2018 CITY OF CHICAGO AUTOMATED ENFORCEMENT PROGRAM

ANNUAL REPORT

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

VISION ZERO CHICAGO

2018 Annual Report | A Note from the Commissioner

On behalf of the Chicago Department of Transportation (CDOT), I am pleased to present our fifth annual report on the City of Chicago's two automated enforcement programs: Red Light Camera Enforcement and Automated Speed Enforcement. CDOT remains committed to transparency in automated enforcement operations, as well as educating the public about how our automated enforcement programs work and the traffic safety benefits they provide to the residents of Chicago.

Chicago first deployed automated enforcement in 2003 and since then it has been one of the tools we use to keep our streets safe. An analysis of citywide traffic crash data, between 2005 and 2016, shows that where automated red light cameras have been installed overall traffic safety has improved. And where automated speed enforcement cameras have been deployed, overall speeds have been reduced. This makes a difference. Studies have shown that a pedestrian hit by a car traveling at 20 mph – the speed limit in a school safety zone when children are present – has a 95 percent chance of living. That same person hit by a car traveling more than 40 mph has only a 20 percent chance of living.

The Northwestern University Transportation Center released an independent study of Chicago's Red Light Camera Enforcement program in 2017 that found the program has delivered "significant safety benefits," including a 19 percent reduction in side-angle and turning crashes (the type of crashes that cause the most serious injuries) and a 10 percent reduction in all injury-producing crashes. The Northwestern study was also the first to document a measurable "spillover effect," meaning the safety benefits of red light cameras also extend to adjacent intersections that do not have automated enforcement.

In 2018, we continued the implementation of the Vision Zero Chicago Action Plan, which outlines a multi-disciplinary and data-driven approach to improve the traffic safety, health, and well-being of all users of our roadways. Vision Zero Chicago focuses on creating a culture of safety through outreach, education, and enforcement of the most dangerous driving behaviors. The goal is to reduce roadway crashes and eliminate traffic fatalities and serious injuries in Chicago by 2026. On November 19th, 2018, the City of Chicago participated in commemoration of World Day of Remembrance for Road Traffic Victims with a memorial event at Federal Plaza. CDOT remains engaged in a comprehensive approach to make our streets safer for all users by incorporating automated enforcement, education and outreach, and improving roadway design.

I encourage all Chicagoans to get involved in our traffic safety efforts and sign the Vision Zero Chicago pledge at visionzerochicago.org. Strengthening our partnership with residents and city agencies will help achieve our shared goals of eliminating traffic related deaths and serious injuries, making our streets safer for all users, developing a culture of traffic safety, and helping to make Chicago a stronger city. Please also visit the CDOT website at: https://www.chicago.gov/city/en/depts/cdot/provdrs/automated_enforcement.html for more information regarding automated enforcement in our city and how these two programs contribute to safer roads.

Rebekah Scheinfeld
Commissioner

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

VISION ZERO CHICAGO

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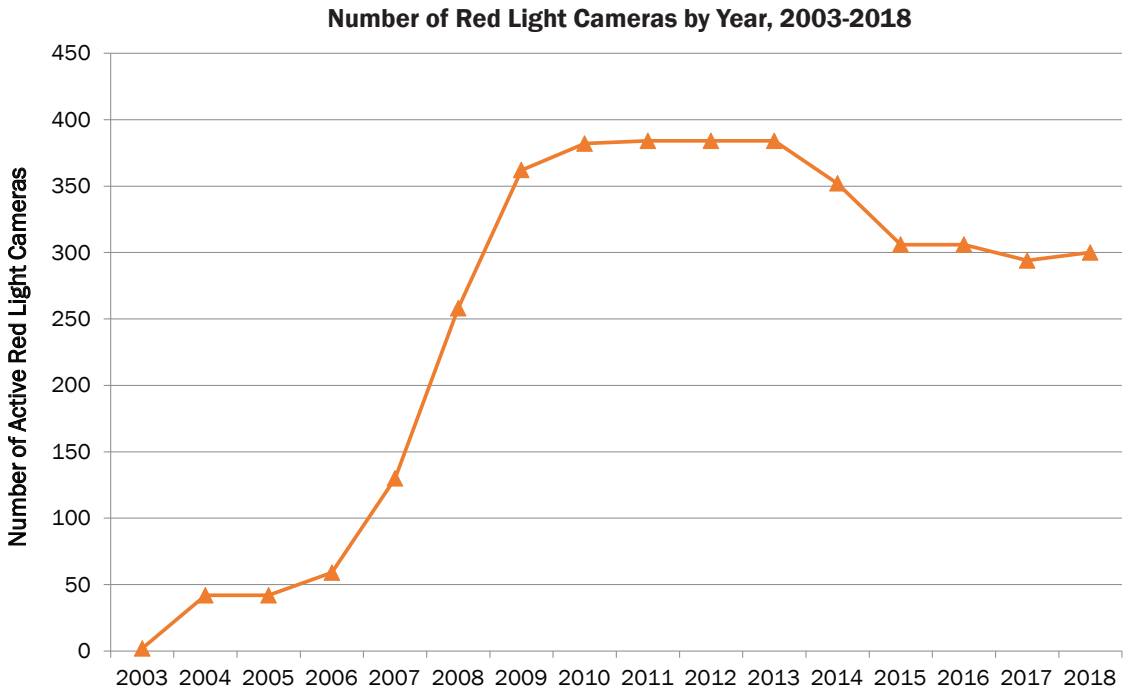
Background on Red Light Camera Enforcement

On July 9, 2003, the City of Chicago enacted an ordinance authorizing the use of automated red light enforcement at signalized intersections throughout the City. The Chicago Department of Transportation (CDOT) managed the program when it began in 2003 and continued until 2006, then the responsibility shifted to the Office of Emergency Management and Communications (OEMC). Those management responsibilities were then returned back to CDOT in January 2010.

In 2003, the City contracted with Redflex Traffic Systems, Inc., to install, test, operate, and maintain all hardware, software, and equipment communications to enable a citywide automated red light enforcement program in Chicago. The first automated red light enforcement cameras were installed and activated in November 2003 at intersections with known safety concerns. By 2011, the program had grown to 384 automated red light cameras operating at 190 city intersections.



In February 2013, the City issued a request for proposals to continue the automated red light enforcement program. In October 2013, the City awarded Xerox State and Local Solutions, Inc. (now known as Conduent) a five-year contract to continue the existing program. As required under the contract, Conduent replaced all of the existing red light camera hardware and software with modern, more reliable technology. The current contract was extended for two years on October 25, 2018.

CDOT conducts an annual review of safety data at all red light camera locations. Certain intersections have been considered for the removal of automated enforcement when there are changes to driving behavior, as indicated by a low number of right-angle crashes. While all crashes are potentially hazardous, red light cameras are designed to reduce right-angle (or "t-bone") crashes because of the extreme danger to those involved. Angle crashes are most likely to result in serious injury or fatalities.*

Between 2013 and 2016, CDOT removed a total of 78 cameras from 39 intersections based on review of crash data. CDOT commissioned Northwestern University to conduct an extensive study throughout 2016 to assess the traffic safety impact of Red Light Camera enforcement in Chicago, ensure the City is making the best utilization of the system, and support continual improvement of the program. The academic team reviewed crash and violation data provided by the Illinois Department of Transportation and the City of Chicago.

* Safety Evaluation of Red-Light Cameras - Executive Summary. Federal Highway Administration. 2005.
** 2017 IDOT crash data was not available at the time this report was developed.

This independent study was officially released in early 2017 and is available to the public on the CDOT website at: https://www.cityofchicago.org/city/en/depts/cdot/provdrs/automated_enforcement.html.

Following the release of Northwestern's study, CDOT extended the enforcement threshold for issuing a violation from 0.1 seconds to 0.3 seconds after the light turns red. Extending the enforcement threshold was a key recommendation of the study, concluding that this change would maintain the safety benefits of the program while ensuring fairness. Also in 2017, CDOT removed a total of 16 cameras from eight intersections and began relocating these cameras to new intersections based on methodologies presented in this study.

On August 21, 2017 the City of Chicago entered into a settlement of two class action lawsuits regarding supplemental violation notices. The settlement applies only to certain automated enforcement violations issued between March 23, 2010 and May 17, 2015. Additional information can be found on the Department of Finance website at: https://www.cityofchicago.org/city/en/sites/settlement/home.html.

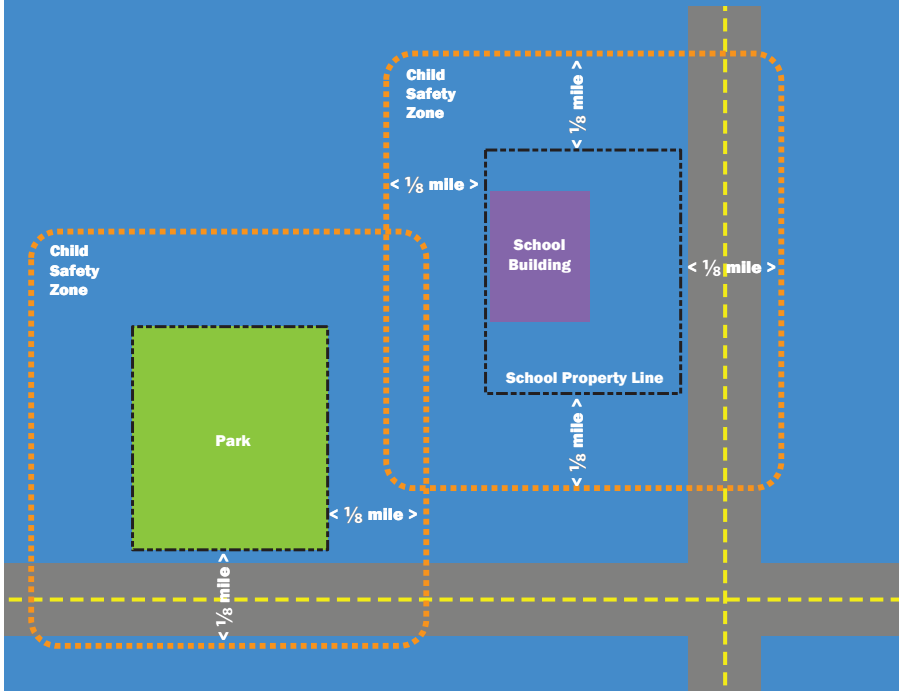
Background on Speed Camera Enforcement

On February 6, 2012 the State of Illinois granted authority to the City of Chicago to implement automated speed enforcement in Child Safety Zones. CDOT identified 1,495 qualifying Child Safety Zones within the City limits. (See inset for more information.)

