can ask the police
13 enforcement, any municipality or the state police
14 themselves, put a police car, even with no one out there,
15 people think there's someone there, they're going to
16 drive differently, just seeing the police car.

17 You will hear from the Insurance Institute
18 for Highway Safety and AAA Mid-Atlantic on how camera
19 technology has been proven to help in other places.

20 I very much thank you for your time, your
21 consideration, and the honor of meeting here in our City
22 Hall. Thank you so much.

23 CHAIRMAN TAYLOR: Thank you, Councilman,
24 and thank you for the resolution.

25 As this proceeds, we will probably be

1 placing a role for city council in this legislation as we
2 do in red light cameras, so you can so advise your
3 members and the president.

4 We're also joined by my city councilman,
5 City Council Lady Maria Quinones- Sanchez.

6 Councilwoman, good morning.

7 COUNCILWOMAN QUINONES-SANCHEZ: Good
8 morning.

9 CHAIRMAN TAYLOR: Would you like to
10 comment?

11 COUNCILWOMAN QUINONES-SANCHEZ: Very
12 briefly. I also want to welcome all of you back,
13 particularly my seatmate over here, Mr. --
14 Representative Neilson.

15 Thank you so very much. You know, over the
16 last eight years as the council person in the 7th
17 District that encompasses some of the Boulevard, I've had
18 the task of meeting with the families who have lost loved
19 ones in accidents, whether it's the Banks or -- the Bank
20 family, which the Streets Department worked with us on
21 creating Banks Way or others.

22 There's a serious need and as my colleague,
23 esteemed colleague, Taubenberger, articulated, you know,
24 we can't wait. We know that it's massive.

25 I think that we have a team at the Streets

1 Department ready and willing and able to use the latest
2 technologies, to use the best practices for us to create
3 whatever -- whatever interim strategies to save folks.

4 And so we really do appreciate the House
5 and -- under your leadership coming to City Hall and
6 having this conversation, and I really wanted to thank
7 you and just weigh in that council is prepared to do what
8 we need to do and -- and support our Streets Department
9 and our transportation officials in doing the best we can
10 to protect the citizens.

11 It is a major thoroughfare. Economically
12 it's very important as we look at the commercial centers
13 that exist throughout this. The neighborhoods that are
14 there, we're transporting thousands of kids through
15 there, whether they're going to Northeast High or
16 anywhere else, Frankford.

17 So this is -- this is very, very important,
18 and it shouldn't be about the bottom line, the dollar.
19 It really should be about people first. So thank you
20 very much.

21 CHAIRMAN TAYLOR: Thank you, Councilwoman.

22 We're going to go to Representative
23 Donatucci.

24 REPRESENTATIVE DONATUCCI: Thank you,
25 Mr. Chairman. And thank you, Gentlemen, for your

1 testimony this morning.

2 Just out of curiosity, is there any
3 particular stretch of the Boulevard where more accidents
4 occur? For example, coming off of I-76 people are
5 already traveling at their speeds or in the crossover
6 zones.

7 MR. HEALY: I can talk anecdotally from my
8 experience on the Boulevard. The Boulevard, the entire
9 stretch, from the -- quite frankly, from the Bucks County
10 line -- from coming out of Bucks County, the speed picks
11 up from Southampton Road south and suddenly you're in a
12 congested area.

13 So we get quite a few accidents in the Red
14 Lion, the Red Lion cross street as well as Grant Avenue.
15 They're the first major really thoroughfares that you
16 come across.

17 And the red light cameras have been very
18 successful in reducing some of that, but we're seeing
19 accidents throughout the entire stretch because what you
20 have is you have communities that are basically dissected
21 by this roadway that actually if you drive up and down
22 you'll see foot paths across the median strips.

23 So you will see people crossing -- trying
24 to cross, I mean, and it's a good run. If you're in
25 good shape it's a good run, but you'll see people,

1 individual -- elderly people, handicapped people, trying
2 to get across, and you're seeing accidents peppered
3 throughout.

4 So I don't know if there's any specific
5 stretch where we would focus on, but that -- that entire
6 stretch of highway is incredibly dangerous.

7 B Street, the lower end of the Boulevard is
8 very -- we've had some horrific accidents down at that
9 end, as the Councilwoman mentioned.

10 So I really can't say from a police
11 perspective that there's a -- one spot of that Boulevard
12 that is more dangerous than the others.

13 I just -- a couple years ago I just -- I
14 had a teenager driving and I basically told him, I said,
15 these are the streets you cross on and these are the
16 streets you go up and down on, just from my own personal
17 experience, so as to avoid intersectional accidents on
18 the Boulevard.

19 And I also told him to stay off of it at
20 all costs if you have to. I mean, but that's the kind of
21 warning that I'm giving my child as -- basically as a law
22 enforcement officer because of how dangerous that road is
23 everywhere. From -- like I say, from Cottman Avenue, I
24 really couldn't pick a specific place. It's a scary road
25 to drive on, period.

1 MR. CARROLL: I could -- pardon me. I
2 could add a little bit to that.

3 I think that the -- you mentioned the
4 crossovers. The crossovers are somewhat notorious. The
5 intersections, we have data that show that there are a
6 few intersections where accidents are clustered. Cottman
7 is one of them.

8 As far as, you know, driving along the
9 Boulevard itself, it seems like there's a cluster of
10 accidents we were able to identify around Adams, you
11 know, Summerdale, that S curve in the middle of the
12 Boulevard. That seems to be one location that had a fair
13 amount.

14 And if we are fortunate enough to find that
15 this bill passes, we will do more analysis and we will
16 use this analysis to really figure out where the impacts
17 were going to be the most. You know, where we get the
18 most benefits. And we're pretty confident we can do that
19 based on what we were able to do with the automated red
20 light enforcement program.

21 REPRESENTATIVE DONATUCCI: Thank you.

22 Because I will admit, I'm not fond of
23 driving that, Councilman. I'm sorry.

24 COUNCILMAN-AT-LARGE: Just on a personal
25 note, my -- my daughter, my youngest daughter, tries to

1 avoid the Boulevard whenever possible.

2 I do have here some pictures, if I can put
3 them here or, Chairman, if you'd like to post them.
4 There's a couple crashes here. I can bring it and hold
5 it up here.

6 And to be very blunt about it, I don't
7 think any of these cars, anybody walked away. And one
8 doesn't even look like a car anymore. These are very sad
9 things and it's because of speed. All you have to do is
10 take one look at that car and say, Speed killed those
11 people. Certainly injured them. So I'll put that here.

12 Thank you.

13 CHAIRMAN TAYLOR: Representative Neilson.

14 REPRESENTATIVE NEILSON: Thank you,
15 Mr. Chairman. Thank you, Gentlemen, for coming today.
16 And, Councilman, it's always a pleasure to see you. We
17 spent a lot of time the last few weeks together.

18 COUNCILMAN-AT-LARGE TAUBENBERGER: Yes, we
19 did.

20 REPRESENTATIVE NEILSON: And Councilwoman,
21 as you already note, I missed you. I'm glad to see you
22 here today.

23 Roosevelt Boulevard, I spend a lot of time
24 on it. My district goes right through the middle of it.
25 I live in the Northeast.

1 And to hit on something with Representative
2 Donatucci's -- about the dangerous intersections, those
3 were labeled as -- Cottman Ave is one of them, Grant
4 Avenue, Red Lion Road, and the red light cameras sure
5 have helped, but like you said, it's only helped, and as
6 you go further up to Southampton because you're getting
7 ready to go on that big stretch.

8 Captain, do you know what the speed limit
9 is on Roosevelt Boulevard, because I think we were shared
10 with stats that fatalities and all are higher at 45 miles
11 an hour and above, and it's something that you mentioned
12 in your testimony about the speed limit.

13 MR. HEALY: The maximum speed limit is 45
14 miles an hour.

15 REPRESENTATIVE NEILSON: 45. And the pilot
16 program that's being proposed today, those speed light --
17 those speeding cameras won't ticket anybody who's going,
18 I think -- I believe -- if the Chairman would correct
19 me -- it's 10 miles over.

20 MS. BIGGICA: 11.

21 REPRESENTATIVE NEILSON: 11 miles over. So
22 that would mean that that speeding ticket wouldn't kick
23 in until 56 miles an hour.

24 MR. HEALY: Correct, and above.

25 REPRESENTATIVE NEILSON: So, I mean, is it

1 something that -- and then I want to redirect it over to
2 you, Commissioner, because it almost pulls into you, that
3 you're talking about the Route For Change. Is the speed
4 limit something that you're looking to lower on there as
5 well?

6 MR. CARROLL: We are not looking at that
7 now, but that is on the table and we would want to engage
8 with the community and everyone else who's a stakeholder.

9 But all of these kinds of things are what
10 we are looking at, so that's a good -- that's a good
11 piece of information for us to take back to the Route For
12 Change to talk to people about it.

13 REPRESENTATIVE NEILSON: I just want to
14 bring that in perspective because if we can lower that
15 limit -- anybody who knows Roosevelt Boulevard and just
16 as information for the other committee members, okay,
17 there's literally schools right on the Boulevard.

