

Richard Lazer
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Good morning Chairman Argall and members of the Committee. Thank you for the opportunity to be here.

My name is Richard Lazer and I serve as Executive Director of the Philadelphia Parking Authority.

I will keep this simple. This is about public safety. It is about making our streets safer and saving lives.

At the PPA, we play a major role in public safety through automated enforcement. That includes red light cameras, speed cameras, and school zone speed cameras. These programs are not about revenue. They are about changing behavior and preventing crashes before they happen.

Let me start with speed enforcement.

We focus on the most dangerous corridors in the city. The data shows it is working. On Roosevelt Boulevard, speeding has dropped by 95 percent since the cameras were installed. Extreme speeding is down as well.

When you look at crashes, the impact is clear. Total crashes on Roosevelt Boulevard have gone from over 500 in 2019 to about 216 in 2024. That is real progress. That is lives being saved.

Now on red light cameras.

These are placed at intersections with a history of serious crashes. What we see is behavior change. After the initial warning period, violations go down and stay down. About two thirds of locations have seen meaningful reductions in violations. Drivers are changing how they move through intersections.

It is also important to note that the fines from these programs are reinvested into transportation safety. More than 25 million dollars has gone toward signal upgrades, pedestrian improvements, and other safety measures.

School zone speed cameras are the most straightforward part of this. They

operate during school hours and are focused on protecting kids. And we are seeing drivers slow down where it matters most.

All of this work is part of the City of Philadelphia's Vision Zero plan. The goal is simple. Traffic deaths are preventable.

Just as important as the tools is how we do the work. This is a partnership.

We work closely with the City, especially OTIS, to identify high injury corridors using real crash data. We partner with PennDOT on approval and expansion. And we stay engaged with advocacy groups who push for safer streets and help keep us accountable.

We also believe in transparency. We publicly report violations, speeds, and crash trends so people can see what is working.

The bottom line is this.

These programs are working. Speeding is down. Red light running is down. Crashes are down. And lives are being saved.

We still have more work to do, but this is the right approach.

Thank you, and I am happy to take any questions.