

★ ★ CITY OF CHICAGO ★ ★

AUTOMATED ENFORCEMENT PROGRAM



2023 / ANNUAL REPORT /



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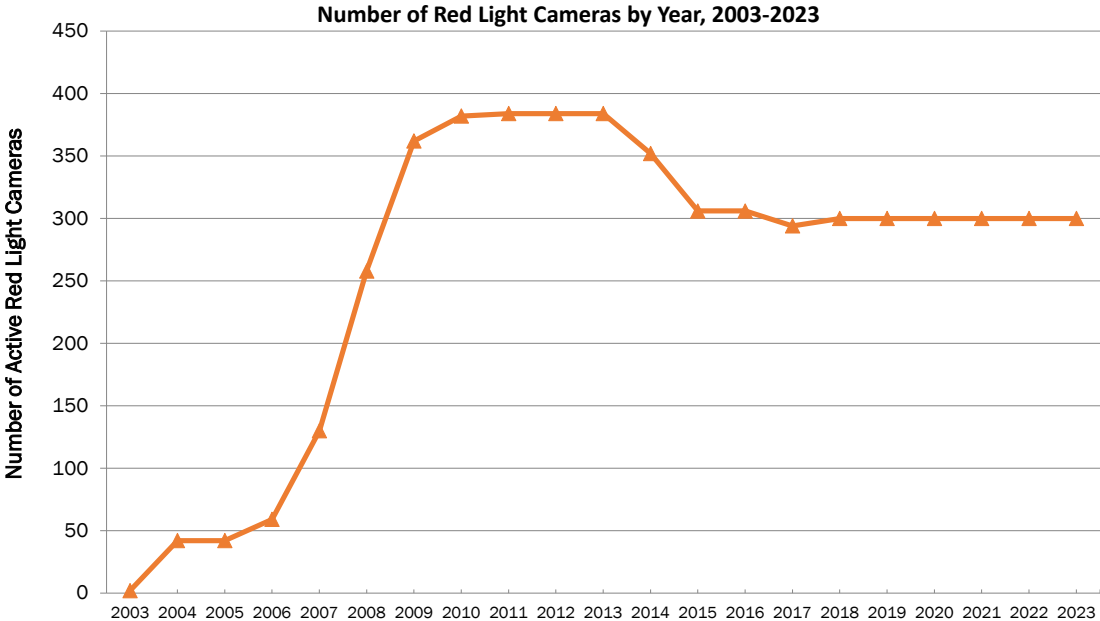
Background: Red Light Camera Enforcement

On July 9, 2003, the City of Chicago enacted an ordinance authorizing the use of automated red light cameras at signalized intersections throughout the City. The Chicago Department of Transportation (CDOT) managed the program from 2003 to 2006, when responsibility shifted to the Office of Emergency Management and Communications (OEMC). Program management responsibilities returned to CDOT in January 2010, where they remain today.

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

In February 2013, the City issued an RFP to continue operation and maintenance of the red light camera program. In October 2013, the City awarded a five-year contract to Xerox State and Local Solutions (which became Conduent and then Modaxo) to continue operating the program. As required by contract, Xerox/Modaxo replaced all existing red light camera hardware and software with modern, more reliable technology. In October 2018, 2020 and 2022, the contract was extended, utilizing provisions that allowed for three, two-year extensions.

CDOT conducts an annual review of safety data at all red light camera locations. Removal of automated enforcement at certain intersections is considered if evaluation indicates that camera enforcement did not result in safety improvements, such as a substantial reduction in the number of right-angle (“T-bone”)



crashes. While all crashes are potentially hazardous, red light cameras are designed and deployed to reduce right-angle crashes because of the extreme danger to those involved in these types of crashes, which studies show are the most likely to result in serious injury or fatality.*

Between 2013 and 2016, CDOT removed a total of 78 cameras from 39 intersections based on the review of crash data. Currently, the City has 300 red light cameras at 149 intersections. In 2016, CDOT commissioned Northwestern University to conduct a comprehensive, independent study to assess the traffic safety impacts of red light camera enforcement in Chicago, help the City maximize the safety benefits 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, finding the program effective overall, while also making some recommendations for improvements.

* Safety Evaluation of Red-Light Cameras - Executive Summary. Federal Highway Administration. 2005.

The Northwestern study, “Chicago Red Light Camera Enforcement: Best Practices & Program Road Map,” was released in early 2017 and is available on the CDOT website, https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light_cameraenforcement.html. Following the release of this study, CDOT extended the enforcement threshold or “grace period” for issuing a violation from 0.1 seconds to 0.3 seconds after the signal turns red. Extending the enforcement threshold was a key recommendation of the study, which concluded that this change would maintain the safety benefits of the program while ensuring fairness. In addition, CDOT removed a total of 16 cameras from eight intersections in 2017, and began relocating the cameras to new intersections based on the methodologies presented in the 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 specific 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: Speed Camera Enforcement

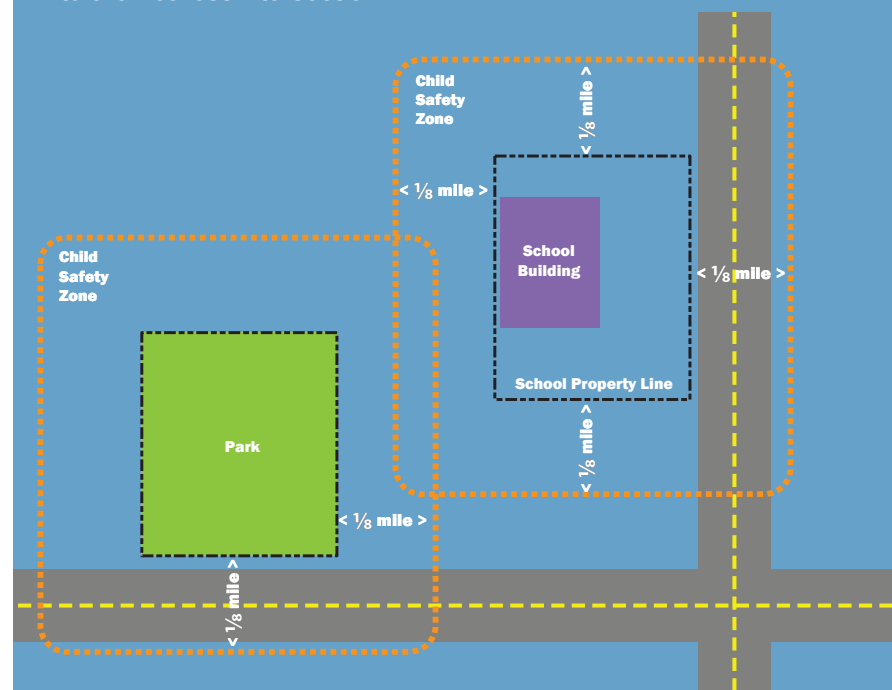
On February 6, 2012, the State of Illinois granted authority to the City of Chicago to install automated speed enforcement cameras in Child Safety Zones, which are areas around schools and parks. CDOT identified 1,495 qualifying Child Safety Zones within the City limits. (See inset for more information.)

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

The ordinance directs the Commissioner of CDOT to divide 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 operated by a park district and used for recreational purposes. The area also extends to the nearest intersection.



into six geographical regions. Each region must have at least 10 percent of the total number of camera-enforced Child Safety Zones in the city. To prioritize locations for speed camera enforcement, the City uses a model that ranks safety zones based on a crash data, including total number of nearby crashes, crashes involving a pedestrian or bicyclist, speed related crashes, serious/fatal crashes, crashes involving a person 18 or under, and the number of children and youth living nearby (using U.S. Census data). In addition to the number of key crash types and youth population, as well as community input/requests, locations for automated speed enforcement cameras are evaluated and determined by speed studies, engineering factors, and the need for geographic

distribution to ensure equity and efficiency.