On March 14, 2012, the Chicago City Council enacted an ordinance authorizing CDOT to manage a program of speed cameras. The ordinance requires that no more than 20 percent of all eligible Child Safety Zones shall be equipped with an automated speed enforcement system. The ordinance also ensures that the program is spread across the city.

What is a Child Safety Zone?

A Child Safety Zone is defined by state law as an area located within one-eighth of a mile from the nearest property line of any public or private elementary or secondary school or area owned by a park district and used for recreational purposes. The area also extends to the nearest intersection.



The ordinance directs the Commissioner of CDOT to divide the city into six geographical regions; each region may have no fewer than 10 percent of the total number of camera-enforced Child Safety Zones in the city. To choose Child Safety Zone locations, the City uses a model that ranks safety zones based on total crashes, crashes involving a pedestrian or bicyclist, speed related crashes, serious/fatal crashes, crashes involving a person 18 or under, and census data. Taking into consideration the placement model rankings, locations for automated speed enforcement cameras are determined by speed studies, engineering factors, and

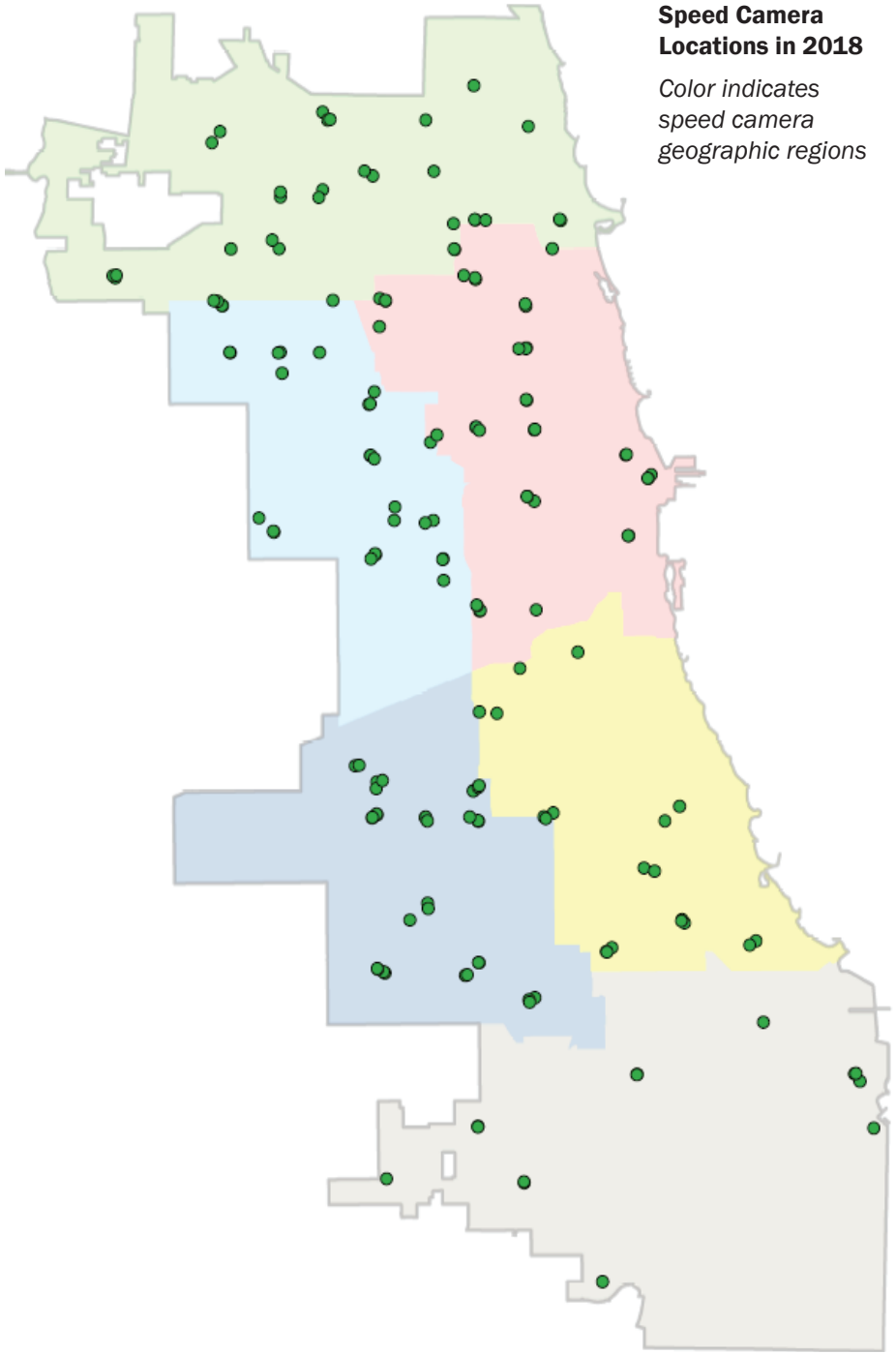
geographic distribution for equity and efficiency.

The operation of the automated speed enforcement system and citation of violations is restricted to the following times and conditions according to the ordinance:

- If the Child Safety Zone is a school zone, then enforcement will only be on school days (including summer school), no earlier than 7:00 a.m. and no later than 7:00 p.m., Monday through Friday. For school zones that have a 20 miles-per-hour (mph) school speed limit, the speeding violation for that speed limit is only enforced between 7:00 a.m. and 4:00 p.m., and if a child is present at the location. Otherwise, the regular posted speed limit (typically 30 mph in Chicago) is enforced.
- If the Child Safety Zone is a park zone, then enforcement will only be during the time the facility, area, or land is open to the public or other patrons.
- See Appendix B for more information on how speed cameras work.

In June 2013, the City awarded a contract to American Traffic Solutions, Inc. (now known as Verra Mobility) to install, test, operate, and maintain all hardware, software, and equipment communications to enable a citywide automated speed enforcement program as authorized by city ordinance and state law. The first automated speed enforcement camera in the City of Chicago began enforcing on August 26, 2013. There were 161 automated speed enforcement cameras operating in 68 Child Safety Zones as of December 31, 2018.

CDOT coordinates its efforts with the Chicago Department of Finance, who issues violations and collects the fines on behalf of the City. CDOT is in constant communication with entities including the Chicago Park District, Chicago Public Schools, and private schools to ensure that the automated speed enforcement cameras are operating only during school and park hours and as stipulated in the State law and City ordinance.



Speed Camera Locations in 2018

Color indicates speed camera geographic regions

In addition to weekly calibrations of the speed enforcement cameras, CDOT, with its vendor, continues to maintain signage and stenciling in Child Safety Zones. Each safety zone with automated speed enforcement cameras on average has 23 warning signs indicating a camera is in operation. The City meets and exceeds the signage requirements in the state law and in the Manual on Uniform Traffic Control Devices (MUTCD) followed by transportation departments throughout the country.

All automated enforcement violations can be contested by mail or in person with the Department of Administrative Hearings if a motorist believes a violation was issued in error. Options and steps for contesting tickets are printed on each violation.

Automated Enforcement Vendor Service Level Agreements

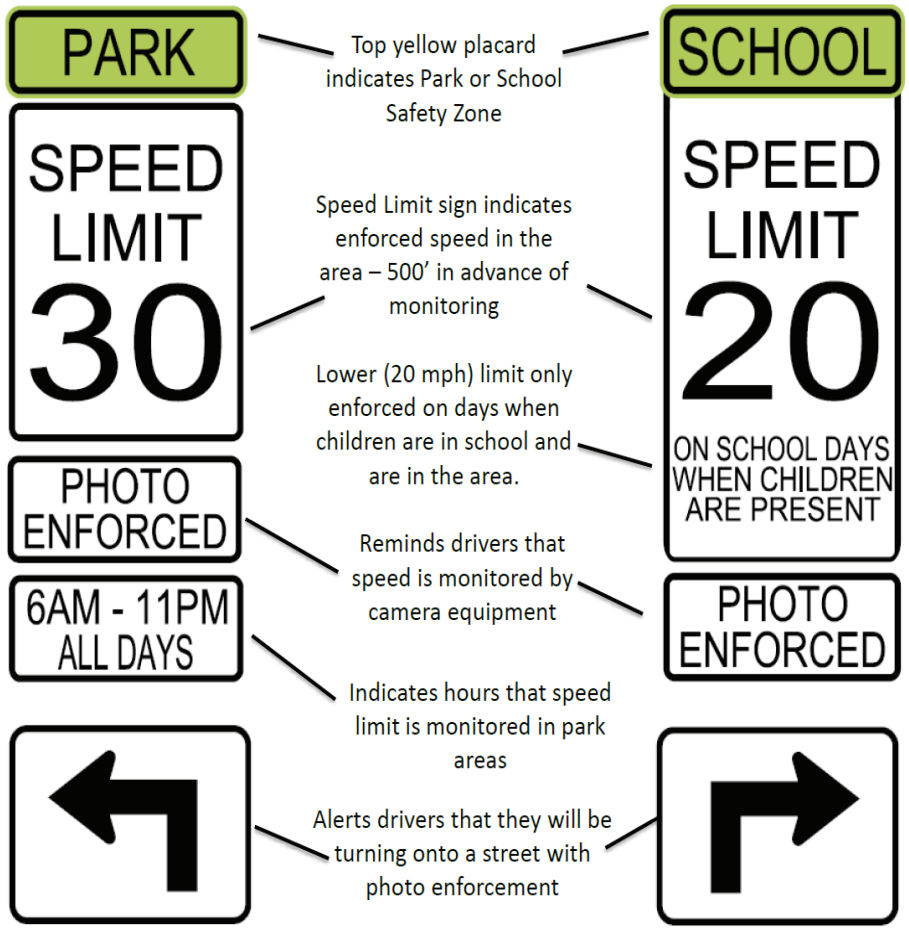
The City's two automated enforcement vendors, Conduent and Verra Mobility, are required to meet specific performance criteria described as service level agreements (SLA's) in their contracts. The performance criterion set measurable standards that must be met by each vendor, including:

- A maximum allowable amount of time that cameras may not be functioning for maintenance or technical reasons.
- A total camera system uptime of 95 percent.
- Specific quality standards for captured images and video.
- A maximum allowable percentage of errors in identification of valid violations.
- Response timelines for maintenance and emergencies.