18 I believe, Councilwoman, you might have
19 three in your district. I have two. They're literally
20 right there. And there's no way for these kids to cross
21 over the street safely.

22 I mean, kids are crossing the street to go
23 to school and this is a highway. It's unbelievable. I
24 mean, you go 60 miles an hour. If you want to try to get
25 out of here, you'll see, 60 is normal. It's normal. If

1 you're not going 50 you're getting run over.

2 So I just want to bring that to your
3 attention and maybe that -- and talk about crosswalks,
4 because people talk about the cost of crosswalks
5 that they -- I think the last one PennDOT gave me a
6 number was -- Cindy is in here -- I think it was \$9
7 million to do a crosswalk.

8 What price do we put on these kids' lives
9 as they're crossing Roosevelt Boulevard, of all places,
10 to get to school.

11 This isn't, you know, going to play. This
12 isn't going to Roosevelt Mall and all the other stuff,
13 like Al -- where Al would hang out when he was a kid.

14 The -- this is about going to school, an
15 everyday event, and I think I would just ask that as
16 you're going through this working group that you would
17 bring those to the attention of the group because this is
18 something the neighbors and the communities really care
19 about all up and down.

20 The other thing, you talked about the
21 Summerdale curve, and something that gets me every time I
22 go, Captain, you can -- anybody that has driven that, the
23 parking on Roosevelt Boulevard. It's got to stop. I
24 mean, we know that -- we shouldn't have to clear those
25 cars.

1 Sorry for the residents that lived there
2 for a long time, but that causes congestion and accidents
3 as well. I'm sure you have plenty of reports on that on
4 the stretch where the parking is good for like four hours
5 a day and you're moving along and all of a sudden
6 everybody is just jamming up.

7 So just a couple suggestions as you go
8 through. And I think we saw plans that we want to take
9 some lanes off of the Roosevelt Boulevard and put some
10 bike paths in the middle and stuff like that?

11 MR. CARROLL: There's no plan to do that.
12 That's something that we wanted to ask folks to see
13 whether there was interest in doing that on sections of
14 the Boulevard.

15 I think the thing that we really want to
16 focus on is making it predictable, so people have a
17 reliable route to take and they understand the way that
18 different sections of the Boulevard are organized,
19 different lanes are organized, and they just understand
20 that if there's parking there, it's not there one minute
21 and not the next.

22 And so -- the kind of situation you're
23 describing, that kind of merging to get away from the
24 parking, that's dangerous. You know, if you thought that
25 that lane was open and maybe you see that car ahead and

1 you think it's driving and it's not driving, and you're
2 merging, yes, that's dangerous. So that's the kind of
3 thing that we want to take a closer look at.

4 REPRESENTATIVE NEILSON: It's not moving.

5 Thank you.

6 Thank you, Mr. Chairman. I have nothing
7 further.

8 CHAIRMAN TAYLOR: Thanks.

9 I will suggest that the -- Representative
10 Neilson was talking about the overpasses where people can
11 cross. They're no picnics either. Oxford Circle and
12 Holme Avenue, I mean, there's quite a -- that's probably
13 like a three-lane turn all those kids have to cross. So
14 even that doesn't solve it.

15 Representative Schlossberg.

16 REPRESENTATIVE SCHLOSSBERG: Thank you,
17 Chairman, and thank you, Gentlemen, for testifying today.

18 I'm not really sure who to address this
19 question to. I guess whoever would have the answer.

20 The more we hear about these automated
21 speed cameras, the more I like them. But what we haven't
22 heard yet is other cities' success stories or stories of
23 failures with them.

24 Can either of you discuss how other cities
25 have used these and if they've reduced traffic deaths?

1 MR. CARROLL: Yes, I think that New York
2 has some pretty good evidence that it has reduced the
3 deaths. I would hesitate to throw a number out for you.

4 I think that the real testimonial, though,
5 is that they in almost -- I'll just say the majority of
6 cases started out as pilots and they're becoming
7 permanent.

8 So the communities are seeing the benefit
9 and the traffic engineers are seeing the benefit, and,
10 you know, everyone sort of wants to put their toe in the
11 water, and I think that's the right way to approach it,
12 but once they have a sense for what the benefits are, the
13 tendency overwhelmingly has been -- and that's to -- for
14 these communities to say let's make this a permanent part
15 of our enforcement package.

16 MR. HEALY: And I will add that commanders
17 that I'm associated with down in D.C. -- D.C. has also
18 had them for quite some time. They appreciate them as
19 a -- not the end-all-be-all, they work in an overall
20 traffic strategy, and they're very pleased with the
21 outcome. And if you've ever driven through D.C. and you
22 have a GPS, you'll know it goes off all the time.

23 REPRESENTATIVE SCHLOSSBERG: My red light
24 one was going off as I came in today.

25 MR. HEALY: They have the speed one, too.

1 And that's good because it changes culture. I mean, and
2 that's really all we're really trying to do is just
3 change the culture.

4 If everyone drove on the Boulevard at 45,
5 we wouldn't be sitting here. I mean, so the issue is why
6 do you think it's okay to drive 90 in a -- without --
7 like I said, we do as much enforcement as we possibly
8 can, but there's a culture that that's acceptable, and
9 you nailed it on the head when you said if you drive 45,
10 you're going to get run over.

11 Well, that culture has to change, and these
12 cameras are a very big part of it and that's why we
13 really, really support this implementation. It will save
14 lives.

15 REPRESENTATIVE SCHLOSSBERG: Please.

16 COUNCILMAN-AT-LARGE TAUBENBERGER:

17 Representative Schlossberg, I would have to also add to
18 that, but -- in regards to Washington, D.C., I know for a
19 fact they've had speed cameras there for about 15 years.
20 I can attest to it because I got a ticket there, and I
21 think it works.

22 I mean, they would be a great source.
23 There, you would have some, you know, actual data that
24 you could pull from and experience as well.

25 REPRESENTATIVE SCHLOSSBERG: Great. Thank

1 you all very much.

2 CHAIRMAN TAYLOR: Gentlemen, thank you.

3 We'll move now to our next witness, Chuck
4 Farmer, who is vice president of research and statistical
5 services for the Insurance Institute For Highway Safety.

6 Let me say hello to one of our former
7 colleagues, Councilman Kenyatta Johnson. Good morning,
8 Councilman, how are you?

9 If you feel a need or -- to jump in, then
10 so do at any point.

11 COUNCILMAN JOHNSON: Thank you.

12 CHAIRMAN TAYLOR: Dr. Farmer, good morning.

13 DR. FARMER: Good morning. I'm Chuck
14 Farmer, vice president for research at the Insurance
15 Institute For Highway Safety. We're a research and
16 communications organization looking for -- looking for
17 ways to reduce the deaths, injuries, and property damage
18 on our nation's highways.

19 Thank you for giving us the opportunity to
20 present our research on automated speed enforcement.

21 The main question about automated speed
22 enforcement is, does it reduce crashes, and the simple
23 answer is yes, it does.

24 Research throughout the U.S. and around the
25 world is very clear that we can reduce crashes and the

1 behavior that leads to those crashes through the use of
2 speed cameras.

3 Currently, I think as the police already
4 have told you, 142 communities throughout the U.S. are
5 using speed cameras to supplement traditional police
6 enforcement.

7 Speeding is a major factor in motor vehicle
8 crashes. Just in the U.S. in 2014 speeding was a
9 contributor in 28 percent of crash tests, which accounts
10 for 9,262 total deaths.

11 Speed contributes to both the crash
12 frequency and crash severity. At higher speeds motorists
13 have a slower reaction time and stopping distances are
14 longer, and there's a very tight relationship between the
15 speed of a crash and the probability of severe injury.

16 Speed enforcement is particularly important
17 in urban areas because of the prevalence of the more
18 vulnerable road users such as pedestrians and bicyclists,
19 and, again, as you heard in the previous presentation,
20 the probability of death for a pedestrian increases by
21 more than 10 times when you go from just 20 miles an hour
22 to 40 miles an hour.

23 Motorists are certainly influenced by the
24 perception that they will get a speeding ticket and then
25 they'll slow down if they think they're being watched.

1 So police presence contributes to that, but police can't
2 be everywhere.

3 Police staffing has not kept up with the
4 large increases in motor vehicle traffic that we've had
5 over the past 20 years. I think vehicle miles traveled
6 have gone up 25 percent in the past 20 years, whereas,
7 police officers, number of police officers, has only
8 grown by 7 percent throughout the U.S.

9 Speed cameras can help. They provide that
10 extra deterrent that you feel you're being watched all
11 the time, so you behave.

12 Institute research has shown that the speed
13 camera programs have been effective in three locations
14 that we've studied: Montgomery County Maryland;
15 Scottsdale, Arizona; and the District of Columbia.

16 In Montgomery County, within the first six
17 months of the program the proportion of drivers going
18 more than 10 miles an hour over the speed limit went down
19 by 70 percent at locations that had speed cameras.

20 In Scottsdale, it went down by 88 percent.
21 And Scottsdale was a higher speed road, a 50-mile-an-hour
22 road.

23 And then in D.C., which had cameras
24 citywide, the proportion of drivers speeding by more than
25 10 miles an hour went down 82 percent.