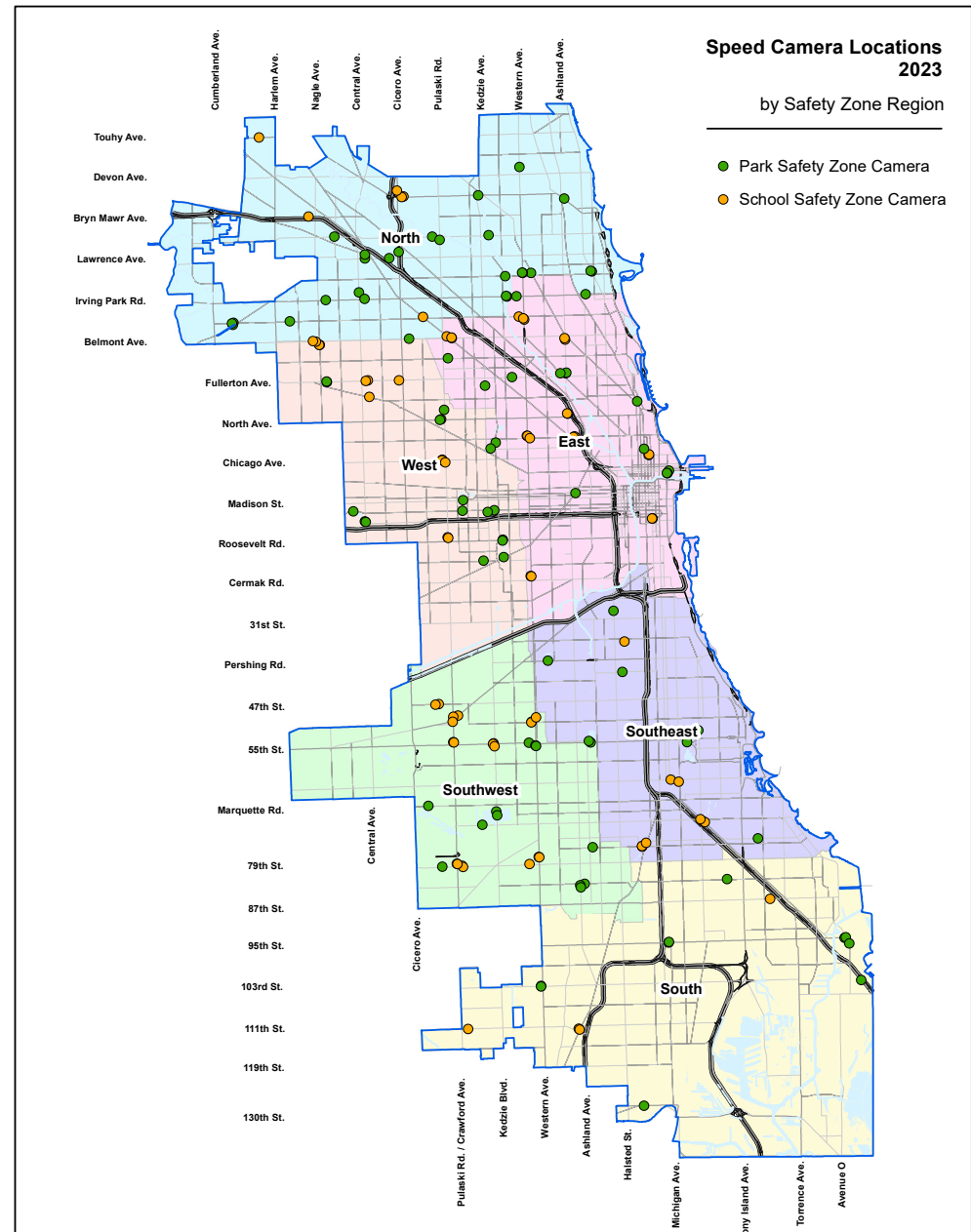
The operation of the automated speed enforcement system and the issuance of citations for violations is restricted to the following times and conditions per the ordinance:

- 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 mile-per-hour (mph) speed limit, the speeding violation for that speed limit is only enforced during school hours, i.e. between 7:00 a.m. and 4:00 p.m. In addition, a child must be present for a violation to be issued at the 20 mph school zone speed limit. Outside of school hours or without a child present, 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 park or facility is open to the public or other patrons (typically, 6:00 AM to 11:00 PM).

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 Verra Mobility) to install, test, operate, and maintain all hardware, software, and communications equipment to enable a city-wide, 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. At the end of 2023, there were 162 automated speed enforcement cameras operating in 83 Child Safety Zones (as of December 31, 2023).

In addition to weekly calibrations of the speed enforcement cameras, CDOT, in collaboration with its vendor, maintains appropriate warning signage and “SAFETY ZONE” pavement markings in Child Safety Zones. CDOT maintains approximately 1,600 warning signs citywide, within the vicinity of cameras, to alert drivers to the presence of automated speed enforcement. Safety zone signage and markings follow standards and guidance found in the Federal Highway Administration’s “Manual on Uniform Traffic Control Devices”



(MUTCD) and the National Highway Transportation Safety Administration’s “Speed Enforcement Camera Systems: Operational Guidelines.”

For both the red light and speed camera programs, CDOT coordinates

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

All automated enforcement violations can be contested by mail, online or in person with the city’s 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 notice.

Vendor ‘Service Level Agreements’

The City’s two automated enforcement vendors, Modaxo and Verra Mobility, Inc., are contractually required to meet specific performance criteria. These criteria are referred to as service level agreements (SLA’s), and are described in detail in the vendors’ contracts. The performance criteria set measurable standards that must be met by each vendor monthly, including:

- A maximum amount of time per week that cameras may be non-functioning, for maintenance or technical reasons.
- A total camera system uptime of 95 percent.
- Image quality standards, for both still photography and video.
- A maximum allowable percentage of errors in identification of valid violations.
- Response timelines for maintenance and emergencies.

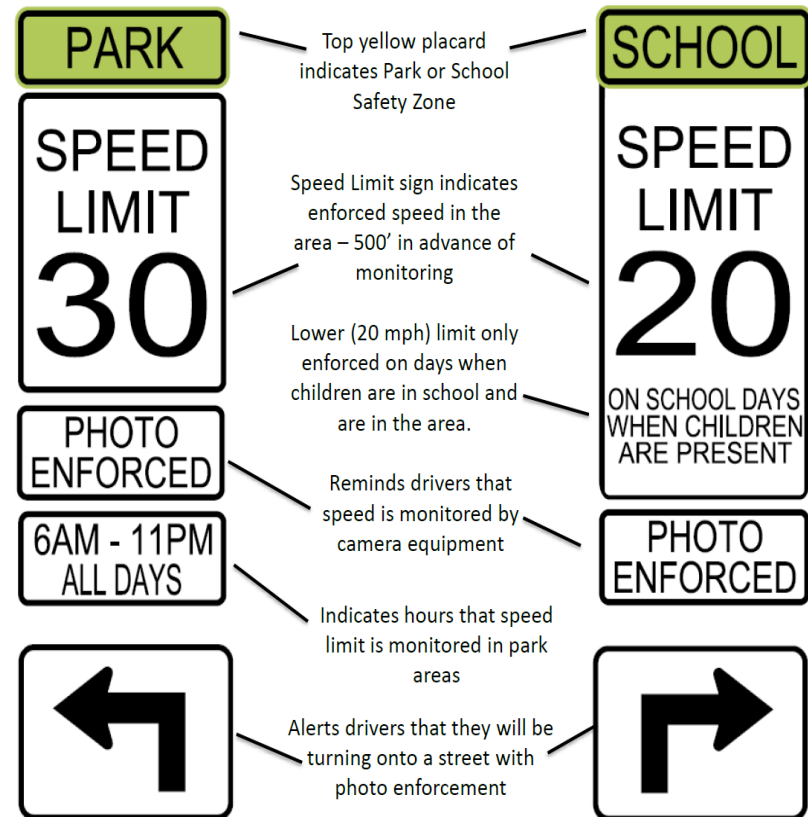
CDOT regularly monitors vendor performance, and imposes monetary penalties whenever performance falls below the set requirements. Performance issues that resulted in SLA penalties in 2023 included:

Red Light Camera SLAs – SLA penalties assessed in 2023 were largely for individual camera ‘event quality’ and ‘individual camera uptime’ issues. The city assessed Modaxo/ Elovate penalties of \$3,052.20 for ‘DATA Capture’ and \$383.54 for ‘Unit uptime,’ for a total SLA penalty of \$3,435.74.