CDOT regularly monitors vendor performance, enforcing monetary penalties when performance falls below the set requirements. Performance issues that resulted in SLA penalties in 2018 included:

Red Light Camera SLA's – The SLA penalties assessed in 2018 were for individual camera event quality issues being forwarded to the City of Chicago for review and technical difficulties in October 2018 with the vendors' website portal. The City assessed Conduent penalties in the amount of $36,165.23.

Speed Camera SLA's – The automated speed enforcement vendor, Verra Mobility, was assessed $25,485.08 in service level penalties in 2018 for violation event quality issues with individual cameras and response timeliness.



2018 Automated Enforcement Program Year in Review

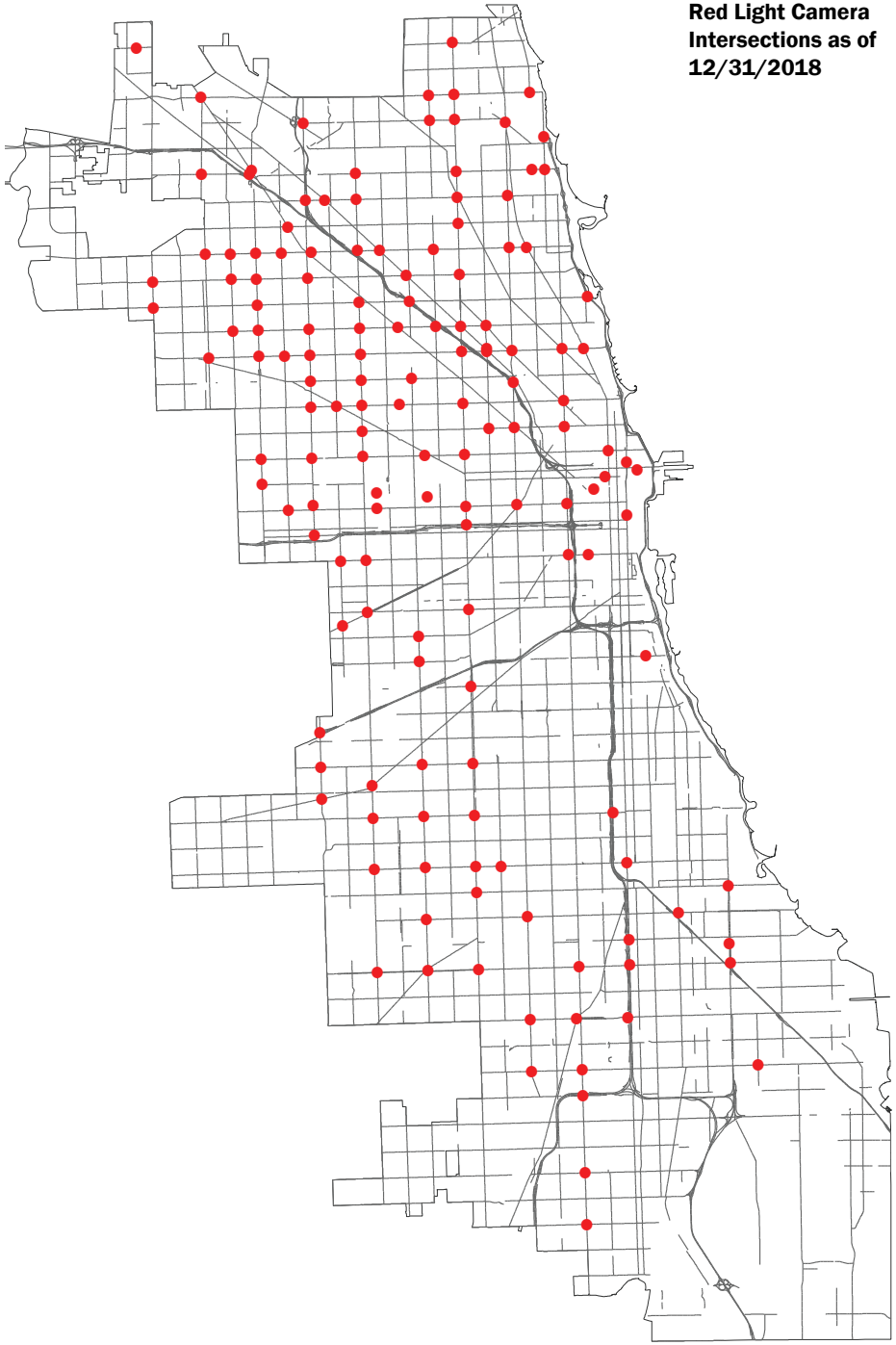
Red Light Camera Program

CDOT relocated six automated red light cameras in 2018 had been removed from existing intersections in 2017 based on recommendations from Northwestern's University study of the automated red light camera program (see page 21). The six cameras were relocated to the intersections of Michigan Avenue and Jackson Boulevard, Upper Wacker Drive and Lake Street, and Michgan Avenue and Ontario Street. Community meetings were held in 2017, as required by City ordinance, related to these six automated red light camera relocations.

As of December 2018, CDOT had 300 automated red light cameras operating at 149 intersections across Chicago.

Speed Camera Enforcement Program

As of December 2018, there were 161 automated speed enforcement cameras deployed within 68 Child Safety Zones, across Chicago. Aldermen, working with their communities, requested 12 new automated speed cameras to be activated in six child Safety Zones in 2018. CDOT also permanently removed one existing speed camera due to a high rise development being constructed.



Red Light Camera Intersections as of 12/31/2018

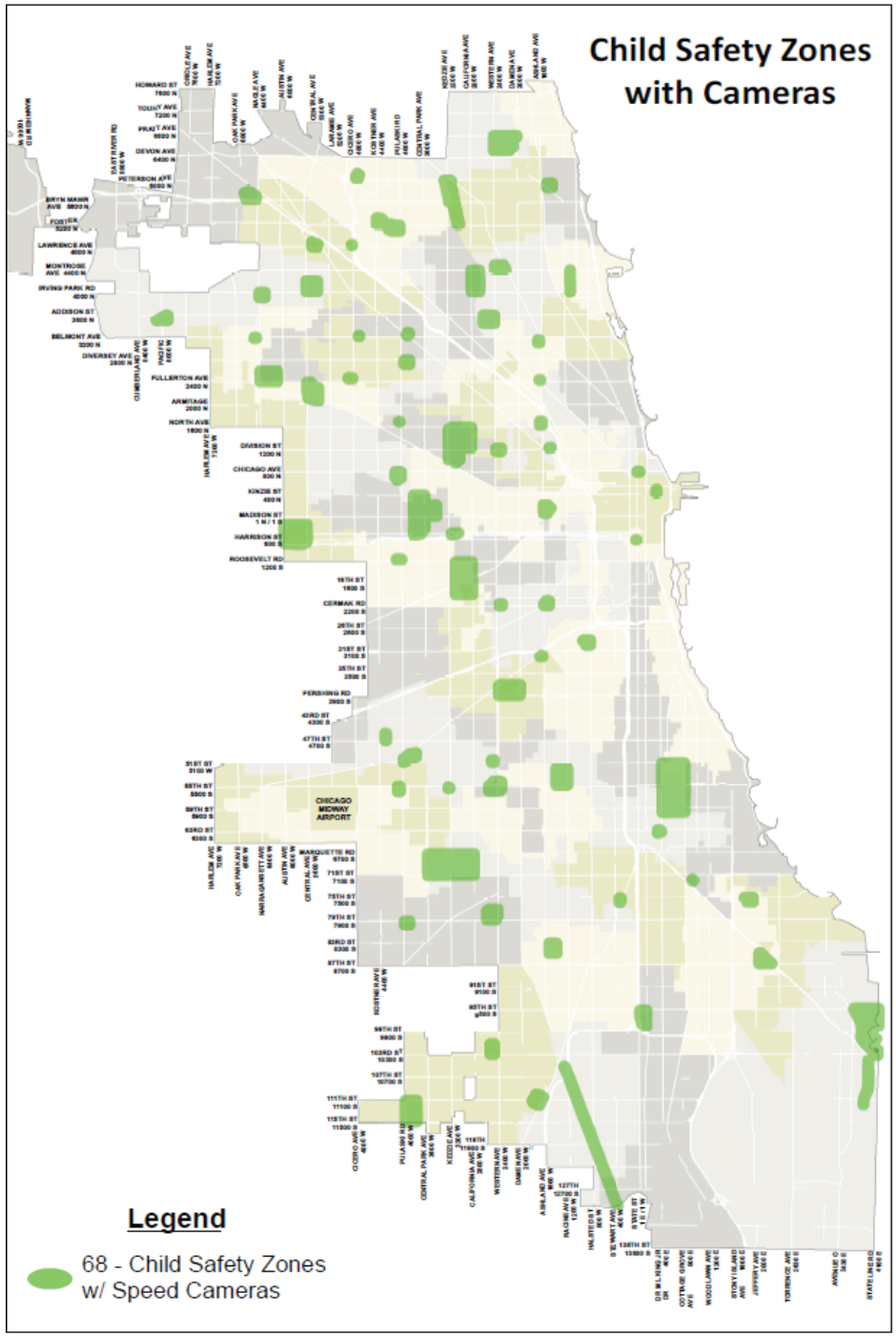
Automated Speed Enforcement added in six Child Safety Zones in 2018:

- Christopher Elementary School, located at 5042 S Artesian Ave, Chicago, IL 60632
- Hiawatha Park, located at 8029 W Forest Preserve Ave, Chicago, IL 60634
- Kosciuszko Park, located at 2732 N Avers Ave, Chicago, IL 60647
- Gary Comer High School, located at 7131 S South Chicago Ave, Chicago, IL 60619
- Major Hector Garcia High School, located at 4248 W 47th St, Chicago, IL 60632
- Near North Montessori Elementary School, located at 1434 W Division St, Chicago, IL 60642

In 2017, 90 percent of drivers that were issued a ticket for speeding in a school zone and 73 percent of drivers that were issued a ticket for speeding in a park zone did not receive a second ticket during the year, indicating they changed their behavior.