1 And these reductions in speeding extended
2 to nearby roads that didn't even have speed cameras.
3 Recently we went back to Montgomery County. They've now
4 had their program in place for eight years and we looked
5 at, again, the incidence of speeding, of going more than
6 10 miles an hour over the speed limit. And our
7 conclusion is over the long term it's gone down by 62
8 percent.

9 And we also looked at the crashes and the
10 probability of a crash having a serious injury has gone
11 down by 39 percent due to those speed cameras, the
12 overall program that they've now got in Montgomery
13 County.

14 Now, like other government policies and
15 programs, automatic enforcement requires the support of
16 the public as well as the government officials. And
17 support for automatic -- automatic speed enforcement
18 always has been pretty high.

19 We took telephone surveys back in
20 Montgomery County when they first started their program
21 and 62 percent of those drivers surveyed supported the
22 program.

23 We took a survey again a couple years ago,
24 eight years later, and it's still 62 percent even though
25 most of those drivers have said they've received a

1 speeding ticket, and even more, know somebody else who
2 has received a speeding ticket, and they still support
3 it.

4 Same thing in Scottsdale. 71 percent of
5 the people, of the drivers we surveyed, were in favor of
6 that camera program that they had.

7 And the District of Columbia, we surveyed
8 both drivers and nondrivers. 71 percent of the drivers
9 in D.C. were in favor of the cameras. 90 percent of the
10 nondrivers, which there are quite a few of in D.C., were
11 in favor of the speed cameras. A lot of them want more.

12 So, in conclusion, speeding is one of the
13 most prevalent factors contributing to motor vehicle
14 crashes. And although auto enforcement is not a panacea,
15 it's a promising way to reduce speeding violations and
16 prevent crashes, especially serious crashes that result
17 in injuries and death.

18 And I thank you again.

19 CHAIRMAN TAYLOR: Thank you, Doctor. It
20 sounds like you spent a little bit of time studying
21 Montgomery County. Is that -- is that a major highway
22 there?

23 DR. FARMER: No. In Montgomery County it
24 is residential streets.

25 CHAIRMAN TAYLOR: Okay. It was similar to

1 what we're talking about here?

2 DR. FARMER: Except they can't go more than
3 35 miles an hour, so they wouldn't be able to cover a
4 45 --

5 CHAIRMAN TAYLOR: Do you have any thoughts
6 on or numbers on the fatalities that changed there as
7 opposed to just crashes?

8 DR. FARMER: Fatalities, no. Montgomery
9 County is not all that big, so they probably don't have
10 more than a couple hundred each year, which is why we
11 looked at both fatals and serious injuries.

12 And fatals, by itself, certainly went down,
13 but I can't give you the number right now. I could look
14 it up.

15 CHAIRMAN TAYLOR: Thank you.

16 Representative Barbin.

17 REPRESENTATIVE BARBIN: Thank you,
18 Mr. Chairman, and thank you, Dr. Farmer, for your
19 testimony.

20 I looked at -- you referred to a recent
21 study of the Institute of Insurance in 2016 that
22 indicates that 28 percent of the fatalities relate to
23 excessive speed.

24 In that same study, could you tell us, you
25 know, what percentage is made up like the difference, and

1 I'm specifically interested in distracted driving. We
2 still don't have a texting law with any teeth in
3 Pennsylvania. How did texting do in that overall study?

4 DR. FARMER: Distracted driving is sort of
5 a new thing to be coded on police reports, for one thing,
6 so there's generally been an increase in the coding of
7 distracted driving on police reports. I think it's about
8 20 percent now that you see.

9 REPRESENTATIVE BARBIN: And where would
10 impaired driving be on that list?

11 DR. FARMER: Impaired driving is actually
12 the highest. It's 33 percent nationwide.

13 REPRESENTATIVE BARBIN: So they're almost
14 equal. You have 28 percent is in this excessive speed;
15 about 30 percent, a third is in impaired driving; and
16 then the remainder is either distracted or some other
17 category?

18 DR. FARMER: Right. Right. I think the
19 overall statistic is 90-some percent of all crashes are
20 caused by some sort of driver error.

21 REPRESENTATIVE BARBIN: The other part, you
22 indicated that 87 percent of the fatalities were on other
23 roads other than interstate highways.

24 So is there a factor that we could use
25 similar to what happens on Roosevelt Boulevard so that if

1 we enact the -- the excessive speed pilot program, we
2 would be able too say, here's the factor we should be
3 looking at or the department should be looking at when
4 they decide which programs should be in place for
5 whatever period we decide to run these?

6 DR. FARMER: You mean choosing certain
7 types of roads? Yes, certainly the lower speed roads
8 tend to be the problem.

9 REPRESENTATIVE BARBIN: So it's the lower
10 speed roads that --

11 DR. FARMER: Lower meaning not 55, 60.

12 REPRESENTATIVE BARBIN: So it's not the
13 interstate highways. Anything that would be high traffic
14 and also connected to a lot of people around the
15 intersections?

16 DR. FARMER: Yes.

17 REPRESENTATIVE BARBIN: If you have any
18 information that you could suggest that would help us
19 make this a statewide like program with some sort of a
20 factor of fatalities or a factor of serious injuries that
21 we could put into this legislation to make it apply
22 across the Commonwealth, that would be helpful.

23 DR. FARMER: Okay.

24 CHAIRMAN TAYLOR: Representative Neilson.

25 REPRESENTATIVE NEILSON: Thank you,

1 Mr. Chairman. Thank you for your testimony here today.

2 The percentage of cameras, I mean, you
3 studied these cameras all across the country, I assume,
4 correct?

5 DR. FARMER: Yes.

6 REPRESENTATIVE NEILSON: What's the
7 percentage on highways in like residential zones?
8 Because something that we incur here is school zones; I'm
9 concerned about the kids.

10 School's back and, you know, forever I'm
11 getting out of the car screaming because they're going 30
12 miles an hour right after they just dropped their kid off
13 and then they go, and it's putting our kids in danger.

14 Is there any kind of uses throughout the
15 country where these cameras are utilized in different
16 zones such as school zones?

17 DR. FARMER: Yes, most of them do target
18 certain types of roadways; they go for the lower speed
19 roads. There are very few where they -- where you
20 have interstate freeway-type roads and they generally do
21 target places close to schools.

22 In Montgomery County they did that
23 specifically. In District of Columbia as well. I know
24 they're reevaluating where to put their cameras right now
25 and school zones are a big thing.

1 REPRESENTATIVE NEILSON: Would you be able
2 to supply the committee chairman the stats and
3 information so we can use it as we go through this
4 process to make this bill a better bill?

5 DR. FARMER: Sure, I can get that.

6 REPRESENTATIVE NEILSON: Thank you. Thank
7 you, Mr. Chairman.

8 CHAIRMAN TAYLOR: Doctor, thank you very
9 much. I appreciate your testimony. I'm sure we'll be
10 contacting you as this bill moves forward.

11 DR. FARMER: Thank you.

12 CHAIRMAN TAYLOR: We're going to assemble
13 our next panel. If Angie and Latanya can start coming
14 up.

15 And before that happens, I'd like to
16 recognize Councilman Kenyatta Johnson. You're used to
17 these type of panels, right?

18 COUNCILMAN JOHNSON: Yes. Yes, I am.

19 CHAIRMAN TAYLOR: You're in your own seat
20 now, so --

21 COUNCILMAN JOHNSON: Indeed.

22 CHAIRMAN TAYLOR: How are you?

23 COUNCILMAN JOHNSON: I'm doing pretty good.

24 I want to thank all of you for coming to
25 Philadelphia for this very important piece of

1 legislation.

2 And when my colleague, Councilman Al
3 Taubenberger, introduced the legislation last week
4 supporting House Bill 2233, I was very excited.

5 I'm serving as chairman of transportation,
6 a member of the public safety committee. This has been
7 an issue I've always paid attention to, although it's
8 very far from the 2nd Councilmanic District of Southwest
9 Center City and South Philadelphia.

10 But, nevertheless, when you open up the
11 newspaper and you see on a weekly basis the fatalities
12 that happen on Roosevelt Boulevard, it has always been an
13 area of grave concern for me, so I applaud all of you for
14 being here, but most importantly for advancing such a
15 bill.

16 For the record, I want to be on the -- I
17 want to be on the record of showing my support for this
18 particular bill. And even as we move forward in the
19 future, we find other aggressive ways in trying to slow
20 down that traffic along Roosevelt Boulevard for the
21 safety of the pedestrians, those who are driving as well
22 as those who are crossing back and forth across the
23 street.

24 You know, I think about when I'm out in the
25 suburbs and they have sobriety checkpoints, and once you

1 try to drive down the road and there's a sobriety
2 checkpoint, you can't turn around, but there's a
3 heightened level of awareness that takes place.

4 Even when you're coming home from
5 Harrisburg and I take the back road because 76 will be
6 crowded, so there's a back road that I would take coming
7 from King of Prussia.

8 And along that road there is always a state
9 trooper that's just sitting there, so you know if you're
10 trying to get back to the city a little -- you know, in a
11 timely fashion, you know when you cross a certain area,
12 there will be a state trooper just standing there, and
13 you know at that particular point in time to slow down.
14 So I think this is a great step in the right direction.