Speed Camera SLAs – The Automated Speed Enforcement vendor, Verra Mobility, was assessed \$26,515.36 in Service Level penalties in 2023, primarily for sites missing 80% quality threshold and for unfulfilled video requests due to DVR drive failures.

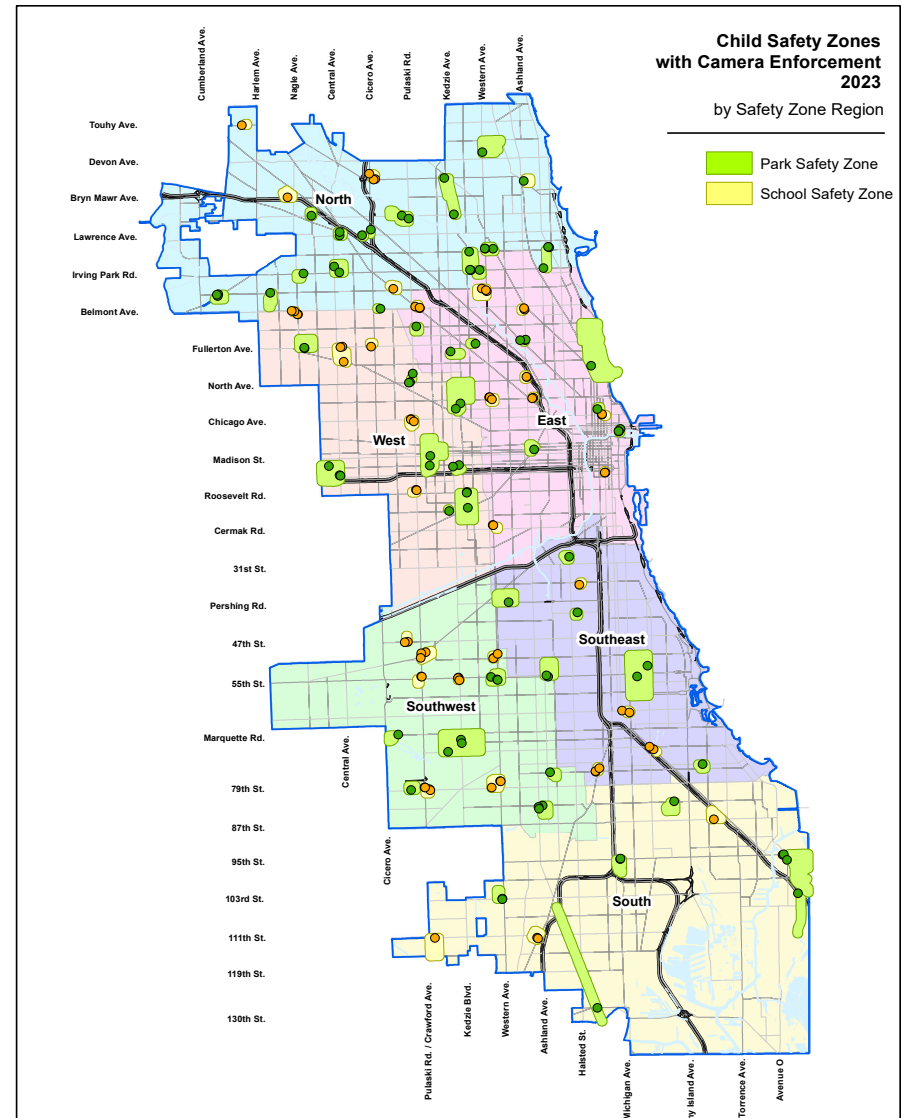
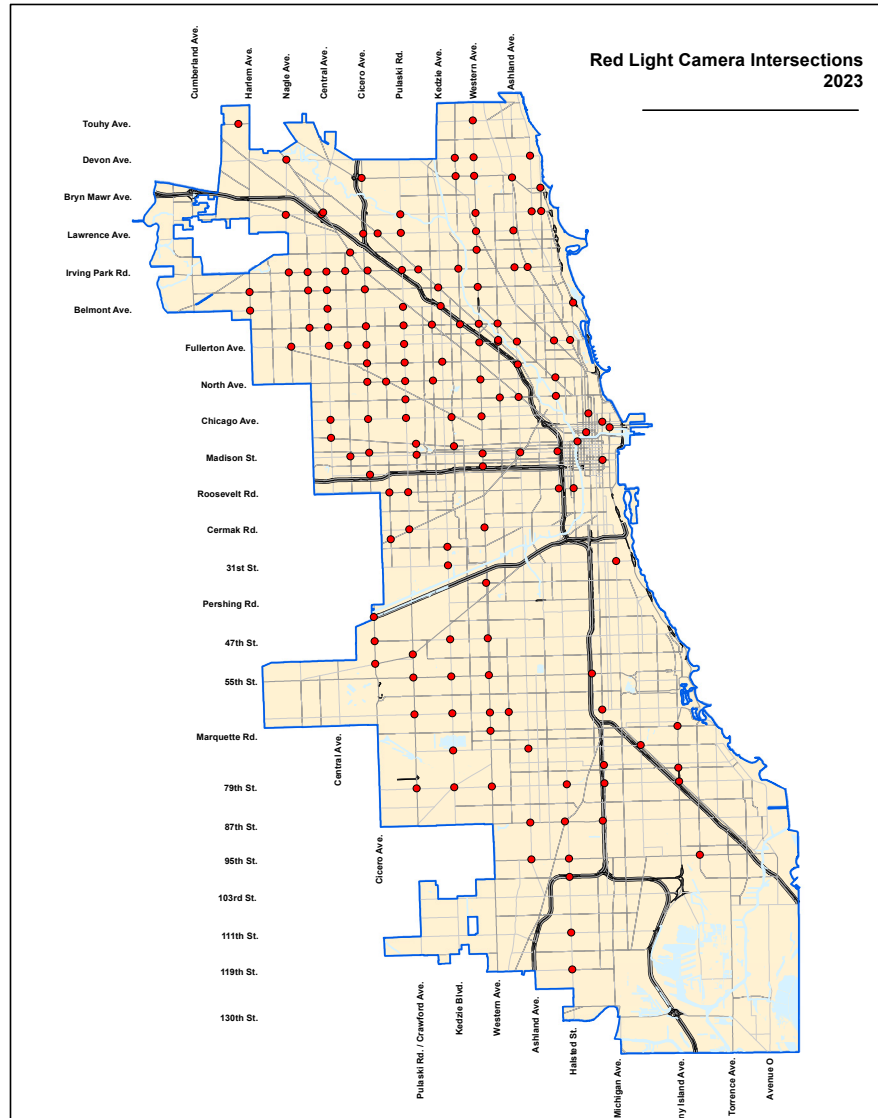


Typical Speed Camera Warning Sign Assembly



Automated Enforcement in 2023

Throughout 2023, the number of red light cameras remained 300, at 149 intersections. Sixteen speed cameras were relocated in response to a UIC study, [The City of Chicago Automated Enforcement: Analyzing Equity and Efficacy of Red-Light and Speed Cameras](#), with the total remaining at 162. After the 16 relocations, ASE cameras enforced 83 Child Safety Zones. \$35 tickets were issued to vehicles exceeding the speed limit by 6-10 mph; \$100 tickets issued for 11 or more mph over the speed limit. Red light running tickets have remained \$100 since 2003. [Chicago Clear Path Relief Program](#) provides relief to low-income motorists who receive ASE, RLC and other tickets. In response to PA103-0364 (signed into law July 2023), CDOT added 'No Turn On Red' signs at all red light camera intersections. This law also requires CDOT to publish yearly statistical analysis of traffic safety at red light and speed camera locations and requires that the final determination of violation be performed by a City employee. Additionally, this law prohibits automated enforcement camera program vendors from making political contributions or offering any jobs or compensation to any employees or elected officials of any municipality where cameras are used.