In 2018, fatal or serious injury crashes decreased nine percent near speed cameras, compared to a six percent increase citywide. Visit the CDOT website for more information:

https://www.chicago.gov/city/en/depts/cdot/supp_info/children_s_safetyzoneporgramautomaticspeedenforcement.html



Safety Benefits of Automated Enforcement

Traffic safety data continues to show that automated speed and red light cameras are improving the safety of Chicago streets. Traffic crash data for 2016* compiled by the Illinois Department of Transportation (IDOT) indicate that citywide, dangerous right-angle (T-bone) crashes have decreased at red light camera intersections, by 66 percent, between 2005 and 2016.

2017 speed data shows that average motor vehicle speeds near speed cameras decreased by 10 percent within approximately six months of the installation date of a speed camera, and 13.5 percent overall.

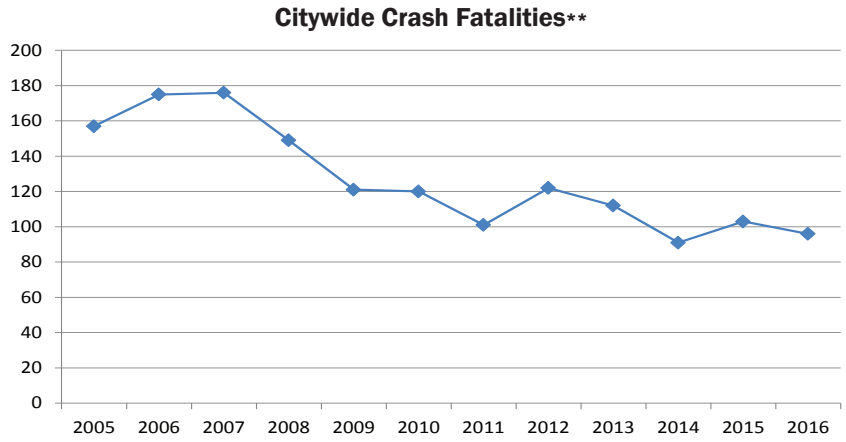
In 2017, 90 percent of drivers that were issued a ticket for speeding in a school zone and 73 percent of drivers that were issued a ticket for speeding in a park zone did not receive a second ticket during the year, indicating they changed their behavior.

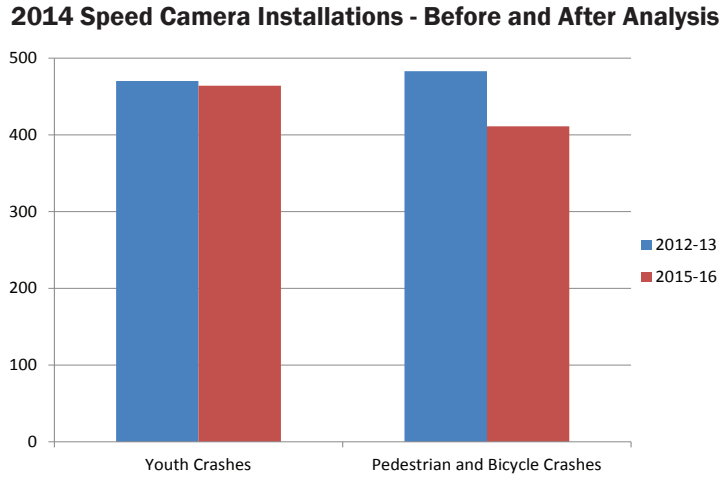
In 2018, fatal or serious injury crashes decreased nine percent near speed cameras, compared to a six percent increase citywide. Visit the CDOT website for more information:

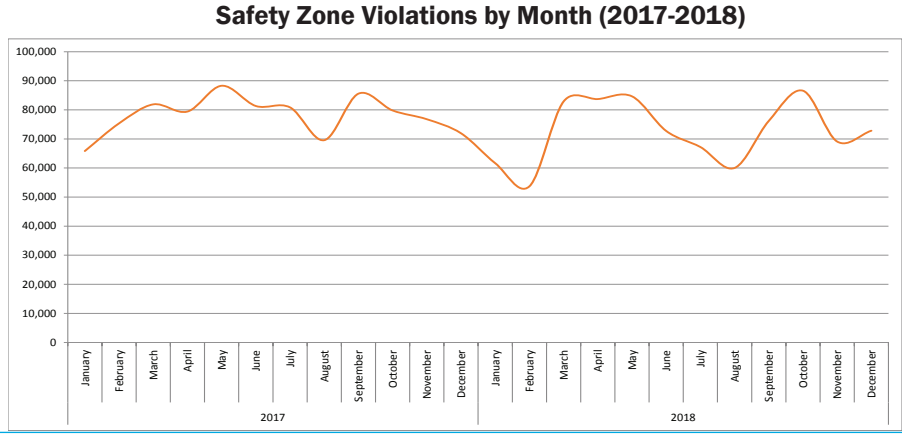
https://www.chicago.gov/city/en/depts/cdot/supp_info/children_s_safetyzoneporgramautomaticspeedenforcement.html

A 2017 independent study of the Chicago's RLC program by the Northwestern University Transportation Center found that the program provides significant safety benefits. The full study can be found on CDOT's website at: https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light_cameraenforcement.html.

According to IDOT crash data from 2005 to 2016* at 148 intersections with active red light cameras in 2018, there were 270 fewer angle or turning crashes resulting in an injury or fatality per year — a decrease of 46 percent. There were 1,191 fewer total crashes at these intersections — a decrease of 54 percent.







* 2017 IDOT crash data was not available at the time this report was developed.

** Citywide Crash Fatalities exclude the expressway system, which is under the jurisdiction of IDOT.

Speed Change Analysis: Change in Average Speed Since Installation

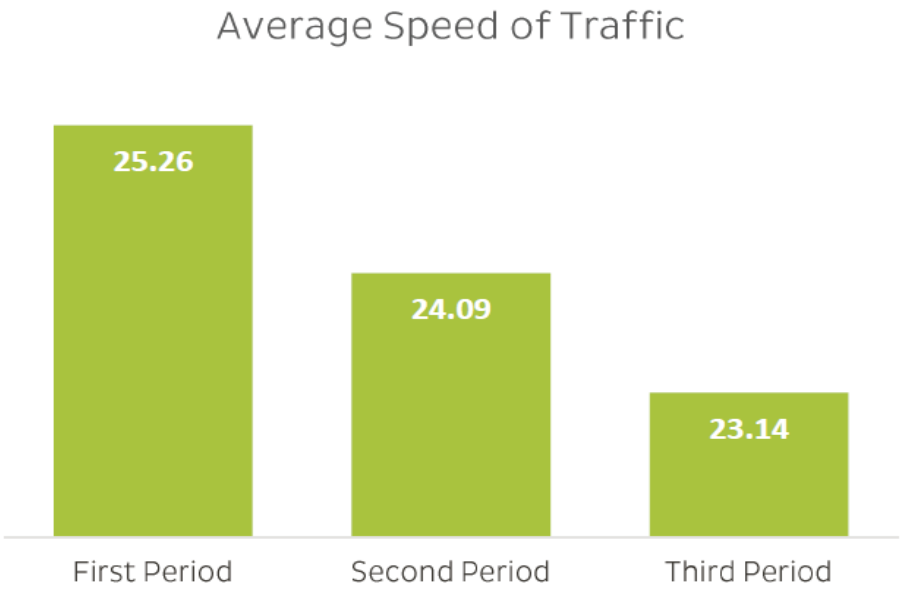
The following table illustrates the change in the average speed of all recorded traffic during enforcement hours at all speed safety camera locations that have been active at least six months prior to December 31st, 2018.

The average speed below is reported for three time-frames:

- First Period is the initial two weeks of live citation issuing enforcement.
- Middle Period is over two weeks recorded six-months after the two weeks of the First Period.
- Recent Period is the most recent two weeks the camera was operational prior to December 31st, 2018.

Program wide, when comparing the first two weeks following cameras beginning to issue citations and the most recent two weeks cameras were active, the average speed of all recorded traffic volume recorded decreased from 25.26 MPH to 23.14 MPH.

This equates to an 8.39 percent decrease and indicates the program is successful at improving the safety at these locations.



Please note that 11 speed cameras that were installed in 2018 were not included in this analysis. These cameras were installed in the second half of 2018 and had not been active for a full six months at the time of data collection.

Red Light Cameras – 2018 Statistics

2018 RLC Program Data	
Active Cameras (as of 12/31/2018)	300
# Events Captured[1]	1,707,323
# Violations Determined[2]	564,417
# Tickets Issued[3]	508,201
# DOAH Hearing Requested	31,745
# Tickets Overturned	2,865
# Tickets issued Per Day	1,392
# Tickets issued per Week	9,773
# Tickets issued per Month	42,350
# Tickets issued per Camera	1,694
# Tickets issued per Camera per Day	4.6
Dollar Value of Tickets Issued	$57,019,245

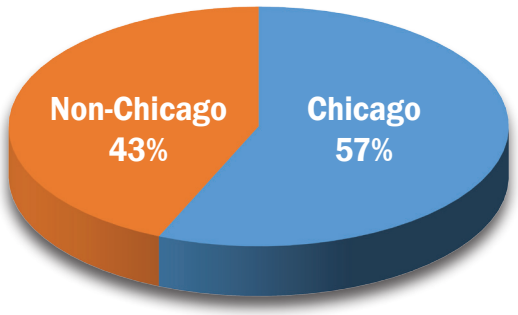
*Data as of 02/06/2019. Data includes any ticket issued in error.