15 And as we move forward in the future, we
16 find other types of innovative ways that will allow our
17 pedestrians to be safe, but most importantly, those who
18 are driving will say, Hold up, slow down. Especially the
19 drag racing on the weekends.

20 You know, trying to find different ways to
21 stay on top of those type of weekend ways that some young
22 people like to engage in having fun, but we know how
23 often we open up the newspaper, there's some type of
24 fatality or crash that takes place.

25 So, again, I thank all of you, and I'm also

1 going to officially submit some additional remarks for
2 the record, and just say thank you.

3 CHAIRMAN TAYLOR: Thank you, Councilman.
4 And thanks for having us here today.

5 COUNCILMAN JOHNSON: Thank you,
6 Mr. Chairman.

7 CHAIRMAN TAYLOR: Our next panel includes
8 Angie Dellavella and Latanya Byrd, really to give us a
9 perspective from the victim point of view on Roosevelt
10 Boulevard.

11 Angie, do you want to begin?

12 MS. DELLAVELLA: I do.

13 Good morning, Everyone, Chairman,
14 Committee.

15 My name is Angie Dellavella and I come
16 before you to talk about Stanley and many others before
17 him who cannot speak for themselves.

18 I have a business at Southampton and the
19 Boulevard called Self Help Fulfillment. My husband is
20 the CEO of Self Help Movement, a rehabilitation center at
21 the same location.

22 On June 30, 2016, at 11:20 a.m., I was
23 approaching the Boulevard going east on Southampton Road.
24 As I was sitting at the traffic light, I saw a green
25 flash speeding down the Boulevard. I heard a large

1 crash.

2 As the green truck smashed into another
3 car, I then watched as a gentleman who was standing on
4 the corner waiting to cross the Boulevard was thrown into
5 the air. As I and several other people approached the
6 victim, it was obvious that a precious life had been
7 taken.

8 My heart sank because he was just an
9 innocent bystander waiting to cross the street. His name
10 is Stanley. And what I didn't know about him was that he
11 was going to Self Help Movement to get ready for work.
12 The driver of this green flash was a 24-year-old male
13 that was later arrested for DUI.

14 I couldn't identify the pickup truck that
15 was speeding down the Boulevard because of how fast it
16 flew by me and several others.

17 Thousands of people utilize the Boulevard
18 as a necessary part of their daily travel. Hundreds of
19 students walk from the bus stop to Philadelphia Community
20 College, Monday through Friday, crossing the Boulevard at
21 Southampton Road. These are many, many young adults
22 risking their lives every day just to get to the other
23 side.

24 I grew up in Northeast Philly and I am a
25 registered nurse. I've worked in several hospitals and

1 always avoid the Boulevard whenever possible. Several
2 intersections in the area are death traps just waiting
3 for their next victim. Perhaps this legislation can save
4 the life of a loved one.

5 Thank you for allowing me the opportunity
6 to testify on this extremely important matter.

7 And I also want to say that I have just met
8 Latanya just a few minutes ago, and I want to give my
9 condolences to you and your family for your great loss.

10 CHAIRMAN TAYLOR: Latanya.

11 MS. BYRD: Hello. My name is Latanya Byrd.
12 I am the maternal aunt of Samara Banks, my niece. She
13 and her three children were killed on Roosevelt Boulevard
14 on July 16, 2013.

15 Two guys were racing. They were going more
16 than double the speed limit in that area. My niece and
17 the kids were thrown. I believe my niece was thrown
18 about 79 feet. Before she was thrown that far, her and
19 the babies hit the windshield.

20 And that was a crucial piece of evidence.
21 It took two years just to say, Hey, you are responsible.
22 We had to hold someone responsible. And the guy who won
23 the race, the tissue, their tissues and their blood was
24 found in that windshield.

25 You know, and every day, you know, we -- we

1 went through the trial and we heard it all in the news
2 over and over, but when I drive past Banks Way, it's
3 always bittersweet.

4 You know, I'm happy that that sign went up
5 and some changes were made in that area for the residents
6 of the area; however, it shouldn't have taken those four
7 precious lives. After that, there are many more people
8 who died due to accidents on Roosevelt Boulevard.

9 It shouldn't really be a dangerous highway
10 or road, you know. I believe it should have been built
11 for the pedestrians to cross from one side to the other
12 and for people to go to work, get from point A and point
13 B.

14 And I think that a lot of people believe
15 that there is a quick fix. We all know it's not a quick
16 fix. You know, I've read many of the reports and heard
17 people say today how much money it will cost to really
18 change the structure of that road.

19 Maybe we can think of this as a puzzle that
20 can be solved by adding crucial pieces to it. I've read
21 the bill, the House bill, that Senator Taylor had
22 presented at a news conference a while back. And I've
23 read Vision Zero that was implemented in many cities to
24 help reduce the fatalities. Let's just add those pieces
25 to the puzzle. Let's solve it.

1 You know, it may take time. It's not going
2 to be today, it's not going to be tomorrow. But every
3 day I turn on the TV, every time I get a news text about
4 someone getting hit and thrown or just a crash on the
5 Boulevard, I -- you know, my heart just bleeds, you know.
6 It hurts, you know. I'm angry, you know.

7 So, you know, we do need these speed
8 cameras. We need something -- these people need to be
9 held accountable for their actions, you know. During the
10 times when, you know, when there's no -- you know, not
11 that much traffic on the road, this seems to be the times
12 that they want to race.

13 And just for example, a couple weeks ago, I
14 was going to work. I have to take -- you know, I can
15 take the Boulevard. I normally take the long way and
16 just take forever to get home or take forever to get to
17 work, but this one day, I said, you know, I'm just going
18 to -- I just have to get in that right lane and just go
19 straight down and make that right at Red Lion Road.

20 So I'm driving and I see an electric blue,
21 I think it was a Chevy Cobalt, and I seen another small
22 car, looked like a race car, had the big fat wheels on
23 it, and they were actually racing. I'm trying to get to
24 work. You know, we're talking early in the morning.

25 They're going in and out of the traffic

1 like this (witness indicates). And I'm thinking, you
2 know, I'm remembering, what was said at the trial about
3 the two guys that were racing before they hit my niece
4 and my nephews.

5 And, you know, maybe it's just because it
6 happened to me and my family that I care and I think
7 about that, but I shouldn't have to think about that
8 every day when I'm driving down the Boulevard.

9 And the thing about it was, during that
10 trial, the people who testified, who hung around for two
11 years and waited to testify because they knew that
12 something had to be done, they wanted to make a
13 difference, they said that these guys were weaving in and
14 out all the way from Bustleton, all the way down to where
15 the accident actually happened.

16 So these two guys this morning, they're
17 weaving in and out, and I'm just driving, and we wind up
18 at a light together. And this is what happened during
19 that accident, when they were saying the guy stopped at
20 the light but they kept -- you know, they still were
21 speeding.

22 And when I stopped at the light I looked
23 over and I looked at the one guy. You know, you're
24 always think it's like maybe younger guys, you know.

25 Well, one, he looked like he was about 18,

1 19, and the other guy looked like he was about 50. And
2 I'm like, Are you serious? Are you really racing? And I
3 said maybe it's dad and his son. I don't know.

4 But this is not the place for you to race,
5 you know. Someone could have been hit. Okay? Not just
6 the children, you know. That was further up in the
7 Northeast. A lot of older people cross that road up
8 there. I see them every day. They're going to Nazareth
9 Hospital. They're going to the Acme. They're going to
10 the store. They're trying to get across the street.

11 So I believe that this bill -- is it
12 already passed or it should be passed, the cameras should
13 be installed. The red light cameras help. And I believe
14 that the -- the speeding cameras will help and just hold
15 everyone accountable. Not just with tickets, but also
16 with some education. You know, make them go to class.
17 Let them see some of the pictures.

18 Unfortunately, we weren't able to see -- we
19 weren't even able to see our -- the kids or my niece when
20 they died. Their bodies were so mangled and so broken up
21 that we could not go to the morgue and see them. They
22 showed me a two-by-three piece of their face. And they
23 said, Okay, they're identified.

24 Couldn't buy them regular size clothes,
25 they had to put bodysuits on them. A 27-year-old girl

1 and three babies.

2 So please think about it. It could be your
3 son; it could be your daughter. It could be any one of
4 us walking across the street. You know, I do drive, too.
5 And my nephew who was the only survivor, you know, I
6 drive everywhere. He says, I want to go to McDonald's.
7 I go to McDonald's and I go through the drive-through.
8 He said, No, Mommy, we walk. We like to walk. Look at
9 the trees, smell the air. What's wrong with walking? Is
10 walking a crime?

11 No, it's not a crime. Driving above the
12 speed limit is. Thank you.

13 CHAIRMAN TAYLOR: Thank you, Angie, and
14 Latanya.

15 And, Latanya, I know that you've done this
16 a number of times and come out in public and talked about
17 the tragedy in your family, and I know that's very
18 difficult, so -- but it's helped. It helps us and it
19 helps the public, so we appreciate you doing that.