Safety Benefits

Traffic safety data continue to show that the automated speed and red light enforcement programs are improving safety on Chicago streets. Traffic crash data for 2023 compiled by the Illinois Department of Transportation (IDOT) indicate there were 498 fewer angle (or T-bone) crashes at the 149 intersections with red light cameras – a decrease of 56 percent from 2005. There were 2,178 fewer total crashes at these intersections – a decrease of 52 percent, as well as 708 fewer rear-end crashes – a decrease of 60 percent. See statistics here: <https://tinyurl.com/35a4epwn>.

2023 speed data show that average motor vehicle speeds near speed cameras remain lower than when the cameras were first installed. Program-wide, when comparing the first two weeks following installation to the most recent two weeks that cameras were active, average speeds decreased by 5.9 percent, from 24.93 mph to 23.45 mph.

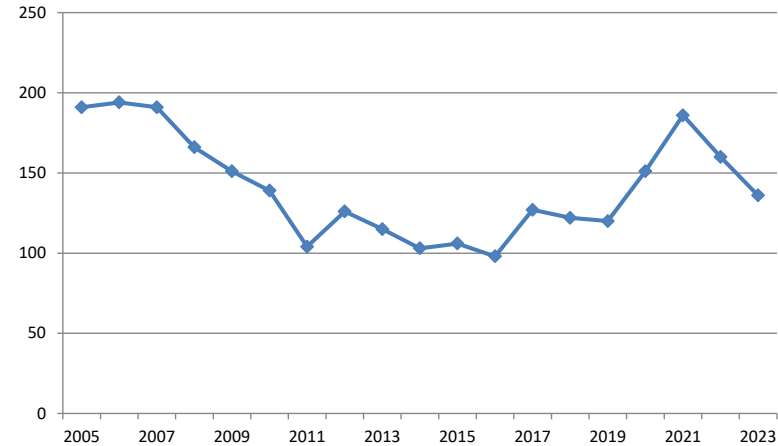
In 2023, 83.9 percent of drivers who were issued a ticket for speeding in a school zone and 65.6 percent of drivers that were issued a ticket for speeding in a park zone did **not** receive a second ticket during the year, indicating they changed their driving behavior.

In 2021-23, crashes resulting in a fatality or injury decreased by eleven percent near speed cameras, compared to a nineteen percent increase city-wide. Visit the CDOT [Children’s Safety Zone Program website](#) for more information.

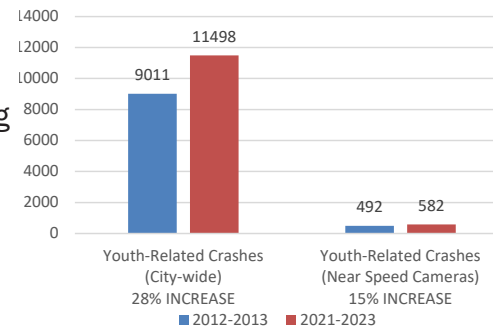
The 2017 Northwestern University Transportation Center study referenced above (p. 2) concluded that the Red Light program provides significant safety benefits. The study report can be found [here](#).

Results from an independent study from the University of Illinois at Chicago, “Analyzing the Equity and Efficacy of Chicago’s Automated Camera Enforcement Program,” found that the deployment of cameras reduced the expected number of fatal and severe injury crashes by 15%.

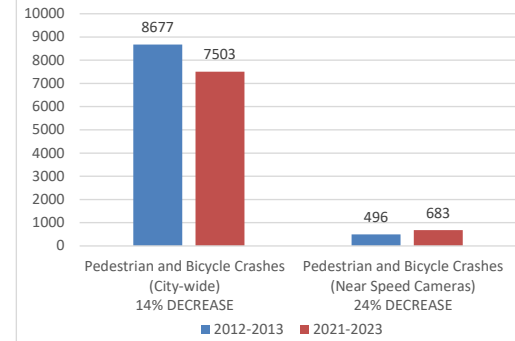
Citywide Crash Fatalities**



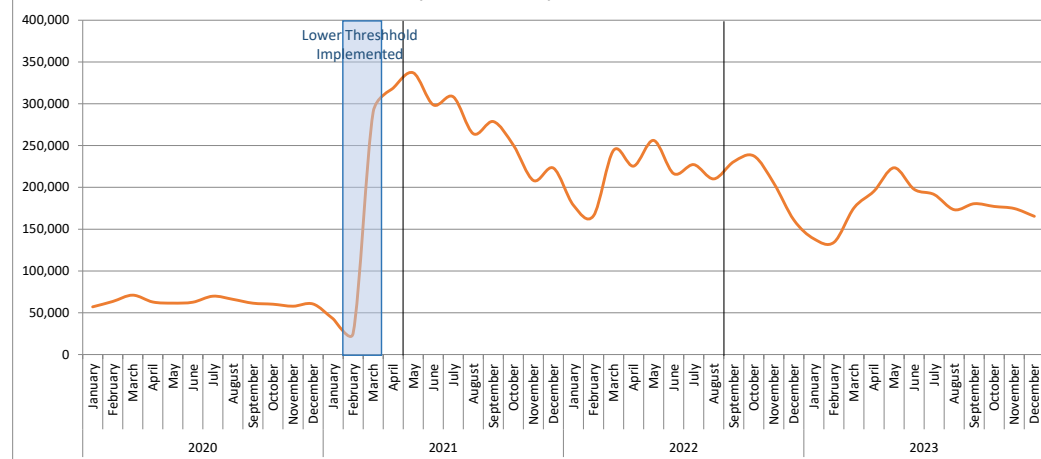
Youth-Related Crashes Before-After Analysis City-Wide vs. Speed Camera Locations



Pedestrian and Bicycle Crashes Before-After Analysis City-Wide vs. Speed Camera Locations



Safety Zone Citations by Month, 2020-2023



As a Vision Zero city, Chicago is fully committed to eliminating roadway deaths and serious injuries. Automated enforcement is an important tool for achieving this goal. The effectiveness of automated enforcement is well established and accepted by jurisdictions around the country. National Highway Traffic Safety Administration analysis has shown that automated enforcement reduces the number of crashes near red-light and speed cameras.¹ A 2017 study from the Insurance Institute for Highway Safety found that red light cameras reduced the fatal red light running crash rate of large cities by 21 percent and the rate of all types of fatal crashes at signalized intersections by 14 percent.² The Governors Highway Safety Association’s 2018-19 Policies and Priorities report “urges states to utilize automated enforcement to address the problem of red light running and speeding.”³

In response to these and other studies, a majority of transportation and law enforcement agencies recognize the potential of automated enforcement to reduce traffic crashes, and crash-related injuries and fatalities. These include: FHWA, NHTSA, NTSB, the CDC, the National Association of City Transportation Officials (NACTO), the American Association of State Highway and Transportation Officials (AASHTO), and the International Association of Chiefs of Police (IACP) (Eccles et al., 2012; NTSB, 2017).

Automated traffic enforcement technology, by reducing instances of speeding, red-light running, and other dangerous driving behaviors, helps to make our roads safer. In addition, it can free up law enforcement to focus on other types of crime. When properly deployed, automated enforcement can help achieve equity goals. Finally, automated enforcement technologies help cities collect accurate and reliable information on travel behavior and the transportation system – including travel speeds, Average Daily Traffic counts (ADT), the number of bicyclists and pedestrians,

¹ NHTSA, “System Analysis of Automated Speed Enforcement Implementation” (2016), “Automated Enforcement: A Compendium of Worldwide Evaluations of Results” (2007), and “Red Light Camera Systems Operational Guidelines” (2005).

