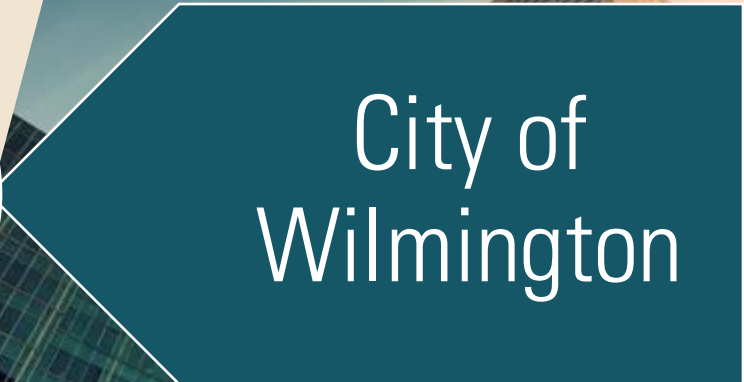


ELECTRONIC RED-LIGHT SAFETY PROGRAM

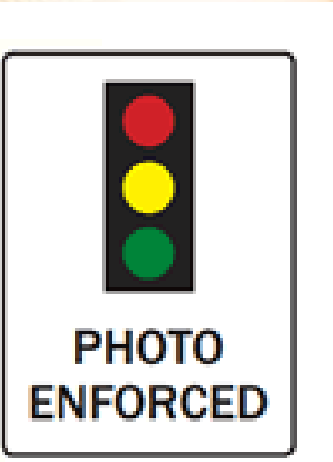
CITY OF WILMINGTON

ANNUAL REVIEW

FY- 2023



**RED
LIGHT**
PHOTO ENFORCEMENT



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LIGHT**
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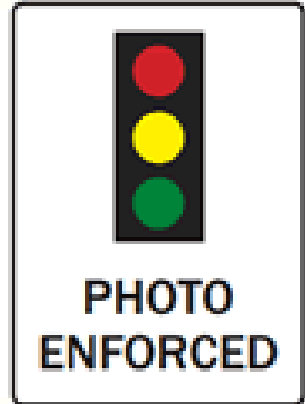


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Introduction



Electronic Red-Light Safety Program 2023

INTRODUCTION

In accordance with Section 121 of Senate Bill 200 of the 151st General Assembly of the State of Delaware, the Department of Transportation (DelDOT) hereby acknowledges the directive to continue operations of the Electronic Red Light Safety Program on an open-ended basis under specified conditions.

For calendar year 2023, the conditions are as follows:

a.) The program shall continue to use recognized safety and crash criteria in determining whether and where to add any new enforcement locations to this program. Prior to any new locations, the incumbent state senator and representative for the districts in which such locations are proposed, shall be notified prior to installation.

b.) To assure integrity and propriety, no person involved in the administration or enforcement of this program shall own any interest or equity in the vendor used by the Department to support the administrative elements of the program. Any such person with an ownership or equity interest in such vendor must divest from the ownership or investment no later than ninety days after the effective date of this act. This restriction applies to anyone with either direct involvement in administering or enforcing this program and those in any supervisory capacity above such persons.

Electronic Red-Light Safety Program 2023

INTRODUCTION (con't)

DeIDOT's number one priority is the safety of all users, motorists, bicyclists and pedestrians on our roads. Our research shows the Electronic Red Light Safety Program (ERLSP) tends to greatly reduced the combined total number of red light running and angle crashes at red light monitored intersections since its inception, but there is an increase in total crashes over FY-2022. There has been an increase from 357 crashes in FY-2022, to 583 crashes in FY-2023, indicating a 63.3% increase for this reporting period.

Red light running continues to be a serious traffic safety issue nationwide. According to the Insurance Institute for Highway Safety (IIHS): Red light runners cause hundreds of deaths and tens of thousands of injuries each year.

In 2022, 1,149 people were killed and an estimated 107,000 people were injured in crashes that involved red light running nationally. A 2016 IIHS study comparing large cities with red light cameras to those without red light cameras found the devices reduced the fatal red light running crash rate by 21 percent and the rate of all types of fatal crashes at signalized intersections by 14 percent.

An IIHS study found that Red Light running is one of the most common factors in urban crashes. More than than half the people killed in red-light-running crashes are pedestrians, bicyclists and people in other vehicles hit by the red light runners.

Electronic Red-light Safety Program 2023

INTRODUCTION (Con't)

- Since the inception of Wilmington's Electronic Red Light Safety Program's in 2001, the intention is to reduce dangerous intersection crashes that typically cause injury or death, to aid in the redeployment of police officers to better serve our residential and business communities, and to avoid the cost associated with red light running traffic crashes has remained the same.
- The current Electronic Red Light Safety Program has 46 red light cameras at 40 intersections located throughout the City. There has been an increase in accidents from 357 crashes in FY-2022, to 583 crashes in FY-2023, indicating a 63.3% increase for this reporting period.
- Many states use cameras to enforce traffic safety laws. Within the nation, 411 communities have red light camera programs as of January 2019. ¹

Delaware

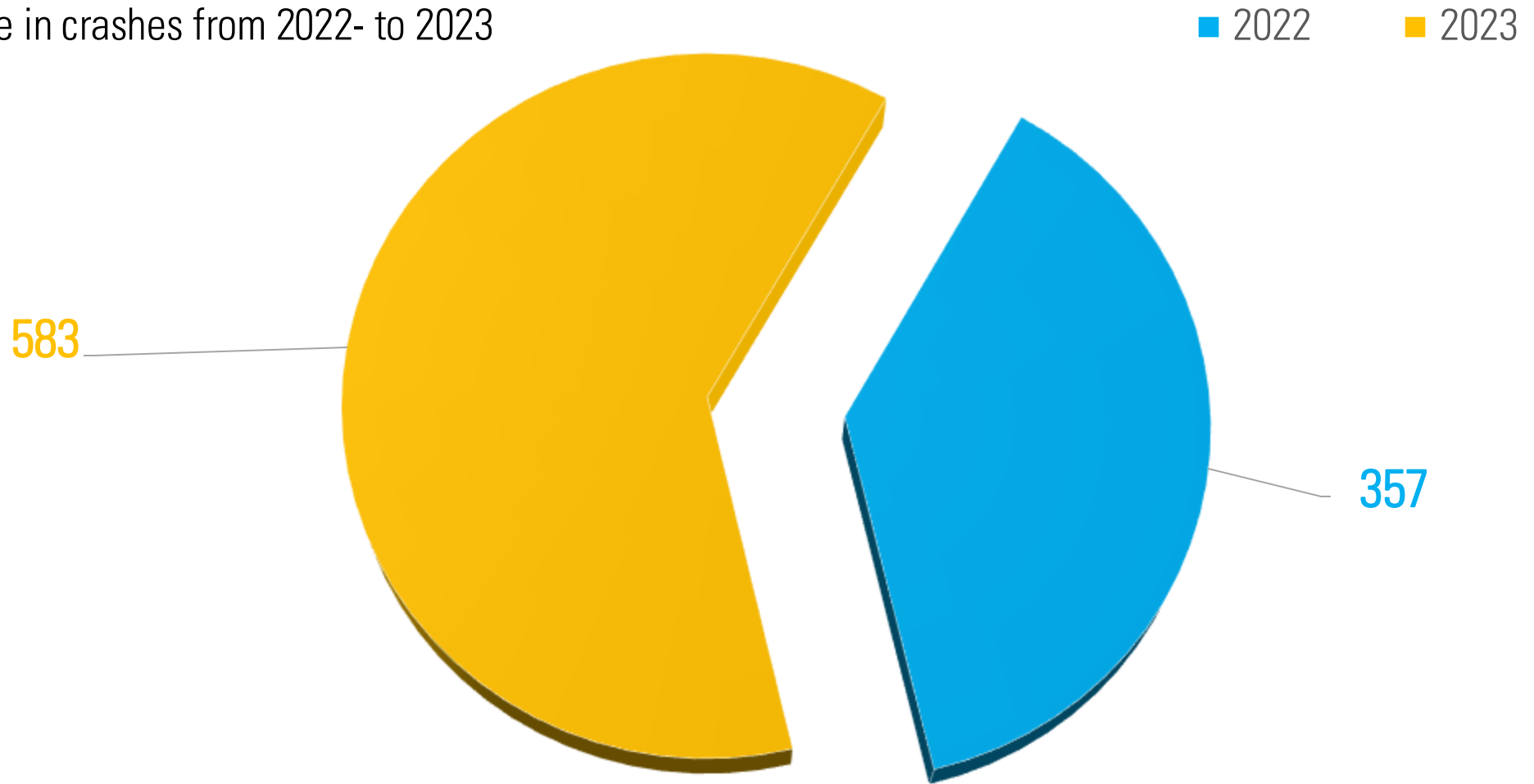
- | | |
|-------------------|-------------------|
| ➤ Bear | New Castle County |
| ➤ City of Elsmere | City of Dover |
| ➤ Bridgeville | City of Seaford |
| ➤ Millsboro | Newark |
| ➤ Rehoboth Beach | Sussex County |
| ➤ Wilmington | |



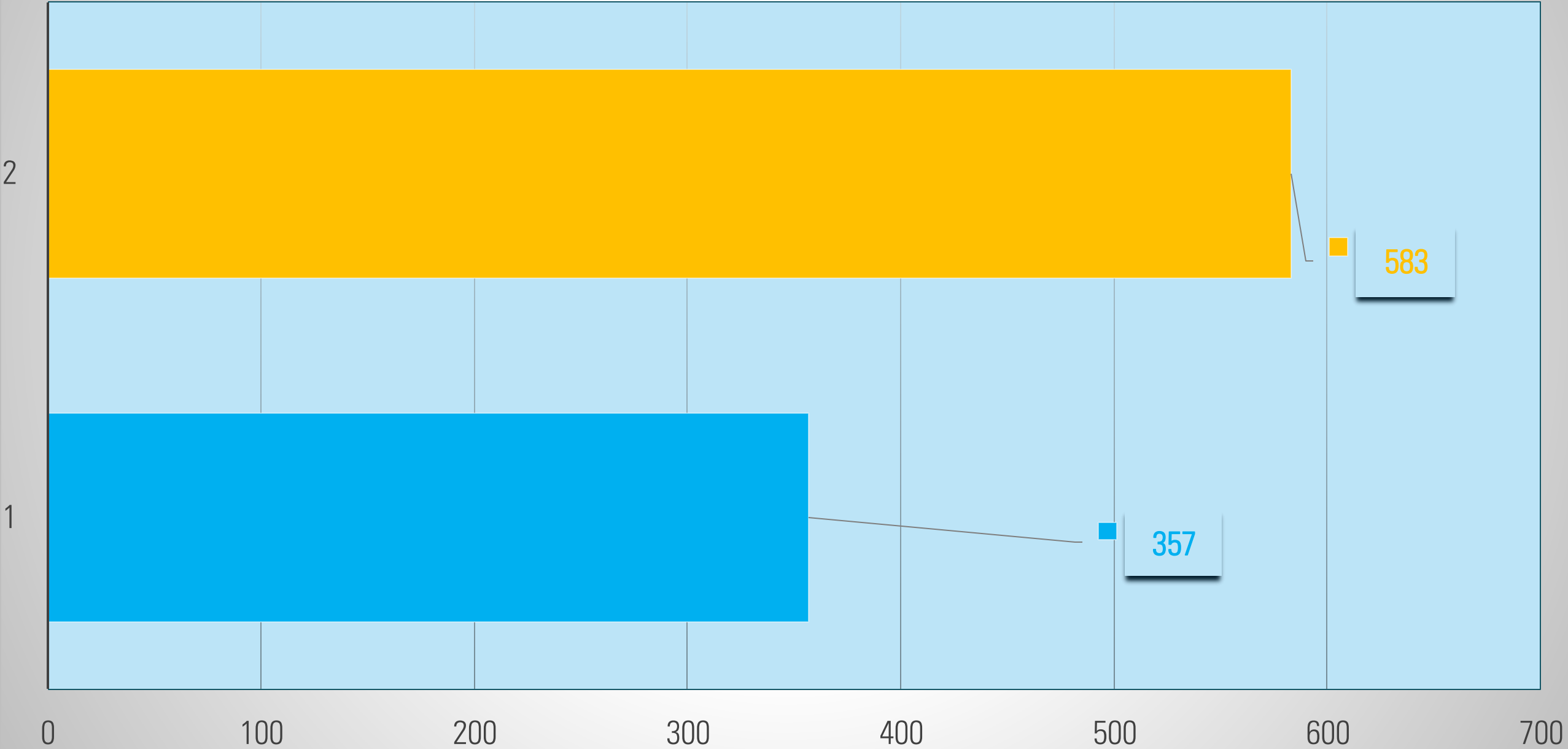
Electronic Red-light Safety Program 2023

Crash Data comparison for totality of crashes

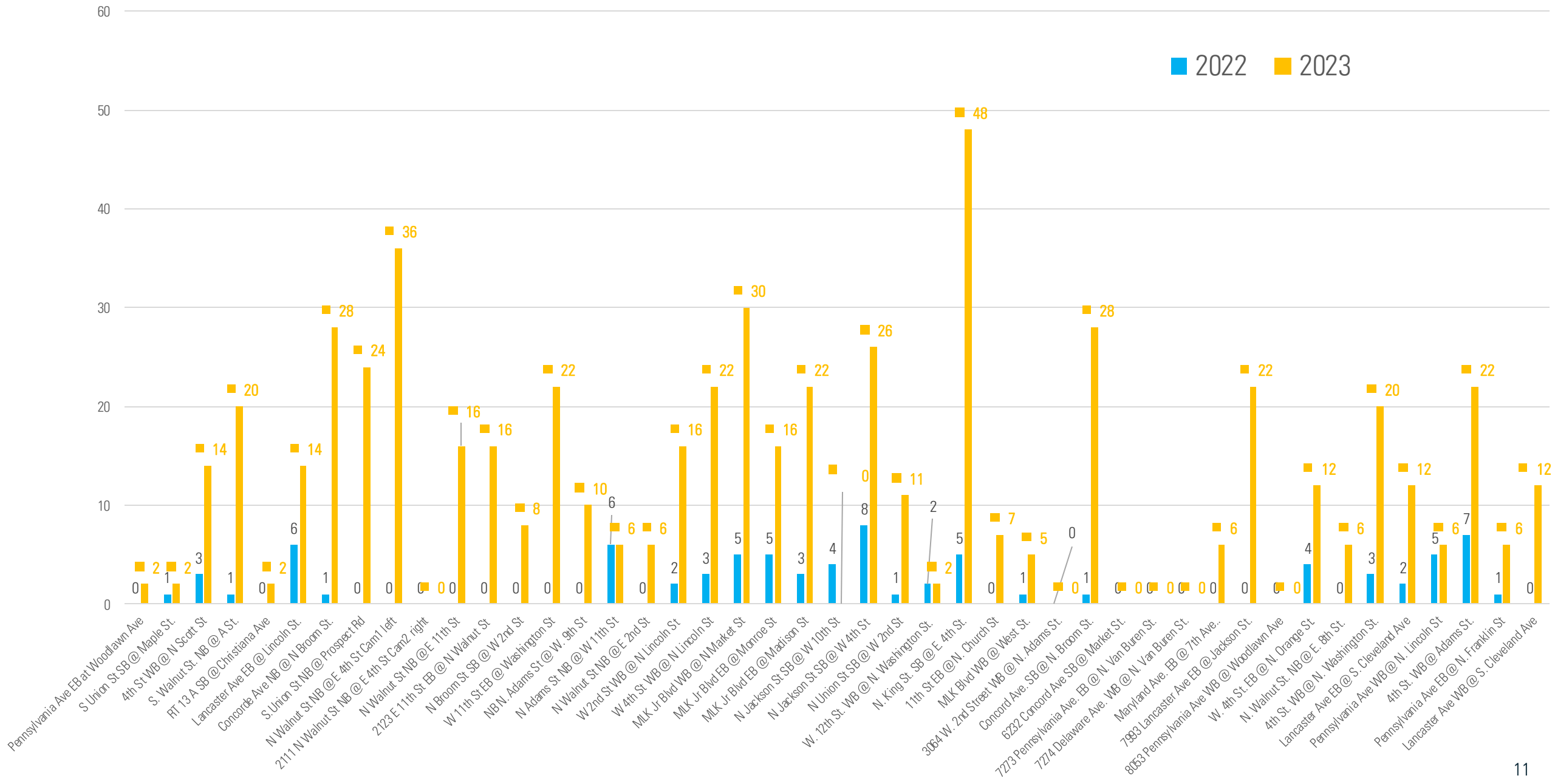
63.3% increase in crashes from 2022- to 2023



Comparison Chart between FY- 2022 and FY-2023 *ALL Crash Data Totals*



ALL CRASH DATA COMPARISON BETWEEN FY-2022 AND FY-2023



Electronic Red Light Safety Program 2023

INTRODUCTION (con't)

Within the State of Delaware, the following have red light camera monitoring systems in place under the State of Delaware's Program:

City of Dover

City of Elsmere

City of Seaford City of Newark

City of New Castle

Department of Transportation in conjunction with Delaware State Police for unincorporated areas of the state.

For fiscal year 2023, N. King st SB @ E 4th St, had the highest reported number of crashes at 48.

Collisions caused by red light running continue to burden families and the community-at-large. As medical cost continues to skyrocket, there are also additional costs associated with vehicle removal and repair, and the attention from police and other emergency response personnel when an accident occurs. Through education and enforcement, the red-light safety program will likely continue to change driver behavior.

¹ Insurance Institute for Highway Safety – Highway Loss Data Institute, Red Light Running, Automated Enforcement, December 2017. Article available at: http://www.iihs.org/iihs/topics/laws/automated_enforcement?topicName=red-light-running

INTRODUCTION (con't)

Tips for Pedestrian Safety

Drivers and pedestrians alike share the responsibility of keeping themselves and others on the road safe. Many strides have been made by the Federal Highway Administration to increase pedestrian safety. Infrastructure improvements have added a variety of safety measures, including more medians and redesigned roads allowing for better pedestrian/bicycle traffic flow. Here are some useful tips and guidelines to follow:²

Be Visible

- Make sure you're visible to drivers at all times and make eye contact with them whenever possible. This is especially important at night, in low-light conditions such as dusk or dawn or in inclement weather. According to NHTSA's National Center for Statistics and Analysis, 32 percent of all pedestrian fatalities occur between 8 p.m. and 11:59 p.m.
 - Stay in well-lit areas, especially when crossing the street.
 - Wear lightly colored or reflective clothing at night and brightly colored clothing during the day.
 - If possible, make eye contact with drivers in stopped vehicles to ensure they see you before you cross in front of them.

² Tips for Pedestrian Safety | AAA Exchange; Article available at: <http://exchange.aaa.com/safety/pedestrian-safety/tips-pedestrian-safety/>

INTRODUCTION (con't)

Stay Alert – Avoid Distractions

Distractions are everywhere today and becoming more and more difficult to avoid. Remember that, as a pedestrian, your eyes and ears are your best tools for keeping safe.

- Put down your phone. Smartphones and handheld electronic devices are a daily part of life, but they take your eyes off of the road for pedestrians and distract your attention.
- Don't wear headphones. Your ears will tell you a lot about what is happening around you – be sure to use them.

Follow the Rules

- Know and follow all traffic rules, signs and signals. You need to be aware of the rules vehicles around you must follow to properly anticipate what drivers will do. This will help increase your safety.
- Never assume a driver will give you the right of way. Make every effort to make eye contact with the driver of a stopped or approaching vehicle before entering the roadway.

INTRODUCTION (con't)

Walk in Safe Places

- Use crosswalks when crossing the street. If a crosswalk is unavailable, be sure to find a well-lit spot on the road to cross and wait for a long enough gap in traffic to make it safely across the street.
- Stay on sidewalks whenever possible. If a sidewalk is not available, be sure to walk on the far side of the road facing traffic. This will help increase your visibility to drivers.
- Avoid walking along highways or other roadways where pedestrians are prohibited.

Avoid Alcohol Consumption

- Almost half of all traffic crashes resulting in pedestrian fatalities involve alcohol consumption. Surprisingly, 34 percent of that total was on the part of the pedestrian. Alcohol impairs your decision-making skills, physical reflexes and other abilities just as much on your feet as it does behind the wheel.

INTRODUCTION (con't)

Tips for Driver Safety



Be Alert

- Look-out for pedestrians at all times. When you are operating a vehicle, you have accepted a heightened responsibility for other people on the road. Safety is a two-way street. Often, pedestrians— especially younger ones— are not where they should be or where you would expect them to be. **Remain vigilant at all times.**

INTRODUCTION (con't)

Be Alert (con't)

- Follow posted speed limits at all times, especially in areas of heavy pedestrian traffic. This is even more important in areas that have lower speed limits, such as school zones and neighborhood streets, where pedestrians may appear suddenly.
- Overall visibility is limited in bad weather conditions and poorly lit areas. Not only is it more difficult for drivers to see oncoming pedestrians, it is also harder for pedestrians to see you. Make sure your lights are on and you use your turn signals properly. Use extra caution in these circumstances.
- Be mindful of pedestrians when pulling into and out of driveways, especially if you are backing up. Pedestrians can easily enter your path without your knowledge.

Crosswalks

- Always yield to pedestrians in the crosswalk.
- When approaching a crosswalk, reduce your speed and be prepared to stop.
- When you are stopped at a crosswalk, allow enough room between your vehicle and the crosswalk so other drivers can see the pedestrians you have stopped for.
- Do not pass vehicles stopped at a crosswalk. They have stopped to allow pedestrians to pass or to make sure the way is clear.

INTRODUCTION (con't)

Do Not Drive Under the Influence

- Alcohol and drugs impair your reaction time, reflexes, decision-making skills and overall cognitive functions. Getting behind the wheel while impaired puts everyone in danger.

Cell Phone Usage While Driving

Delaware's hands-free cell phone law has been in effect since 2011 and bans all drivers from using hand-held cell phones, pagers, PDAs, blackberry's, laptops, games or portable computers while driving.³ Drivers are not allowed to talk without using a hands-free device, read, write or send text messages, email or use the Internet while operating a motor vehicle. Drivers caught using a hand-held device will be fined approximately \$106 (\$50 base fine with fees), for their first offense, with subsequent penalties reaching up to \$350 with fees.

Since the law went into effect there have been over 54,000 cell phone citations issued statewide to-date. Delaware became the 30th State in the nation to have a texting ban, and the 8th to also ban the use of hand-held cell phones. No State completely bans the use of cell phones altogether.

Delaware's cell phone law can be found in the Delaware Code under Title 21 §4176C Electronic communication devices; penalties. ³ State of Delaware, Office of Highway Safety (OHS), Distracted Driving. <https://ohs.delaware.gov/distracted.shtml>

³ State of Delaware, Office of Highway Safety (OHS), Distracted Driving. <https://ohs.delaware.gov/distracted.shtml>

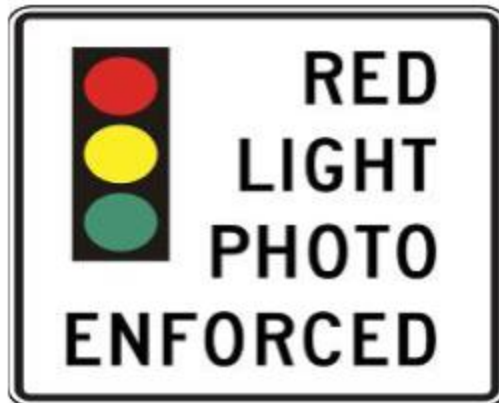
Executive Summary



Executive Summary

The Traffic Light Signal Violation Monitoring System Program is an electronic monitoring system authorized for 46 camera installations at 40 signalized intersections within the City of Wilmington. The current camera locations meet eligibility through monitoring for potential incidences of red light related crashes. The following signage, though not legally required to be posted, has been placed at most intersections to warn motorists that an intersection is photo enforced.

A vehicle in violation of the State of Delaware and City of Wilmington's red light traffic law is automatically detected as it passes through a signalized intersection. If a vehicle enters an intersection any time after the signal light has turned red, the driver has committed a violation. The number of seconds that elapse while the signal light is yellow, and the number of seconds that elapse after the signal light turns red is tracked and recorded. Motorists who are inadvertently in an intersection when the signal changes (waiting to turn left, for example) are not red-light violators.



Executive Summary (con't)

Title 21§4101(d) of the Delaware Code allows the Delaware Department of Transportation (DelDOT) and/or the governing body of any city or county to install and operate traffic light signal violation monitoring systems and assess fines accordingly. The fine for violating the red-light traffic laws, within the City of Wilmington, is \$110. If red light cameras are installed on state-maintained streets or roads by an entity other than DelDOT, DelDOT must approve the installation before work can begin.

All intersections using a traffic control photographic system or other traffic light signal violation monitoring system must adhere to the exact duration of the yellow light change interval. This time period must be no less than the yellow light change interval duration specified in the design manual developed by DelDOT. For more information visit the State of Delaware website at www.delaware.gov, title 21§4101(d).