20 MS. BYRD: Thank you.

21 CHAIRMAN TAYLOR: I see we're joined by
22 Councilman Oh. Councilman, we're close to a quorum soon.

23 Would you like -- let me just recognize
24 Councilman David Oh is here.

25 David, would you like to comment?

1 COUNCILMAN OH: Yes. Thank you very much,
2 Mr. Chairman, for the opportunity and for holding these
3 hearings and for introducing this innovative bill which
4 tries to address a very serious problem.

5 And to Ms. Byrd and Ms. Dellavella, thank
6 you for your testimony. Ms. Byrd, my condolences.

7 I think the reason that you're here and
8 this committee is here and this bill has been introduced
9 is to solve a problem and I think ultimately that that's
10 the issue.

11 As a Philadelphia Councilman, I'd just like
12 to add on behalf of the citizens that I represent,
13 solving the problem does involve trying different pilot
14 programs, particularly the technology that is being
15 talked about.

16 But I would like to say that I have two
17 concerns: One is that the problem actually be solved.
18 And what I mean is that if there is a way to slow down
19 the traffic, it may be costly, as was mentioned, whether
20 it is adding more stop signals, whether it is putting
21 grooves into the street, whether it is putting speed
22 bumps, whatever it is to actually slow down the traffic,
23 that's an important consideration.

24 This is a very important tool, the radar,
25 but in the process, please consider that the local

1 jurisdictions like Philadelphia actually do a lot of the
2 work, and the revenues that are generated, because fining
3 the speeders is important, but the revenues, up until
4 now, the jurisdiction, some of them, like Philadelphia,
5 receive 50 percent of the revenues, and we can use that
6 to fix these roads.

7 You can, in this bill, create a fund that
8 dedicates 50 percent of the revenues generated by this
9 program to specifically fix and address those problems.

10 I would finally say that I think it is
11 important because we also have to fight a perception in
12 the public that this is more about money than it is about
13 saving lives, and what I mean, for example, is a red
14 light camera.

15 There are so many intersections in
16 Philadelphia where a left-turn signal would solve the
17 problem, but there's no left-turn signal. You can't make
18 a left turn on green. You have to make it on yellow or
19 red, and then you get a ticket.

20 And people don't know why we don't just put
21 a left-turn signal in, but instead they're getting \$100
22 tickets. And whenever that happens, people become
23 suspicious.

24 And I will say, as a Philadelphia
25 Councilman, our cigarette tax, our soda tax, they have

1 competing issues. We want you to stop smoking but we
2 want the money. We want you not to drink soda, but we
3 want the money. If you drink less soda, we need more
4 money.

5 People don't understand that and so here
6 we're trying to save lives. Great program, but please
7 consider that the revenues can be dedicated to actually
8 fixing the problem here in Philadelphia and whatever
9 jurisdiction across Pennsylvania. Again, you're
10 wrestling with this problem, big problem, here and across
11 the state.

12 I appreciate your time coming into
13 Philadelphia. Thank you so very much.

14 CHAIRMAN TAYLOR: Thank you, Councilman Oh.
15 Councilman Johnson.

16 COUNCILMAN JOHNSON: Yes, I wanted to thank
17 the two young ladies for their courage in providing your
18 testimony here today.

19 I just wanted to also just ask the panel
20 from a law enforcement standpoint, what role is the state
21 police playing in terms of the monitoring of traffic
22 along Roosevelt Boulevard?

23 And, also, you know, I've been thinking
24 about -- thinking out of the box on this issue. We're
25 definitely in the right direction supporting this bill,

1 what will provide speed cameras along the Boulevard, but
2 also look at the role that law enforcement plays.

3 I have no one -- I'm around past Grays
4 Ferry. Everyone knows -- and I've lived in South Philly
5 all my life -- everyone in South Philadelphia knows if
6 you speed past the intersection at Grays Ferry, that
7 camera is going to flash at nighttime or the daytime.
8 You're going to get a ticket. So it definitely is in
9 your mind to slow down. So we're definitely in the right
10 direction with this particular bill.

11 From the law enforcement standpoint, I just
12 want to, you know, make note for the record. Could there
13 be some type of city/state partnership that looks at
14 maybe every so quarter of a mile if you don't have -- I
15 know you can't -- we don't have all the manpower to put
16 officers out there, but I know if I see the flashing
17 signal set on top of the cars -- and I don't know if this
18 type of approach has been done in the other cities or
19 states -- but it's also in your mind to slow down.

20 The same way, when you're on 76 and the
21 state trooper is driving, you know how everyone -- no one
22 goes in front of that state trooper until the state
23 trooper actually takes off.

24 The same type of psychological impact could
25 be had by certain areas stationing certain types of

1 equipment with the flashing blue and red signals that let
2 folks know that you're being watched, think about your
3 speed as you're driving down, as something to add on to
4 what we're doing with the speed cameras.

5 I just wanted to put that out there, and
6 if anyone wants to answer, you know, what is law
7 enforcement doing from the state panel -- from the state
8 perspective, you can. If not, I don't have a problem,
9 you know, reaching out to you and just having a follow-up
10 conversation to see how we can be supportive from that
11 aspect with the law enforcement community in Philadelphia
12 as well.

13 CHAIRMAN TAYLOR: Thank you, Councilman.
14 Yes, between Captain Healy and the Bicycle Coalition, I
15 mean, I'm sure we'll do everything we can.

16 Ladies, thank you very much. Appreciate
17 you being there.

18 MS. DELLAVELLA: Thank you.

19 MS. BYRD: Thank you.

20 CHAIRMAN TAYLOR: I'd like to have the next
21 panel assemble, please. We have Sarah Clarke Stuart, our
22 executive director from the Bicycle Coalition of
23 Philadelphia.

24 Jana Tidwell from AAA Mid-Atlantic. She's
25 the manager in public and government affairs.

1 We have Earle Drack. Earle is an
2 electrical engineer.

3 And Jason Duckworth, who is the president
4 of Delaware Valley Smart Growth Alliance.

5 And just for the sake of my own
6 organization, we're going to start in the order in which
7 I introduced you.

8 Sarah, you can go first.

9 MS. STUART: Good morning, Mr. Chairman and
10 Members of the House Transportation Committee. Thank you
11 very much for giving me the opportunity to testify.

12 My name is Sarah Clarke Stuart and I'm
13 executive director of the Bicycle Coalition of Greater
14 Philadelphia. We are a bicycle advocacy organization for
15 the entire nine-county region, but we are also very much
16 centered on safety and safety of all road users,
17 including pedestrians, motor vehicle drivers and
18 passengers, and transit riders.

19 Since 1972 we have been working on many
20 issues, including traffic safety. And the issue of
21 traffic safety has really come into focus in this past
22 couple of years.

23 I won't read my testimony. I'll try to
24 summarize what I wanted to say to you today. I think I
25 have three main points that I wanted to get across:

1 Traffic fatalities, it's an epidemic in
2 this country. 30,000 people a year die in traffic
3 crashes. It's unnecessary. These traffic crashes and
4 fatalities are not necessary. They are not inevitable.
5 They can be prevented. And we are working in a movement
6 throughout the country to reduce these kinds of crashes.

7 This movement is centered around a policy
8 called Vision Zero and as the Councilman Taubenberger
9 mentioned earlier today, 12 different cities in the
10 country have adopted Vision Zero policies. And the City
11 of Philadelphia is embarking on its own effort and we
12 hope to hear from the mayor and the City very soon about
13 its Vision Zero policy.

14 It's a multidisciplinary approach. It's
15 where you look at what can be done through engineering,
16 through education, through enforcement, to reduce the
17 kinds of crashes that cause fatalities and serious
18 injuries.

19 And it's made up of four main proven
20 strategies: lowering speed limits, redesigning streets,
21 implementing meaningful behavior change campaigns, and
22 enhancing data-driven traffic enforcement.

23 And that's the bill that you are
24 contemplating today, House Bill 2233. It is going to hit
25 traffic enforcement, data-driven traffic enforcement

1 right on the head because with speed cameras on Roosevelt
2 Boulevard, it's going to tackle one of the major problems
3 that the City is facing with Vision Zero and with traffic
4 fatalities, is the number of people who die on this road
5 every year.

6 As was mentioned before, 10 to 12 percent
7 of the people killed in Philadelphia in traffic crashes
8 are killed right on Roosevelt Boulevard. And we have
9 been looking at not only previous years and the number of
10 people who have died, but in this year, in 2016 alone.
11 So far 48 people have lost their lives in Philadelphia in
12 traffic crashes, and six of them were on Roosevelt
13 Boulevard.

14 So that's a 12 percent, which is basically
15 the same number that we've had over the past five years.
16 Five of those six were pedestrians. The other was a
17 motorcycle rider. And two of those six were very young,
18 17-year-old Markalyah Jackson, and 20-year-old Christelle
19 Charles.

20 So we have a road that is 11 miles long.
21 It is four-tenths of 1 percent of the roadways that
22 Philadelphia has in its jurisdiction, and 12 percent of
23 the people who die in traffic crashes happen on that
24 four-tenths of 1 percent of roadway.