[1]Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 12-second video of the potential violator.

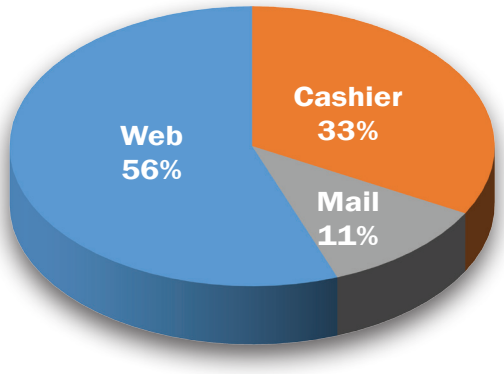
[2]Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

[3]Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 02/06/2019.

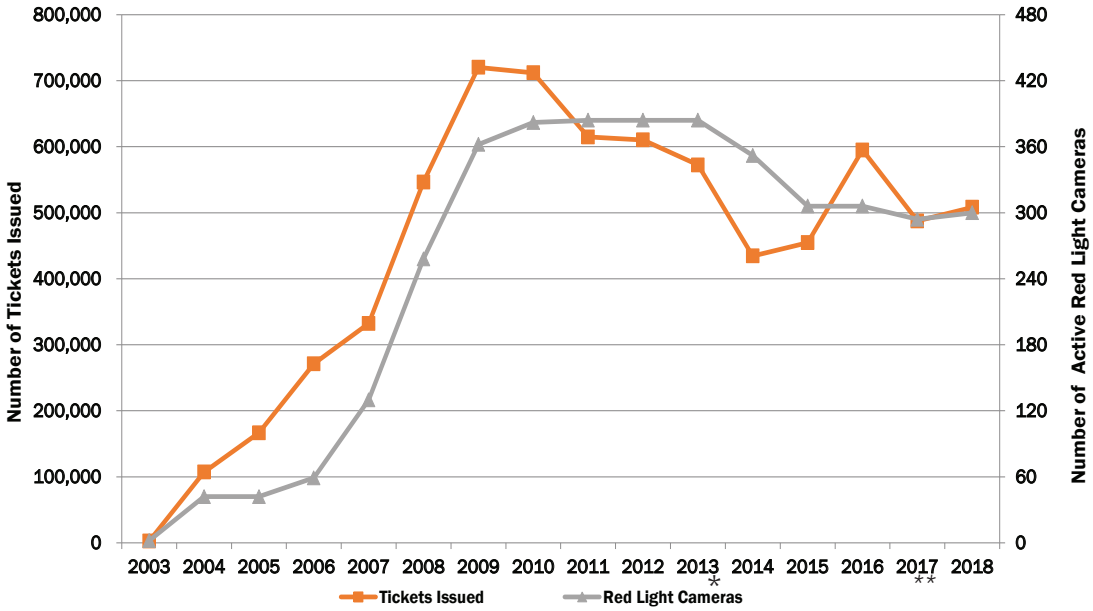
Tickets Issued By Geography Of Violator (Mailing Address)



How Tickets Were Paid by Dollar Amount



Red Light Camera Tickets Issued By Year



* Red light camera vendor transition and weather conditions resulted in decreased violations

** Extension of enforcement threshold to 0.3 seconds after light turns red resulted in decreased violations

Speed Cameras – 2018 Statistics

2018 ASE Program Data	
Active Cameras (as of 12/31/2018)	161
# Events Captured[1]	3,356,514
# Violations Determined (including warnings)[2]	1,002,465
# of Violations Issued as 30-Day Warning[3]	47,537
# Tickets Issued[4]	871,254
# Zero Fine Tickets Issued	352,125
# DOAH Hearing Requested	20,657
# Tickets Overturned	1,694
# Tickets issued per Day[5]	2,387
# Tickets issued per Week	16,755
# Tickets issued per Month	72,605
# Tickets issued per Camera[5]	5,412
# Tickets issued with Fines per Camera per Day[5]	9.5
Park Zone–Zero Fine Violation	279,920
Park Zone–10mph Ticket	93,346
Park Zone–11+mph Ticket	312,182
School Zone–Zero Fine Violation	73,148
School Zone–10mph Ticket -20mph Child Present	12,175
School Zone–11+ mph Ticket -20mph Child Present	54,609
School Zone–10mph Ticket -posted speed limit	10,894
School Zone–11+ mph Ticket -posted speed limit	34,582
Dollar Value of Tickets Issued	$51,386,266

*Data as of 02/06/2019. Data includes any ticket issued in error.

**The total number of tickets issued is not equal to the cumulative total of park/school zone tickets. This is due to the timing of generating reports by the Chicago Department of Finance.

[1]Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 12-second video of the potential violator.

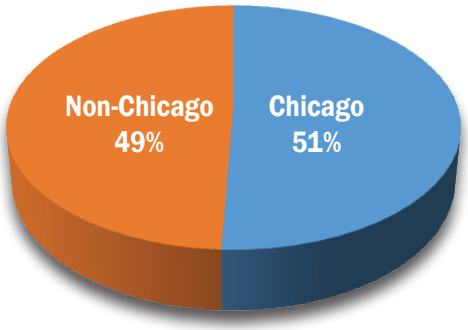
[2]Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

[3]These warnings are sent in the mail, however, unlike the zero-fine warnings (which occur after the 30-day warning period) violations issued as 30-day warnings are not considered a subset of tickets issued. See Appendix B for more information.

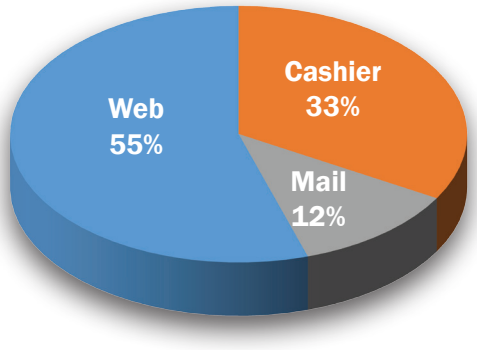
[4]Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 02/06/2019.

[5]These averages are calculated by dividing the combined totals from school and park cameras by 365 days; however school cameras do not operate 365 days a year.

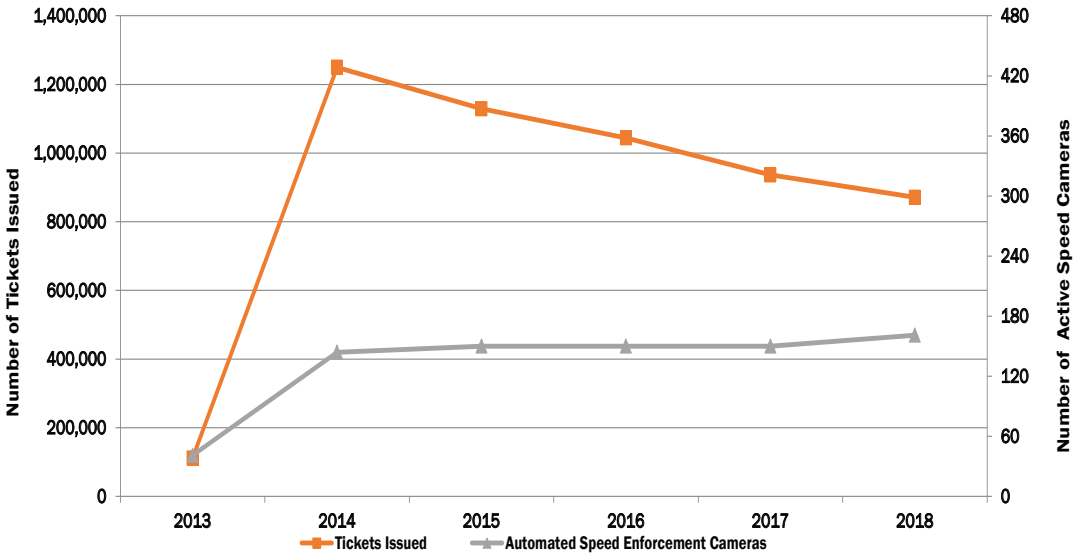
Tickets Issued By Geography Of Violator (Mailing Address)