Wilmington's Traffic Light Signal Violations Monitoring System program is currently managed by Conduent State and Local Solutions Inc. Digital technology allows Conduent to produce both still images and videos of the violation, thus providing additional information to help determine whether a vehicle was forced into an intersection by an emergency vehicle.

Right turns on red are permissible after a complete stop, except when prohibited by a posted sign or when a steady red arrow is displayed. Left turns on red are permissible after a complete stop from a one-way street to another one-way street unless prohibited by a posted sign, or when a steady red arrow is displayed.

Delaware law requires motorists facing a red signal to come to a complete stop prior to the stop limit, whether marked by sign or painted line, or if none, before entering the crosswalk or the near side of the intersection or, if none, then before entering the intersection.

Executive Summary (con't)

Vehicle owners who violate the law are notified by mail of their violation and receive three high resolution digital images of the violation. In addition, those who receive a notice of violation are able to log onto www.public.cite-web.com to view a 10-second video showing their infraction.

Vehicular traffic facing a steady red signal, where signs are not placed prohibiting turns on a steady red, after coming to a full stop, may cautiously enter the intersection and make a right turn. Such turning traffic should yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic using the intersection.

The Electronic Red Light Safety Program (ERLSP) is an electronic monitoring system located at 46 qualifying intersections across the State of Delaware. The current camera locations met eligibility having historically high incidences of red light running related crashes.

The technology for electronic enforcement utilizes a specialized camera, coupled with a traffic signal. The device detects the movement of vehicles into intersections after the corresponding signal display turns red. The camera photographs the violator's license plate to identify the vehicle. Using this information, a violation notice is generated and sent to the registered owner of the vehicle.

Title 21 §4101(d) allows the Department of Transportation and/or the governing body of any city or county to install and operate traffic light signal violation monitoring systems and assess fines accordingly. In 2016, this section was amended to state that in the event cameras were installed by jurisdictions other than the Department of Transportation, that DeIDOT must first approve such installation using the same recognized safety and crash criteria used to determine DeIDOT's new locations.

Executive Summary (con't)

Any existing location erected without prior DeIDOT approval that fails to meet the safety and crash criteria shall be removed upon end of the contract with the camera operator vendor. In 2019, the City of Wilmington's proposed installations and decommissions list was reviewed by the Department and approved.

In addition, jurisdictions operating an Electronic Red Light Safety Program can only issue right turn on red violations if there is safety and crash data to support it as determined by the Department of Transportation.

All intersections using a traffic control photographic system or other traffic light signal violation monitoring system must adhere to the exact duration of the yellow light change interval. This time-period must be no less than the yellow light change interval duration specified in the design manual developed by the Department of Transportation.

Title 21 exclusively directs DeIDOT to identify intersections with high crash incidents as potential candidates for the placement of electronic red light camera systems. In addition, DeIDOT must qualify the engineering of any new cameras installed. The Department also manages the contractual obligations of the private company(s) through which the camera systems are installed and maintained, and through which violations are captured, processed, and collected.

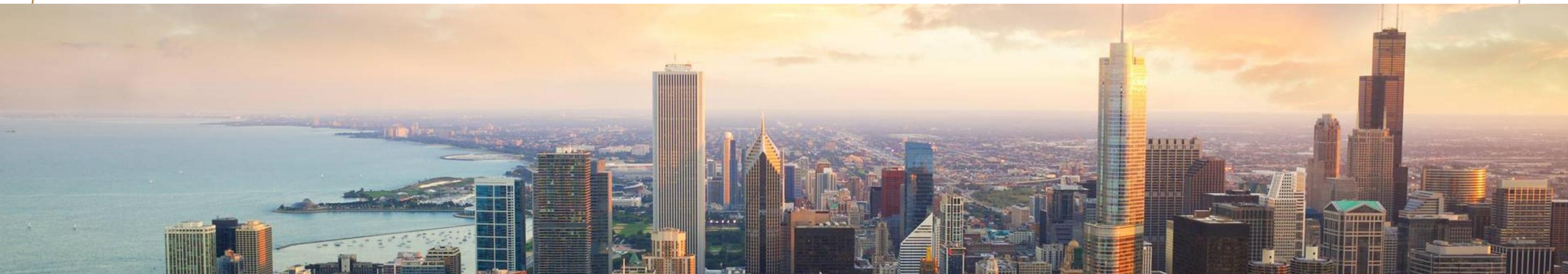
Title 2 Transportation, Delaware Administrative Code; Section 1200 Office of Highway Safety, Section 1205, Electronic Red Light Safety Program regulations became effective in 2005, in accordance with Title 21.

How Red-Light Enforcement Works



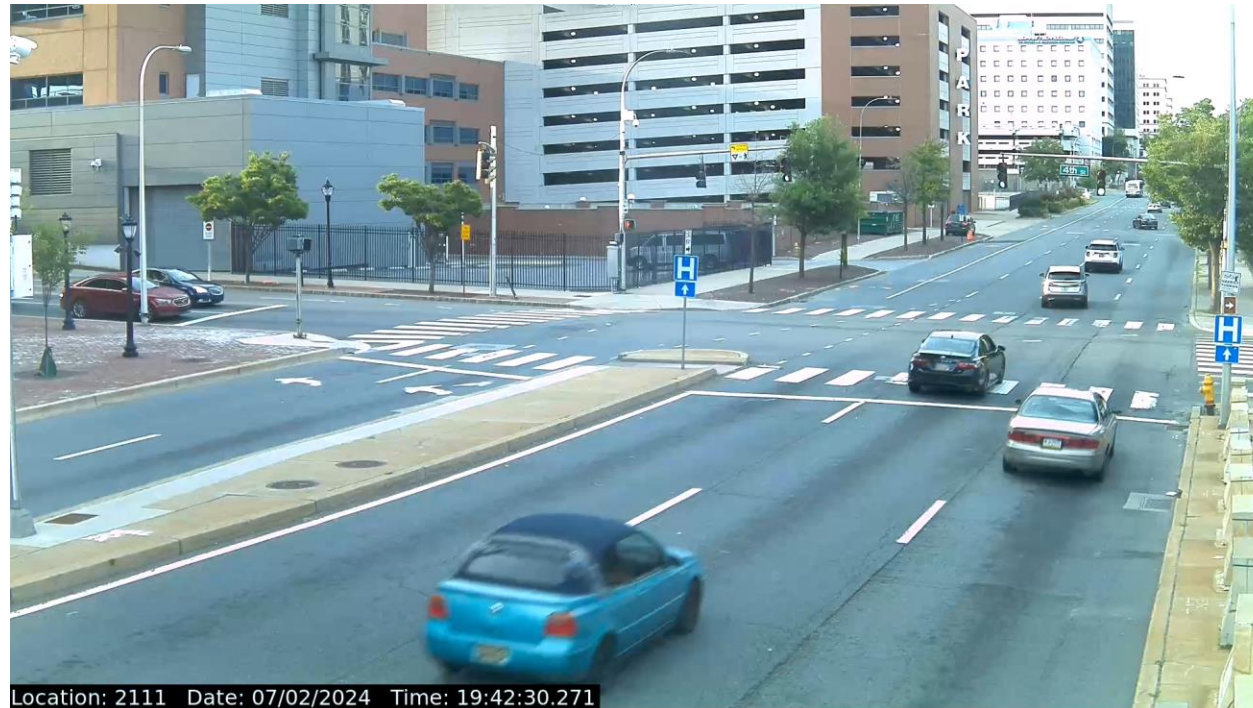
What is an automated Red Light Enforcement Program?

A red-light enforcement is a *SAFETY PROGRAM* focused on changing driver behavior at red light intersections through a comprehensive effort involving Engineering, Education and Enforcement.



How does Red-Light Enforcement Work?

Cameras monitor intersection approaches through advanced detection and imaging technology. A camera takes two images of the vehicle progressing through the red light as well as a photo of the tag and records the entire action on video. Technicians review each violation before a citation is mailed to ensure that the vehicle is in violation. The alleged violation goes through a thorough vetting process by a minimum of three sets of eyes before its final review by the Red-Light Technician before it is either accepted as a violation or rejected for legitimate reasons. All forms of data are reviewed to ensure accuracy and accountability.



N. Walnut St @ 4th St



How a Red Light Camera Works - Inductance Loops and Radar

The red light camera system uses inductance loops to detect the presence of a vehicle prior to the violation point.

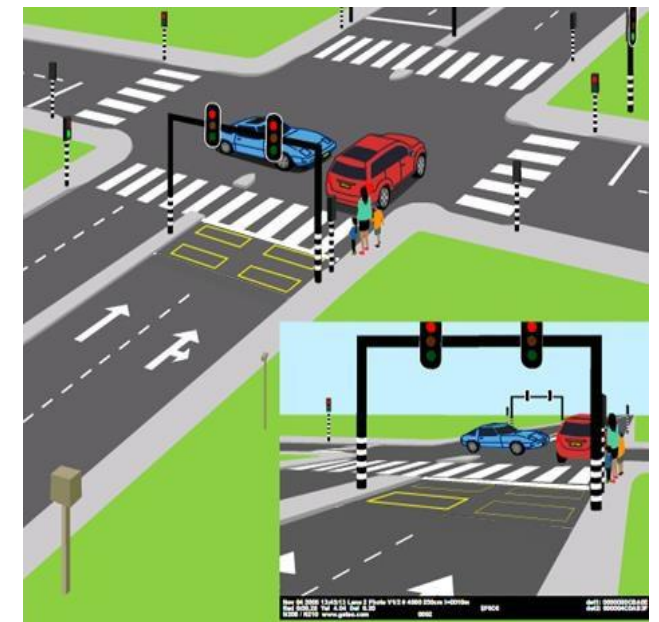
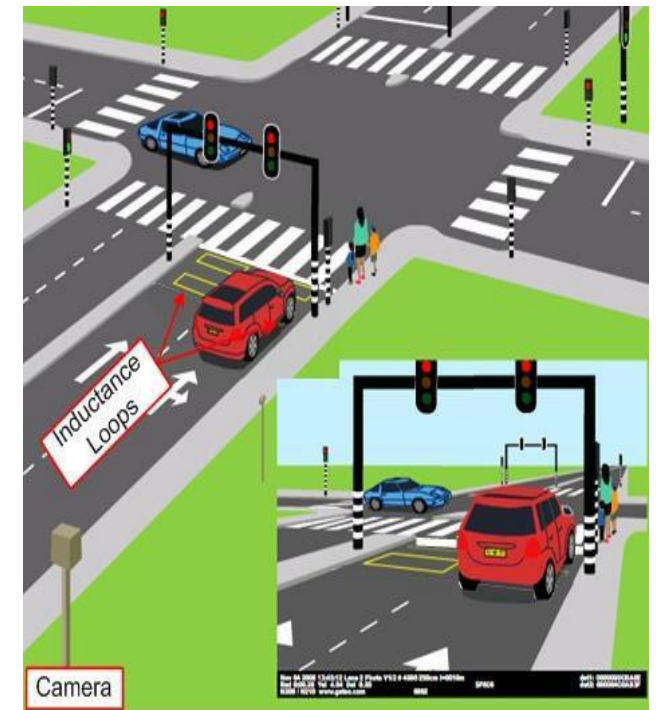
(An **induction** or **inductive loop** is an [electromagnetic](#) communication or detection system which uses a moving [magnet](#) to [induce](#) an [electric current](#) in a nearby wire. Induction loops are used for transmission and reception of communication signals, or for detection of metal objects in metal detectors or vehicle presence indicators.)

If a moving vehicle presence is detected during a red signal phase, the camera initiates the capture of two digital images and a video clip.

The first digital image will show the violating vehicle behind the violation point, the red signal phase, in addition to data about the violation that appears at the bottom of the image.

The second digital image will show the violating vehicle beyond the violation point proceeding through the intersection, the red signal phase, in addition to data about the violation that appears at the bottom of the image.

A third digital still image will be a close-up shot of the violating vehicle with a clear image of the vehicle license plate.



Electronic Red Light Safety Program 2023



1 Video Snapshot before the stop bar. Shows Red Light and Pedestrian.



2

Shows vehicle behind stop bar and going around another vehicle waiting for light.



3

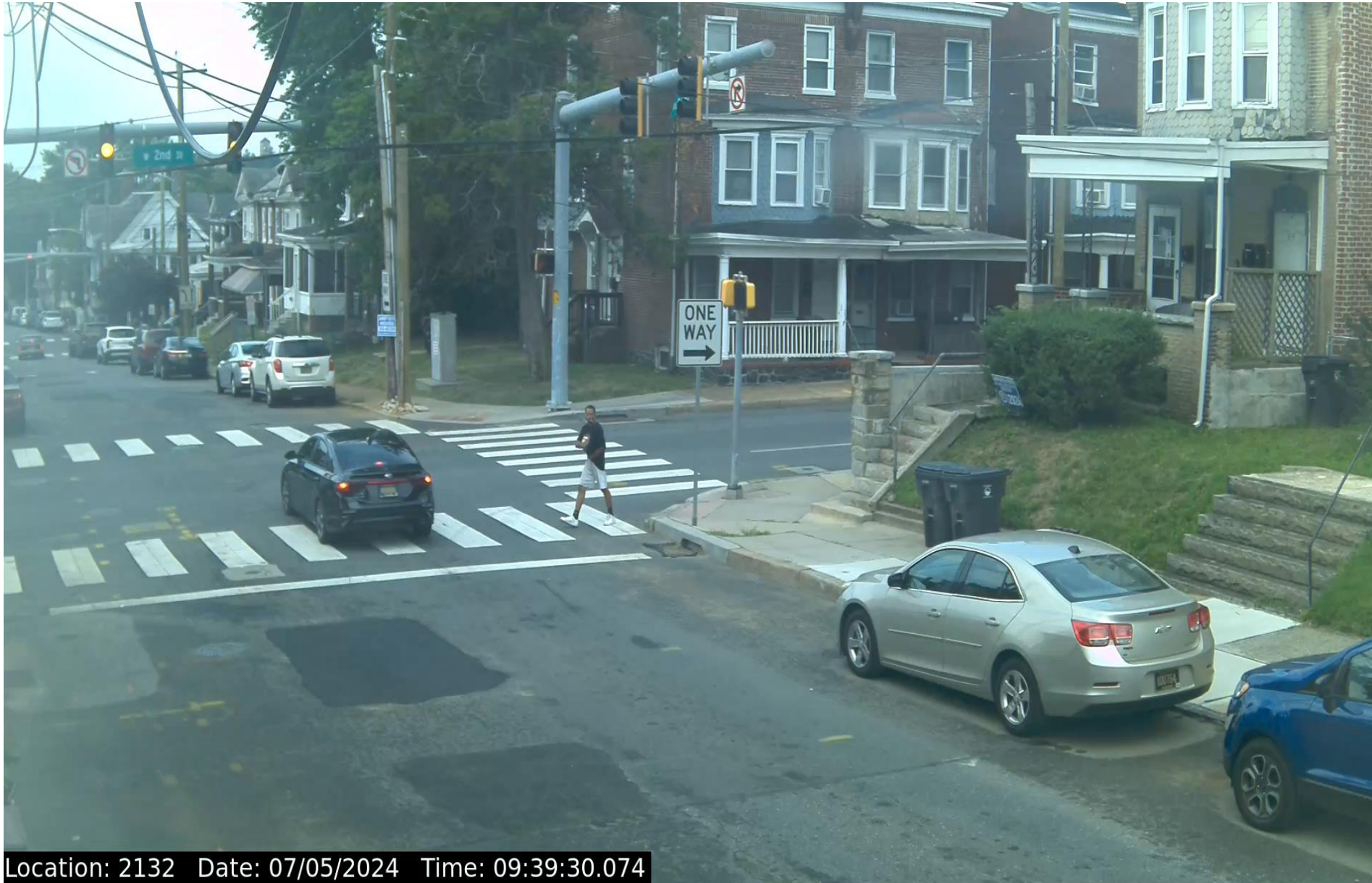
Shows Red Light and vehicle continuing through the stop bar-in violation.

4

Snapshot of the violating vehicles registration tag.



How a Red Light Camera Works - Inductance Loops and Radar



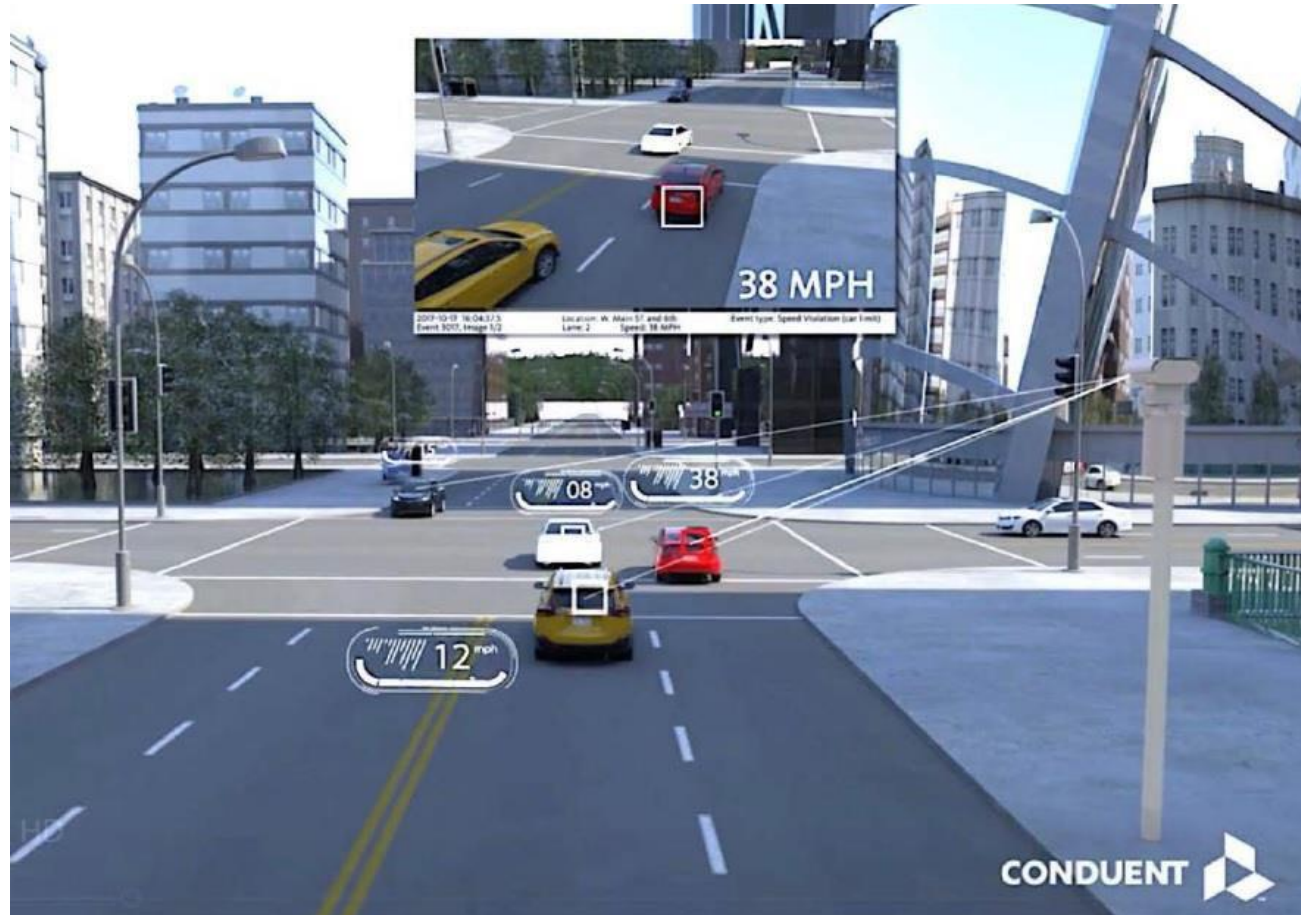
5

Final video to give the Technician the whole scene



How a Red Light Camera Works - Inductance Loops and Radar

The radar sites at the new intersections use non-invasive smart 3-dimensional high-definition radar. The smart radar precisely measures the vehicle range, speed, angle, and other parameters. These parameters, in combination with advanced filtering algorithms, allow the smart radar to accurately track individual vehicles on the roadway at the time of violation. This ensures traffic is monitored effectively regardless of road condition and traffic volume.



Data Method Technology and Crash Data Analysis



Data Method Technology

In 2010, the Delaware Criminal Justice Information System (DELJIS) implemented a new crash reporting system called E-Crash. In response to E-Crash, DeIDOT implemented Crash Analysis Reporting System (CARS). E-Crash generates latitude and longitude coordinates when law enforcement officers identify the location of crashes in the field. These coordinates in addition to other elements and attributes of the crash report are then communicated to DeIDOT for inclusion in CARS. This process results in a more accurate method of establishing the location of crashes and provides more complete crash data. Data for the CY 2010 through CY 2023 Program Reports was acquired using CARS to document the crash benefits of the ERLSP. As such, data included during that time period is determined through a more accurate and complete reporting methodology.

As noted above, the new CARS system has resulted in a more complete and accurate crash reporting system. This new system has been in use since 2010 (approximately 13 years) and contains crash data from 2005 through present. Crash data from 2005 through 2009 was migrated from the former crash system into the new CARS system. However, the “before” periods for the first camera installations begin as early as 2001. Therefore, it is not feasible to obtain complete “before” and “after” crash data entirely from the new CARS system. Combining data between the former crash reporting system and the new CARS system may show an increasing trend in overall crashes as a result of the more complete data system. This may instead be the result of a more accurate and complete reporting system. This trend is likely to be more significantly observed in the review of “total” and “rear end” crashes, which are typically less severe compared to “angle” crashes.

FY 2023 Crash Data Analysis

The City of Wilmington’s Traffic Light Signal Violation Monitoring System shows an increase in accidents at camera locations monitored for fiscal year 2023. In fiscal year 2022, **357** crashes were identified as having occurred within the vicinity of the intersections monitored. In fiscal year 2023, **583** crashes were identified for the same locations, resulting in **a 63.3%** increase when compared to fiscal year 2022. The total crash numbers include the following five categories: angle crashes, rear end crashes, side swipe crashes, pedestrian and other crashes. Included in the City of Wilmington’s Traffic Light Signal Violation Monitoring System report for fiscal year 2023 is crash data by crash type.

- ***Total crashes***: include all crashes occurring within the vicinity of the intersection.
- ***Angle crashes***: include right angle crashes, as well as left-turn crashes caused by a motorist proceeding through a red light. Crashes caused by a motorist turning left on a “permissive” signal indication (i.e. a circular green or flashing red arrow), are not included in this analysis..
- ***Front-Rear end crashes***: include crashes when the rear vehicle fails to stop and strikes the front vehicle. This includes rear end crashes that occur at the onset of the yellow and red intervals, as well as rear end crashes that occur at the back of a queue of standing vehicles, which frequently occur several seconds following the change to a red signal indication. Total number of crashes in **FY-2022** was **77**, and in **FY-2023** in this category is **105**.