25 It is our moral imperative to do something

1 about Roosevelt Boulevard and this bill will give the
2 City of Philadelphia the tool that it needs to save lives
3 and the Commonwealth the tool that it needs to save
4 lives.

5 So I urge you to do everything you can to
6 bring back this message to your colleagues and the rest
7 of the House, and also to the Senate, to try and pass
8 this bill as soon as possible this year.

9 Lastly, I would like to have you consider
10 addressing the issue of fines and potentially look at
11 having graduated fines to address the issue of how
12 difficult it is going to be for some people to pay fines
13 when they receive these kinds of tickets. So we have
14 offered some ideas in my testimony and it is something
15 that is important for social justice issues.

16 So I will end there. I will say that --
17 just lastly that we thank you for bringing forward this
18 bill to help the City of Philadelphia and the
19 Commonwealth of Pennsylvania save future lives on
20 Roosevelt Boulevard going forward.

21 Thank you very much.

22 CHAIRMAN TAYLOR: Thank you, Sarah.

23 Jana.

24 MS. TIDWELL: Good morning. My name is
25 Jana Tidwell. I'm the manager of public and government

1 affairs for AAA Mid-Atlantic here in Southeastern
2 Pennsylvania.

3 Thank you, Chairman Taylor, Chairman
4 Keller, and Members of the House Transportation Committee
5 for inviting AAA to participate today, and for
6 introducing your important legislation to curb speeding,
7 improve safety for all road users -- motorists,
8 bicyclists, and pedestrians -- and ultimately save lives
9 along Roosevelt Boulevard.

10 As a member of the Roosevelt Boulevard
11 Safety Task Force, which was established in 2007, AAA
12 supported safety studies, focus groups, and ultimately
13 educational campaigns to make all road users aware of the
14 dangers that are present along Roosevelt Boulevard.

15 Roosevelt Boulevard has been arguably the
16 most dangerous and deadliest stretch of roadway in
17 Philadelphia, if not nationally.

18 Between 2011 and 2015, 61 people lost their
19 lives and nearly 5,000 were injured due to crashes along
20 the Boulevard.

21 AAA supports a pilot automated speed camera
22 program along Roosevelt Boulevard. A recent AAA poll of
23 Philadelphia area motorists indicate that more than half,
24 52 percent, support the use of automated speed camera
25 enforcement to ticket drivers who exceed the posted speed

1 limit.

2 In addition, the same AAA poll showed 21
3 percent of motorists believe divided highways, like
4 Roosevelt Boulevard, are the most important place to
5 place these speed cameras.

6 AAA believes that when implemented with
7 proper procedural safeguards and protections for
8 motorists, as outlined in House Bill 2233, automated
9 speed camera systems can contribute to the goal of
10 reducing unnecessary fatalities and promoting traffic
11 safety for all road users.

12 AAA endorses the following safeguards that
13 are included in the bill: A focus on safety.
14 Pennsylvania providing motorists visible due notice that
15 speed cameras are in a particular area providing a
16 visible deterrent to speeding. The purpose of speed
17 cameras is to slow down drivers for safe travel, not
18 catch speeders in the act and raise revenue for the
19 state.

20 Transparency. The state documenting and
21 studying the before and after effects of the cameras to
22 determine if they are making a measurable difference in
23 speed.

24 Flat contractor fees. The state mandating
25 a flat payment to the vendor or contractor versus a

1 commission or per-violation fee.

2 Revenue used to enhance traffic safety.

3 The state designating that monies from speed camera
4 violations be specifically designed for traffic safety
5 improvements.

6 Police overseeing the program, not the
7 contractor. Credible oversight and separation should
8 exist between police and each segment of the contractor
9 program. The state designating law enforcement agencies
10 to review all violations and to issue tickets with
11 reasonable enforcement cushions so that marginal
12 infractions are not targeted. When violations are
13 challenged in court, law enforcement, not a
14 representative of the contractor, should defend the
15 issuance of the violation.

16 AAA recommends the program begin on a pilot
17 basis similar to the automated red light camera program
18 implemented in 2007 and recently extended through 2027.
19 We urge legislators to join Representative Taylor in
20 support of House Bill 2233, which AAA believes will help
21 improve safety for all road users on Roosevelt Boulevard.

22 Thank you.

23 CHAIRMAN TAYLOR: Thank you, Jana.

24 Earle, good morning.

25 MR. DRACK: Good morning. Chairman Keller,

1 Minority Chairman Keller, Members and Staff of the House
2 Transportation Committee, I appreciate this opportunity
3 to participate in today's hearing and testify on behalf
4 of Pennsylvania's motorists and citizens. My name is
5 Earle Drack.

6 And I'm sure that everyone here will all
7 agree that safety of motorists, bicyclists, pedestrians,
8 and road workers is an absolute necessity. I hope we can
9 also agree, however, that fairness is a necessity as
10 well, and that House Bill 2233 in its present form has
11 issues that must be resolved before it can become law.

12 My testimony today will briefly cover the
13 following four aspects of the bill: One, the limitations
14 on allowable defenses when a violation is alleged.

15 Two, the assumption that approved speed
16 camera devices will be accurate.

17 Three, the handling of violations involving
18 vehicles owned by state or other government entities.

19 And, finally, four, the role of PennDOT in
20 approving and administering the program.

21 With respect to my background, I'm an
22 electrical engineer by training with over 25 years
23 experience in the design, test, and marketing of
24 precision measurement instrumentation. My education
25 includes a master's degree in electrical engineering and

1 a master's of business administration.

2 As I noted, a key concern is that House
3 Bill 2233 provides for only the following two defenses:
4 One, that the vehicle was reported as stolen prior to the
5 violation, or two, that the person receiving the notice
6 of violation was not the owner of the vehicle at the time
7 of the offense.

8 Now, it's also important to note that in
9 the original memo introducing this legislation in June, a
10 third defense was said to be allowed; namely, that the
11 registered owner of the vehicle was not the one operating
12 it at the time of the alleged violation.

13 I would hope members of this committee
14 should be aware of the differences between what is in the
15 introduction memo and what is in the actual text of the
16 bill as it now stands, and I would hope that all members
17 would read the details of the bill closely before voting
18 on it.

19 With respect to the defenses which are
20 allowed, the right to challenge the device's accuracy is
21 noticeably absent. This is despite there being many
22 well-documented cases of flawed readings by speed camera
23 devices in other states, including those cited in my
24 written testimony.

25 If anyone associated with drafting this

1 bill is able to help Pennsylvania's motorists understand
2 how placing this limitation on allowable defenses is
3 either necessary or fair, their explanation would
4 certainly be of interest.

5 In general, it is a significant problem
6 when any legislation contains an implicit assumption that
7 a particular technology is always accurate.

8 When that technology has not been subjected
9 to a thorough evaluation by independent third parties to
10 assess that accuracy and reliability, the problems are
11 even greater, and unfortunately, the assumption that
12 speed cameras will always be accurate is woven throughout
13 this bill and that is a key reason, although not the only
14 reason, that this bill requires changes.

15 While House Bill 2233 does require that the
16 violation notice must include a written verification that
17 the speed camera was, quote, operating correctly,
18 unquote, at the time of the alleged violation, that
19 verification is not required to be sworn.

20 Worse yet, there is no clear criteria for
21 what "operating correctly" means. It certainly does not
22 require an independently verified and auditable accuracy
23 and error rate.

24 House Bill 2233 does allow for a hearing to
25 contest a notice of violation. Unfortunately, again,

1 that hearing is before a hearing officer and not a judge,
2 justice, or magistrate. It is also informal and the bill
3 explicitly states that the Rules of Evidence, quote,
4 shall not apply.

5 So let's consider that for a moment. The
6 Rules of Evidence shall not apply and only two defenses
7 are allowable. The accused is simply not allowed to
8 challenge the device accuracy, despite the fact that its
9 accuracy may never have been measured or verified. And I
10 would hope that all present here would agree that this
11 does not constitute due process.

12 While the bill also allows for a subsequent
13 appeal and a de novo hearing before a magistrate, it does
14 not provide for any additional defenses at the district
15 justice level, and this means that under House Bill 2233,
16 and incidentally also under Senate Bill 840, which is
17 similar but is more statewide, there is no true due
18 process or recourse to an unfair accusation based on an
19 inaccurate speed rating or if the registered owner was
20 not the driver.

21 Another troubling aspect of this bill is
22 that it does not address how cases will be handled when
23 the registered owner of the vehicle is the Commonwealth
24 of Pennsylvania or some other government agency. In
25 those cases, will the taxpayers simply end up paying the

1 fines? If so, many government employees and possibly
2 elected officials will have no incentive to slow down and
3 avoid violations and such an outcome clearly is neither
4 fair nor in keeping with the goal of improving safety.

5 Moreover, it would also be prudent to
6 prohibit arbitrary dismissal of violations at the
7 informal hearing level, which would be analogous to
8 ticket fixing if it were a real court. Allowing broad
9 discretion at the hearing level simply provides another
10 way for certain connected individuals to be immune from
11 these costly violations while the majority of motorists
12 are subject to large fines.