² <https://www.iihs.org/topics/red-light-running>, <https://www.iihs.org/topics/bibliography/ref/2121>, and <https://www.iihs.org/news/detail/new-guidelines-for-automated-enforcement-programs-emphasize-safety-amid-rise-in-red-light-running-crash-deaths>.

³ <https://www.ghsa.org/sites/default/files/2018-09/policies18.pdf>

roadway conditions, and incidents – which helps transportation planners and engineers improve the safety, efficiency, and reliability of the transportation system. Since the beginning of the COVID pandemic, CDOT has used traffic count data from the automated enforcement cameras to better understand and track changes in driving patterns, driver behaviors, and traffic volumes citywide.

Speed Change Analysis: Change in Average Speed since Installation

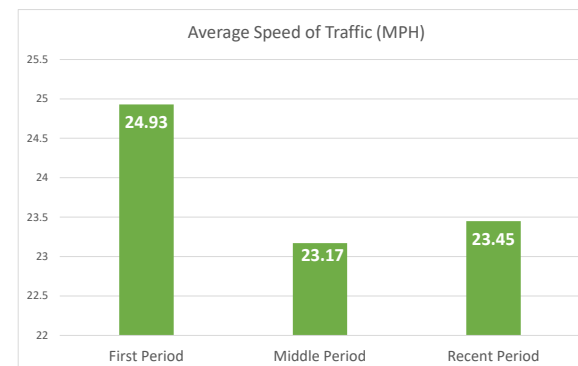
The following table illustrates the change in the average speed of all recorded traffic during enforcement hours at all speed camera locations that have been active for at least six months prior to December 31st, 2023.

Average speed is reported for three two-week time-periods:

- **First Period** – the initial two weeks of enforcement.
- **Middle Period** – six-months after the Initial Period.
- **Recent Period** – the most recent two weeks the camera was operational prior to December 31st, 2023

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 24.93 MPH to 23.45 MPH.

This equates to a 5.9 percent decrease and indicates the program is successful at these locations.



Red Light Cameras – 2023 Statistics

2022 RLC Program Data	
Active Cameras (as of 12/31/2023)	300
# of Enforced Intersections	149
# Events Captured ¹	2,068,121
# Violations Determined ²	732,976
# Tickets Issued ³	688,043
# DOAH Hearing Requested	18,311
# Tickets Overturned	5,741
Average # Tickets issued Per Day	1,885
Average # Tickets issued per Week	13,232
Average # Tickets issued per Month	57,337
Average # Tickets issued per Camera ⁴	2,294
Average # Tickets issued per Camera per Day	6.3
Dollar Value of Tickets Issued	\$68.804,300

*Data as of 01/31/2024 Data includes any ticket issued in error.

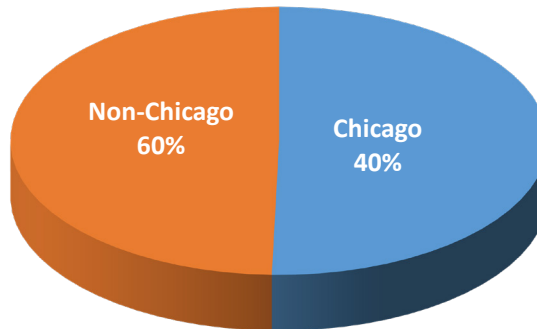
¹ Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 12-second video of the potential violator.

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

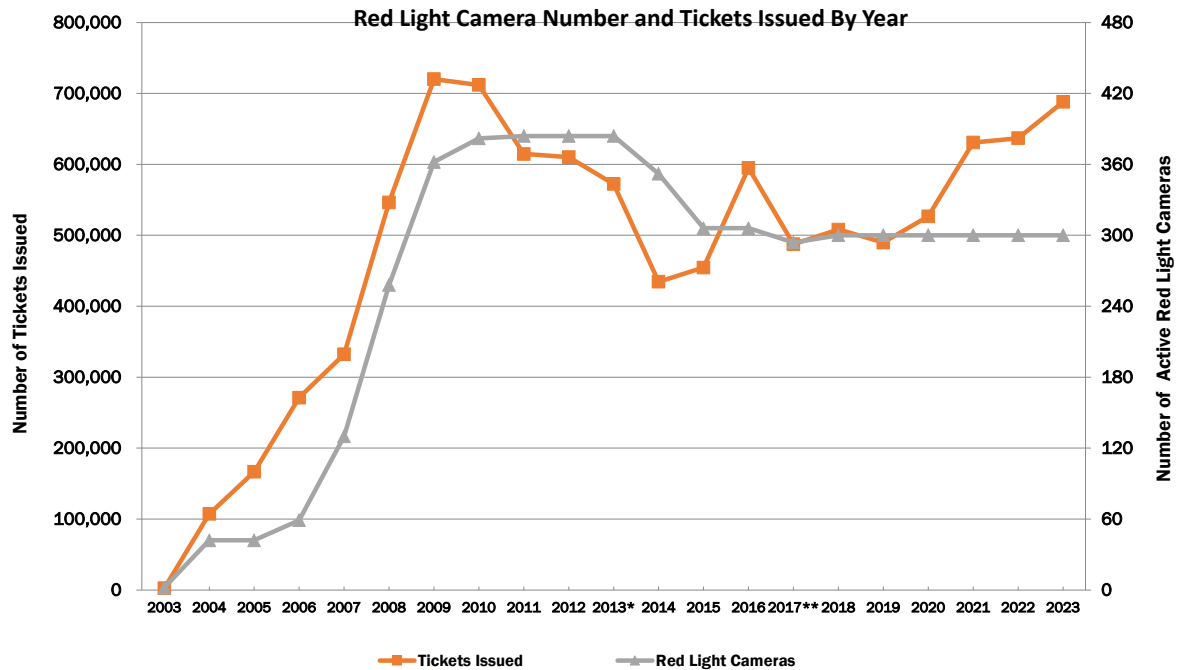
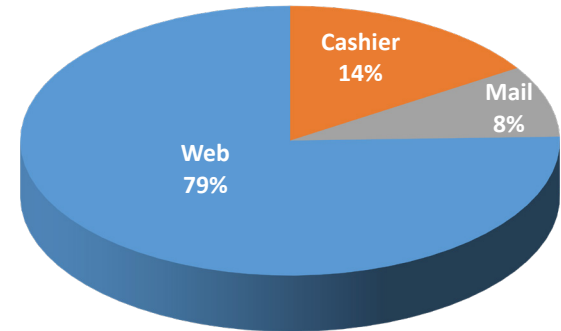
³ Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Data provided by the Chicago Department of Finance as of 01/31/2024.

⁴ Since the beginning of the COVID pandemic in early 2020 there has been a steady increase in the number of red light running violations. In 2023, the number of violations per camera was at an all-time high (with 300 cameras in operation).

Tickets Issued by Place of Residence



Ticket Payment Method



Speed Cameras – 2023 Statistics

2022 ASE Program Data	
Active Cameras (as of 12/31/2023)	162
# Events Captured ¹	6,965,292
# Violations Determined (including warnings) ²	2,379,052
# of Violations Issued as 30-Day Warning ³	80,948
# Tickets Issued ⁴	2,127,138
# Zero Fine Tickets Issued	565,711
# DOAH Hearing Requested	15,618
# Tickets Overturned	4,693
Average # Tickets issued per Day ⁵	5,828
Average # Tickets issued per Week	40,907
Average # Tickets issued per Month	177,262
Average # Tickets issued per Camera ⁵	13,131
Average # Tickets issued with Fines per Camera per Day ⁵	36.0
Park Zone–Zero Fine Violation	442,262
Park Zone–6-10mph Ticket	1,034,906
Park Zone–11+mph Ticket	171,423
School Zone–Zero Fine Violation	104,831
School Zone–6-10mph Ticket - 20mph Child Present	104,809
School Zone–11+ mph Ticket - 20mph Child Present	27,322
School Zone–6-10mph Ticket - Posted speed limit	157,287
School Zone–11+ mph Ticket - Posted speed limit	25,458
Dollar Value of Tickets Issued	\$ 69,601,050

*Data as of 01/31/2024. 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.