Locations		Manner of Impact																		
2022		# of Crashes & % of Total Crashes																		
	Front to Rear	% of Total Crashes	Front to Front	% of Total Crashes	Angle	% of Total Crashes	Sideswipe, same Direction	% of Total Crashes	Sideswipe, Opposite Direct	% of Total Crashes	Rear to Side	% of Total Crashes	Rear to Rear	% of Total Crashes	Other	% of Total Crashes	Unknown	% of Total Crashes	Not a betw Ve	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	
2014 Pennsylvania Ave WB at Woodlawn Ave					0	0.00%			1	3.85%			1	2.70%			0	0.00%		
2022 S Union St SB @ Maple St.					1	1.41%			0	0.00%			0	0.00%			0	0.00%		
2034 4th St WB @ N Scott St					0	0.00%			0	0.00%			0	0.00%			1	4.35%		
2042 S. Walnut St. NB @ A St.					6	8.45%			5	19.23%			1	2.70%			3	13.04%		
2052 RT 13 A SB @ Christiana Ave					2	2.82%			0	0.00%			1	2.70%			0	0.00%		
2063 Lancaster Ave EB @ Lincoln St.					5	7.04%			2	7.69%			0	0.00%			2	8.70%		
2081 Concorde Ave NB @ N Broom St.					2	2.82%			3	11.54%			10	27.03%			5	21.74%		
2103 S.Union St NB @ Prospect Rd					1	1.41%			1	3.85%			4	10.81%			0	0.00%		
N Walnut St NB @ E 4th St Cam1 left					4	5.63%			0	0.00%			0	0.00%				0.00%		
N Walnut St NB @ E 11th St					2	2.82%			0	0.00%			4	10.81%			1	4.35%		
N Broom St SB @ W 2nd St					1	1.41%			1	3.85%			0	0.00%			1	4.35%		
W 11th St EB @ Washington St					4	5.63%			1	3.85%			1	2.70%			0	0.00%		
NB N. Adams St @ W. 9th St					0	0.00%			0	0.00%			2	5.41%			1	4.35%		
N Adams St NB @ W 11th St					9	12.68%			2	7.69%			0	0.00%			0	0.00%		
N Walnut St NB @ E 2nd St					2	2.82%			1	3.85%			0	0.00%				0.00%		
W 2nd St WB @ N Lincoln St					4	5.63%			4	15.38%			0	0.00%			1	4.35%		
W 4th St WB @ N Lincoln St					8	11.27%			1	3.85%			2	5.41%			4	17.39%		
MLK Jr Blvd WB @ N Market St					6	8.45%			3	11.54%			2	5.41%			1	4.35%		
MLK Jr Blvd EB @ Monroe St					4	5.63%			0	0.00%			3	8.11%			2	8.70%		
MLK Jr Blvd EB @ Madison St					5	7.04%			1	3.85%			6	16.22%			1	4.35%		
N Jackson St SB @ W 10th St					5	7.04%			0	0.00%			0	0.00%			0	0.00%		
					71	100.00%			26	#####			37	100.00%			23	#####		
Locations		Manner of Impact																		
2022		# of Crashes and % of Total Crashes																		
	Front to Rear	% of Total Crashes	Front to Front	% of Total Crashes	Angle	% of Total Crashes	Sideswipe, same Direction	% of Total Crashes	Sideswipe, Opposite Direct	% of Total Crashes	Rear to Side	% of Total Crashes	Rear to Rear	% of Total Crashes	Other	% of Total Crashes	Unknown	% of Total Crashes	Not a betw Ve	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	
N Jackson St SB @ W 4th St					10	15.15%			0	0.00%			2	4.76%			2	7.69%		
N Union St SB @ W 2nd St					6	9.09%			3	13.64%			6	14.29%			0	0.00%		
W. 12th St. WB @ N. Washington St.					4	6.06%			3	13.64%			0	0.00%			0	0.00%		
N. King St. SB @ E. 4th St.					3	4.55%			0	0.00%			2	4.76%			2	7.69%		
11th St EB @ N. Church St					0	0.00%			0	0.00%			1	2.38%			2	7.69%		
MLK Blvd WB @ West St.					4	6.06%			2	9.09%			2	4.76%			2	7.69%		

FY 2023 Crash Data Analysis (con't)

- ***Side-Swipe Crashes*** include crashes where one vehicle side swiped another vehicle within the vicinity of the monitored intersections. Total number of crashes in this category went from 66 in FY-2022, to 45 in FY 2023. Reference page 104.
- ***Other Crashes*** include crashes where fixed objects were struck (i.e. telephone pole, curb or sign), head-on collisions and accidents where there was no known cause. Total number of crashes in this category in 2022 is 52, and in 2023 there was 5. Reference Page 84.
- ***Personal Injury Crashes*** include crashes where motorists receive injuries. Total number of crashes in 2022 in this category is 97, and the total number of crashes in 2023 in this category is 98.
- ***Pedestrian Crashes*** include crashes where pedestrians on foot become part of the crash and are injured. Total number of crashes in 2022 in this category is 9, and the total number of crashes in 2023 in this category is 17.

To further explain information in the total crashes, we have included the number of accidents that resulted in personal injury and accidents as a result of running a red light.

- During fiscal year 2022, 97 personal injury accidents occurred, and in 2023, 98 personal injury accidents occurred. Locations of accidents are noted in the appendix section on page 84.
- During fiscal year 2022, 71 running red light crashes occurred, and in 2023 running red light crashes were 40. Locations of accidents are noted in the appendix section on page 115.



Contractor and City Management Team



Supporting Contractor and Management Team

The City of Wilmington continues the Traffic Light Signal Violation Monitoring System Program with our current vendor, Conduent State and Local Solutions, Inc., has managed the City of Wilmington's program since its inception in 2001. The City, along with Conduent, has built an outstanding partnership and team to support photo enforcement of violations that occur within Wilmington.

In March 2016, the City signed a new contract with our current vendor, Conduent State and Local Solutions, Inc., who was selected through the Request for Proposal (RFP) process.

The Traffic Light Signal Violation Monitoring team meets monthly to determine the effectiveness of the program through continuous, ongoing evaluation to clearly identify and effectively communicate red light related safety problems to the public, to communicate the operational status and standards of the equipment, to discuss road maintenance on the service of the equipment and to review upcoming court cases. The team members are:

J. Brett Taylor, Director of Finance
John Hawley, Assistant City Solicitor
Debra Wooden, Parking Services Manager
Jim Lazarski, Conduent State and Local Solutions, Inc

Tamika Leveridge, Deputy Director of Finance
Thomas Mason- Red Light Tech.- Ret. Law Enforcement
Steve Weber, Transportation Engineer

Supporting Contractor and Management Team

Digital technology allows Conduent to produce both still images and videos of the violation, thus providing additional information to help determine whether a vehicle was forced into an intersection by an emergency vehicle.

Right turns on red are permissible after a **complete stop**, except when prohibited by a posted sign or when a steady red arrow is displayed. Left turns on red are permissible after a **complete stop** from a one-way street to another one-way street unless prohibited by a posted sign, or when a steady red arrow is displayed.

Delaware law requires motorists facing a red signal to come to a complete stop prior to the stop limit, whether marked by sign or painted line, or if none, before entering the crosswalk or the near side of the intersection or, if none, then before entering the intersection.

Vehicle owners who violate the law are notified by mail of their violation and receive three high resolution digital images of the violation. In addition, those who receive a notice of violation are able to log onto www.public.cite-web.com to view a 10-second video showing their infraction.

Vehicular traffic facing a steady red signal, where signs are not placed prohibiting turns on a steady red, **after coming to a full stop**, may cautiously enter the intersection and make a right turn. Such turning traffic should yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic using the intersection.

Camera Protocol

Forty-six (46) red light cameras at forty (40) intersections are positioned throughout the City of Wilmington. Technology used by the program enables the City to better enforce violations of the “right turn on red” laws as well as violations of traveling through a red light.

A retired law enforcement officer who served with the New Castle County police and Delaware Alcohol and Tobacco Enforcement, who also was a fatal crash investigator for New Castle County Police with over thirty-seven years of police experience, is responsible for reviewing all violations before a citation is issued. He reports directly to the Parking Services Manager and is assigned under the auspices of the Department of Finance.



S. Union St @ Prospect Ave

Red Light Camera Locations



Red Light Camera Locations

Locations of the red-light cameras within the City are listed below:

 Pennsylvania Avenue westbound at N. Lincoln Street
 Pennsylvania Avenue eastbound at Woodlawn Avenue
 Pennsylvania Avenue westbound at Woodlawn Avenue
 Pennsylvania Avenue eastbound at N. Franklin Street
 Lancaster Avenue eastbound at S. Cleveland Avenue
 Lancaster Avenue westbound at S. Cleveland Avenue
 Lancaster Avenue eastbound at Lincoln Street
 Lancaster Avenue eastbound at Jackson Street
 4th Street westbound at N. Adams Street
 4th Street westbound at Scott Street
 4th Street westbound at N. Washington Street
 S. Union Street northbound at Prospect Road
 S. Union Street southbound at Maple Street
 Concord Avenue northbound at N. Broom Street
 Concord Avenue southbound at N. Broom Street
 Concord Avenue southbound at N. Market Street
 11th Street eastbound at N. Church Street



Red Light Camera Locations

Locations of the red-light cameras within the City are listed below:

Route 13A southbound at Christiana Avenue
Maryland Avenue eastbound at 7th Avenue
N. King Street southbound at E. 4th Street
W. 4 th Street eastbound at N. Orange Street
Martin Luther King, Jr. Boulevard westbound at West Street
S. Walnut Street northbound at E. 2nd Street
Pennsylvania Avenue eastbound at N. Van Buren Street
Delaware Avenue westbound at N. Van Buren Street
W. 12th Street westbound at N. Washington Street
W. 2 nd Street westbound at N. Adams Street
S. Walnut Street northbound at A Street
N. Walnut Street northbound at E. 8 th Street
N. Walnut Street northbound at E. 4th Street (camera 1)
N. Walnut Street northbound at E. 4 th Street (camera 2)
N. Walnut Street northbound at E. 11 th Street



Red Light Camera Locations

Locations of the red-light cameras within the City are listed below:

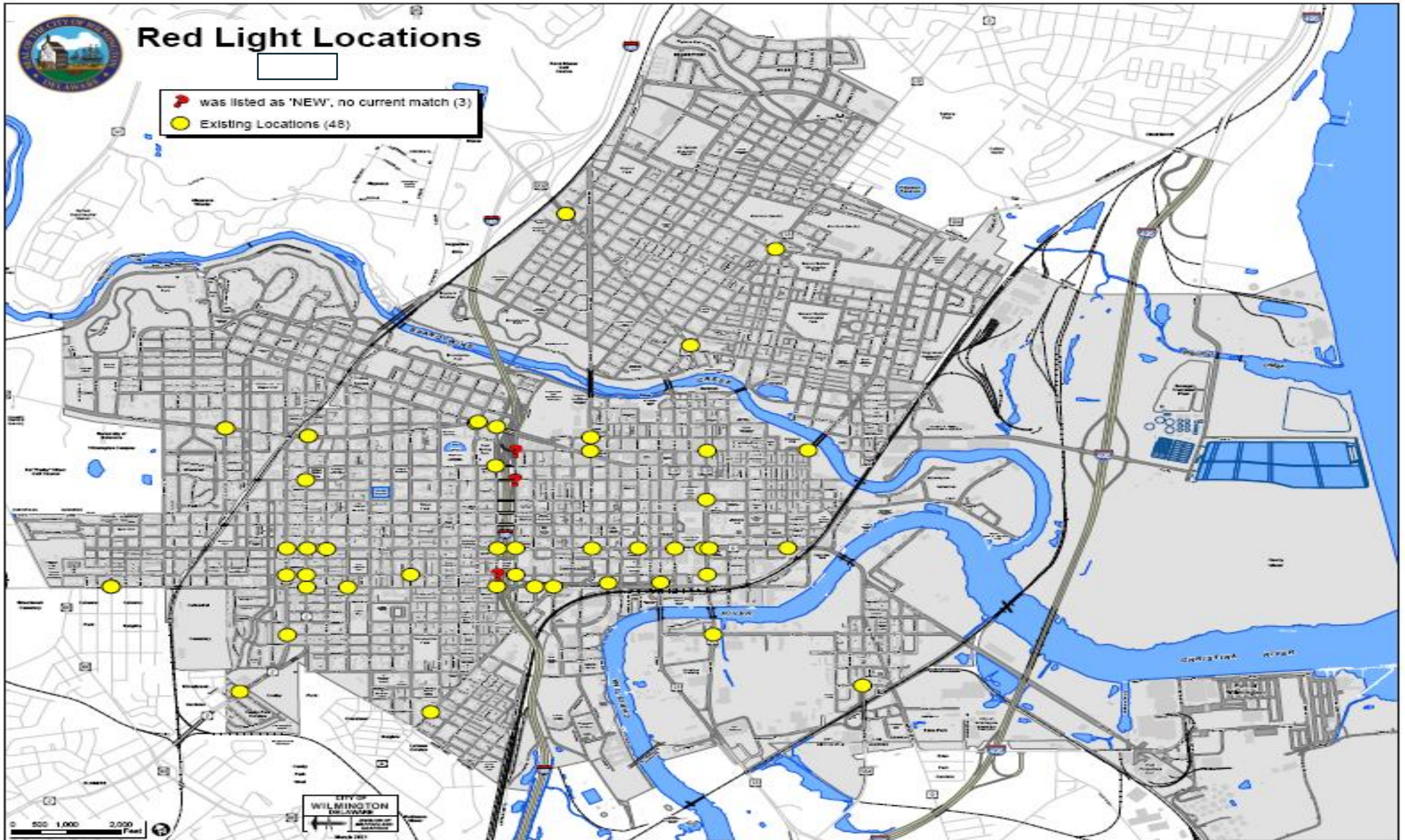
- W. 11th Street EB at Washington Street
- W. 2nd Street westbound at N. Lincoln Street
- W. 4th Street westbound at N. Lincoln Street
- Martin Luther King, Jr. Boulevard westbound at N. Market Street
- Martin Luther King, Jr. Boulevard eastbound at N. Monroe Street
- Martin Luther King, Jr. Boulevard eastbound at N. Madison Street
- Delaware Ave westbound at N. Jackson Street
- N. Jackson Street southbound at W. 10th Street
- N. Jackson Street southbound at W. 4th Street
- N. Union Street southbound at W. 2nd Street
- N. Adams Street northbound at W. 9th Street
- N. Adams Street northbound at W. 11th Street





Red Light Locations

-  was listed as 'NEW', no current match (3)
-  Existing Locations (48)



Red Light Camera Violations



Electronic Red Light Safety Program 2023

Violations



Another red-light violation leading to a crash which could have been avoided.

Location:

NB Pennsylvania Ave @ Lincoln St



Violations

- Why are red-light cameras permitted to operate in the City of Wilmington?

The State of Delaware authorizes the City of Wilmington to have a traffic light signal violation monitoring program. The red-light camera program operates in accordance with Wilmington City Code, Sec. 37-95(b).

- What is the fine for a red-light violation?

The initial fine is \$110. If not paid within 21 days, a \$10 penalty will be applied on days 21, 45 and 90 after the ticket issuance date. The maximum fine including penalties is \$140.

The fine for traffic light signal violations within the City of Wilmington is \$110. Under the City of Wilmington's program, notices are sent directly to the registered owner of the vehicle. The City offers **motorists four convenient ways** to pay their red light ticket. Tickets can be paid via U.S. mail, online at www.WilmingtonParkingTickets.com, in person by visiting the Customer Service Center on the 1st floor of the Louis L. Redding City/County Building, 800 North French Street, Wilmington, Delaware, between the hours of 8:30 a.m. and 4:00 p.m., or by telephone at 302-571-4320, option #2. Only Visa, MasterCard and Discover cards are accepted.

If a registered motorist has an outstanding ticket(s) and fails to respond to previous notices for a period of six months, a registration renewal for their vehicle license plate may be denied by the Delaware Division of Motor Vehicles (DMV), as noted in Title 21, §810 of the Delaware Code. All vehicles currently registered in the name of the motorist will be ineligible for registration renewal until all outstanding violations are paid.

Violations

Traffic light signal violations when issued by a police officer are a criminal offense, not a civil offense and the ticket issued is for \$198.00. These violations and fines **do** affect the motorist's insurance records and accumulate points on their driving record. Red Light Camera violations are considered **a civil offense**, not criminal. These violations and fines **do not** affect the motorist's insurance records or accumulate points on their driving records.



Traffic Camera Types



Supporting Graphs



Electronic Red Light Safety Program 2023

Total Red-Light Violations- All Locations:

FY 2022

➤ All Locations.....25088

FY 2023

➤ All Locations.....26692

The percentage of increase in violations from FY-2022 to FY-2023 is 6.39%

Locations where Crashes were greatly reduced by Percentage:

FY 2022

➤ N. Jackson St SB @ W 10th ST-2%

➤ N. Jackson St SB @ W 4 St.....8*

FY 2023

➤ N. King St SB @ E 4th St.....48*

* Number of Crashes in denoted Fiscal Year



Locations	2022	2023
Pennsylvania Ave WB at Woodlawn Ave	0	323
S Union St SB @ Maple St.	480	284
4th St WB @ N Scott St	260	255
S. Walnut St. NB @ A St.	504	1158
RT 13 A SB @ Christiana Ave	458	409
Lancaster Ave EB @ Lincoln St.	366	316
Concorde Ave NB @ N Broom St.	350	203
S. Union St NB @ Prospect Rd	859	910
N Walnut St NB @ E 4th St Cam1 left	80	145
N Walnut St NB @ E 4th St Cam2 right	628	940
N Walnut St NB @ E 11th St	495	432
E 11th St EB @ N Walnut St	116	131
N Broom St SB @ W 2nd St	155	183
W 11th St EB @ Washington St	269	226
NB N. Adams St @ W. 9th St	1631	2342
N Adams St NB @ W 11th St	307	711
N Walnut St NB @ E 2nd St	616	1200
W 2nd St WB @ N Lincoln St	492	629
W 4th St WB @ N Lincoln St	209	130
MLK Jr Blvd WB @ N Market St	1371	1145
MLK Jr Blvd EB @ Monroe St	1350	977
MLK Jr Blvd EB @ Madison St	469	1043
Delaware Ave WB @ N Jackson St	668	946
N Jackson St SB @ W 10th St	1067	511
N Jackson St SB @ W 4th St	736	498
N Union St SB @ W 2nd St	371	358
W. 12th St. WB @ N. Washington St.	93	74
N. King St. SB @ E. 4th St.	458	590
11th St EB @ N. Church St	301	548
MLK Blvd WB @ West St.	30	37
W. 2nd Street WB @ N. Adams St.	1713	914
Concord Ave. SB @ N. Broom St.	1171	1215
Concord Ave SB @ Market St.	339	327
Pennsylvania Ave. EB @ N. Van Buren St.	1214	724
Delaware Ave. WB @ N. Van Buren St.	365	244
Maryland Ave. EB @ 7th Ave..	594	506
Lancaster Ave EB @ Jackson St.	1099	1134
Pennsylvania Ave EB @ Woodlawn Ave	136	191
W. 4th St. EB @ N. Orange St.	198	235
N. Walnut St. NB @ E. 8th St.	373	361
WB @ N. Washington St.	399	232
Lancaster Ave EB @ S. Cleveland Ave	418	522
Pennsylvania Ave WB @ N. Lincoln St	285	470
4th St. WB @ Adams St.	273	313
Pennsylvania Ave EB @ N. Franklin St	1079	1393
Lancaster Ave WB @ S. Cleveland Ave	243	257
All Locations	25088	26692

Electronic Red Light Safety Program 2023

Red Light Violations by Location

Violation Data Totals comparison for FY 2022 – FY 2023

Total for 2022:25088

Total for 2023:26692

6.39% increase in violations in FY-2023

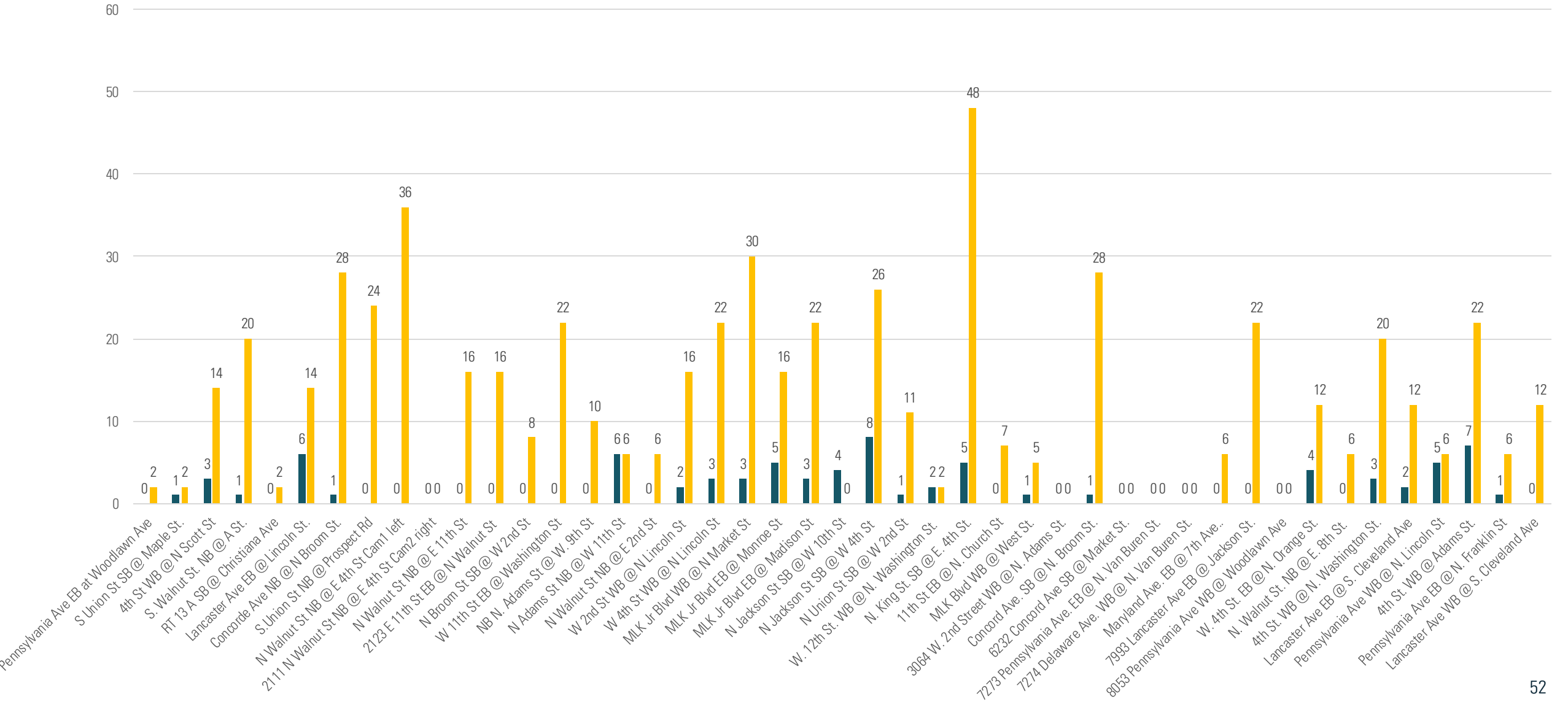


Electronic Red Light Safety Program 2023

APPENDIX:
FIGURE 2

Total (All) Crash Comparison by Location

2022 2023



[9013] 2024/7/7 11:38:57 DST 001



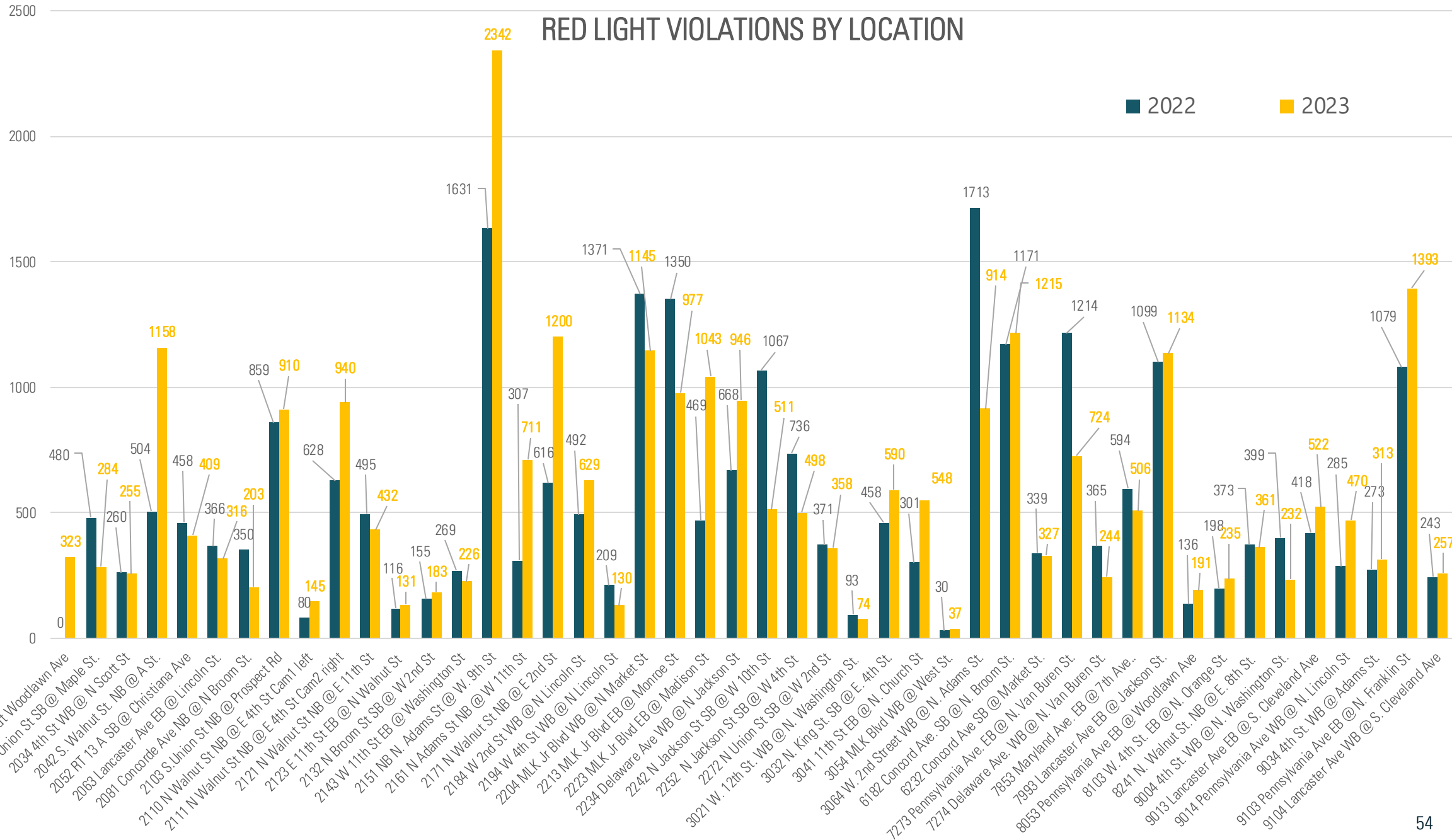
This disregarding of the red light was a near miss from the vehicle pulling out from Cleveland Ave on the right.