13 Another big concern with the proposed
14 program is that it requires PennDOT and not the City, as
15 originally specified in the introductory memo, to
16 administer and issue regulations governing the program.

17 Again, nowhere in the bill does it specify
18 a maximum allowable error rate for the speed camera
19 equipment. Nor does it require that PennDOT define and
20 verify an acceptable error rate via an ongoing audit
21 program, even though it was just such an accuracy audit
22 that identified problems with speed cameras in other
23 states, particularly Maryland.

24 While an annual report on statistics is
25 required under this bill, no auditing of device accuracy

1 is required, again by either this bill, 2233, or by
2 Senate Bill 840.

3 To make matters worse, this bill also deems
4 any speed camera regulations promulgated by PennDOT as,
5 quote, temporary regulations, unquote, and thus not
6 subject to the Commonwealth Law Act or the Regulatory
7 Review Act.

8 That means that any regulations issued
9 under this bill will not be subject to the normal
10 protections of public review and IRRC approval.

11 It should be obvious from the track record
12 of speed cameras in other states that this lack of
13 regulation review is a recipe for large problems down the
14 road.

15 It is also not at all clear that PennDOT
16 has the required technical expertise to effectively
17 evaluate such equipment or the private companies which
18 manufacture and administer it. That leaves
19 Pennsylvania's motorists vulnerable to undue influence by
20 the device manufacturers and their accuracy claims, which
21 under this bill are not required to be verified
22 independently.

23 Even if PennDOT did have that expertise, of
24 course, the bill does not require that they actually use
25 it to assure any level of accuracy.

1 Now, for an example of how these types of
2 legislative and regulatory shortcomings can lead to
3 unfair outcomes, one need look no further than the
4 approval, accuracy, and calibration of the ENRADD EJU-91
5 wireless non-radar speed detection device under PennDOT's
6 supervision.

7 Issues regarding ENRADD have been brought
8 directly to the attention of PennDOT, as well as to the
9 attention of the Senate Transportation Committee, but
10 still ENRADD remains an approved device currently in use
11 on Pennsylvania's roadways as a basis for citations.

12 Any member of this committee, the press, or
13 the public who believes that PennDOT's speed measurement
14 device approval system has been effective in preventing
15 inaccurate devices from being used in Pennsylvania is
16 welcome to speak with me afterwards to learn more about
17 the ENRADD issues.

18 And with respect to that ENRADD case, it is
19 also important to recognize that the Open Records Act or
20 Right to Know Law was crucial in helping to uncover the
21 many problems with that device's accuracy, approval, and
22 calibration.

23 Unfortunately, House Bill 2233 and Senate
24 Bill 840 both contain an exemption to the Right to Know
25 Law. That exemption is worded in a way that could be

1 interpreted to exempt even the device approval process
2 and device accuracy results from the public access.

3 To ensure fairness and transparency, it is
4 critical that such information, as well as financial and
5 administrative information, remain accessible under the
6 Right to Know Law and not be made exempt.

7 In closing, I would hope that everyone
8 present today would agree that Pennsylvanians should not
9 have to choose between safety and fairness. With a bit
10 of thought and effort, and without undue reliance on or
11 influence from device manufacturers or private program
12 administrators, we can and should craft better
13 legislation.

14 I would be happy to discuss this matter in
15 the depth and detail it deserves and requires with the
16 committee members, their staff, or any interested party.

17 Thank you very much.

18 CHAIRMAN TAYLOR: Thank you.

19 Jason.

20 MR. DUCKWORTH: Good morning. My name is
21 Jason Duckworth, and I am the president of the Delaware
22 Valley Smart Growth Alliance.

23 The Smart Growth Alliance is a coalition of
24 more than 200 organizations that includes governmental
25 agencies, private sector and not-for-profit organizations

1 as well as private corporations.

2 We believe in smart growth, which is a
3 movement that favors the revitalization of our cities and
4 towns, the protection of our open spaces and
5 environmental resources, as well as expanding options for
6 housing and transportation.

7 The Delaware Valley Smart Growth Alliance
8 supports the automated enforcement of traffic laws
9 through technologies like speed cameras. As you heard in
10 earlier testimony, there is ample evidence from
11 throughout the United States and throughout the world
12 that speed cameras work. They save lives, they reduce
13 crashes, they improve safety where they are installed.

14 One thing we know is that traditional
15 vehicle-based enforcement approaches can only go so far.
16 There are real limits on police resources, and often high
17 speed roadways, such as the Roosevelt Boulevard, that
18 don't have shoulders are often unsafe for traditional
19 pull-over operations.

20 Speed cameras are proven. They help police
21 enforce the law cost effectively and safely for the
22 police officer.

23 Speed cameras have succeeded in other
24 places in the world, and I'll just point out that our
25 prior commissioner of police here in Philadelphia,

1 Charles Ramsey, was himself instrumental in bringing
2 speed cameras to the District of Columbia where they've
3 existed for more than a decade.

4 One thing I'd like to point out and what is
5 so remarkable about the proposed speed cameras for the
6 Roosevelt Boulevard is that they pay for themselves. How
7 often do you as elected officials get to consider a
8 policy where the cost/benefit ratio is almost all benefit
9 without any material cost.

10 Once installed, speed cameras will save
11 lives. They'll reduce property damage, they'll support
12 the police's effort to enforce traffic laws, and all at
13 no material cost to taxpayers. I don't know of any
14 policy with a similar cost/benefit ratio.

15 But why is that possible? Well, the fines
16 themselves help to fund the operation of the program.
17 Now, there are critics who contend that these
18 technologies result merely in taxes on motorists. But
19 keep in mind that no motorist who obeys the law receives
20 a ticket. The experience around the world is that when
21 speed cameras are implemented, driving behavior changes
22 and violations plummet significantly.

23 Here in Philadelphia we actually know this
24 from our own experience with red light cameras. If you
25 take, for example, two intersections, Grant Avenue and

1 Roosevelt Boulevard or Red Lion Road and Roosevelt
2 Boulevard, over the course of the first ten years of the
3 program, violations plummeted by 80 percent.

4 The goal of these technologies is not to
5 fine motorists, the goal is to encourage compliance with
6 traffic laws.

7 Nevertheless, since our goal here is not
8 revenue generation, we suggest that fines be graduated,
9 starting with warnings perhaps, and followed by
10 increasing fines for the most flagrant offenders. We
11 believe that public outreach and education are paramount
12 since ultimately we're most interested in behavior
13 change.

14 I'll conclude by just saying, what does
15 this have to do with smart growth? Well, I think many of
16 us are delighted to see the resurgence of our towns and
17 cities throughout the Commonwealth, and a big part of
18 that is the improvement of quality of life in these
19 places.

20 Reckless, high-speed driving in excess of
21 the speed limit in places that are dense with pedestrians
22 and cyclists works contrary to quality of life and
23 therefore works against our goals to revitalize our
24 cities and towns.

25 Thanks very much.

1 CHAIRMAN TAYLOR: Thank you, Sarah and
2 Jana, Earle, Jason. Appreciate your testimony.

3 Earle, I will say before -- I don't know if
4 there's any questions -- there's a few -- certainly this
5 legislation is not final.

6 MR. DRACK: Understood.

7 CHAIRMAN TAYLOR: It's not unusual for us
8 to put it out there and we will have probably a very
9 comprehensive amendment. We will take into consideration
10 the comments that you made.

11 Some of which, while you were testifying,
12 Eric assures me is going to happen. Some of it kind of
13 happens naturally without it. And then we will balance
14 that with the fact that it's a summary offense versus a
15 major infraction.

16 I will say too, Jason, that in the course
17 of today, we have to -- we will change the fine structure
18 but the graduated fine structure has to be balanced
19 against the fact that these records will be not permanent
20 as well.

21 So I'm not sure where we can go with that
22 because we want to ensure people that it is not a
23 permanent mark on your record. It's not something that
24 we can go back and find. If we have graduated rates that
25 probably require that, so that's -- but I understand

1 where you're going.

2 I mean, we -- again, we -- we want to make
3 it enforceable where people will comply, right? So if we
4 get it too far afield that may not be the case.

5 Representative Neilson.

6 REPRESENTATIVE NEILSON: Thank you,
7 Mr. Chairman.

8 Eric, just an FYI, I'll start off with
9 that. The -- under the Rendell administration in
10 Harrisburg, I oversaw the fleet and each fleet government
11 car is assigned to an individual.

12 That individual, as assigned to that car
13 with the government tags or confidential plates -- which
14 you may or may not even know they're driving by -- signs
15 a waiver to get into that car that they are personally
16 responsible for any violation put on that vehicle and if
17 they fail to pay in a timely manner, it is reduced from
18 their paycheck.

19 Just an FYI. They are responsible for
20 breaking the law and paying for their own. That is not
21 on the taxpayer and I wanted to make sure that was part
22 of the record.

23 No questions. That's a fact.

24 MR. DRACK: And that's -- and that's for
25 state-owned -- that's for state-owned vehicles?

1 REPRESENTATIVE NEILSON: Pardon?

2 MR. DRACK: That's for all state-owned
3 vehicles?

4 REPRESENTATIVE NEILSON: That's on state-
5 owned vehicles under the jurisdiction of the governor of
6 Pennsylvania.

7 MR. DRACK: That's very good to know.
8 Thank you.

9 REPRESENTATIVE NEILSON: But I did want to
10 ask you a question about the device accuracy because it
11 seems like you studied that a little bit.