¹Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 6-second video of the potential violator.

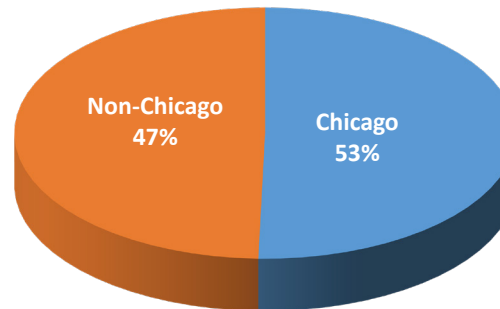
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

³These 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.

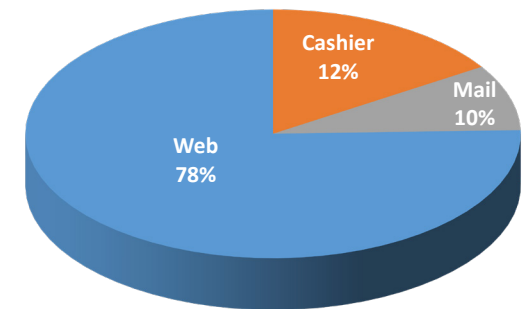
⁴Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2024.

⁵These 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.

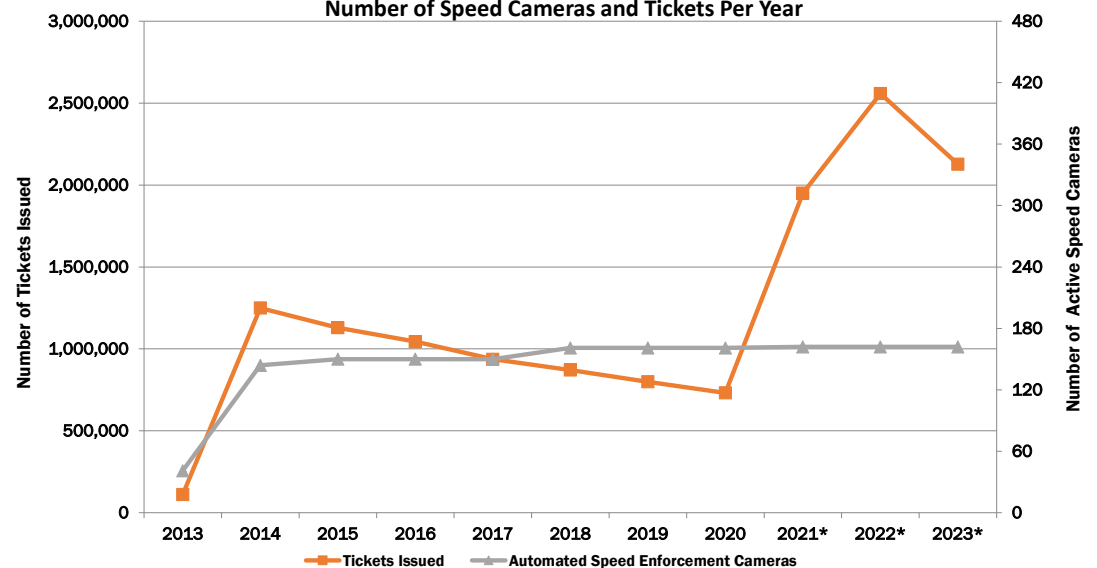
Tickets Issued by Place of Residence



Ticket Payment Method

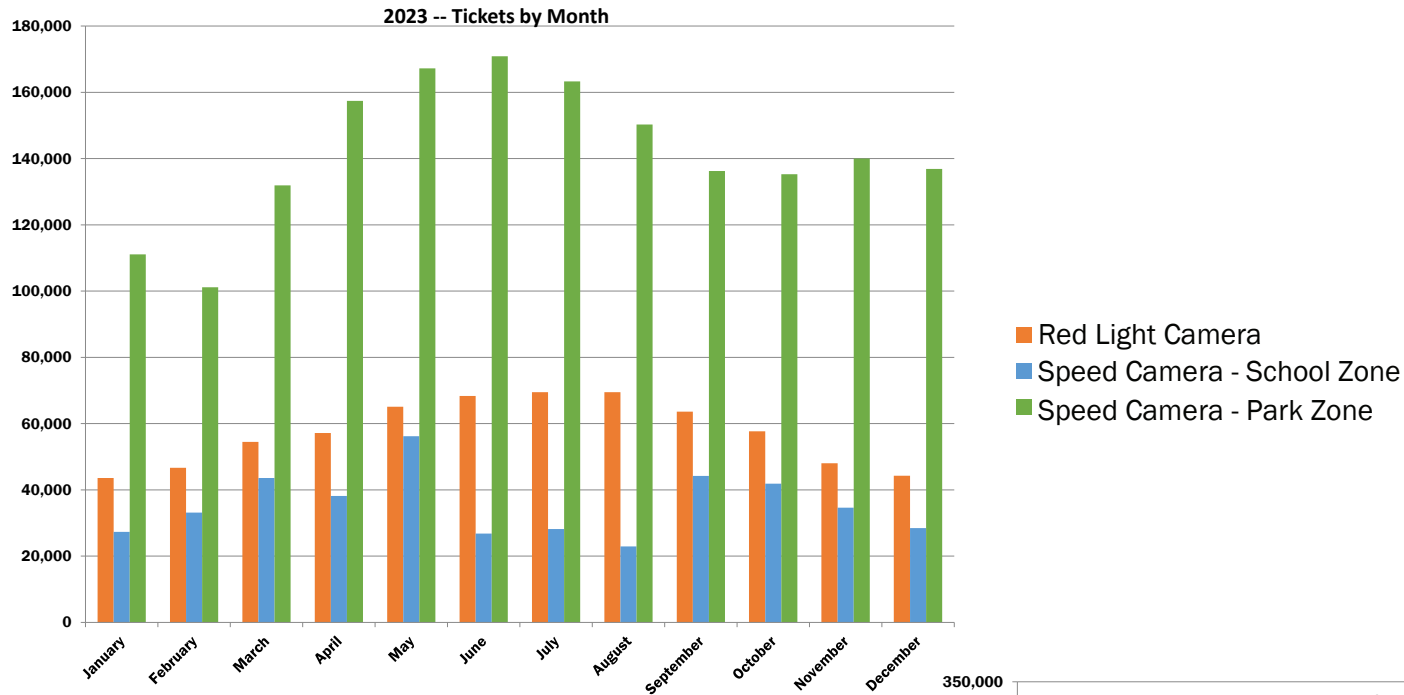


Number of Speed Cameras and Tickets Per Year



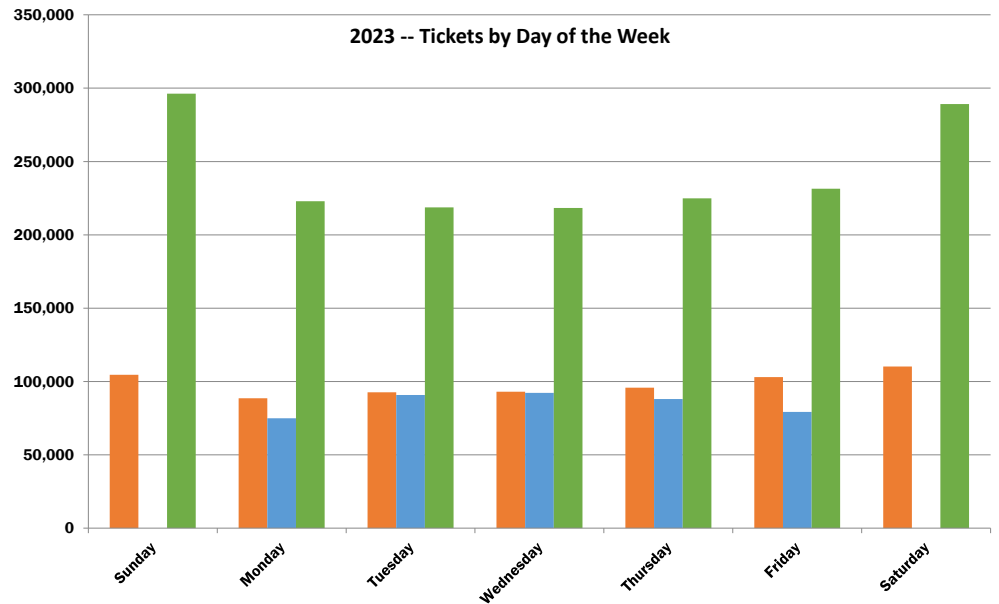
* The number of tickets issued in 2021, 2022, and 2023 reflect the lower speed threshold for \$35 tickets (6 mph), which went into effect in March 2021.