EB Lancaster Ave @ Cleveland Ave

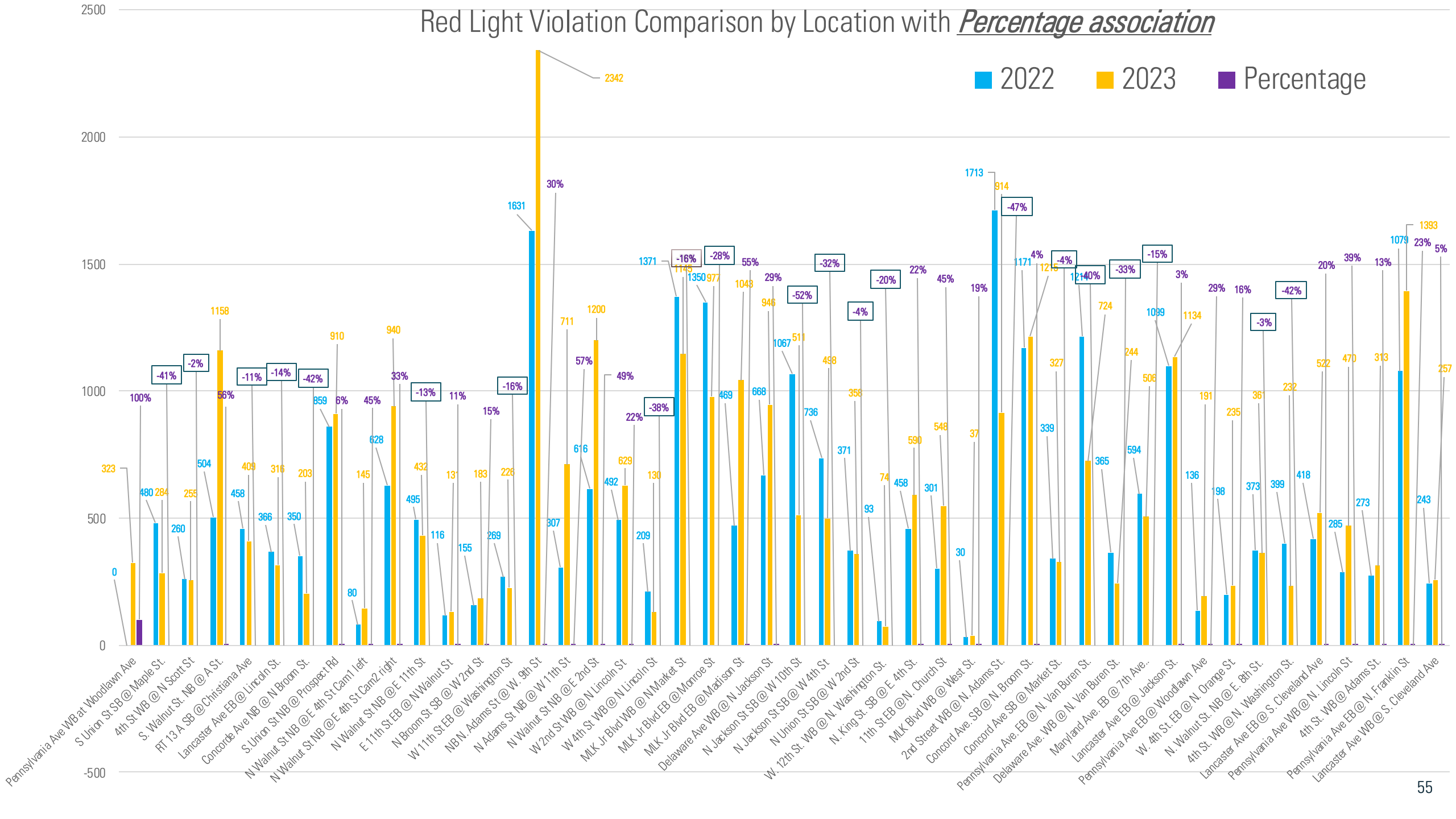


Electronic Red Light Safety Program 2023

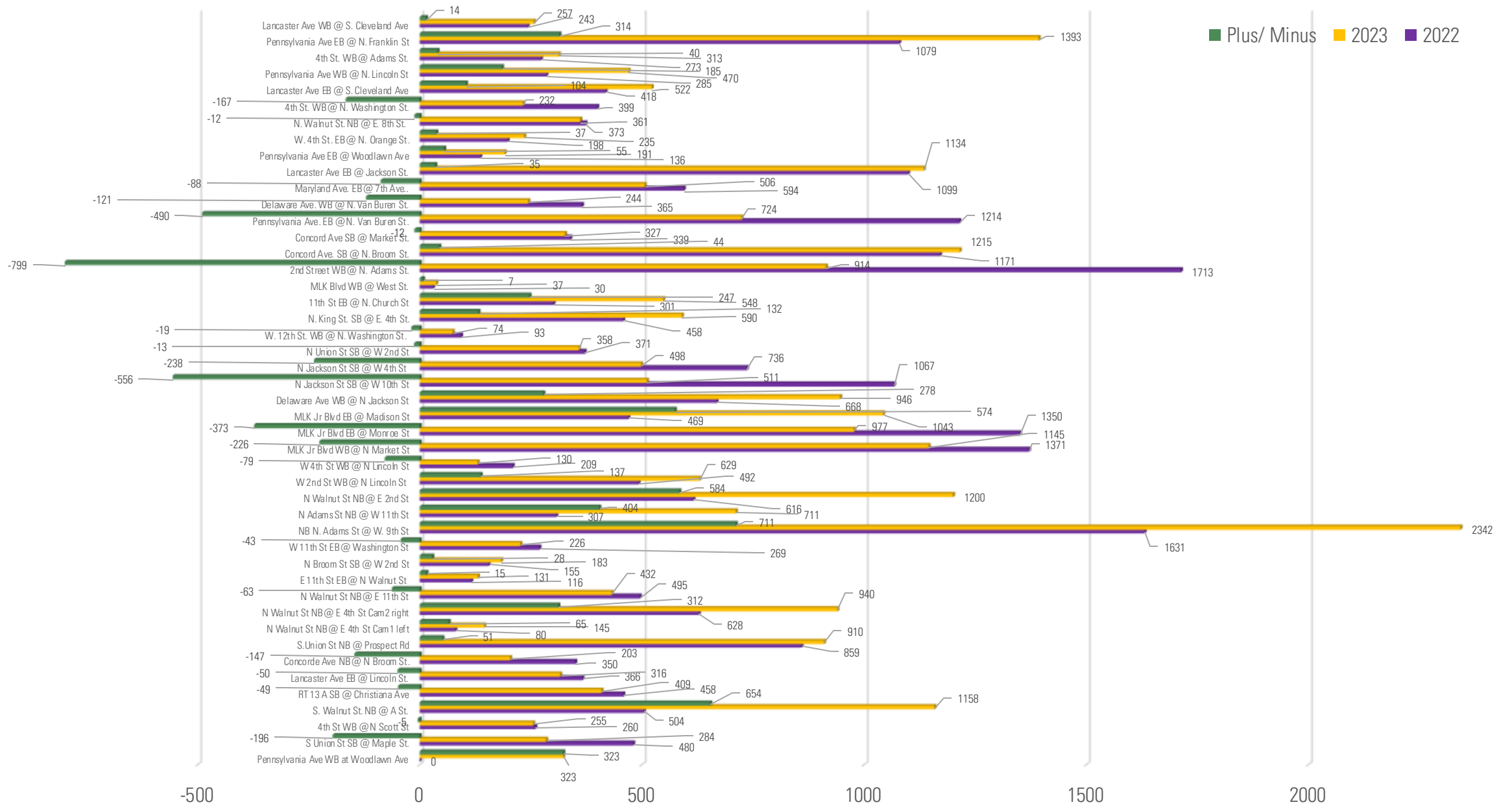
RED LIGHT VIOLATIONS BY LOCATION



Red Light Violation Comparison by Location with *Percentage association*



Red Light Violation Comparison with *Plus/Minus*



***FY-2023
Electronic Red Light Safety Program-
Financial Analysis***



Electronic Red Light Safety Program 2023

Revenue / Expenses

The primary focus of the Traffic Light Signal Violation Monitoring System is the safety of motorists. Revenue has exceeded the expenditures associated with the program during this fiscal year.

Red Light Annual Revenue Report 2023						
Year	# Of Citations	Total Revenue	Conduent formerly Xerox Expenses	Additional Expenses	Total Expenses	Total Program Net Income
FY22	56,388	4,323,812	1,754,099	648,551	2,402,650	1,921,162
FY23	51,122	4,344,311	1,673,025	719,537	2,392,562	1,951,749
Totals	107,510	8,668,124	3,427,124	1,368,088	4,795,212	3,872,911

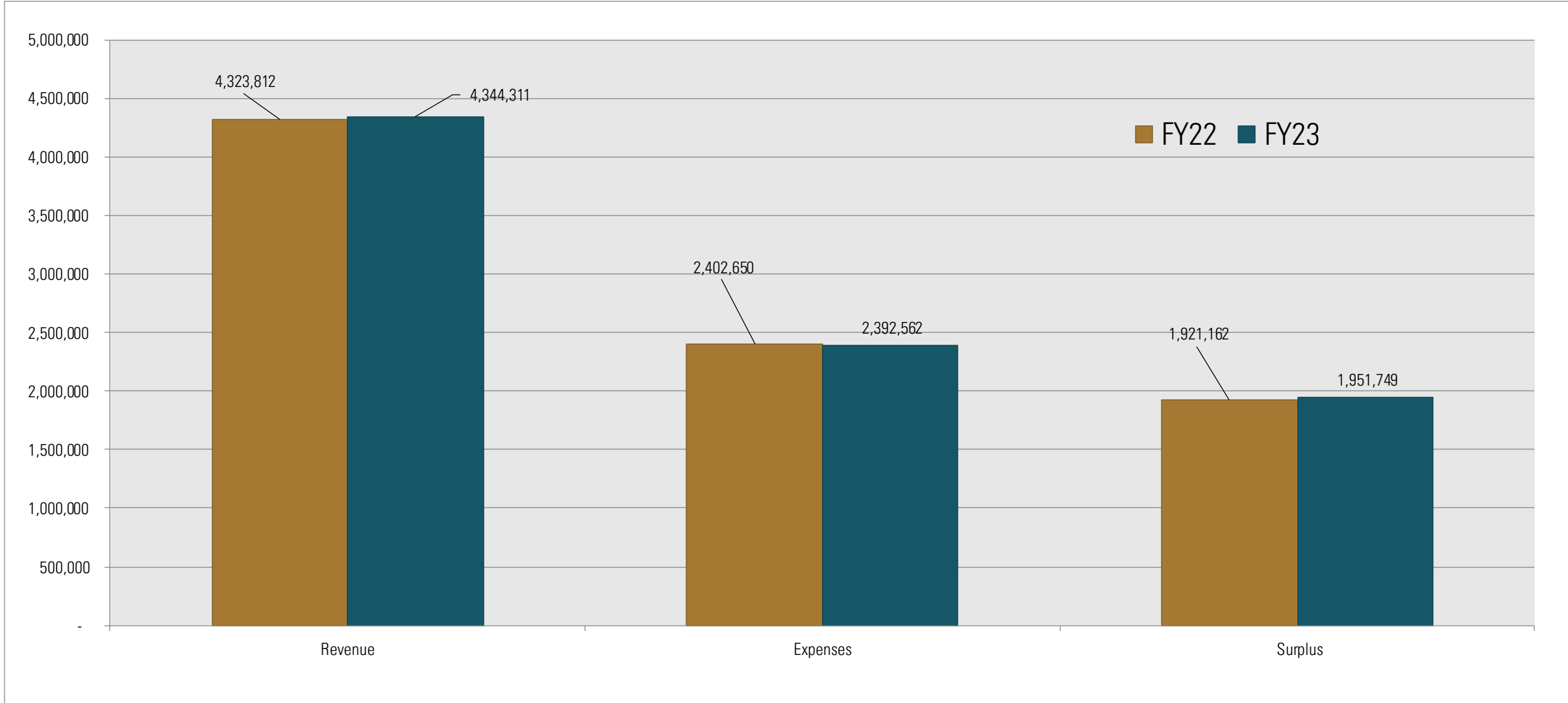
Electronic Red Light Safety Program 2023

Revenue / Expenses

Year	Revenue	P&I	Total
FY22	4,039,790	284,023	4,323,812
FY23	4,086,055	258,257	4,344,311
Year	Revenue	Expenses	Surplus
FY22	4,323,812	2,402,650	1,921,162
FY23	4,344,311	2,392,562	1,951,749

Electronic Red Light Safety Program 2023

Revenue / Expenses Bar Graph comparison



Electronic Red Light Safety Program 2023



Red light violation

Pennsylvania Ave at Lincoln St



*Delaware Court System
for Red Light Camera Violations*



Courts

Who receives & pays for the Citation?

Citations are mailed to the owner, registrant and/or driver of the vehicle in accordance with state or local guidelines. The owner, registrant and/or driver is legally liable to pay the fine through online secure portals or at the jurisdiction as applicable.

Appealing a Red-Light Ticket

Red light violations may be appealed within 21 days of the date the ticket was issued. Violations are mailed to the registered owner of the vehicle. The red light ticket appeal process is administered by the City's Law Department and the City's contractor, Conduent State and Local Solutions Inc. Instructions for red light camera appeals are listed on the back of each violation.

Red light appeals are heard by the Justice of the Peace Court (JP Court) #20 of the State of Delaware. For questions regarding red light camera violations, motorists should contact Wilmington Automated Traffic Division, at 1-866-545-7441.

The registered owner will receive notification from the Court of the date and time of the appeal hearing.

Registered owners receiving a red light violation can review a color digital video and full color images of the violation by logging onto www.public.cite-web.com. To view the video or images, the registered owner must enter their violation number and a PIN number, which can be found on the violation that was mailed to the address to which the vehicle is registered.

Electronic Red Light Safety Program 2023

Courts

Example of a violation which was *disapproved* for an Emergency Vehicle

7/1/22 – 6/30/23

Total Cases Scheduled: **331**

Results:

- Plead 94
- NP 56
- Continued 19
- Responsible 17
- Not Responsible 2
- Default 143

7/1/23 – 6/20/24

Total Cases Scheduled: **270**

Results:

- Plead 111
- NP 22
- Continued 10
- Responsible 14
- Not Responsible 0
- Default 113



APPENDIX



Appendix

Figure 1: All Red-Light Violations-highest locations per year.....52,67-69

Figure 2: Total Crashes per Year.....52,67-71

Figure 3: Angle Crashes per Year.....72-75

Figure 4: Sideswipe Crashes per Year.....84-87

Figure 5: Rear End Crashes per Year.....84-85,88-89

Figure 6: ‘Other’ Crashes per Year.....90-93

Figure 7: Disregarding Red Light Crashes per Year.....94-95

Figure 8: Pedestrian Crashes per Year.....77-81

Figure 9: Personal Injury Crashes per Year.....82-83

Electronic Red Light Safety Program 2023



Location: 2204 Date: 07/02/2024 Time: 15:44:42.505

RED-LIGHT VIOLATION

MLK Blvd @ Market St



Supporting Graphs for All-Red Light Violations and ALL Crash Locations which are the Highest



Electronic Red Light Safety Program 2023

Locations where All Red-Light Violations are the highest:

FY 2022

APPENDIX:
FIGURE 1

➤ 2nd St WB @ N. Adams St.....1713

FY 2023

➤ NB N. Adams St @ W. 9th St.....2342

Locations where Total (All) Crashes are the highest:

FY 2022

APPENDIX:
FIGURE 2

➤ N. Jackson St SB @ W 4th ST.....8

FY 2023

➤ N. King St SB @ E 4th St48

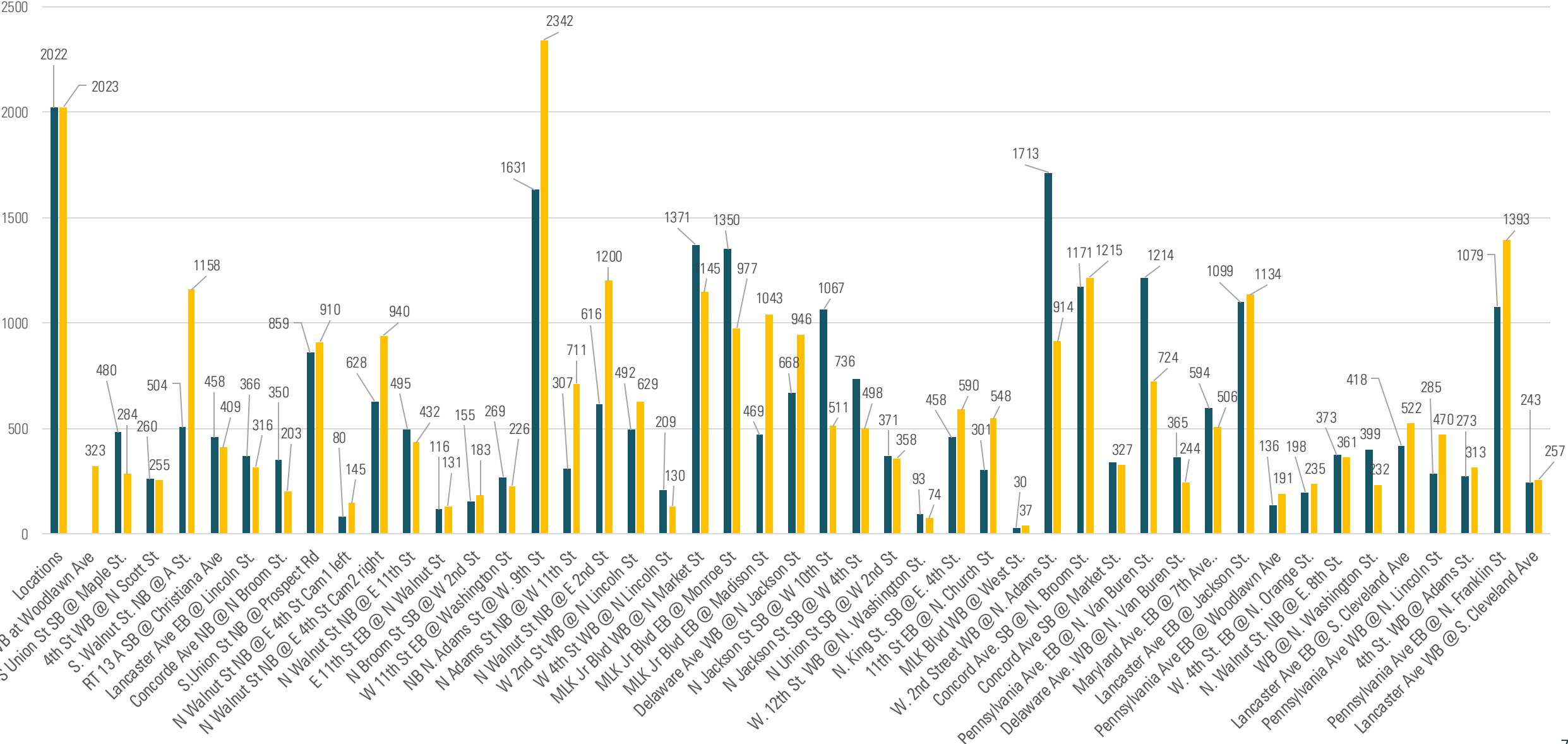


Electronic Red Light Safety Program 2023

APPENDIX:
FIGURE 1

Red Light Violations comparisons by Location

■ FY 2022
 ■ FY 2023

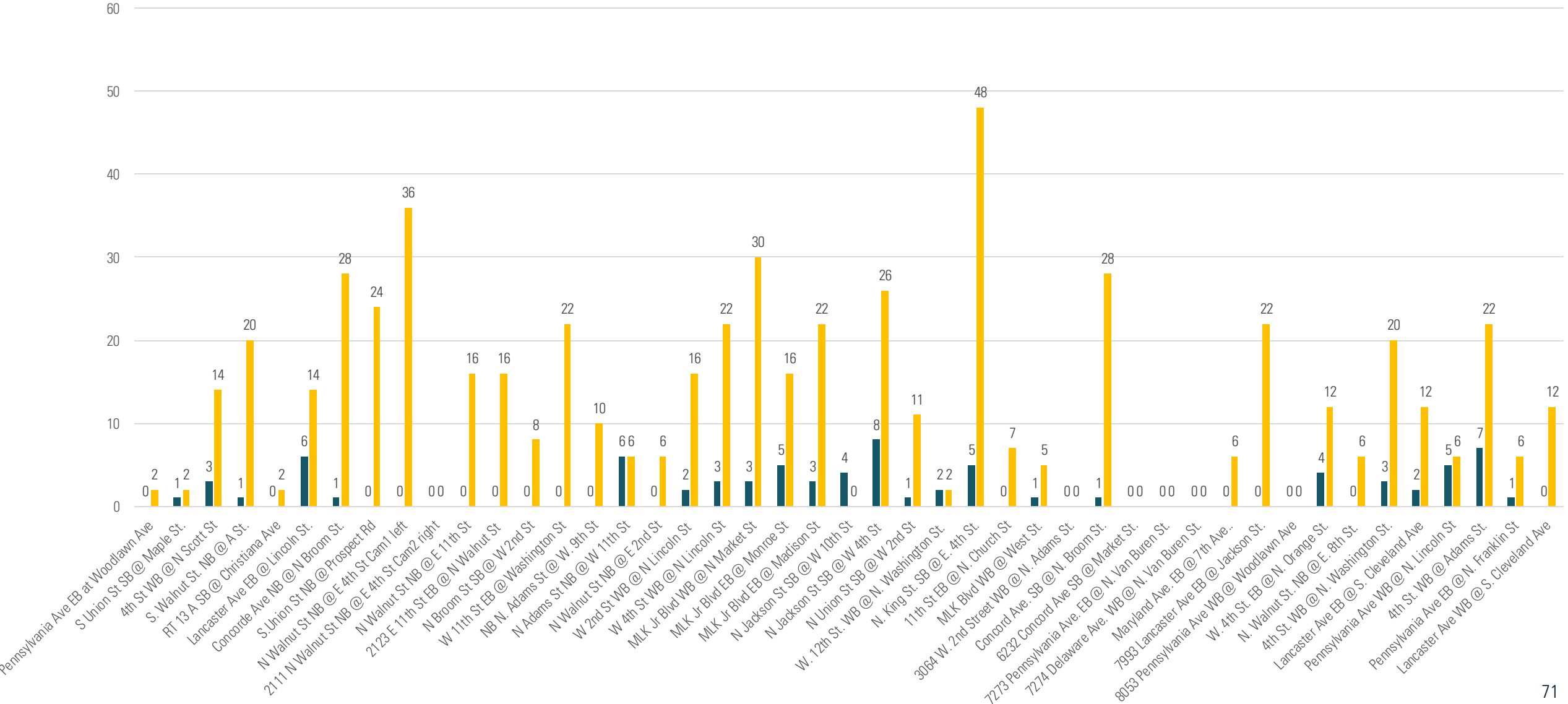


Electronic Red Light Safety Program 2023

APPENDIX:
FIGURE 2

Total (All) Crash Comparison by Location

2022 2023



Total Crashes 2022

2022	Total Crashes	Fatal Crashes	Alcohol-Related	Non-alc Related	Fatalities	Pedestrian Fatalities	Pedestrian Injuries	Perdestrian Crashes	Motorcycle Crashes	Pedalcyclist Crashes	Total
ennsylvania Ave EB at Woodlawn Ave	0	0	0	0	0	0	0	0	0	0	0
Union St SB @ Maple St.	1	0	0	0	0	0	0	0	0	0	1
4th St WB @ N Scott St	3	0	0	0	0	0	0	0	0	0	3
. Walnut St. NB @ A St.	1	0	0	0	0	0	0	0	0	0	1
T 13 A SB @ Christiana Ave	0	0	0	0	0	0	0	0	0	0	0
ancaster Ave EB @ Lincoln St.	6	0	0	0	0	0	0	0	0	0	6
oncorde Ave NB @ N Broom St.	1	0	0	0	0	0	0	0	0	0	1
Union St NB @ Prospect Rd	0	0	0	0	0	0	0	0	0	0	0
Walnut St NB @ E 4th St Cam1 left	0	0	0	0	0	0	0	0	0	0	0
111 N Walnut St NB @ E 4th St Cam2 right	0	0	0	0	0	0	0	0	0	0	0
Walnut St NB @ E 11th St	0	0	0	0	0	0	0	0	0	0	0
123 E 11th St EB @ N Walnut St	0	0	0	0	0	0	0	0	0	0	0
Broom St SB @ W 2nd St	0	0	0	0	0	0	0	0	0	0	0
V 11th St EB @ Washington St	0	0	0	0	0	0	0	0	0	0	0
B N. Adams St @ W. 9th St	0	0	0	0	0	0	0	0	0	0	0
Adams St NB @ W 11th St	6	0	0	0	0	0	0	0	0	0	6
Walnut St NB @ E 2nd St	0	0	0	0	0	0	0	0	0	0	0
V 2nd St WB @ N Lincoln St	2	0	0	0	0	0	0	0	0	0	2
V 4th St WB @ N Lincoln St	3	0	0	0	0	0	0	0	0	0	3
MLK Jr Blvd WB @ N Market St	5	0	0	0	0	0	1	1	0	0	7
MLK Jr Blvd EB @ Monroe St	5	0	0	0	0	0	0	0	0	0	5
MLK Jr Blvd EB @ Madison St	3	0	0	0	0	0	0	0	0	0	3
J Jackson St SB @ W 10th St	4	0	0	0	0	0	0	0	0	0	4
J Jackson St SB @ W 4th St	8	0	0	0	0	0	1	1	0	0	10
Union St SB @ W 2nd St	1	0	0	0	0	0	0	0	0	0	1
V. 12th St. WB @ N. Washington St.	2	0	0	0	0	0	0	0	0	0	2
I. King St. SB @ E. 4th St.	5	0	0	0	0	0	2	2	0	0	9
1th St EB @ N. Church St	0	0	0	0	0	0	0	0	0	0	0
MLK Blvd WB @ West St.	1	0	0	0	0	0	0	0	0	0	1
V. 2nd Street WB @ N. Adams St.	0	0	0	0	0	0	0	0	0	0	0
oncord Ave. SB @ N. Broom St.	1	0	0	0	0	0	0	0	0	0	1
ennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0	0	0	0	0	0	0	0
elaware Ave. WB @ N. Van Buren St.	0	0	0	0	0	0	0	0	0	0	0
aryland Ave. EB @ 7th Ave..	0	0	0	0	0	0	0	0	0	0	0
993 Lancaster Ave EB @ Jackson St.	0	0	0	0	0	0	0	0	0	0	0
053 Pennsylvania Ave WB @ Woodlawn Ave	0	0	0	0	0	0	0	0	0	0	0
V. 4th St. EB @ N. Orange St.	4	0	0	0	0	0	1	1	0	0	6
I. Walnut St. NB @ E. 8th St.	0	0	0	0	0	0	0	0	0	0	0
th St. WB @ N. Washinaton St.	3	0	0	0	0	0	1	1	0	0	5

Supporting Graphs for Angle Crash Data Comparison being Highest



Locations where Angle Crashes are the highest:

APPENDIX:
FIGURE 3

FY 2022

➤ N. Jackson St SB @ W 4th ST.....13

FY 2023

➤ N. King St SB @ E 4th St11

➤ A drop in crashes from 13 to 11 is a percentage decrease of 15.38 % at this location.