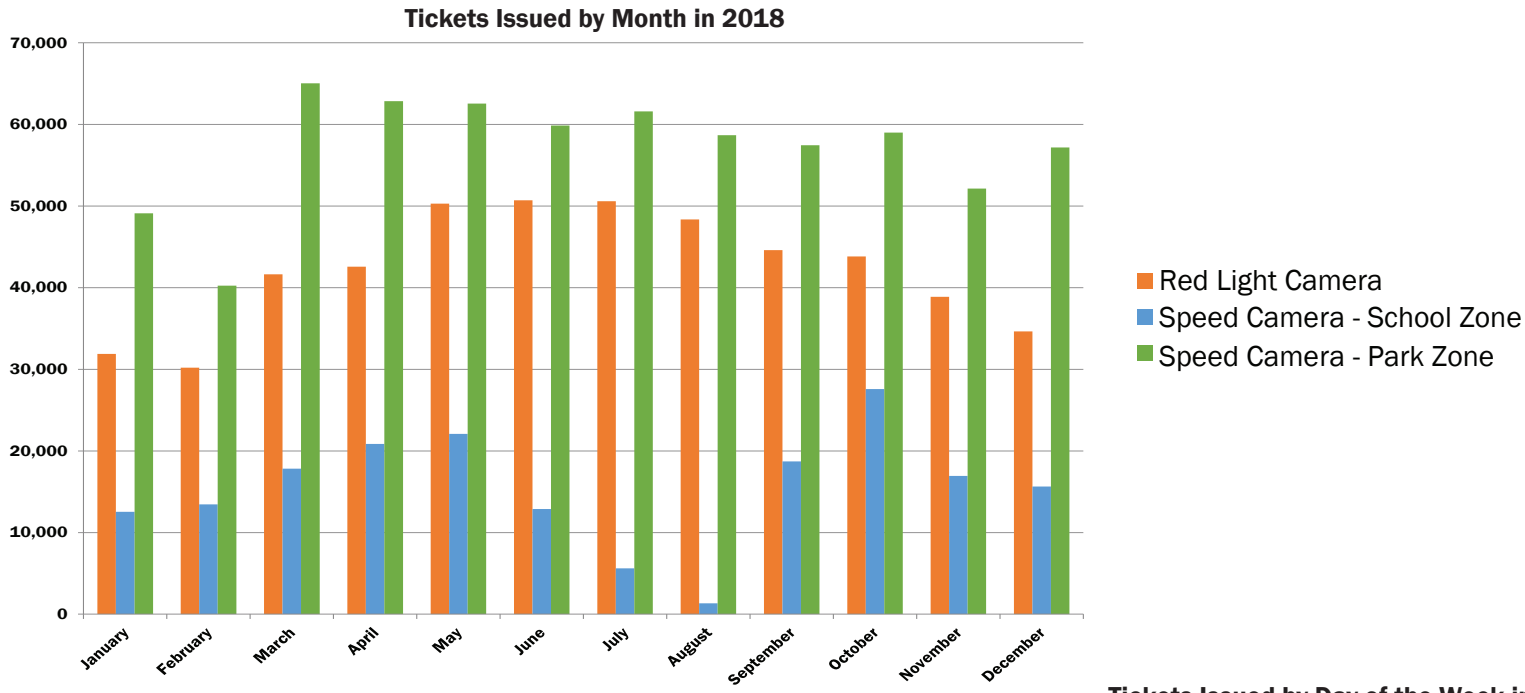
How Tickets Were Paid by Dollar Amount

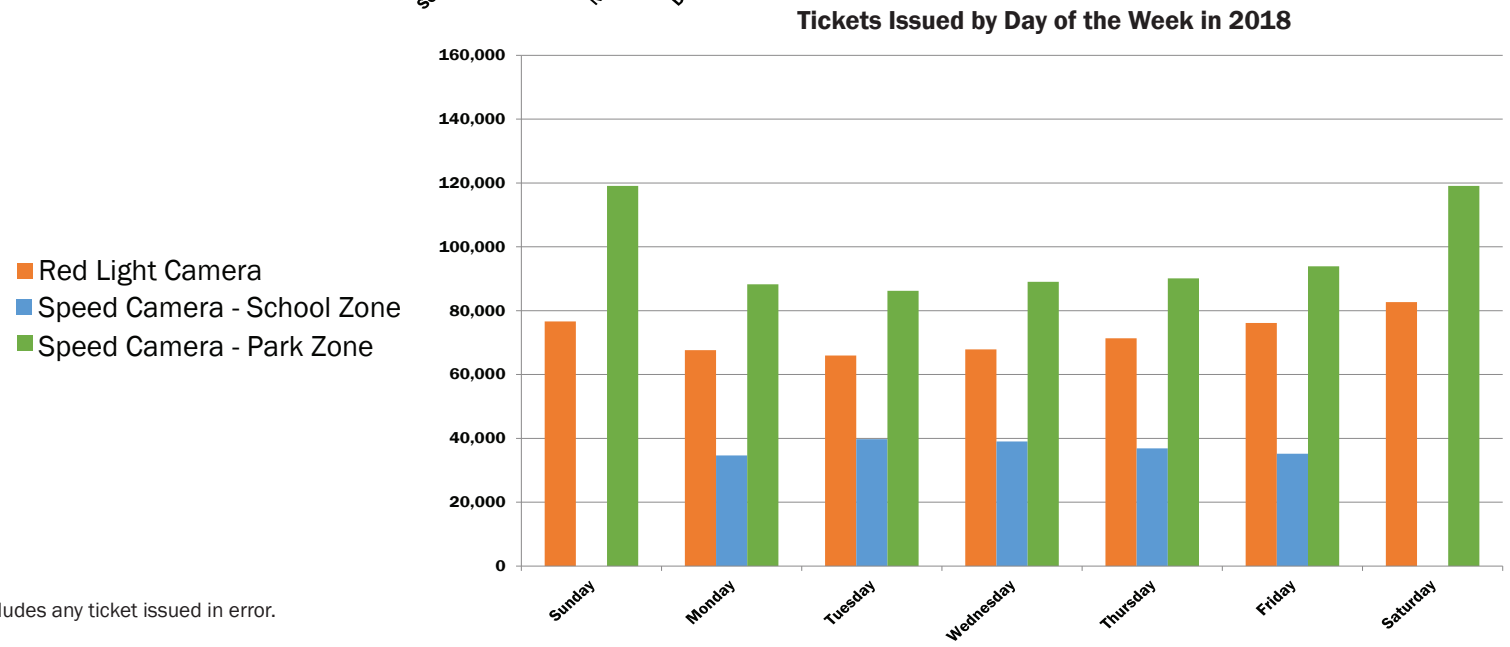


Speed Camera Tickets Issued By Year



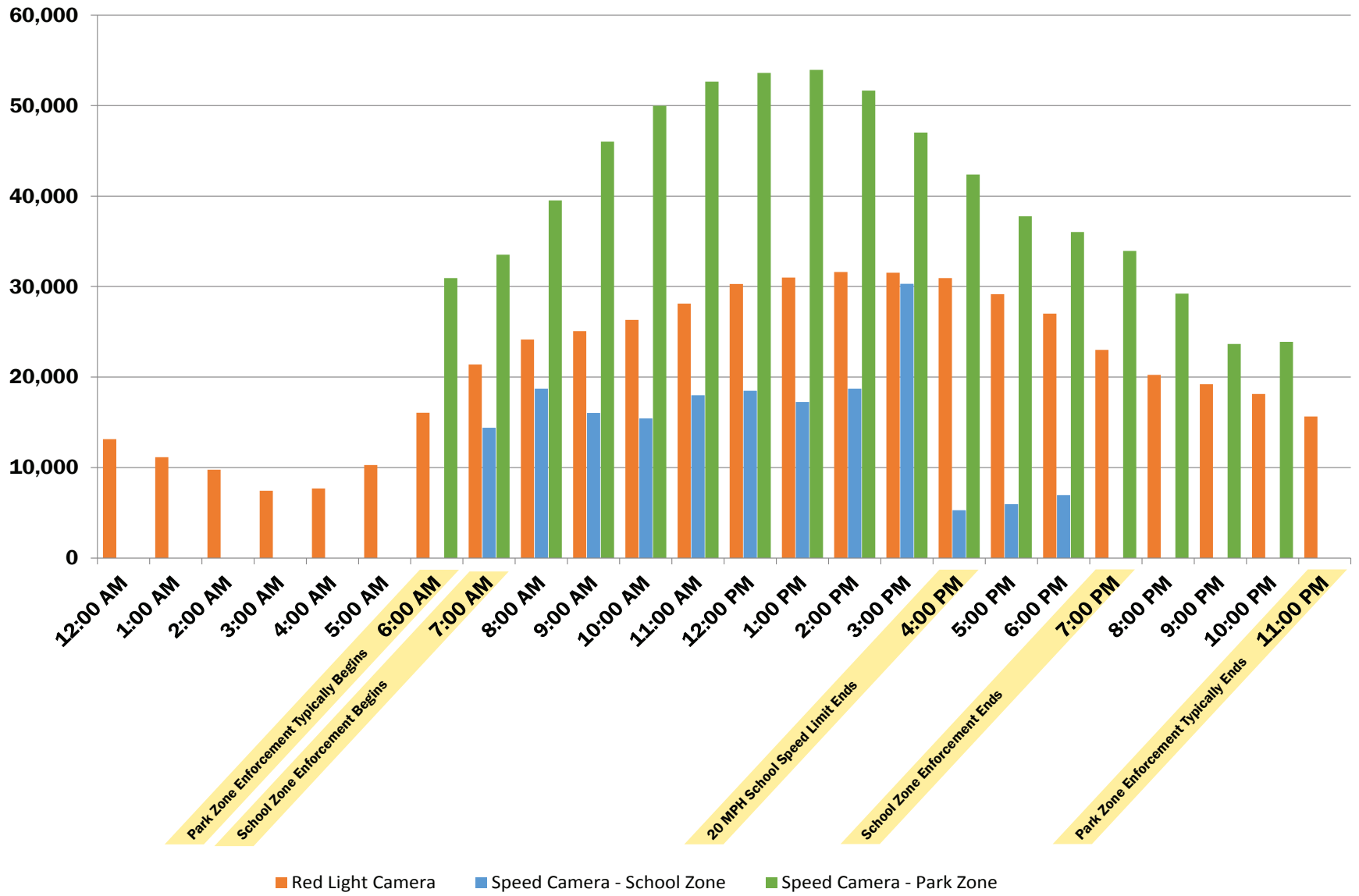
Tickets Issued by Month and Day of the Week in 2018





*Data as of 2/6/2019. Data includes any ticket issued in error.

Tickets Issued by Time of Day in 2018



*Data as of 2/6/2019. Data includes any ticket issued in error.

Appendix A: How Red Light Cameras Work

Automated red light cameras allow the City to enforce safety at high priority intersections 24 hours a day, 365 days a year. Using a combination of 3D tracking radar, high-resolution digital cameras, and high-definition video cameras, the red light camera system tracks the status of the traffic light signal and the speed of vehicles approaching the intersection. The camera system operates as a monitoring system only and does not control any of the traffic signal functions.