Tickets Issued by Month and Day of the Week in 2023



* Speed Zone ticket numbers reflect the lower speed ticket threshold (6 mph).

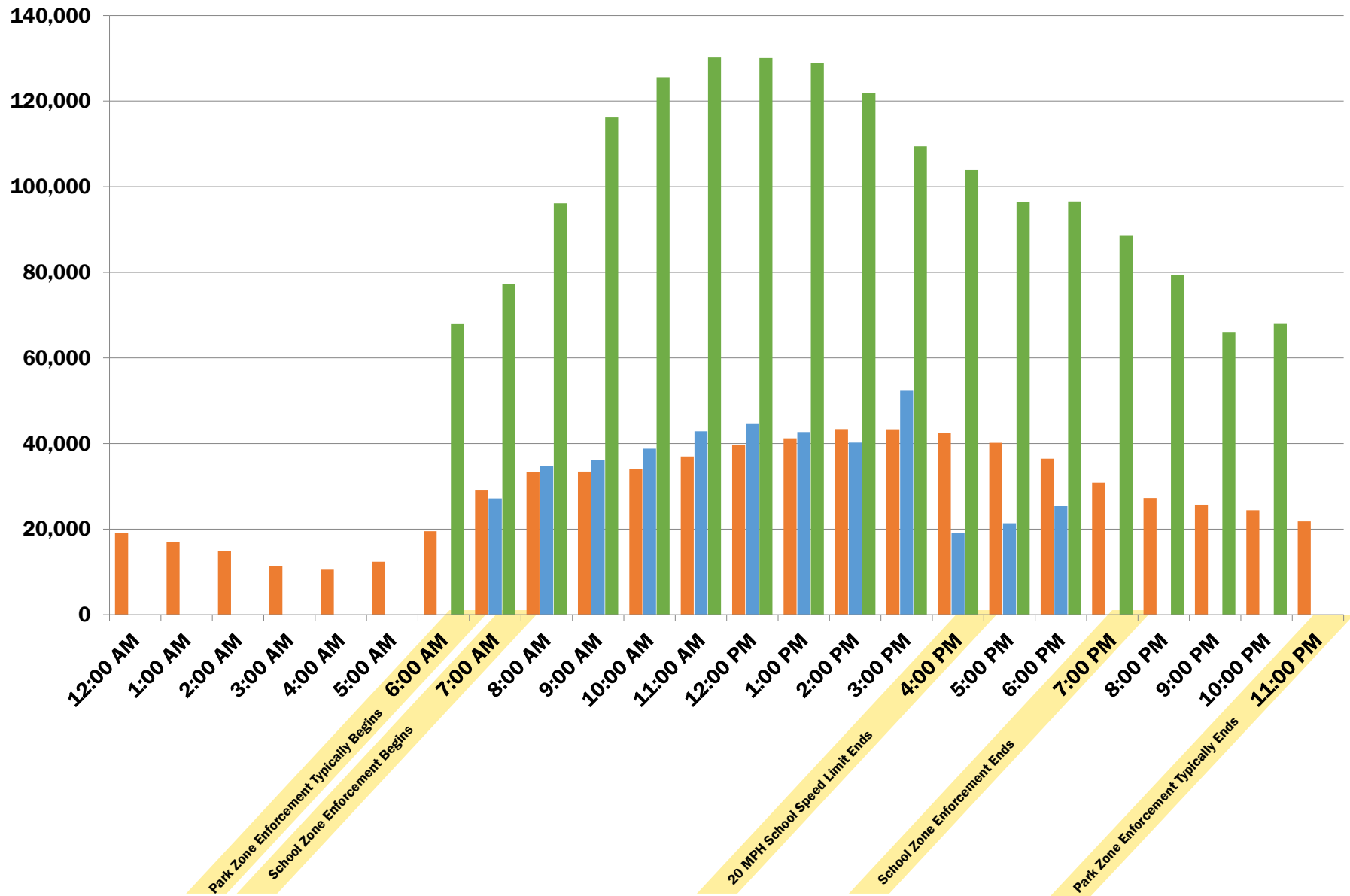
■ Red Light Camera
■ Speed Camera - School Zone
■ Speed Camera - Park Zone



* Speed Zone ticket numbers reflect the lower speed ticket threshold (6 mph).

*Data as of 1/8/2024. Data includes any tickets issued in error.

Tickets Issued by Time of Day in 2023



* Speed Zone ticket numbers reflect the lower speed ticket threshold (6 mph).

Red Light Camera Speed Camera - School Zone Speed Camera - Park Zone

*Data as of 1/8/2024. Data may include tickets issued in error.

Appendix A: How Red Light Cameras Work

Automated red light cameras allow the City to enforce laws prohibiting red light running 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 recorders, the red light camera system tracks the status of the signal phase from the traffic signal controller and the speed of vehicles approaching the intersection. The camera system operates as a monitoring system only and does not control the operation (timing and phasing) of the traffic signals.

First, each vehicle approaching the intersection is tracked by a radar-based detection system to determine the vehicle speed and position. Based on current status of the signal, the computer will then determine the likelihood of the vehicle continuing into the intersection after the signal has changed to red. If the system identifies the potential for an infraction, the camera system will capture two digital pictures and a 12-second video, along with accompanying data (including a close-up view of the license plate). The first photo shows the vehicle prior to it entering the intersection. The second photo is timed to capture the vehicle as it travels through the intersection. Additional data collected includes time, date, vehicle speed, duration of signal amber time, location, time since the start of the red phase, lane number, and direction of travel. According to the City's automated enforcement policy, the signal amber time must be at least three seconds in order for a ticket to be issued. The camera systems are checked remotely by Conduent personnel on a daily basis for camera image quality, system uptime, and data quality. In addition, an on-site maintenance check is performed monthly at each camera location by a certified technician.

In 2017, the enforcement threshold (or "grace period") for issuing a violation was extended from 0.1 seconds to 0.3 seconds after the signal turns red. This change was one of the key recommendations in Northwestern University's 2017 study of Chicago's red light camera enforcement program, and was intended to ensure the program's fairness while maintaining its safety benefits.

Not all events captured by the red light cameras are found to be violations. In 2023, 35 percent of red light running events captured were determined to be a violation. The camera systems forward images and video of each event to a centralized database. Each event is then individually reviewed by trained Conduent/Modaxo staff. If a Modaxo reviewer identifies the event as a valid red light violation, the captured video and images are then forwarded to the City Department of Finance and their vendor to review the event and make the violation determination. If the violation is found to be valid, the Department of Finance will perform a license plate search to identify the vehicle owner and owner address, to which they mail the ticket. Fines for red light camera violations are currently set at \$100. More information about how red light camera violations are processed can be found on the CDOT website: https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light_cameraenforcement.html.