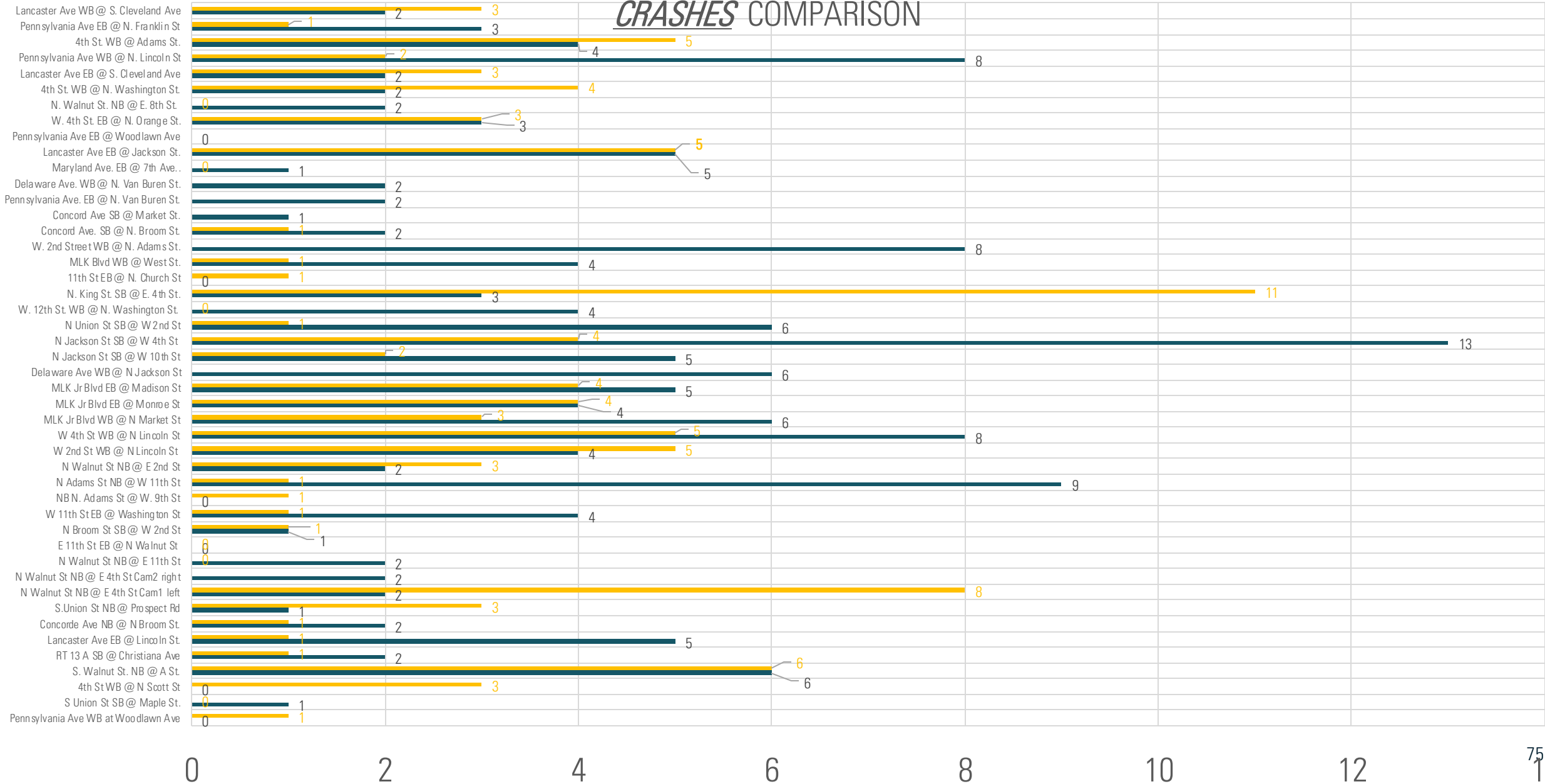


APPENDIX:
FIGURE 3

Electronic Red Light Safety Program 2023

FY 2022-FY 2023 *ANGLE*
CRASHES COMPARISON

■ FY 2023 ■ FY 2022



Locations					Locations				
2022					2023				
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right				
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St				
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. King St. SB @ E. 4th St.	2	3	0	2	N. King St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.				
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.				
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.				
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.				
Maryland Ave. EB @ 7th Ave..	2	1	1	0	Maryland Ave. EB @ 7th Ave..	1	0	1	0
Lancaster Ave EB @ Jackson St.	2	5	6	0	Lancaster Ave EB @ Jackson St.	2	5	2	0
Pennsylvania Ave EB @ Woodlawn Ave	1	0	1	0	Pennsylvania Ave EB @ Woodlawn Ave				

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**RED-LIGHT VIOLATION CAUSING A
CRASH**

Pennsylvania Ave. At Lincoln St



Supporting Graphs for Pedestrian and Personal Injury Crashes being Highest



Electronic Red Light Safety Program 2023

Locations where Pedestrian Crashes are the highest:

FY 2022

- 4th St WB @ W. Adams St.....2
- N. King St SB @ E. 4th St..2

APPENDIX:
FIGURE 8

FY 2023

- N. King St SB @ E. 4th St..5

Locations where Personal Injury Crashes are the highest:

FY 2022

- N. Jackson St SB @ W 4th ST.....8

APPENDIX:
FIGURE 9

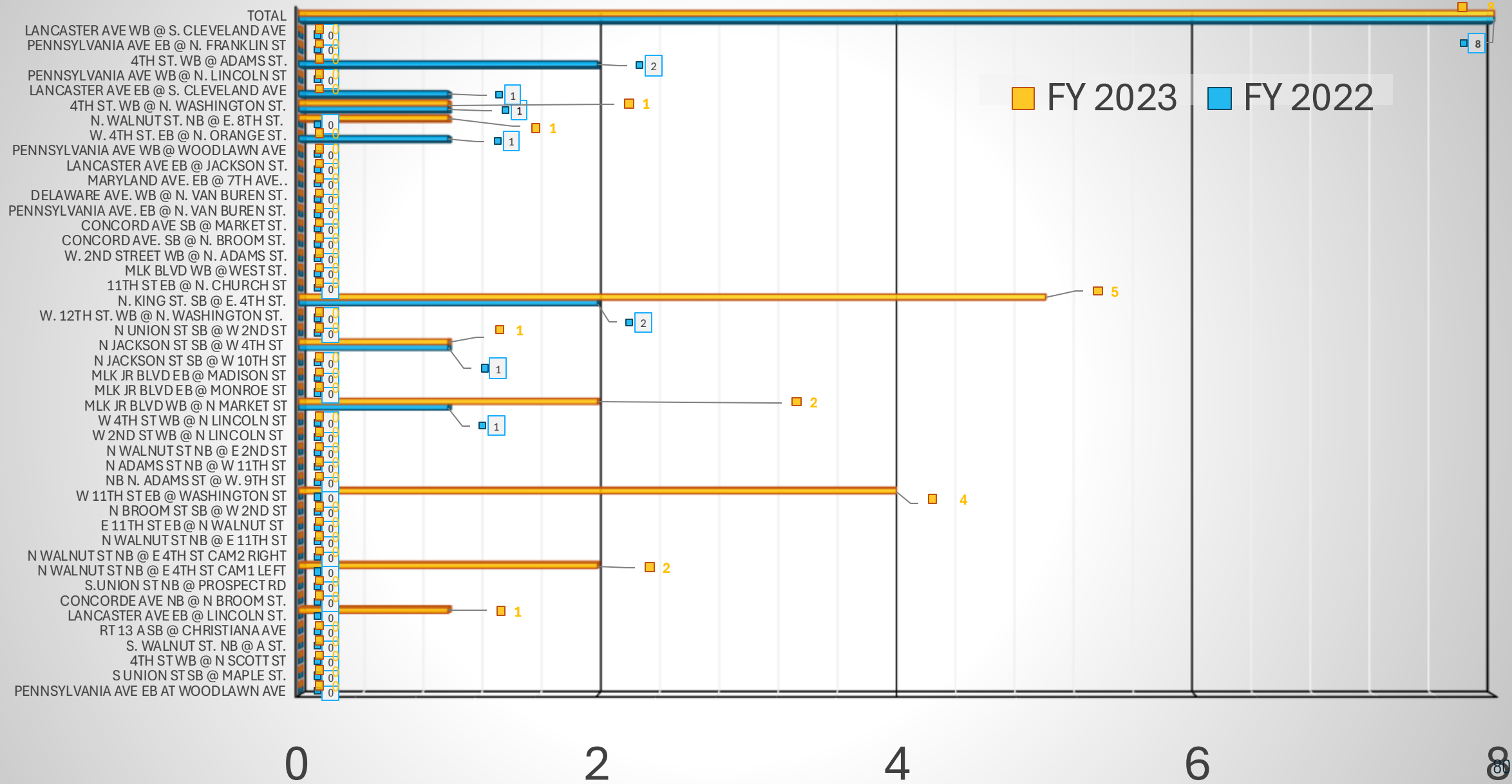
FY 2023

- N. King St SB @ E 4th St9



APPENDIX:
FIGURE 8

Pedestrian Crash Comparisons FY 2022-FY 2023



Electronic Red Light Safety Program 2023

LOCATIONS	CLASSIFICATION									
2023	NUMBER OF CRASHES & THE % OF TOTAL CRASHES									
	Non-Reportable	% of Total Crashes	Reportable Prop Damage	% of Total Crashes	Personal Injury	% of Total Crashes	Fatality	% of Total Crashes	Total	
Page 1 of 2										
Ave WB at Woodlawn Ave Pennsylvania			1	100.00%	0	0.00%			1	100.00%
S Union St SB @ Maple St.			1	100.00%	0	0.00%			1	100.00%
4th St WB @ N Scott St			3	42.86%	4	57.14%			7	100.00%
S. Walnut St. NB @ A St.			6	60.00%	4	40.00%			10	100.00%
RT 13 A SB @ Christiana Ave			0	0.00%	1	100.00%			1	100.00%
Lancaster Ave EB @ Lincoln St.			5	83.33%	1	16.67%			6	100.00%
Concord Ave NB @ N Broom St.			11	78.57%	3	21.43%			14	100.00%
S. Union St NB @ Prospect Rd			8	66.67%	4	33.33%			12	100.00%
N Walnut St NB @ E 4th St Cam1 left			12	75.00%	4	25.00%			16	100.00%
E 11th St EB @ N Walnut St			3	42.86%	4	57.14%			7	100.00%
N Broom St SB @ W 2nd St			3	75.00%	1	25.00%			4	100.00%
W 11th St EB @ Washington St			3	42.86%	4	57.14%			7	100.00%
NB N. Adams St @ W. 9th St			5	100.00%	0	0.00%			5	100.00%
N Adams St NB @ W 11th St			1	33.33%	2	66.67%			3	100.00%
N Walnut St NB @ E 2nd St			1	33.33%	2	66.67%			3	100.00%
W 2nd St WB @ N Lincoln St			2	25.00%	6	75.00%			8	100.00%
W 4th St WB @ N Lincoln St			5	45.45%	6	54.55%			11	100.00%
MLK Jr Blvd WB @ N Market St			10	76.92%	3	23.08%			13	100.00%
MLK Jr Blvd EB @ Monroe St			2	25.00%	6	75.00%			8	100.00%
MLK Jr Blvd EB @ Madison St			10	90.91%	1	9.09%			11	100.00%
N Jackson St SB @ W 10th St			3	100.00%	0	0.00%			3	100.00%

Electronic Red Light Safety Program 2023

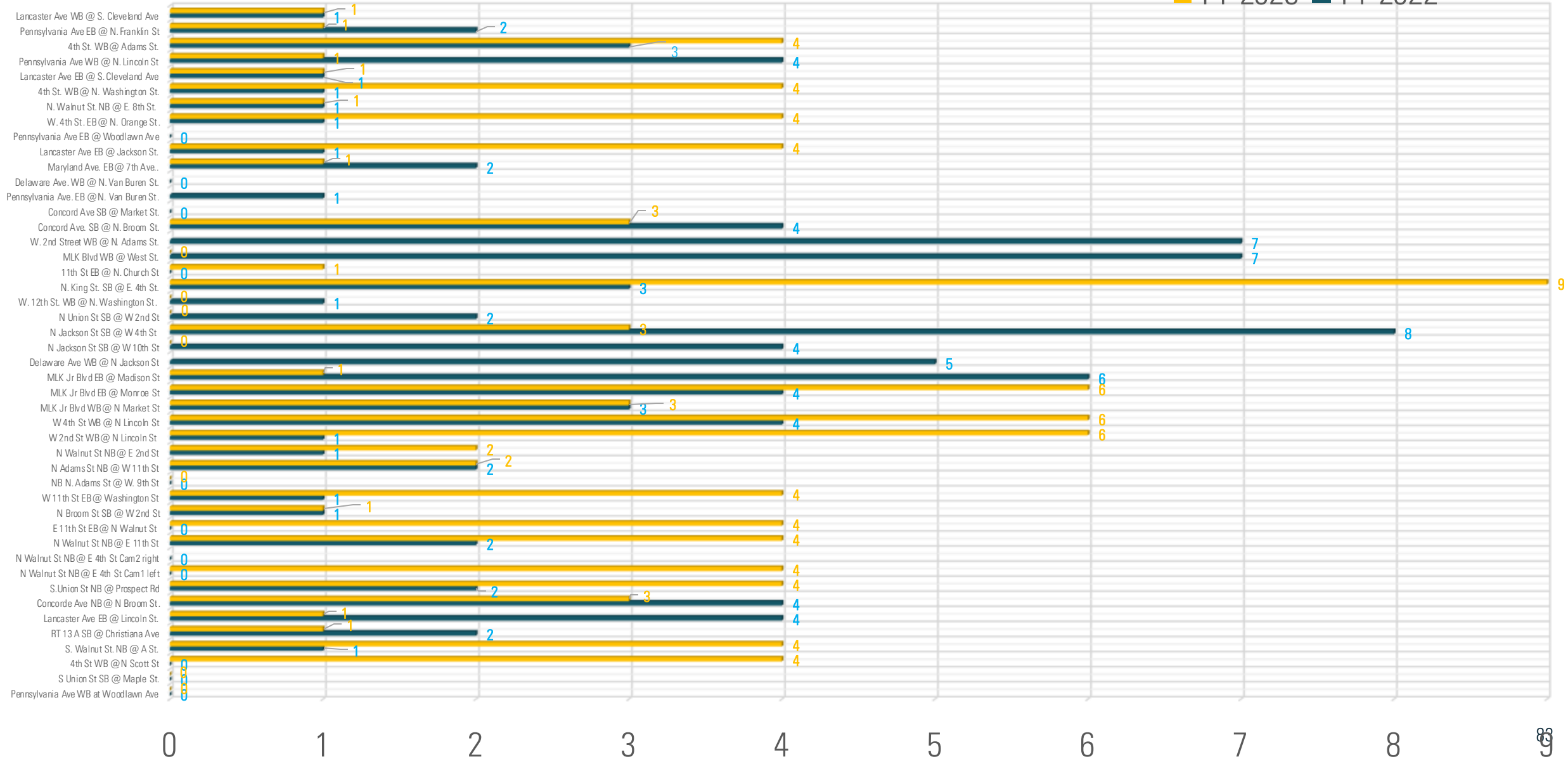
Locations	Classification									
2023 Page 2 of 2	Number of Crashes & % of Total Crashes									
	Non-Reportable	% of Total Crashes	Reportable Prop Damage	% of Total Crashes	Personal Injury	% of Total Crashes	Fatality	% of Total Crashes	Total	
N Jackson St SB @ W 4th St			9	75.00%	3	25.00%			12	
N Union St SB @ W 2nd St			5	100.00%	0	0.00%			5	
W. 12th St. WB @ N. Washington St.			1	100.00%	0	0.00%			1	
N. King St. SB @ E. 4th St.			10	52.63%	9	47.37%			19	
11th St EB @ N. Church St			2	66.67%	1	33.33%			3	
MLK Blvd WB @ West St.			2	100.00%	0	0.00%			2	
Concord Ave. SB @ N. Broom St.			11	78.57%	3	21.43%			14	
Concord Ave SB @ Market St.									0	
Pennsylvania Ave. EB @ N. Van Buren St.									0	
Delaware Ave. WB @ N. Van Buren St.									0	
Maryland Ave. EB @ 7th Ave..			2	66.67%	1	33.33%			3	
Lancaster Ave EB @ Jackson St.			7	63.64%	4	36.36%			11	
Pennsylvania Ave EB @ Woodlawn Ave									0	
W. 4th St. EB @ N. Orange St.			2	33.33%	4	66.67%			6	
N. Walnut St. NB @ E. 8th St.			1	50.00%	1	50.00%			2	
4th St. WB @ N. Washington St.			5	55.56%	4	44.44%			9	
Lancaster Ave EB @ S. Cleveland Ave			5	83.33%	1	16.67%			6	
Pennsylvania Ave WB @ N. Lincoln St			2	66.67%	1	33.33%			3	
4th St. WB @ Adams St.			7	63.64%	4	36.36%			11	
Pennsylvania Ave EB @ N. Franklin St			2	66.67%	1	33.33%			3	
Lancaster Ave WB @ S. Cleveland Ave			5	83.33%	1	16.67%			6	
TOTAL			78		38				116	82

Electronic Red Light Safety Program 2023

FY 2022- FY2023 *Personal Injury* Crash Comparisons

APPENDIX:
FIGURE 9

■ FY 2023 ■ FY 2022



LOCATIONS

LOCATIONS

2022	Personal Injury	2023	Personal Injury
Pennsylvania Ave WB at Woodlawn Ave	0	Pennsylvania Ave WB at Woodlawn Ave	0 0.00%
S Union St SB @ Maple St.	0	S Union St SB @ Maple St.	0 0.00%
4th St WB @ N Scott St	0	4th St WB @ N Scott St	4 57.14%
S. Walnut St. NB @ A St.	1	S. Walnut St. NB @ A St.	4 40.00%
RT 13 A SB @ Christiana Ave	2	RT 13 A SB @ Christiana Ave	1 100.00%
Lancaster Ave EB @ Lincoln St.	4	Lancaster Ave EB @ Lincoln St.	1 16.67%
Concorde Ave NB @ N Broom St.	4	Concorde Ave NB @ N Broom St.	3 21.43%
S. Union St NB @ Prospect Rd	2	S. Union St NB @ Prospect Rd	4 33.33%
N Walnut St NB @ E 4th St Cam1 left	0	N Walnut St NB @ E 4th St Cam1 left	4 25.00%
N Walnut St NB @ E 4th St Cam2 right	0	N Walnut St NB @ E 4th St Cam2 right	0 0.00%
N Walnut St NB @ E 11th St	2	N Walnut St NB @ E 11th St	4 57.14%
E 11th St EB @ N Walnut St	0	E 11th St EB @ N Walnut St	4 57.14%
N Broom St SB @ W 2nd St	1	N Broom St SB @ W 2nd St	1 25.00%
W 11th St EB @ Washington St	1	W 11th St EB @ Washington St	4 57.14%
NB N. Adams St @ W. 9th St	0	NB N. Adams St @ W. 9th St	0 0.00%
N Adams St NB @ W 11th St	2	N Adams St NB @ W 11th St	2 66.67%
N Walnut St NB @ E 2nd St	1	N Walnut St NB @ E 2nd St	2 66.67%
W 2nd St WB @ N Lincoln St	1	W 2nd St WB @ N Lincoln St	6 75.00%
W 4th St WB @ N Lincoln St	4	W 4th St WB @ N Lincoln St	6 54.55%
MLK Jr Blvd WB @ N Market St	3	MLK Jr Blvd WB @ N Market St	3 23.08%
MLK Jr Blvd EB @ Monroe St	4	MLK Jr Blvd EB @ Monroe St	6 75.00%
MLK Jr Blvd EB @ Madison St	6	MLK Jr Blvd EB @ Madison St	1 9.09%
Delaware Ave WB @ N Jackson St	5	Delaware Ave WB @ N Jackson St	0 0.00%
N Jackson St SB @ W 10th St	4	N Jackson St SB @ W 10th St	0 0.00%
N Jackson St SB @ W 4th St	8	N Jackson St SB @ W 4th St	3 25.00%
N Union St SB @ W 2nd St	2	N Union St SB @ W 2nd St	0 0.00%
W. 12th St. WB @ N. Washington St.	1	12th St. WB @ N. Washington St.	0 0.00%
N. King St. SB @ E. 4th St.	3	N. King St. SB @ E. 4th St.	9 47.37%
11th St EB @ N. Church St	0	11th St EB @ N. Church St	1 33.33%
MLK Blvd WB @ West St.	7	MLK Blvd WB @ West St.	0 0.00%
W. 2nd Street WB @ N. Adams St.	7	W. 2nd Street WB @ N. Adams St.	0 0.00%
Concord Ave. SB @ N. Broom St.	4	Concord Ave. SB @ N. Broom St.	3 21.43%
Concord Ave SB @ Market St.	0	Concord Ave SB @ Market St.	0 0.00%
Pennsylvania Ave. EB @ N. Van Buren St.	1	Pennsylvania Ave. EB @ N. Van Buren St.	0 0.00%
Delaware Ave. WB @ N. Van Buren St.	0	Delaware Ave. WB @ N. Van Buren St.	0 0.00%
Maryland Ave. EB @ 7th Ave..	2	Maryland Ave. EB @ 7th Ave..	1 33.33%
Lancaster Ave EB @ Jackson St.	1	Lancaster Ave EB @ Jackson St.	4 36.36%
Pennsylvania Ave EB @ Woodlawn Ave	0	Pennsylvania Ave EB @ Woodlawn Ave	0 0.00%
W. 4th St. EB @ N. Orange St.	1	W. 4th St. EB @ N. Orange St.	4 66.67%
N. Walnut St. NB @ E. 8th St.	1	N. Walnut St. NB @ E. 8th St.	1 50.00%
4th St. WB @ N. Washington St.	1	4th St. WB @ N. Washington St.	4 44.44%
Lancaster Ave EB @ S. Cleveland Ave	1	Lancaster Ave EB @ S. Cleveland Ave	1 16.67%
Pennsylvania Ave WB @ N. Lincoln St	4	Pennsylvania Ave WB @ N. Lincoln St	1 33.33%
4th St. WB @ Adams St.	3	4th St. WB @ Adams St.	4 36.36%
Pennsylvania Ave EB @ N. Franklin St	2	Pennsylvania Ave EB @ N. Franklin St	1 33.33%
Lancaster Ave WB @ S. Cleveland Ave	1	Lancaster Ave WB @ S. Cleveland Ave	1 100.00%