First, each vehicle approaching the intersection is tracked by a radar-based detection system to determine the vehicle speed and position. Based on the signal timing, the computer will then determine the likelihood of the vehicle continuing into the intersection after the signal has changed to red. If a potential infraction is identified, the camera system will capture two digital pictures of the event and a 12-second video with all accompanying data, including the license plate. The first photo of the event will show the vehicle prior to it entering the intersection. The second photo is timed to capture the vehicle proceeding through the intersection. Additional data collected includes time, date, vehicle speed, signal amber time, location, time into red, and direction of travel. According to the City's enforcement policy, the signal amber time must last a minimum of three seconds in order for a ticket to be issued. The camera systems are checked remotely by Conduent personnel daily for camera image quality, system uptime, and data analysis. In addition, a maintenance check is performed monthly at each camera location by a certified technician.

In 2017, the enforcement threshold for issuing a violation was extended from 0.1 seconds to 0.3 seconds after the light turns red. This change was one of the key recommendations from Northwestern University's independent study of the safety benefits associated with Chicago's Red Light Camera Program. The study concluded that extending the "grace period" during which drivers are not ticketed would maintain the safety benefits of the program while ensuring the program's fairness.

Not all events captured by the red light cameras are found to be violations. In 2018, 33 percent of red light running events captured were determined to be a violation. The camera systems forward the images and video of each captured event to a centralized database to be reviewed by Conduent personnel. If a Conduent reviewer identifies the event as a potential red light violation, the captured video and images are forwarded to the City Department of Finance vendor to make the official determination. If the violation is found valid, the Department of Finance will perform a license plate search to find the vehicle owner's address and mail the violator a ticket. Fines are currently set at $100. More information about how red light camera violations are processed can be found on the CDOT website: www.cityofchicago.org/city/en/depts/cdot.html.

When new red light cameras are activated there is an initial warning period that lasts for two weeks. The cameras will flash when an event occurs, but will not trigger the review process or result in a violation. In order to provide motorists with further notification, signage indicating a new red light camera is installed for the first four weeks of activation.

Appendix B: How Speed Cameras Work

Similar to the red light camera system, the automated speed enforcement camera system uses a combination of 3D tracking radar, high-resolution digital cameras, and high-definition video cameras. Each vehicle approaching the safety zone is tracked by a radar-based detection system to determine the vehicle speed. If the vehicle is traveling 10 mph or more over the posted speed limit, the camera system captures two digital pictures of the event and a 12-second high-resolution video. (See inset for information about zero-dollar warnings). The images are used to capture the vehicle license plate, and the video clip of the event is provided as evidence. Additional data collected includes the time, date, posted speed limit, vehicle speed, location, and direction of travel. The speed cameras are calibrated each week by a certified technician to ensure accuracy. American Traffic Solutions, Inc. (ATS) conducts daily remote checks to ensure accuracy of the speed camera system.

Once a possible automated speed enforcement event is identified, according to State Law a preliminary review is conducted by CDOT's vendor, ATS. If an ATS reviewer identifies the event as a potential violation, the images, video, and data are forwarded to the Department of Finance for review. If the Department of Finance reviews the evidence and determines that a violation has occurred, the evidence is then forwarded to the Department of Finance vendor for an additional third review of the evidence before any automated speed enforcement violation is considered valid. In 2018, 30 percent of the events captured by a speed camera were determined to be a violation. Once the violation is confirmed, the Department of Finance will perform a license plate search to find the vehicle owner's address and mail the violator a ticket or warning. Fines are currently set at $35 for violations of 10 mph over the posted speed limit and $100 for violations of 11 mph or greater over the posted speed limit. More information on how speed camera violations are processed can be found on the CDOT website at: www.cityofchicago.org/city/en/depts/cdot.html.

Zero-Dollar Warnings

When an automated speed enforcement camera is first installed and activated in a Child Safety Zone, the City of Chicago issues warning notices to motorists traveling seven mph over the posted speed limit for the first 30 days the camera is operational. No monetary violations are issued during this time frame. After the 30-day warning period, there is a two-week period of no enforcement, to ensure all warnings have been received in the mail. After that the City begins to issue tickets.

After ticketing begins, any motorists that do not already have a speed camera-issued ticket associated with their vehicle license plate will receive a zero-dollar fine for their first ticket. This provides motorists with another opportunity to be warned of the new camera location and the posted speed limit. Following the first zero dollar ticket, all subsequent tickets are set at $35 or $100 depending on the speed of the vehicle (as described above).

Appendix C

Red Light Camera Tickets Issued in 2018 by Intersection

Intersection	Tickets Issued 2018
111th and Halsted	3,685
119th and Halsted	3,871
31st and Martin Luther King Drive	3,352
35th and Western	2,101
4700 Western	2,044
55th and Kedzie	1,256
55th and Pulaski	1,362
55th and Western	3,450
63rd and State	5,511
71st and Ashland	2,461
75th and State	8,550
79th and Halsted	1,803
79th and Kedzie	1,563
87th and Vincennes	7,478
99th and Halsted	8,442
Addison and Harlem	1,528
Archer and Cicero	9,208
Ashland and 87th	2,660
Ashland and 95th	4,078
Ashland and Division	3,388
Ashland and Fullerton	5,525
Ashland and Irving Park	1,530
Ashland and Lawrence	2,331
Ashland and Madison	3,132
Austin and Addison	1,498
Austin and Irving Park	1,168
Belmont and Kedzie	5,466
Broadway/Sheridan and Devon	4,024
California and Devon	1,097
California and Diversey	9,017
California and Peterson	1,886
Canal and Roosevelt	5,505
Central and Addison	1,240
Central and Belmont	885
Central and Chicago	2,727
Central and Diversey	513
Central and Fullerton	992
Central and Irving Park	1,566
Central and Lake	2,828
Central and Milwaukee	563
Cermak and Pulaski	3,416
Chicago and Clark	3,520
Cicero and 47th	2,507
Cicero and Addison	3,648
Cicero and Armitage	1,488
Cicero and Chicago	2,526
Cicero and Diversey	1,773
Cicero and Fullerton	1,690
Cicero and Harrison	2,797
Cicero and I-55	22,348
Cicero and North	2,705
Cicero and Peterson	1,444
Cicero and Washington	3,893
Clark and Fullerton	978
Clark and Irving Park	2,428
Columbus and Illinois	3,551

Note: Data as of 2/6/2019. Data includes any ticket issued in error.

Intersection	Tickets Issued 2018
Cortland and Ashland	8,157
Cottage Grove and 71st	1,569
Damen and 63rd	2,462
Damen and Diversey	2,648
Damen and Elston	2,318
Damen and Fullerton	59
Diversey and Austin	954
Diversey and Western	1,983
Division and Damen	3,328
Elston and Addison	3,025
Elston and Irving Park	1,917
Elston and Lawrence	2,610
Foster and Broadway	1,993
Foster and Nagle	3,018
Foster and Northwest Highway	1,577
Fullerton and Narragansett	2,538
Halsted and 95th	1,921
Halsted and Division	4,079
Halsted and Fullerton	1,817
Halsted and Madison	2,196
Halsted and North	3,364
Hamlin and Lake	2,253
Hamlin and Madison	4,529
Harlem and Belmont	1,881
Hollywood and Sheridan	9,332
Homan/Kimball and North	2,713
Irving Park and California	2,315
Irving Park and Kilpatrick	2,734
Irving Park and Laramie	1,810
Irving Park and Narragansett	1,717
Jeffery and 95th	1,279

Note: Data as of 2/6/2019. Data includes any ticket issued in error.

Intersection	Tickets Issued 2018
Kedzie and 26th	1,155
Kedzie and 31st	2,225
Kedzie and 47th	2,408
Kedzie and 63rd	1,182
Kedzie and 71st	1,676
Kedzie and Armitage	2,095
Kimball and Diversey	1,932
Kostner and North	4,795
Lafayette and 87th	14,652
Lake and Upper Wacker*	18,717
Lake Shore Dr and Belmont	16,827
Laramie and Fullerton	771
Laramie and Madison	4,270
Lasalle and Kinzie	2,029
Lawrence and Cicero	5,528
Lawrence and Western	2,088
Madison and Western	1,146
Michigan and Jackson**	4,792
Michigan and Ontario**	6,031
Milwaukee and Central	2,289
Milwaukee and Devon	2,060
Milwaukee and Montrose	1,648
Montrose and Western	2,436
Northwest Highway and Foster	706
Ogden and Kostner	5,706
Peterson and Western	3,179
Pulaski and 63rd	2,356
Pulaski and 79th	1,527
Pulaski and Archer	1,864
Pulaski and Armitage	2,341
Pulaski and Belmont	1,348

*Service began 3/2018.

**Service began 2/2018.

	Tickets Issued
Intersection	2018
Pulaski and Chicago	2,116
Pulaski and Diversey	1,240
Pulaski and Division	1,801
Pulaski and Foster	2,657
Pulaski and Fullerton	1,614
Pulaski and Irving Park	2,308
Pulaski and Lawrence	627
Pulaski and North	1,445
Ridge and Clark	1,093
Roosevelt and Halsted	7,813
Roosevelt and Kostner	3,171
Roosevelt and Pulaski	3,373
Sacramento and Chicago	3,318
Sacramento and Lake	2,219
Sheridan and Foster	1,433
State and 79th	11,490
Stony Island and 76th	10,024
Stony Island and 79th	1,894
Stony Island/Cornell and 67th	6,385
Touhy and Osceola	1,015
Van Buren and Western	13,668
Wentworth and Garfield	8,496
Western and 63rd	927
Western and 79th	1,363
Western and Addison	2,215
Western and Cermak	2,344
Western and Chicago	1,536
Western and Devon	921
Western and Foster	3,505
Western and Fullerton	2,871
Western and Marquette	2,833
Western and North	1,848
Western and Touhy	767
Total	**508,201**

Note: Data as of 2/6/2019. Data includes any ticket issued in error.