12 Are you suggesting that we incorporate a
13 third-party testing agency within the legislation to make
14 certain that these are certified or demand that the
15 vendor certifies them?

16 I don't -- because they run a little
17 different than they do red light cameras. Red light
18 cameras, it's either it's red, you're across the line, or
19 you're not. This is saying, you're going XYZ miles an
20 hour.

21 Did you look at any of that stuff or is
22 this just a suggestion that you have for us today?

23 MR. DRACK: I'm not sure what the question
24 is. Are you asking did I look in general at the specific
25 technologies involved in speed camera --

1 REPRESENTATIVE NEILSON: Is there a third-
2 party agency? Is that what you're asking us to do, amend
3 the legislation to have a third-party agency come in and
4 check the accuracy of this device? Is that what you're
5 looking for?

6 MR. DRACK: Well, I'm not actually making
7 any recommendations yet at this point. I'm pointing out
8 that it does not have any provisions for ensuring any
9 particular level of accuracy. And if there is no
10 insurance of a particular level of accuracy, then any
11 level of accuracy is theoretically possible.

12 I know that in other jurisdictions there
13 were audits performed where they used different
14 technologies, and it was done by an independent expert
15 third party that was engaged by the government to audit
16 the performance, and they had some very, very high error
17 rates, and without any requirement for, say, a maximum
18 error rate, I don't believe that we are protected from
19 devices that have unacceptably high error rates.

20 REPRESENTATIVE NEILSON: Thank you.

21 Jason, just an FYI, that it's not just a
22 money grab. We have approximately, in Philadelphia, 30
23 red light cameras. Nine of them don't pay for
24 themselves. But the others, of course, help that.

25 But it's still -- those nine intersections,

1 to take them out would make them less safe. So not all
2 of them pay for themselves, but it's our goal to make
3 certain that we place them in the right positions to make
4 safety -- safety has to be a factor, not so much paying
5 for them.

6 Thank you, Mr. Chairman. I have nothing
7 else.

8 CHAIRMAN TAYLOR: Thank you.

9 Representative Harper.

10 You were so busy yesterday we didn't hear
11 from you today.

12 REPRESENTATIVE HARPER: Right. I was -- I
13 was taking it easy today, Mr. Chairman.

14 I just want to thank the panel for their
15 testimony and say the reason we do these hearings is to
16 pick up places where the bill can be amended and made
17 better.

18 So, for example, on red light cameras we
19 had a period of notice before they actually went into
20 effect. Might be a good idea to do the same thing here.
21 So you notify the motorist, Look, it's not in effect now
22 but it's going to be in effect shortly. That will get
23 them used to the idea that they'd better obey the speed
24 limit on the Roosevelt Boulevard.

25 Another thing that we could add to this

1 bill on the accuracy, which I thought was good testimony,
2 because as Representative Neilson pointed out, it's a
3 little different than a red light camera because you have
4 to calibrate the speed, and how you do that obviously
5 matters, you know.

6 So when we do breathalyzers, we require
7 them to be certified every so many months; you know,
8 somebody go out and check, make sure the breathalyzer is
9 actually calibrated correctly. We could probably bake
10 something into this.

11 MR. DRACK: Understood. And that's a very
12 good analogy. I think the breathalyzers, not only I
13 think is a third -- independent third party have to
14 perform that validation or calibration, but even the
15 reference samples used in those calibrations has to be
16 created or manufactured by an independent third party,
17 not the manufacturer.

18 So that's an example of really good
19 thought-out legislation that's intended to address, you
20 know, what we all know are kind of human nature issues
21 where if the manufacturer is allowed to be the one who
22 says it's operating correctly, without even saying what
23 correctly means, that's no real guarantee that we're
24 going to have what we would all consider an acceptable
25 level of accuracy.

1 REPRESENTATIVE HARPER: Right, which is why
2 I'm grateful for the whole panel, for all the points you
3 made, because then we can consider them and see whether
4 we need to make amendments to the Chairman's bill, but
5 only if the Chairman allows them because otherwise, they
6 won't pass.

7 Thank you, Mr. Chairman.

8 CHAIRMAN TAYLOR: I'm not sure how to react
9 to that, Kate.

10 Representative Harper is also Chairman
11 Harper on another committee, so -- but I can guarantee
12 you that this bill will be amended. There's no doubt
13 about it.

14 So anyone else?

15 REPRESENTATIVE NEILSON: Real quick,
16 Mr. Chairman, if I may, not a question.

17 CHAIRMAN TAYLOR: Representative Neilson.

18 REPRESENTATIVE NEILSON: Just a -- this
19 issue has been ongoing and we all -- everybody has
20 stories and we heard some great stories today.

21 Going through high school, I don't want to
22 show my age, but I graduated high school in '81. Three
23 years prior to that there was a whole class of us that
24 hung together and did everything together, and we all had
25 work rosters, we went to work together, we played

1 together.

2 And in Philadelphia we have a tradition:
3 After you get out of high school, everybody goes to
4 senior week. And upon our return from senior week we had
5 one of our classmates, Chris Hoffman, who was drug 700
6 feet from Cottman Avenue at Roosevelt Boulevard, Route 1,
7 and it ended his life.

8 And it brought it to light when -- it
9 brings you back.

10 I remember coming then as kids, fighting,
11 hey, slow down, slow down, slow down. And that's when we
12 were 17 and 18-years old and we all came down and made a
13 trip down to City Hall, and that was in 1981.

14 And here we are today. So, Mr. Chairman,
15 it's my hope and prayers that we actually get something
16 done this time, because a it's a long time waiting.

17 That was in '81. It took a 17-year-old
18 boy's life and -- that I went all through high school
19 with and we were real close. But that's all I wanted to
20 share with the committee.

21 Mr. Chairman, I look forward to working to
22 make some good legislation here.

23 CHAIRMAN TAYLOR: Thank you.

24 And to this panel, to Jason and Jana and
25 Sarah and Earle, thank you very much, and I assure you

1 this bill will be finalized in a way that is as fair as
2 possible. We have no real motive to treat anybody
3 unfairly. And the ultimate goal will be to have people
4 slow down.

5 If people have other ways of doing that --
6 and, you know, our friends from PennDOT were here, we
7 have experts in a lot of areas -- we are all ears.

8 The legislative process evolves and the
9 bill starts from a broader sense and continually narrows
10 until it gets to the governor's desk, so it is our goal
11 to move this. But it is also our goal -- it does us no
12 good to put a bill out there that's half baked, because
13 then it fails.

14 So -- and we don't have a history of
15 actually doing that, despite how it starts. So I think
16 you'll find that when this committee votes on this and
17 any other legislation that it will be tight, and this
18 type of hearing and your testimony helps do that.

19 So thank you very much.

20 Chairman Keller.

21 REPRESENTATIVE KELLER: Thank you,
22 Mr. Chairman. As -- just as yesterday, we had a great
23 meeting yesterday and I think this meeting, also, was
24 very informative.

25 I think it's easy to understand. The

1 statistics are here. Over five years, 50 fatalities.
2 Over 3,000 reportable accidents.

3 In 142 communities that are using speed
4 cameras, I would guess that not one of them have a road
5 like the Roosevelt Boulevard. This is a -- probably --
6 probably so dangerous today because I learned from
7 Councilman Taubenberger it was designed in 1900. In 1900
8 a car couldn't get to 45 miles an hour. Now we're having
9 cars doing 80 miles an hour on a road that was designed
10 in 1900.

11 You can't -- you can't just rip that road
12 up. We know it's financially impossible to rip it up and
13 redesign it. We have to find other ways to do it.

14 And I think the testimony today proved that
15 speed cameras will go a long way in making that road a
16 lot safer, and that's our job is to make the roads safer
17 in Pennsylvania and Philadelphia.

18 So thank you, Mr. Chairman. I think it
19 will work and we will get a great bill out of this.
20 Thank you.

21 CHAIRMAN TAYLOR: Thanks. Thanks to our --
22 the audience and the folks who came today to hear it, and
23 also all our testifiers.

24 So with that, this hearing is adjourned.

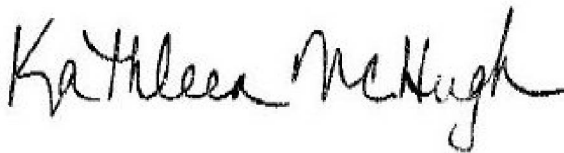
25 (The hearing concluded at 12:05 p.m.)

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CERTIFICATION

I, KATHLEEN MCHUGH, a Registered Professional Reporter and Commissioner of Deeds, Certified Shorthand Reporter, hereby certify that the foregoing is a true and accurate transcript of the deposition, that the witness was first sworn by me at the time, place and on the date herein before set forth.

I further certify that I am neither attorney nor counsel for, not related to nor employed by any of the parties to the action in which this deposition was taken; further, that I am not a relative or employee of any attorney or counsel employed in this case, nor am I financially interested in this action.



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