Supporting Graphs for Sideswipe and Front-Rear End Crashes being Highest



Electronic Red Light Safety Program 2023

Locations where Sideswipe Crashes are the highest:

FY 2022

- Concord Ave NB @ N. Broom St. 5
- Concord Ave SB @ N. Broom St..5

APPENDIX:
FIGURE 4

FY 2023

- MLK Jr Blvd EB @ Monroe St 2

Locations where Front-Rear-End Crashes are the highest:

FY 2022

- MLK Jr Blvd EB @ Madison St.....6
- N. Union St SB @ W. 2nd St.....6

APPENDIX:
FIGURE 5

FY 2023

- Concord Ave SB @ N. Broom St.....9
- Concord Ave NB @ N. Broom St.....9

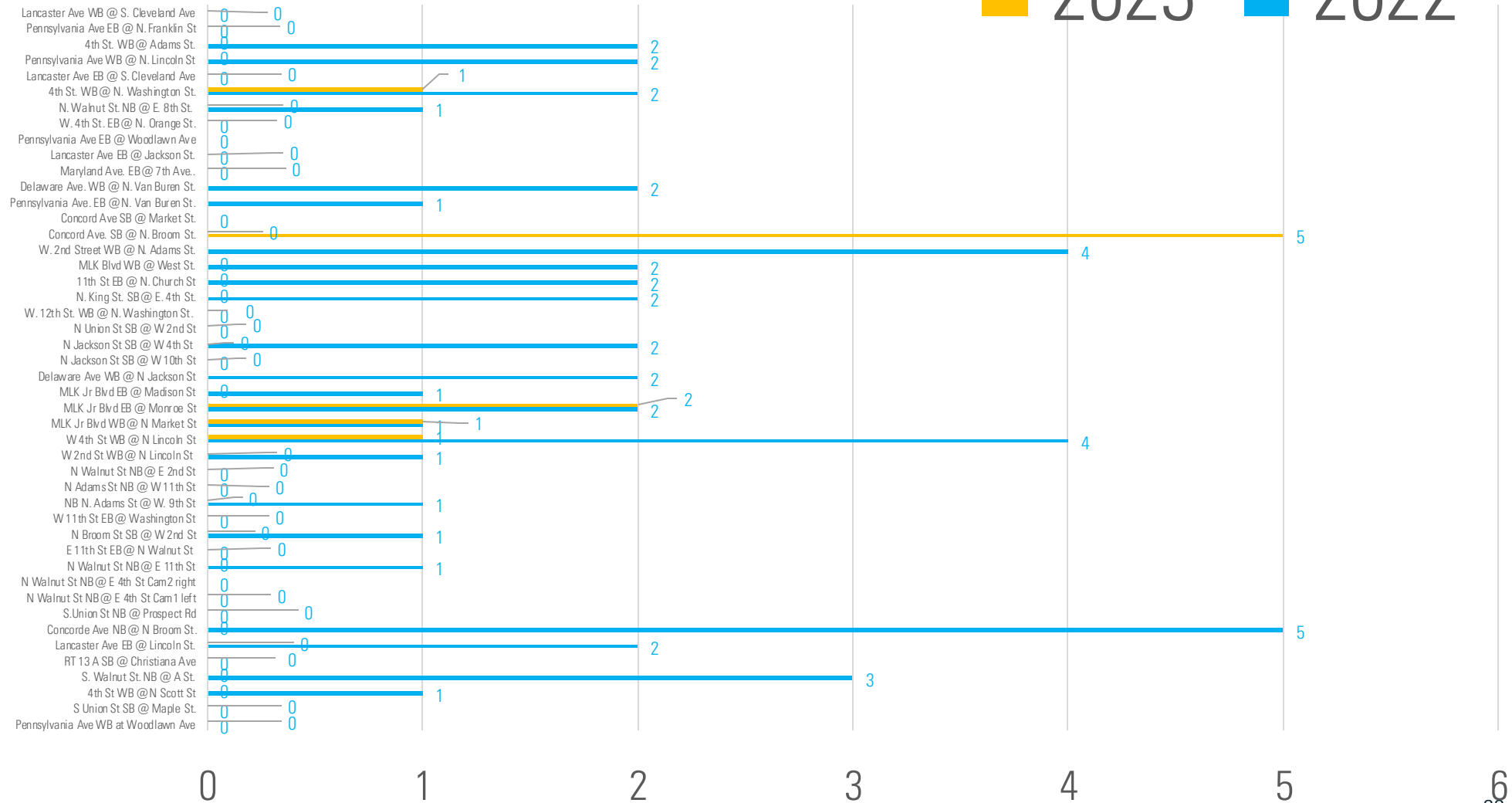


Locations					Locations				
2022					2023				
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right				
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St				
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. King St. SB @ E. 4th St.	2	3	0	2	N. King St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.				
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.				
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.				
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.				
Maryland Ave. EB @ 7th Ave..	2	1	1	0	Maryland Ave. EB @ 7th Ave..	1	0	1	0
Lancaster Ave EB @ Jackson St.	2	5	6	0	Lancaster Ave EB @ Jackson St.	2	5	2	0
Pennsylvania Ave EB @ Woodlawn Ave	1	0	1	0	Pennsylvania Ave EB @ Woodlawn Ave				

Sideswipe Crash Comparision

FY 2022-FY 2023

2023 2022



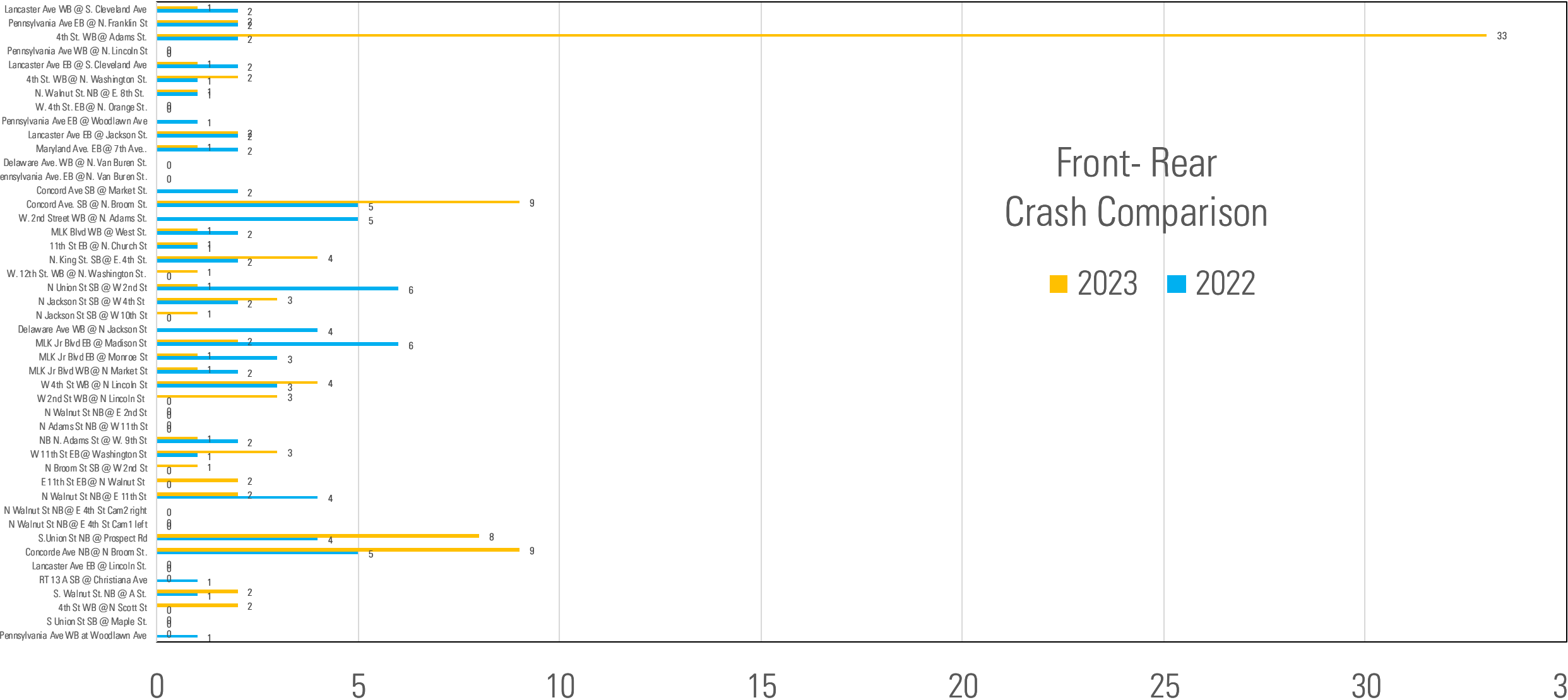
Locations					Locations				
2022					2023				
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right				
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St				
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. King St. SB @ E. 4th St.	2	3	0	2	N. King St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.				
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.				
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.				
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.				
Maryland Ave. EB @ 7th Ave..	2	1	1	0	Maryland Ave. EB @ 7th Ave..	1	0	1	0
Lancaster Ave EB @ Jackson St.	2	5	6	0	Lancaster Ave EB @ Jackson St.	2	5	2	0
Pennsylvania Ave EB @ Woodlawn Ave	1	0	1	0	Pennsylvania Ave EB @ Woodlawn Ave				

APPENDIX:
FIGURE 5

Electronic Red Light Safety Program 2023

Front- Rear
Crash Comparison

2023 2022



Supporting Graphs for Other-Type Crashes and Running Red Light Crashes being Highest



Electronic Red Light Safety Program 2023

Locations where Other-Crashes (Fixed Object, Unknown, Front) are the highest:

FY 2022

- Concord Ave SB @ N. Broom St.....5
- Concord Ave NB @ N. Broom St.....5

APPENDIX:
FIGURE 6

FY 2023

- MLK Jr Blvd EB @ Monroe St.....2

Locations where Running Red Light Crashes are the highest:

FY 2022

- Lancaster Ave EB @ Lincoln St.....6
- N Adams St NB @ W 11th St.....6
- N Jackson St B @ W 4th St.....6

APPENDIX:
FIGURE 7

FY 2023

- MLK Jr Blvd EB @ Monroe St.....2



APPENDIX:
FIGURE 6

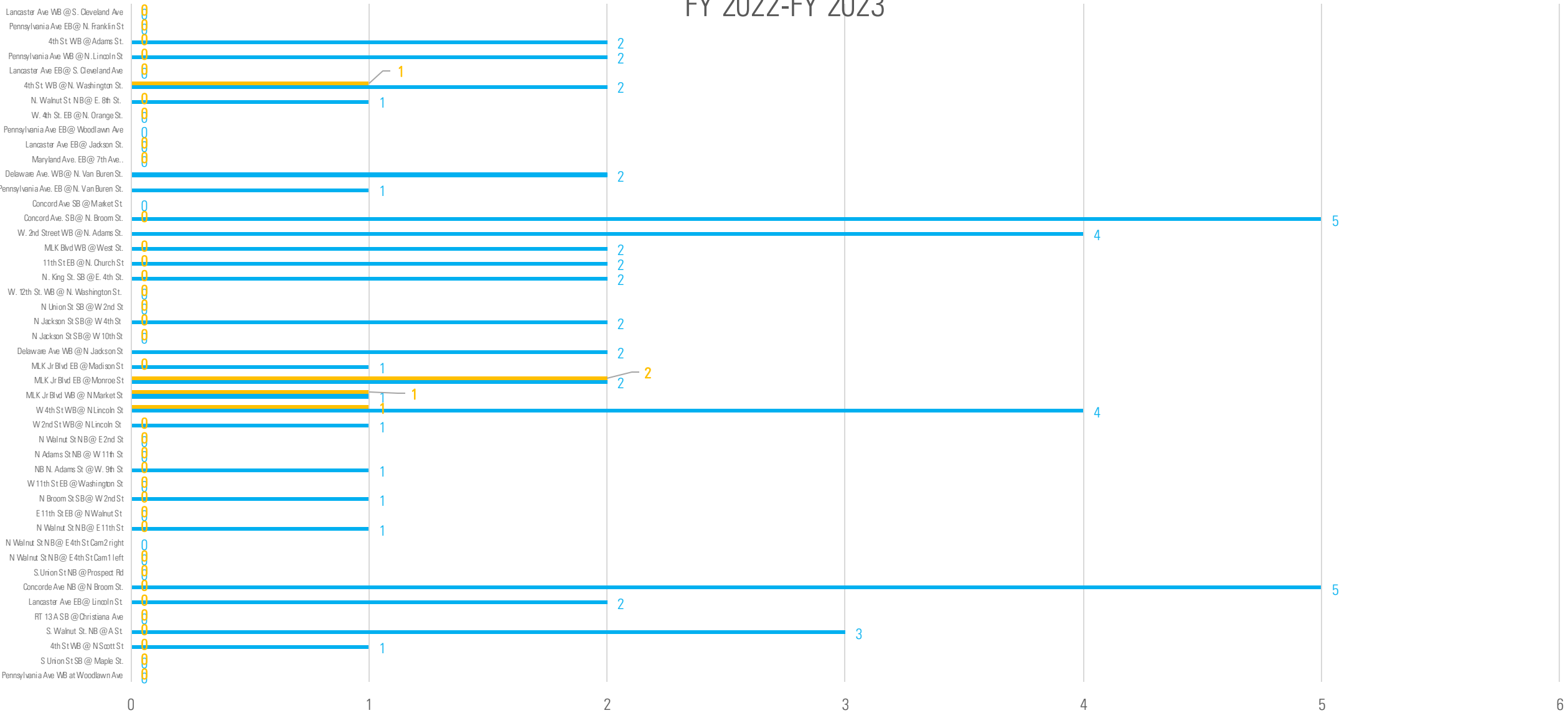
Electronic Red Light Safety Program 2023

Other- Crash Comparison

■ 2023

■ 2022

FY 2022-FY 2023



Locations

2022

Locations

2023

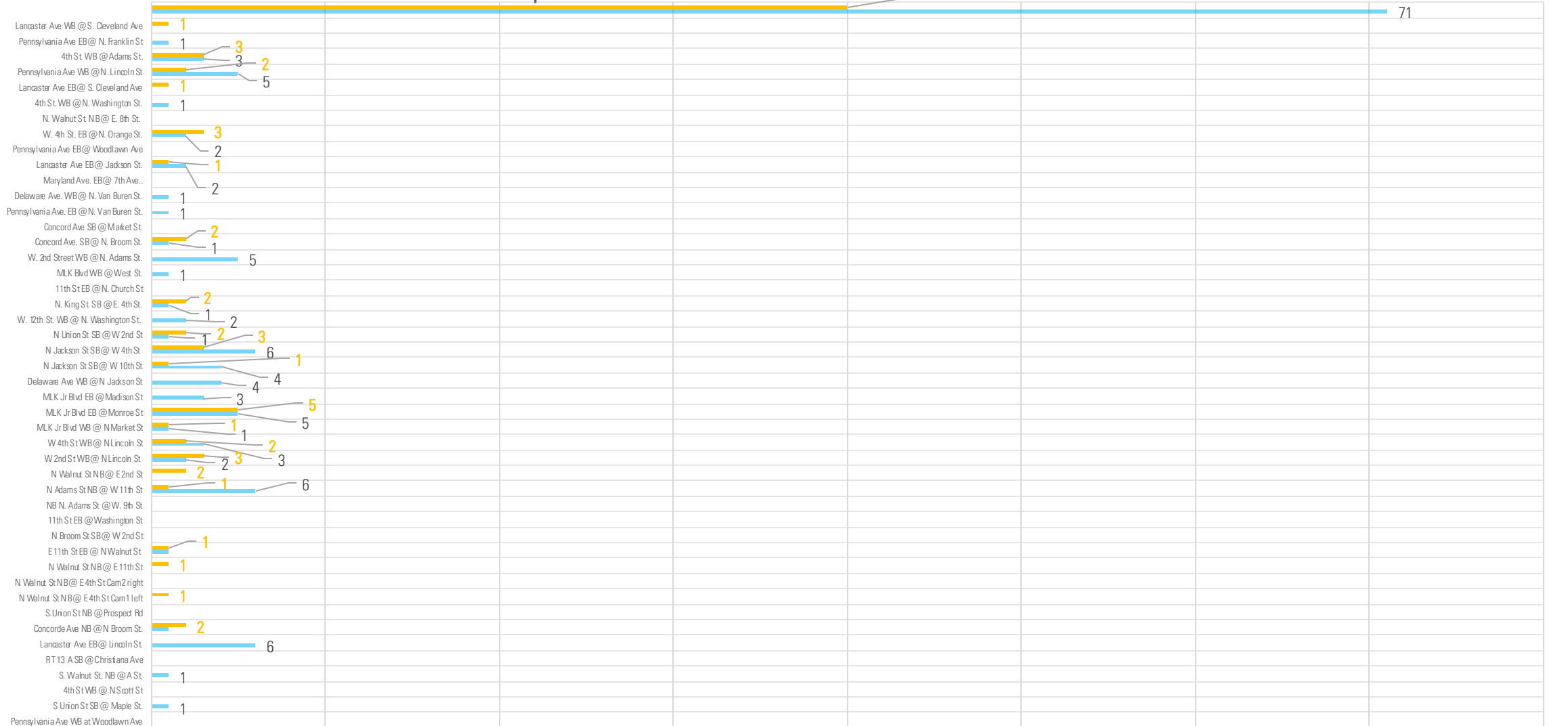
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

APPENDIX:
FIGURE 7

Electronic Red Light Safety Program 2023

Running Red Light Crashes
Comparison FY 2022 - FY 2023

■ FY-2023 ■ FY-2022



Locations

2022

Locations

2023

	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

Supporting Graphs for All-Crashes Per Fiscal Year



Electronic Red Light Safety Program 2023

Total Crashes defined as Angle Crashes: per fiscal year:

FY 2022

- All Angle crashes.....154

FY 2023

- All Angle crashes.....99
- A drop in crashes from 154 to 99 is a percentage decrease of 35.71 % for this type of crash.

Total Crashes defined as Other-Type: per fiscal year:

FY 2022

- All Other-Type of crashes.....52

FY 2023

- All Other-Type of crashes.5
- A drop in crashes from 52 to 5 is a percentage decrease of 90.38% for this type of crash.

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Angle Crash – Disregarding a Red Light

Pennsylvania Ave @ Lincoln St

Locations

2022

Locations

2023

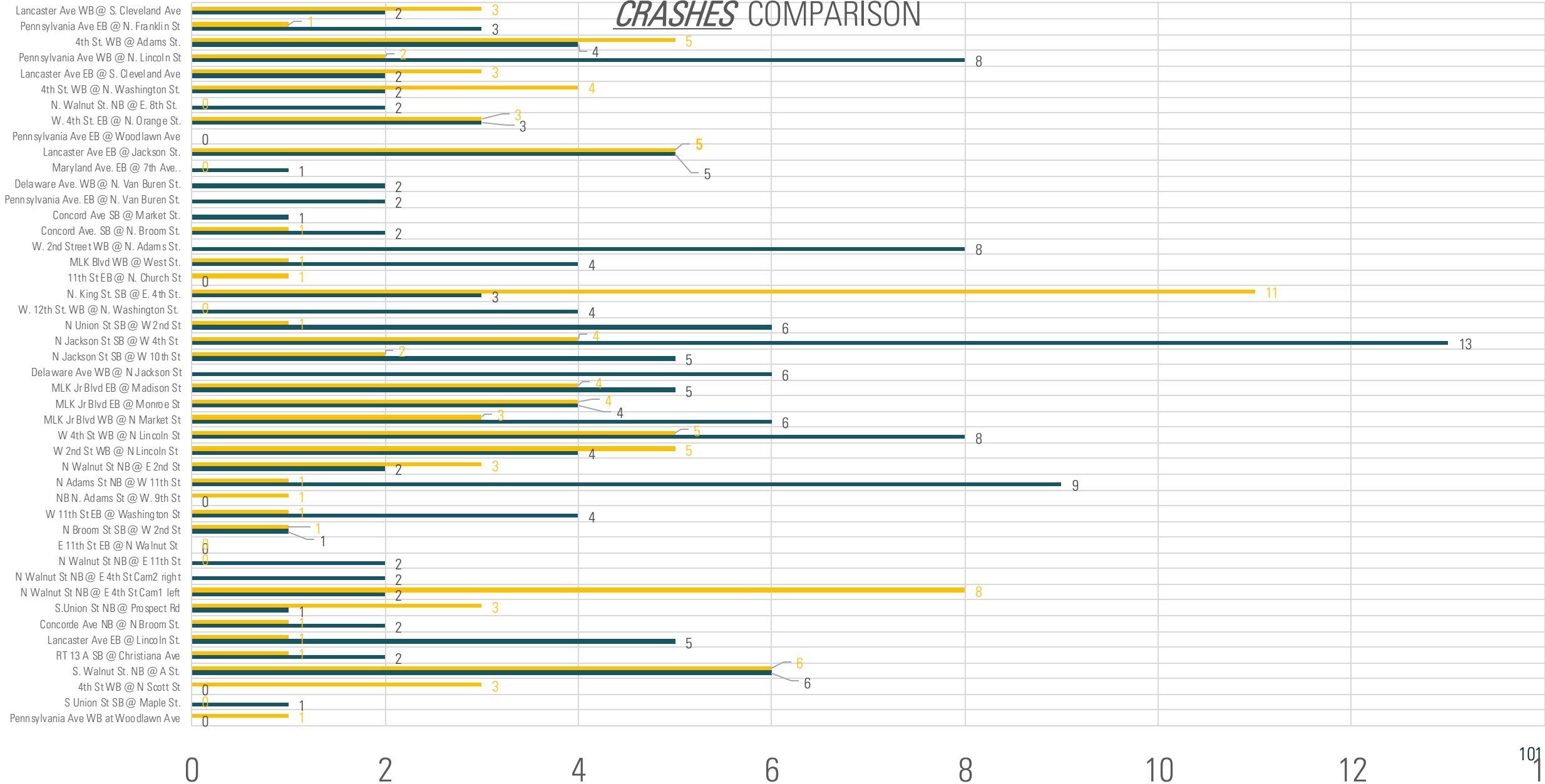
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

APPENDIX:
FIGURE 3

Electronic Red Light Safety Program 2023

FY 2022-FY 2023 *ANGLE*
CRASHES COMPARISON

■ FY 2023 ■ FY 2022



Locations

2022

Locations

2023

	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

APPENDIX:
FIGURE 6

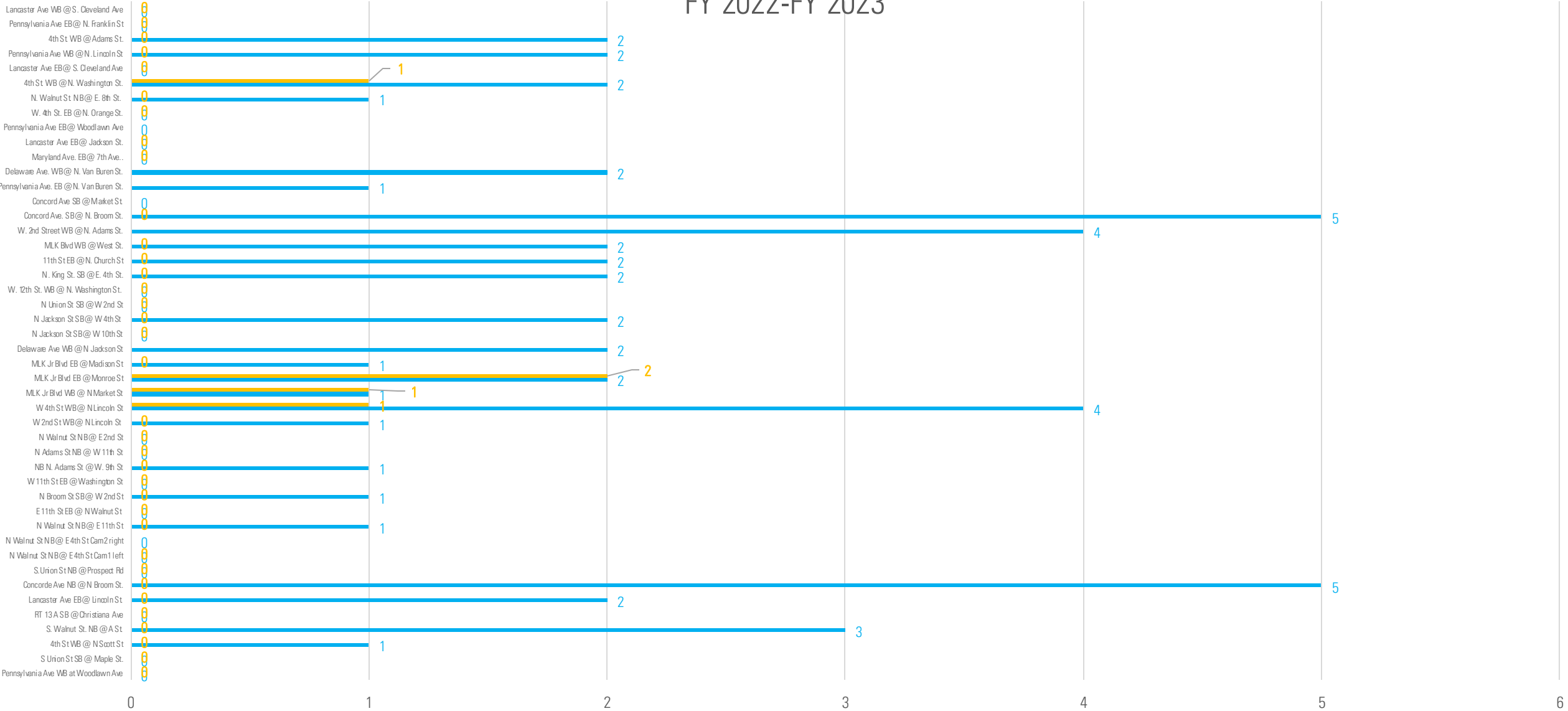
Electronic Red Light Safety Program 2023

Other- Crash Comparison

■ 2023

■ 2022

FY 2022-FY 2023



Electronic Red Light Safety Program 2023

Total Crashes defined as Sideswipe Crashes per fiscal year:

FY 2022

- All sideswipe crashes.....66

FY 2023

- All sideswipe crashes.....45

➤ A drop in crashes from 66 to 45 is a percentage decrease of 31.82 % for this type of crash.