Speed Camera Tickets Issued in 2018 by Location

School Zone Locations

		Tickets Issued
Address	Zone	2018
4319 W 47th St	Acero - Major Hector Garcia High School*	717
4246 W 47th St	Acero - Major Hector Garcia High School*	204
1440 W Cermak Rd	Benito Juarez High School	4,888
7833 S Pulaski	Bogan High School	2,947
7826 S Pulaski	Bogan High School	811
3851 W 79th	Bogan High School	925
3832 W 79th	Bogan High School	1,605
3111 N Ashland Ave	Burley Elementary School	575
3130 N Ashland Ave	Burley Elementary School	3,017
1635 N Ashland Ave	Burr School	3,676
1638 N Ashland Ave	Burr School	1,272
5509 W Fullerton	Charles Prosser School	2,547
5446 W Fullerton	Charles Prosser School	2,384
5440 W Grand	Charles Prosser School	2,322
3843 W 111th	Chicago Agricultural School	2,298
2109 E 87th St	Chicago Vocational HS	5,603
2445 W 51st St	Christopher School	112
2440 W 51st St	Christopher School	173
5025 S Western Ave	Christopher School	2,741
5006 S Western Blvd	Christopher School**	5,511
4929 S Pulaski	Curie High School	3,799
5030 S Pulaski	Curie High School	6,454
4925 S Archer	Curie High School	1,981
215 E 63rd St	Dulles Elementary School	11,526
6330 S Martin Luther King Dr	Dulles Elementary School	3,727
18 W Superior St	Frances Xavier School***	41
19 W Chicago Ave	Frances Xavier School	906
14 W Chicago Ave	Frances Xavier School	308
4042 W Roosevelt Rd	Frazier Magnet School	3,666
1117 S Pulaski Rd	Frazier Magnet School	2,470
1110 S Pulaski Rd	Frazier Magnet School	2,567
7157 S South Chicago Ave	Gary Comer High School*	1,434
819 E 71st St	Gary Comer High School*	1,281
7122 S South Chicago Ave	Gary Comer High School*	3,500
7518 S Vincennes	Harvard Elementary	2,324
346 W 76th St	Harvard Elementary	892
341 W 76th St	Harvard Elementary	300
3115 N Narragansett Ave	Icci School	212
6443 W Belmont Ave	Icci School	259
6514 W Belmont Ave	Icci School	368
3116 N Narragansett Ave	Icci School	234
5433 S Pulaski	John Hancock High School	1,488
5428 S Pulaski	John Hancock High School	827
4045 W 55th	John Hancock High School	211
4040 W 55th	John Hancock High School	1,115
629 S State	Jones College Prep	4,215
630 S State	Jones College Prep	3,427
3521 N Western	Lane Tech School	4,936
3534 N Western	Lane Tech School	8,334
2549 W Addison	Lane Tech School	10,187
3230 N Milwaukee Ave	Lorca School	547
3809 W Belmont Ave	Lorca School	858
3810 W Belmont Ave	Lorca School	111
11153 S Vincennes	Morgan Park High School	1,883
11144 S Vincennes	Morgan Park High School	4,633
1455 W Division St	Near North Montessori School****	2,844

Note: Data as of 2/6/2019. Data includes any ticket issued in error.

*Service began 8/2018. **Service began 1/2018. ***Camera removed 10/2018.

****Service began 9/2018.

		Tickets Issued
Address	Zone	2018
1444 W Division St	Near North Montessori School****	1,028
4041 W Chicago Ave	Orr High School	3,110
4040 W Chicago Ave	Orr High School	3,664
732 N Pulaski Rd	Orr High School	1,747
2335 W Cermak Rd	Pickard School	244
2326 W Cermak Rd	Pickard School	201
2115 S Western Ave	Pickard School	1,340
2108 S Western Ave	Pickard School	688
1229 N Western Ave	Roberto Clemente School	4,877
1226 N Western Ave	Roberto Clemente School	1,824
2329 W Division St	Roberto Clemente School	1,010
6125 N Cicero Ave	Sauganash School	967
4707 W Peterson Ave	Sauganash School	5,369
4674 W Peterson Ave	Sauganash School	2,389
5532 S Kedzie Ave	St. Gall Elementary	518
3217 W 55th St	St. Gall Elementary	80
3212 W 55th St	St. Gall Elementary	124
4843 W Fullerton	St. Genevieve School	3,543
7739 S Western	St Rita High School	3,307
7738 S Western	St Rita High School	2,909
2603 W 79th	St Rita High School	539
2550 W 79th	St Rita High School	969
5739 N Northwest Hwy	Taft High School	2,254
6510 W Bryn Mawr Ave	Taft High School	4,596
Total		**185,490**

Note: Data as of 2/6/2019. Data includes any ticket issued in error.
*Service began 7/2018. ****Service began 9/2018.

Park Zone Locations

		Tickets Issued
Address	Zone	2018
57 E 95th	Abbott Park	944
62 E 95th	Abbott Park	3,452
4831 W Lawrence Ave	Ashmore Park	18,014
4909 N Cicero Ave	Ashmore Park	41,194
2416 W 103rd St	Beverly Park	1,827
2417 W 103rd St	Beverly Park	664
3535 E 95th St	Calumet Park	1,218
3542 E 95th St	Calumet Park	1,236
9618 S Ewing Ave	Calumet Park	6,065
1142 W Irving Park	Challenger Park	22,716
4429 N Broadway	Challenger Park	462
4446 N Broadway	Challenger Park	279
515 S Central Ave	Columbus Park	1,725
5816 W Jackson	Columbus Park	22,696
506 S Central Ave	Columbus Park	2,809
2917 W Roosevelt	Douglas Park	13,399
2912 W Roosevelt	Douglas Park	7,943
2900 W Ogden	Douglas Park	29,186
8345 S Ashland Ave	Foster Park	5,295
8318 S Ashland Ave	Foster Park	10,324
1507 W 83rd St	Foster Park	1,408
5529 S Western	Gage Park	2,500
5520 S Western	Gage Park	6,384
2513 W 55th	Gage Park	3,718
3655 W Jackson	Garfield Park	5,406
3646 W Madison	Garfield Park	12,578
4124 W Foster	Gompers Park	33,462
5120 N Pulaski	Gompers Park	9,890
8020 W Forest Preserve Ave	Hiawatha Park*	13,762
8043 W Addison St	Hiawatha Park*	1,005
8006 W Addison St	Hiawatha Park*	1,249

		Tickets Issued
Address	Zone	2018
3047 W Jackson Blvd	Horan Park	4,319
324 S Kedzie Ave	Horan Park	2,940
2721 W Montrose	Horner Park	258
2705 W Irving Park	Horner Park	31,901
2712 W Irving Park	Horner Park	4,602
1111 N Humboldt	Humboldt Park	15,201
3100 W Augusta	Humboldt Park	4,219
5471 W Higgins	Jefferson Park	8,589
5432 W Lawrence	Jefferson Park	1,452
1754 N Pulaski Rd	Keystone Park	3,332
4053 W North Ave	Keystone Park	2,600
4042 W North Ave	Keystone Park	3,158
3911 W Diversey Ave	Kosciuszko Park*	310
3137 W Peterson	Legion Park	11,521
3034 W Foster	Legion Park	4,566
445 W 127th	Major Taylor Bike (Park)	38,074
6909 S Kedzie	Marquette Park	15,761
3450 W 71st	Marquette Park	3,239
6818 S Kedzie	Marquette Park	13,315
2928 S Halsted	McGuane Park	2,140
2080 W Pershing	McKinley Park	2,965
3843 S Western	McKinley Park	15,326
6226 W Irving Park Rd	Merrimac Park	11,129
3200 S Archer Ave	Mulberry Park	20,127
449 N Columbus Dr	Ogden Plaza Park	973
450 N Columbus Dr	Ogden Plaza Park	2,388
319 E Illinois St	Ogden Plaza Park	963
10318 S Indianapolis	Park 499	28,944
4620 W Belmont Ave	Parsons Park	1,614
4123 N Central Ave	Portage Park	2,375
5454 W Irving Park	Portage Park	8,600
6247 W Fullerton	Riis Park	2,866
6250 W Fullerton	Riis Park	4,076
7422 S Jeffery	Rosenblum Park	3,051
1901 E 75th St	Rosenblum Park	6,850
2448 N Clybourn Ave	Schaefer Park	3,678
2443 N Ashland	Schaefer Park	9,584
2432 N Ashland	Schaefer Park	2,130
5885 N Ridge Ave	Senn Park	8,119
5420 S Racine Ave	Sherman Park	1,965
1334 W Garfield Blvd	Sherman Park	8,595
1315 W Garfield Blvd	Sherman Park	11,123
141 N Ashland	Union Park	168
140 N Ashland	Union Park	3,705
115 N Ogden	Union Park	11,494
6523 N Western	Warren Park	7,150
5330 S Cottage Grove	Washington Park	11,747
536 E Morgan Dr	Washington Park	32,575
4433 N Western	Welles Park	3,585
4432 N Lincoln	Welles Park	625
4436 N Western	Welles Park	2,967
Total		**685,764**
Grand Total (School and Park)		**871,254**

Note: Data as of 2/6/2019. Data includes any ticket issued in error.
*Service began 7/2018.

Appendix D: Additional Resources

CDOT Website
https://www.chicago.gov/city/en/depts/cdot/provdrs/automated_enforcement.html

The City of Chicago Open Data Portal Automated Speed Enforcement
https://data.cityofchicago.org/Transportation/Speed-Camera-Violations/hhkd-xvj4/data

The City of Chicago Open Data Portal Automated Red light Enforcement
https://data.cityofchicago.org/Transportation/Red-Light-Camera-Violations/spqx-js37/data

The Insurance Institute for Highway Safety
https://www.iihs.org/iihs/topics/t/red-light-running/topicoverview
http://www.iihs.org/iihs/sr/statusreport/article/48/1/2

The National Highway Safety Administration
https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812257_systemanalysisase.pdf

The Federal Highway Administration
http://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10005/brief_7.cfm

Northwestern University Transportation Center - Chicago Red Light Camera Report
http://www.transportation.northwestern.edu/research/report-redlightcameras.html

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