Total Crashes defined as Front to Rear per fiscal year:

FY 2022

- All Front to Rear crashes.....77

FY 2023

- All Front to Rear crashes105

➤ An Increase in crashes from 77 to 105 is a percentage increase of 36.36% for this type of crash.

Locations

2022

Locations

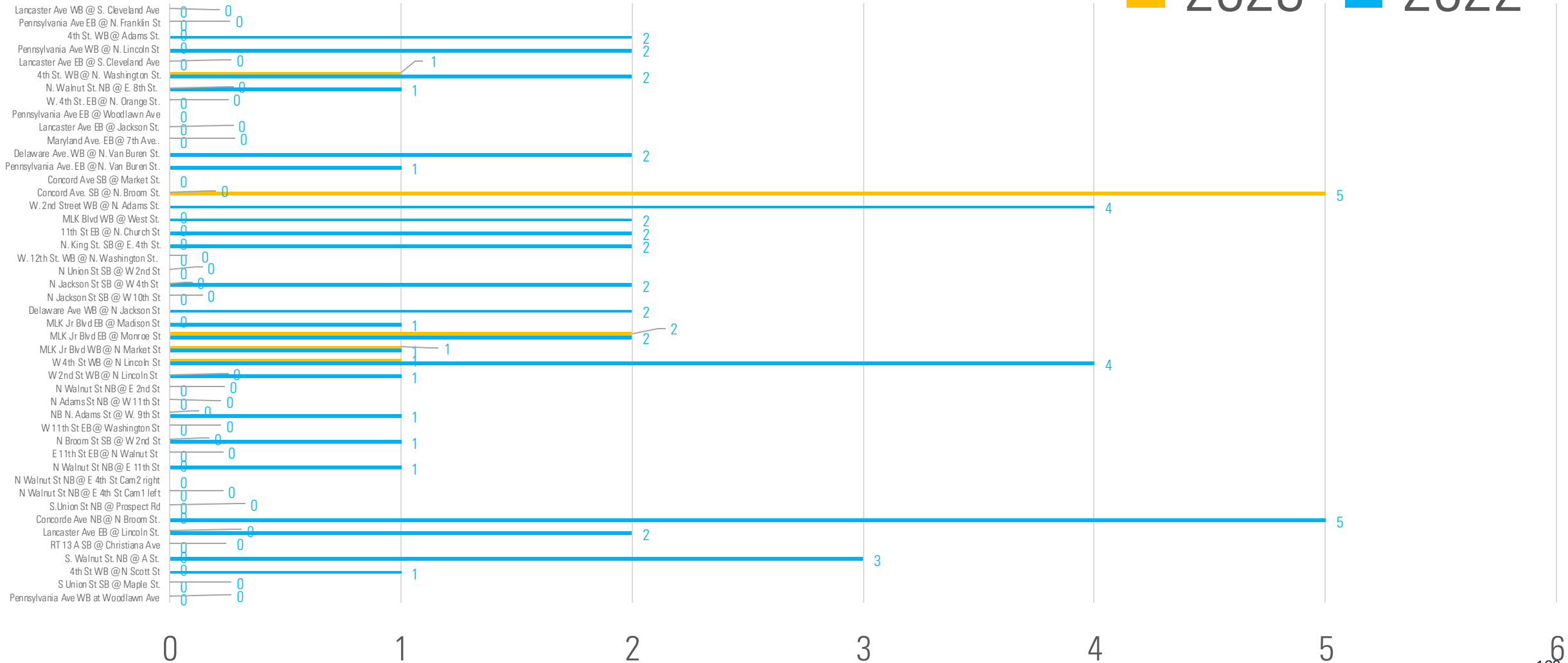
2023

	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

Sideswipe Crash Comparision

FY 2022-FY 2023

■ 2023 ■ 2022



Locations

2022

Locations

2023

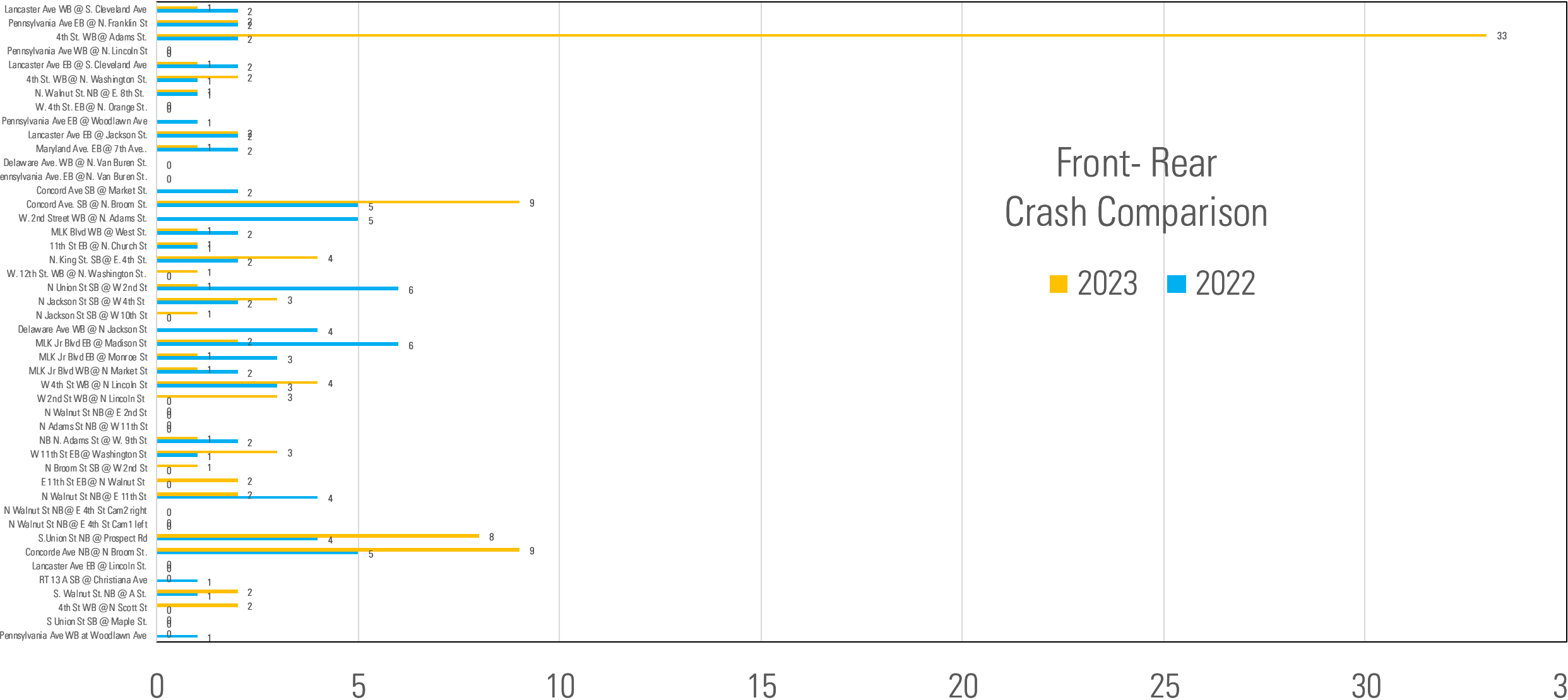
	Front to Rear	Angle	Sideswipe, same Direction	Other		Front to Rear	Angle	Sideswipe, same Direction	Other
	#	#	#	#		#	#	#	#
Pennsylvania Ave WB at Woodlawn Ave	1	0	1	0	Pennsylvania Ave WB at Woodlawn Ave	0	1	0	0
S Union St SB @ Maple St.	0	1	0	0	S Union St SB @ Maple St.	0	0	1	0
4th St WB @ N Scott St	0	0	0	1	4th St WB @ N Scott St	2	3	2	0
S. Walnut St. NB @ A St.	1	6	5	3	S. Walnut St. NB @ A St.	2	6	1	0
RT 13 A SB @ Christiana Ave	1	2	0	0	RT 13 A SB @ Christiana Ave	0	1	0	0
Lancaster Ave EB @ Lincoln St.	0	5	2	2	Lancaster Ave EB @ Lincoln St.	0	1	4	0
Concorde Ave NB @ N Broom St.	5	2	3	5	Concorde Ave NB @ N Broom St.	9	1	1	0
S.Union St NB @ Prospect Rd	4	1	1	0	S.Union St NB @ Prospect Rd	8	3	0	0
N Walnut St NB @ E 4th St Cam1 left	0	2	0	0	N Walnut St NB @ E 4th St Cam1 left	0	8	3	0
N Walnut St NB @ E 4th St Cam2 right	0	2	0	0	N Walnut St NB @ E 4th St Cam2 right	0	0	0	0
N Walnut St NB @ E 11th St	4	2	0	1	N Walnut St NB @ E 11th St	2	0	1	0
E 11th St EB @ N Walnut St	0	0	3	0	E 11th St EB @ N Walnut St	2	0	1	0
N Broom St SB @ W 2nd St	0	1	1	1	N Broom St SB @ W 2nd St	1	1	2	0
W 11th St EB @ Washington St	1	4	1	0	W 11th St EB @ Washington St	3	1	0	0
NB N. Adams St @ W. 9th St	2	0	0	1	NB N. Adams St @ W. 9th St	1	1	3	0
N Adams St NB @ W 11th St	0	9	2	0	N Adams St NB @ W 11th St	0	1	0	0
N Walnut St NB @ E 2nd St	0	2	1	0	N Walnut St NB @ E 2nd St	0	3	0	0
W 2nd St WB @ N Lincoln St	0	4	4	1	W 2nd St WB @ N Lincoln St	3	5	0	0
W 4th St WB @ N Lincoln St	3	8	1	4	W 4th St WB @ N Lincoln St	4	5	0	1
MLK Jr Blvd WB @ N Market St	2	6	3	1	MLK Jr Blvd WB @ N Market St	1	3	6	1
MLK Jr Blvd EB @ Monroe St	3	4	0	2	MLK Jr Blvd EB @ Monroe St	1	4	0	2
MLK Jr Blvd EB @ Madison St	6	5	1	1	MLK Jr Blvd EB @ Madison St	2	4	4	0
Delaware Ave WB @ N Jackson St	4	6	5	2	Delaware Ave WB @ N Jackson St	0	0	0	0
N Jackson St SB @ W 10th St	0	5	0	0	N Jackson St SB @ W 10th St	1	2	0	0
N Jackson St SB @ W 4th St	2	13	1	2	N Jackson St SB @ W 4th St	3	4	2	0
N Union St SB @ W 2nd St	6	6	3	0	N Union St SB @ W 2nd St	1	1	2	0
W. 12th St. WB @ N. Washington St.	0	4	3	0	W. 12th St. WB @ N. Washington St.	1	0	0	0
N. Kina St. SB @ E. 4th St.	2	3	0	2	N. Kina St. SB @ E. 4th St.	4	11	1	0
11th St EB @ N. Church St	1	0	0	2	11th St EB @ N. Church St	1	1	0	0
MLK Blvd WB @ West St.	2	4	2	2	MLK Blvd WB @ West St.	1	1	0	0
W. 2nd Street WB @ N. Adams St.	5	8	9	4	W. 2nd Street WB @ N. Adams St.	0	0	0	0
Concord Ave. SB @ N. Broom St.	5	2	3	5	Concord Ave. SB @ N. Broom St.	9	1	1	0
Concord Ave SB @ Market St.	2	1	0	0	Concord Ave SB @ Market St.	0	0	0	0
Pennsylvania Ave. EB @ N. Van Buren St.	0	2	1	1	Pennsylvania Ave. EB @ N. Van Buren St.	0	0	0	0
Delaware Ave. WB @ N. Van Buren St.	0	2	1	2	Delaware Ave. WB @ N. Van Buren St.	0	0	0	0
Marvland Ave. EB @ 7th Ave..	2	1	1	0	Marvland Ave. EB @ 7th Ave..	1	0	1	0

APPENDIX:
FIGURE 5

Electronic Red Light Safety Program 2023

Front- Rear
Crash Comparison

2023 2022



Electronic Red Light Safety Program 2023

Total Crashes classified as Pedestrian Crashes per fiscal year:

FY 2022

- All Pedestrian crashes.....9

FY 2023

- All Pedestrian crashes.....17
- An increase in crashes from 9 to 17 is a percentage increase of 88.89% for this classification of crash.

Total Crashes classified as Personal Injury per fiscal year:

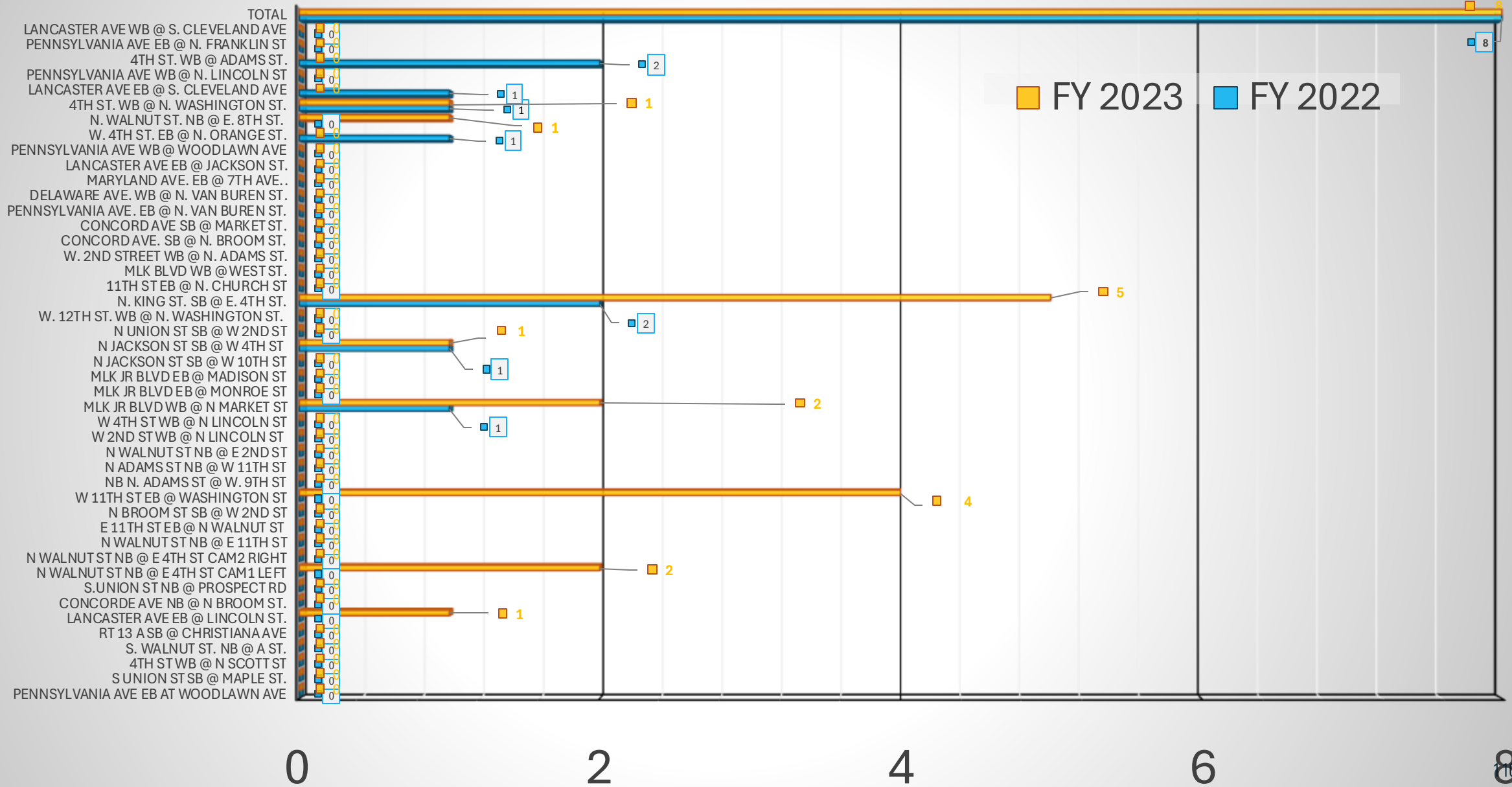
FY 2022

- All Personal Injury crashes.....97

FY 2023

- All Personal Injury crashes.....98
- An increase in crashes from 97 to 98 is a percentage increase of 1.03% for this classification of crash.

Pedestrian Crash Comparisons FY 2022-FY 2023



Electronic Red Light Safety Program 2023

LOCATIONS	CLASSIFICATION									
2023	NUMBER OF CRASHES & THE % OF TOTAL CRASHES									
Non-Reportable	% of Total Crashes	Reportable Prop Damage	% of Total Crashes	Personal Injury	% of Total Crashes	Fatality	% of Total Crashes	Total		
Page 1 of 2										
Ave WB at Woodlawn Ave Pennsylvania			1	100.00%	0	0.00%			1	100.00%
S Union St SB @ Maple St.			1	100.00%	0	0.00%			1	100.00%
4th St WB @ N Scott St			3	42.86%	4	57.14%			7	100.00%
S. Walnut St. NB @ A St.			6	60.00%	4	40.00%			10	100.00%
RT 13 A SB @ Christiana Ave			0	0.00%	1	100.00%			1	100.00%
Lancaster Ave EB @ Lincoln St.			5	83.33%	1	16.67%			6	100.00%
Concord Ave NB @ N Broom St.			11	78.57%	3	21.43%			14	100.00%
S. Union St NB @ Prospect Rd			8	66.67%	4	33.33%			12	100.00%
N Walnut St NB @ E 4th St Cam1 left			12	75.00%	4	25.00%			16	100.00%
E 11th St EB @ N Walnut St			3	42.86%	4	57.14%			7	100.00%
N Broom St SB @ W 2nd St			3	75.00%	1	25.00%			4	100.00%
W 11th St EB @ Washington St			3	42.86%	4	57.14%			7	100.00%
NB N. Adams St @ W. 9th St			5	100.00%	0	0.00%			5	100.00%
N Adams St NB @ W 11th St			1	33.33%	2	66.67%			3	100.00%
N Walnut St NB @ E 2nd St			1	33.33%	2	66.67%			3	100.00%
W 2nd St WB @ N Lincoln St			2	25.00%	6	75.00%			8	100.00%
W 4th St WB @ N Lincoln St			5	45.45%	6	54.55%			11	100.00%
MLK Jr Blvd WB @ N Market St			10	76.92%	3	23.08%			13	100.00%
MLK Jr Blvd EB @ Monroe St			2	25.00%	6	75.00%			8	100.00%
MLK Jr Blvd EB @ Madison St			10	90.91%	1	9.09%			11	100.00%
N Jackson St SB @ W 10th St			3	100.00%	0	0.00%			3	100.00%

Electronic Red Light Safety Program 2023

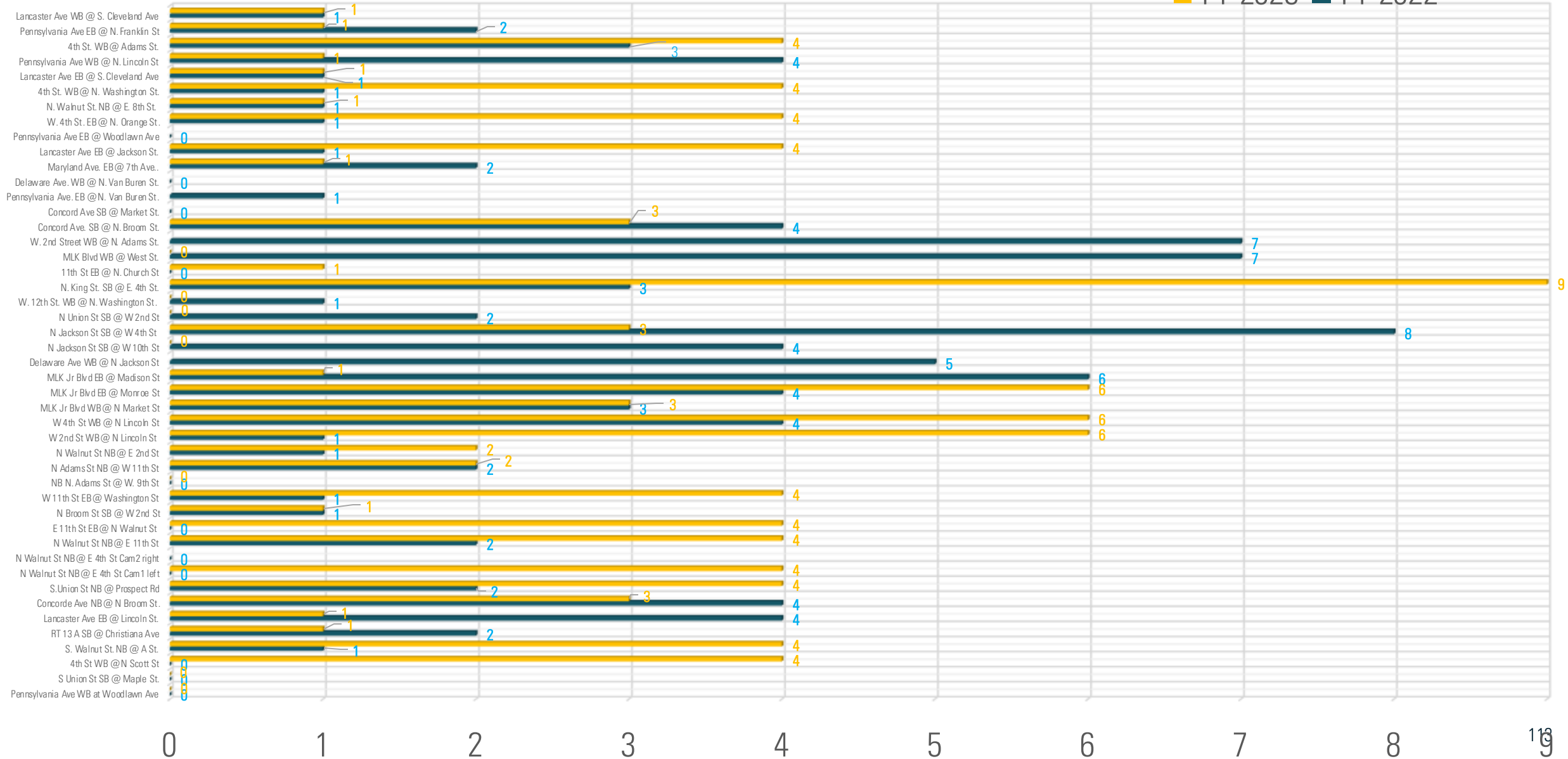
Locations	Classification									
2023 Page 2 of 2	Number of Crashes & % of Total Crashes									
	Non-Reportable	% of Total Crashes	Reportable Prop Damage	% of Total Crashes	Personal Injury	% of Total Crashes	Fatality	% of Total Crashes	Total	
N Jackson St SB @ W 4th St			9	75.00%	3	25.00%			12	
N Union St SB @ W 2nd St			5	100.00%	0	0.00%			5	
W. 12th St. WB @ N. Washington St.			1	100.00%	0	0.00%			1	
N. King St. SB @ E. 4th St.			10	52.63%	9	47.37%			19	
11th St EB @ N. Church St			2	66.67%	1	33.33%			3	
MLK Blvd WB @ West St.			2	100.00%	0	0.00%			2	
Concord Ave. SB @ N. Broom St.			11	78.57%	3	21.43%			14	
Concord Ave SB @ Market St.									0	
Pennsylvania Ave. EB @ N. Van Buren St.									0	
Delaware Ave. WB @ N. Van Buren St.									0	
Maryland Ave. EB @ 7th Ave..			2	66.67%	1	33.33%			3	
Lancaster Ave EB @ Jackson St.			7	63.64%	4	36.36%			11	
Pennsylvania Ave EB @ Woodlawn Ave									0	
W. 4th St. EB @ N. Orange St.			2	33.33%	4	66.67%			6	
N. Walnut St. NB @ E. 8th St.			1	50.00%	1	50.00%			2	
4th St. WB @ N. Washington St.			5	55.56%	4	44.44%			9	
Lancaster Ave EB @ S. Cleveland Ave			5	83.33%	1	16.67%			6	
Pennsylvania Ave WB @ N. Lincoln St			2	66.67%	1	33.33%			3	
4th St. WB @ Adams St.			7	63.64%	4	36.36%			11	
Pennsylvania Ave EB @ N. Franklin St			2	66.67%	1	33.33%			3	
Lancaster Ave WB @ S. Cleveland Ave			5	83.33%	1	16.67%			6	
TOTAL			78		38				116	112

Electronic Red Light Safety Program 2023

FY 2022- FY2023 *Personal Injury* Crash Comparisons

APPENDIX:
FIGURE 9

■ FY 2023 ■ FY 2022



LOCATIONS

LOCATIONS

2022	Personal Injury	2023	Personal Injury
Pennsylvania Ave WB at Woodlawn Ave	0	Pennsylvania Ave WB at Woodlawn Ave	0 0.00%
S Union St SB @ Maple St.	0	S Union St SB @ Maple St.	0 0.00%
4th St WB @ N Scott St	0	4th St WB @ N Scott St	4 57.14%
S. Walnut St. NB @ A St.	1	S. Walnut St. NB @ A St.	4 40.00%
RT 13 A SB @ Christiana Ave	2	RT 13 A SB @ Christiana Ave	1 100.00%
Lancaster Ave EB @ Lincoln St.	4	Lancaster Ave EB @ Lincoln St.	1 16.67%
Concorde Ave NB @ N Broom St.	4	Concorde Ave NB @ N Broom St.	3 21.43%
S.Union St NB @ Prospect Rd	2	S.Union St NB @ Prospect Rd	4 33.33%
N Walnut St NB @ E 4th St Cam1 left	0	N Walnut St NB @ E 4th St Cam1 left	4 25.00%
N Walnut St NB @ E 4th St Cam2 right	0	N Walnut St NB @ E 4th St Cam2 right	0 0.00%
N Walnut St NB @ E 11 th St	2	N Walnut St NB @ E 11 th St	4 57.14%
E 11 th St EB @ N Walnut St	0	E 11 th St EB @ N Walnut St	4 57.14%
N Broom St SB @ W 2nd St	1	N Broom St SB @ W 2nd St	1 25.00%
W 11th St EB @ Washington St	1	W 11th St EB @ Washington St	4 57.14%
NB N. Adams St @ W. 9th St	0	NB N. Adams St @ W. 9th St	0 0.00%
N Adams St NB @ W 11th St	2	N Adams St NB @ W 11th St	2 66.67%
N Walnut St NB @ E 2nd St	1	N Walnut St NB @ E 2nd St	2 66.67%
W 2nd St WB @ N Lincoln St	1	W 2nd St WB @ N Lincoln St	6 75.00%
W 4th St WB @ N Lincoln St	4	W 4th St WB @ N Lincoln St	6 54.55%
MLK Jr Blvd WB @ N Market St	3	MLK Jr Blvd WB @ N Market St	3 23.08%
MLK Jr Blvd EB @ Monroe St	4	MLK Jr Blvd EB @ Monroe St	6 75.00%
MLK Jr Blvd EB @ Madison St	6	MLK Jr Blvd EB @ Madison St	1 9.09%
Delaware Ave WB @ N Jackson St	5	Delaware Ave WB @ N Jackson St	0 0.00%
N Jackson St SB @ W 10th St	4	N Jackson St SB @ W 10th St	0 0.00%
N Jackson St SB @ W 4th St	8	N Jackson St SB @ W 4th St	3 25.00%
N Union St SB @ W 2nd St	2	N Union St SB @ W 2nd St	0 0.00%
W. 12th St. WB @ N. Washington St.	1	12th St. WB @ N. Washington St.	0 0.00%
N. King St. SB @ E. 4th St.	3	N. King St. SB @ E. 4th St.	9 47.37%
11th St EB @ N. Church St	0	11th St EB @ N. Church St	1 33.33%
MLK Blvd WB @ West St.	7	MLK Blvd WB @ West St.	0 0.00%
W. 2nd Street WB @ N. Adams St.	7	W. 2nd Street WB @ N. Adams St.	0 0.00%
Concord Ave. SB @ N. Broom St.	4	Concord Ave. SB @ N. Broom St.	3 21.43%
Concord Ave SB @ Market St.	0	Concord Ave SB @ Market St.	0 0.00%
Pennsylvania Ave. EB @ N. Van Buren St.	1	Pennsylvania Ave. EB @ N. Van Buren St.	0 0.00%
Delaware Ave. WB @ N. Van Buren St.	0	Delaware Ave. WB @ N. Van Buren St.	0 0.00%
Maryland Ave. EB @ 7th Ave..	2	Maryland Ave. EB @ 7th Ave..	1 33.33%
Lancaster Ave EB @ Jackson St.	1	Lancaster Ave EB @ Jackson St.	4 36.36%
Pennsylvania Ave EB @ Woodlawn Ave	0	Pennsylvania Ave EB @ Woodlawn Ave	0 0.00%
W. 4th St. EB @ N. Orange St.	1	W. 4th St. EB @ N. Orange St.	4 66.67%
N. Walnut St. NB @ E. 8th St.	1	N. Walnut St. NB @ E. 8th St.	1 50.00%
4th St. WB @ N. Washington St.	1	4th St. WB @ N. Washington St.	4 44.44%
Lancaster Ave EB @ S. Cleveland Ave	1	Lancaster Ave EB @ S. Cleveland Ave	1 16.67%
Pennsylvania Ave WB @ N. Lincoln St	4	Pennsylvania Ave WB @ N. Lincoln St	1 33.33%
4th St. WB @ Adams St.	3	4th St. WB @ Adams St.	4 36.36%
Pennsylvania Ave EB @ N. Franklin St	2	Pennsylvania Ave EB @ N. Franklin St	1 33.33%
Lancaster Ave WB @ S. Cleveland Ave	1	Lancaster Ave WB @ S. Cleveland Ave	1 100.00%

Electronic Red Light Safety Program 2023

Total Crashes defined as Running Red Light Crashes per fiscal year:

FY 2022

- All Running Red Light crashes.....71

FY 2023

- All Running Red Light crashes.....40

➤ A drop in crashes from 71 to 40 is a percentage decrease of 43.66% for this type of crash.

Total Crashes defined per fiscal year:

FY 2022

- All crashes.....357

FY 2023

- All Running Red Light crashes.....583

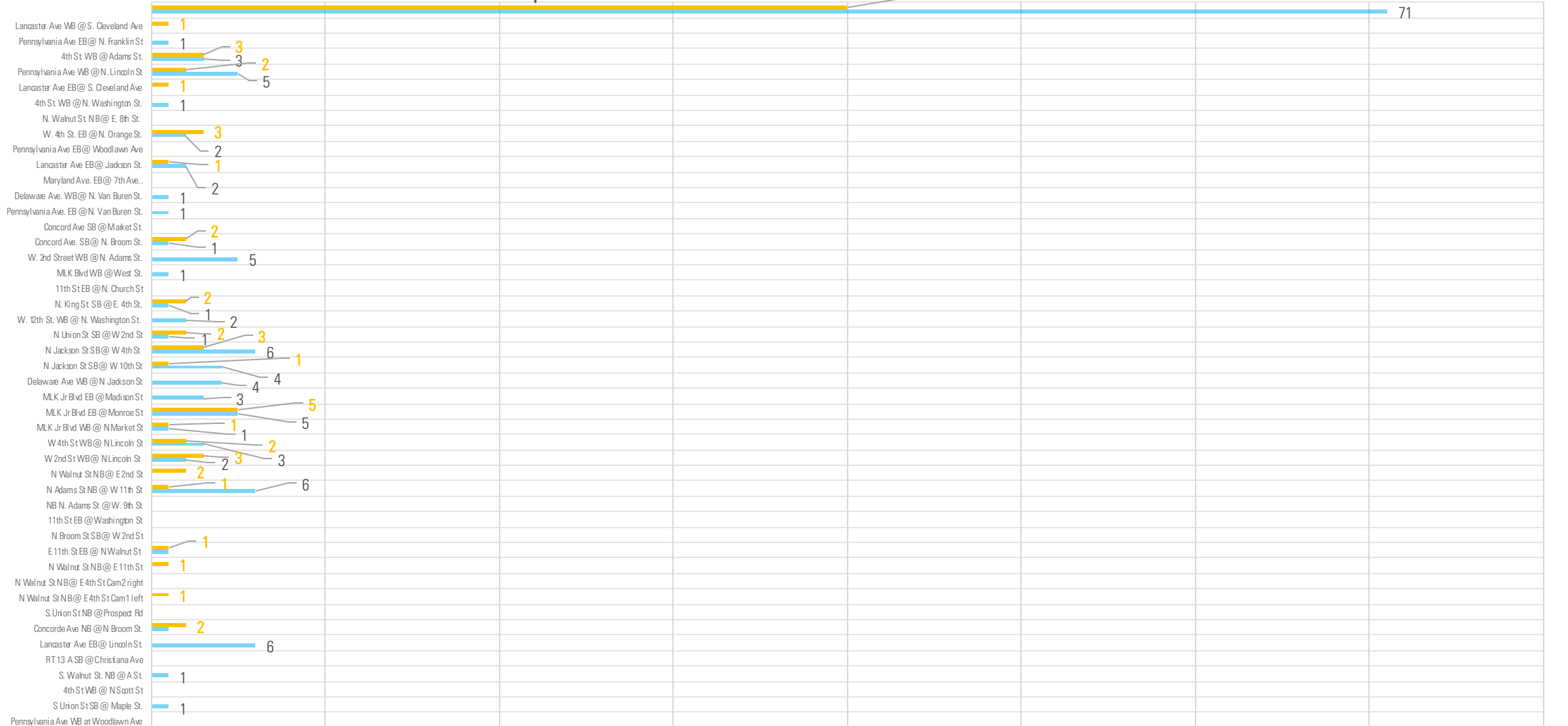
➤ A drop in crashes from 357 to 583 is a percentage decrease of 63.39% for this type of crash.

APPENDIX:
FIGURE 7

Electronic Red Light Safety Program 2023

Running Red Light Crashes
Comparison FY 2022 - FY 2023

■ FY-2023 ■ FY-2022



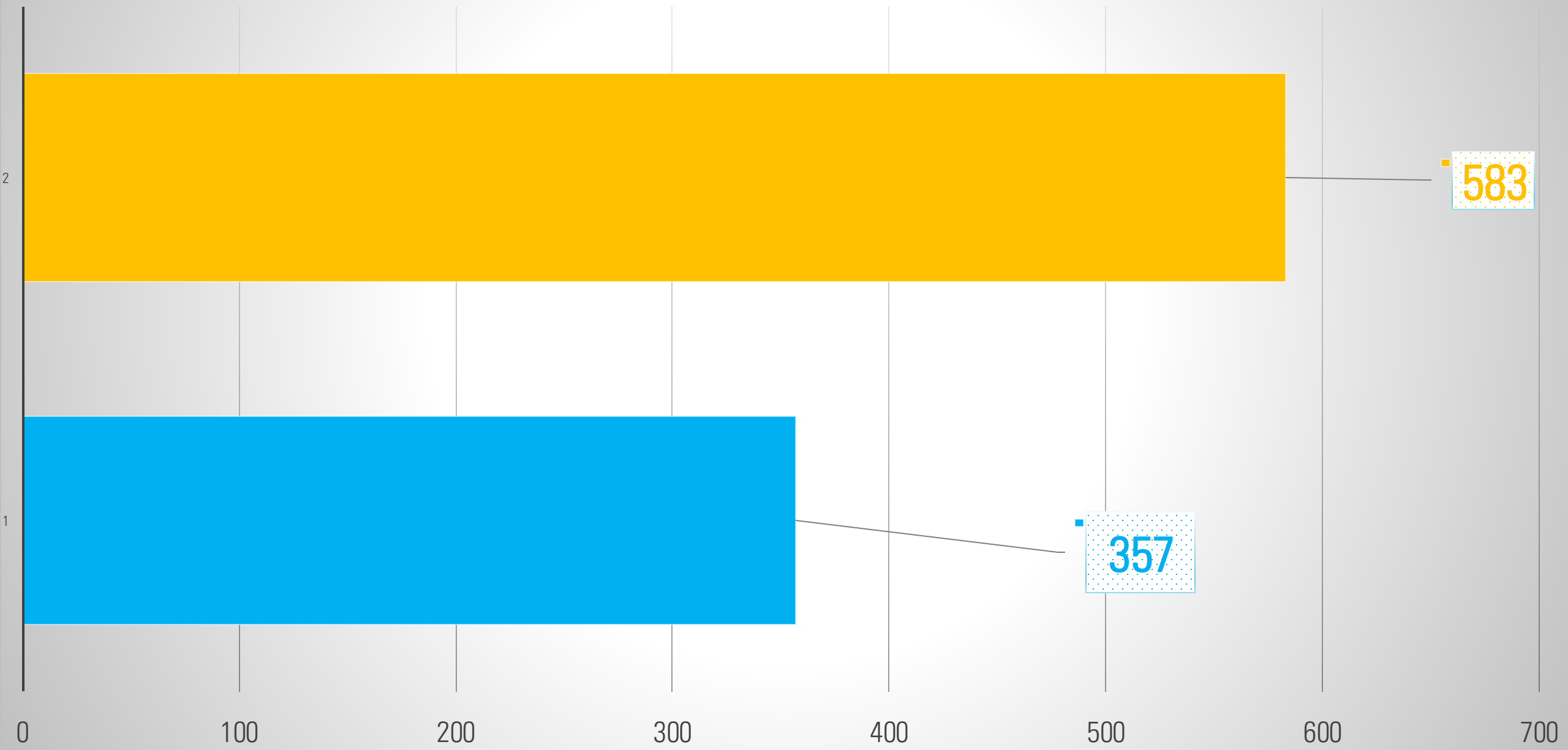
	CRASHES BOTH YEARS	2022	2023
Pennsylvania Ave EB at Woodlawn Ave		0	2
S Union St SB @ Maple St.		1	2
4th St WB @ N Scott St		3	14
S. Walnut St. NB @ A St.		1	20
RT 13 A SB @ Christiana Ave		0	2
Lancaster Ave EB @ Lincoln St.		6	14
Concorde Ave NB @ N Broom St.		1	28
S.Union St NB @ Prospect Rd		0	24
N Walnut St NB @ E 4th St Cam1 left		0	36
2111 N Walnut St NB @ E 4th St Cam2 right		0	0
N Walnut St NB @ E 11th St		0	16
2123 E 11th St EB @ N Walnut St		0	16
N Broom St SB @ W 2nd St		0	8
W 11th St EB @ Washington St		0	22
NB N. Adams St @ W. 9th St		0	10
N Adams St NB @ W 11th St		6	6
N Walnut St NB @ E 2nd St		0	6
W 2nd St WB @ N Lincoln St		2	16
W 4th St WB @ N Lincoln St		3	22
MLK Jr Blvd WB @ N Market St		5	30
MLK Jr Blvd EB @ Monroe St		5	16
MLK Jr Blvd EB @ Madison St		3	22
N Jackson St SB @ W 10th St		4	0
N Jackson St SB @ W 4th St		8	26
N Union St SB @ W 2nd St		1	11
W. 12th St. WB @ N. Washington St.		2	2
N. King St. SB @ E. 4th St.		5	48
11th St EB @ N. Church St		0	7
MLK Blvd WB @ West St.		1	5
3064 W. 2nd Street WB @ N. Adams St.		0	0
Concord Ave. SB @ N. Broom St.		1	28
6232 Concord Ave SB @ Market St.		0	0
7273 Pennsylvania Ave. EB @ N. Van Buren St.		0	0
7274 Delaware Ave. WB @ N. Van Buren St.		0	0
Maryland Ave. EB @ 7th Ave..		0	6
7993 Lancaster Ave EB @ Jackson St.		0	22
8053 Pennsylvania Ave WB @ Woodlawn Ave		0	0
W. 4th St. EB @ N. Orange St.		4	12
N. Walnut St. NB @ E. 8th St.		0	6
4th St. WB @ N. Washington St.		3	20
Lancaster Ave EB @ S. Cleveland Ave		2	12
Pennsylvania Ave WB @ N. Lincoln St		5	6
4th St. WB @ Adams St.		7	22

Crash Data comparison for totality of crashes



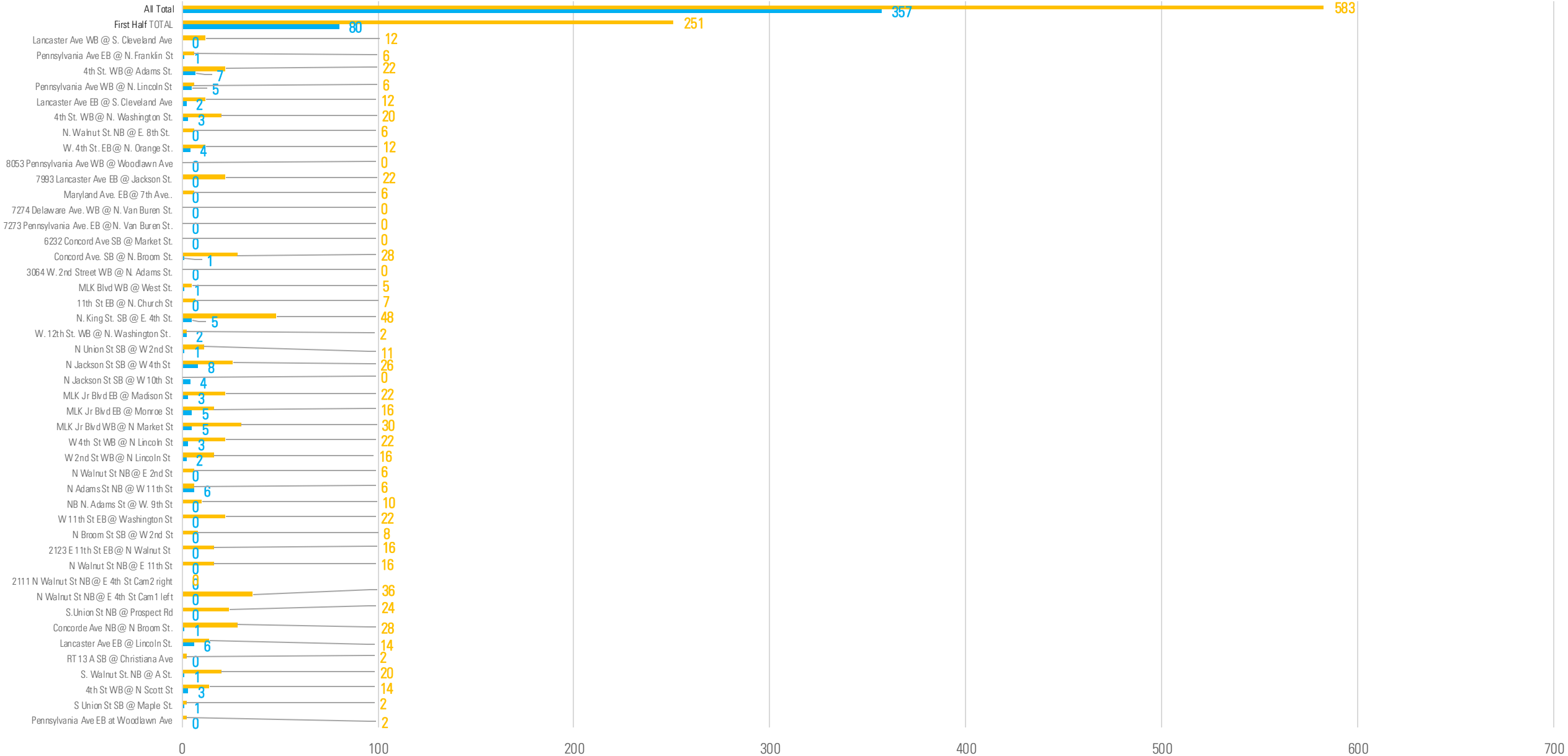
63.3% increase in crashes from 2022- to 2023

All Crash comparison for FY-2022 and FY-2023



FY 2022-FY-2023 Crash Data comparison

2023 2022

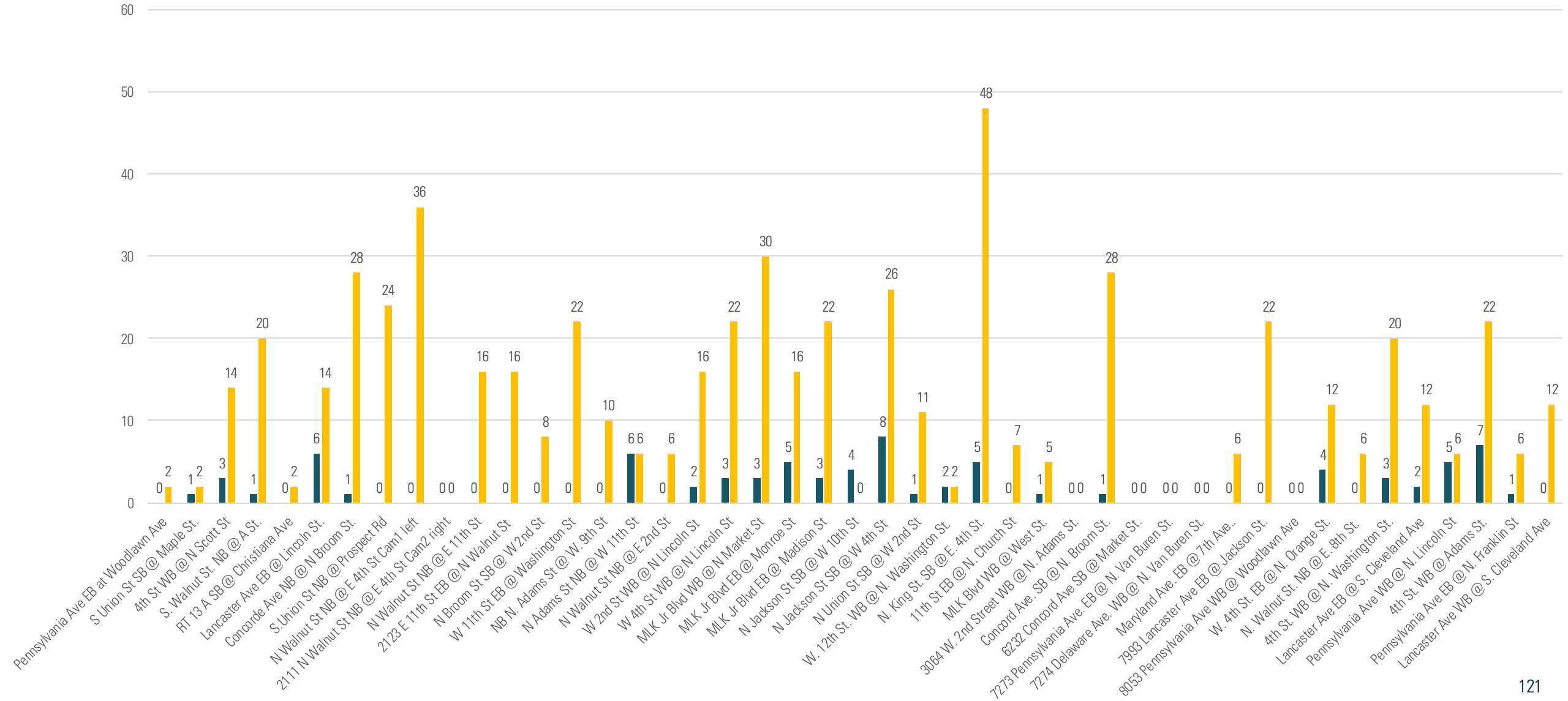


Electronic Red Light Safety Program 2023

APPENDIX:
FIGURE 2

Total (All) Crash Comparison by Location

■ 2022 ■ 2023



SOME OF THE REASONS WHY WE HAVE A RED-LIGHT SAFETY PROGRAM

Red Light camera picks up a pursuit where the suspect vehicle ignores the red light, goes around the stopped vehicle, and proceeds into the intersection where it strikes another vehicle, who has the green light and causes a rollover then flees the scene.

Second and N. Lincoln St





THANK YOU

Thomas Mason Sr (Retired Law Enforcement)

Red Light Camera - Technician

Electronic Red Light Camera Safety Program

City of Wilmington

Department of Finance

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