When new red light cameras are installed and activated there is an initial two-week "warning period." During this period, 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 notification of camera locations, signs indicating that a red light camera is operating at the intersection ahead are placed on all approaches of the intersection. Red light camera intersections are also available on [ChicagoTrafficTracker.com](https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light_cameraenforcement.html) and the City's [data portal](#).

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. Each vehicle approaching the safety zone enforcement area is tracked by a radar-based detection system to determine the vehicle speed. If the vehicle is traveling 6 mph or more over the posted speed limit, the camera system captures two digital pictures of the event and a 6-second high-resolution video. The images are used to validate the violation and capture the license plate number. The video clip of the event is used as evidence of the violation. Additional data collected includes the time, date, posted speed limit, vehicle speed, location, lane number, and direction of travel. The speed cameras are calibrated each week by a certified technician to ensure accuracy. Verra Mobility [formerly American Traffic Solutions, Inc. (ATS)] conducts daily remote checks to ensure accuracy of the speed camera system. And a certified technician calibrates each individual camera once every week.

Once a possible automated speed enforcement event is identified, according to State Law a preliminary review is conducted by

CDOT's vendor, Verra Mobility. If a Verra Mobility reviewer identifies the event as a potential violation, the images, video, and data are forwarded to the Department of Finance for review. The Department of Finance reviews this evidence and if it determines that a violation has occurred, the evidence is then forwarded to a vendor working for the Department of Finance for an independent review, and finally back to a Department of Finance employee for the final determination of the violation. In 2023, 34 percent of the events captured by a speed camera were determined to be a valid violation. Once the violation is confirmed, the Department of Finance will perform a license plate search to find the registered vehicle owner's address and mail the owner a ticket or warning. See inset below for information about Zero-Dollar warnings). Fines are currently set at \$35 for violations of 6-10 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: https://www.chicago.gov/city/en/depts/cdot/supp_info/children_s_safetyzoneporgramautomaticspeedenforcement.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 six or more mph over the posted speed limit for the first 30 days that the camera is operational. No tickets are issued during this period. After the 30-day warning period, there is an additional two-week period without enforcement, to ensure that all warnings have been received in the mail. After the two-week period, 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, final 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 2023 by Intersection

Intersection	Tickets Issued 2023
111TH AND HALSTED	4,903
119TH AND HALSTED	5,402
31ST ST AND MARTIN LUTHER KING DRIVE	7,186
35TH AND WESTERN	3,261
4700 WESTERN	2,549
55TH AND KEDZIE	1,708
55TH AND PULASKI	2,705
55TH AND WESTERN	2,681
63RD AND STATE	5,856
71ST AND ASHLAND	3,457
75TH AND STATE	11,140
79TH AND HALSTED	4,101
79TH AND KEDZIE	1,235
87TH AND VINCENNES	9,015
99TH AND HALSTED	13,499
ADDISON AND HARLEM	2,717
ARCHER AND CICERO	7,839
ASHLAND AND 87TH	4,723
ASHLAND AND 95TH	6,919
ASHLAND AND DIVISION	4,034
ASHLAND AND FULLERTON	6,010
ASHLAND AND IRVING PARK	2,618
ASHLAND AND LAWRENCE	3,561
ASHLAND AND MADISON	2,809
AUSTIN AND ADDISON	2,167
AUSTIN AND IRVING PARK	1,393
BELMONT AND KEDZIE	5,671

Intersection	Tickets Issued 2023
BROADWAY/SHERIDAN AND DEVON	5,867
CALIFORNIA AND DEVON	1,520
CALIFORNIA AND DIVERSEY	12,894
CALIFORNIA AND PETERSON	2,374
CANAL AND ROOSEVELT	6,857
CENTRAL AND ADDISON	1,615
CENTRAL AND BELMONT	1,415
CENTRAL AND CHICAGO	6,392
CENTRAL AND DIVERSEY	1,031
CENTRAL AND FULLERTON	1,856
CENTRAL AND IRVING PARK	1,669
CENTRAL AND LAKE	5,445
CENTRAL AND MILWAUKEE	565
CERMAK AND PULASKI	3,730
CHICAGO AND CLARK	4,616
CICERO AND 47TH	2,902
CICERO AND ADDISON	4,051
CICERO AND ARMITAGE	1,466
CICERO AND CHICAGO	3,641
CICERO AND DIVERSEY	2,292
CICERO AND FULLERTON	1,678
CICERO AND HARRISON	4,425
CICERO AND I55	26,183
CICERO AND NORTH	4,679
CICERO AND PETERSON	971
CICERO AND WASHINGTON	12,008
CLARK AND FULLERTON	1,823
CLARK AND IRVING PARK	2,564
COLUMBUS AND ILLINOIS	2,810

Note: Data as of 1/8/2024. Data may include tickets issued in error.

Intersection	Tickets Issued 2023
CORTLAND AND ASHLAND	8,327
COTTAGE GROVE AND 71ST	2,719
DAMEN AND 63RD	4,009
DAMEN AND DIVERSEY	2,628
DAMEN AND ELSTON	1,949
DAMEN AND FULLERTON	3,844
DIVERSEY AND AUSTIN	1,789
DIVERSEY AND WESTERN	2,709
DIVISION AND DAMEN	5,132
ELSTON AND ADDISON	4,868
ELSTON AND IRVING PARK	3,721
ELSTON AND LAWRENCE	3,557
FOSTER AND BROADWAY	2,675
FOSTER AND NAGLE	4,419
FOSTER AND NORTHWEST HIGHWAY	1,963
FULLERTON AND NARRAGANSETT	2,567
HALSTED AND 95TH	2,641
HALSTED AND DIVISION	2,958
HALSTED AND FULLERTON	4,227
HALSTED AND MADISON	2,777
HALSTED AND NORTH	3,315
HAMLIN AND LAKE	4,874
HAMLIN AND MADISON	3,638
HARLEM AND BELMONT	3,277
HOLLYWOOD AND SHERIDAN	13,341
HOMAN/KIMBALL AND NORTH	3,501
IRVING PARK AND CALIFORNIA	3,438
IRVING PARK AND KILPATRICK	3,560
IRVING PARK AND LARAMIE	3,727
IRVING PARK AND NARRAGANSETT	1,957
JEFFERY AND 95TH	2,218

Intersection	Tickets Issued 2023
KEDZIE AND 26TH	3,477
KEDZIE AND 31ST	2,523
KEDZIE AND 47TH	3,104
KEDZIE AND 63RD	2,040
KEDZIE AND 71ST	2,826
KEDZIE AND ARMITAGE	4,555
KIMBALL AND DIVERSEY	2,545
KOSTNER AND NORTH	11,203
LAFAYETTE AND 87TH	20,150
LAKE AND UPPER WACKER	11,130
LAKE SHORE DR AND BELMONT	26,998
LARAMIE AND FULLERTON	2,224
LARAMIE AND MADISON	4,440
LASALLE AND KINZIE	3,471
LAWRENCE AND CICERO	4,033
LAWRENCE AND WESTERN	1,954
MADISON AND WESTERN	3,810
MICHIGAN AND JACKSON	4,209
MICHIGAN AND ONTARIO	3,746
MILWAUKEE AND CENTRAL	1,589
MILWAUKEE AND DEVON	2,065
MILWAUKEE AND MONTROSE	1,803
MONTROSE AND WESTERN	1,851
NORTHWEST HIGHWAY AND FOSTER	594
OGDEN AND KOSTNER	7,398
PETERSON AND WESTERN	4,576
PULASKI AND 63RD	2,790
PULASKI AND 79TH	1,908
PULASKI AND ARCHER	1,764
PULASKI AND ARMITAGE	2,856
PULASKI AND BELMONT	2,980

Note: Data as of 1/8/2024. Data may include tickets issued in error.

Intersection	Tickets Issued
PULASKI AND CHICAGO	3,043
PULASKI AND DIVERSEY	1,710
PULASKI AND DIVISION	3,130
PULASKI AND FOSTER	3,280
PULASKI AND FULLERTON	2,694
PULASKI AND IRVING PARK	2,888
PULASKI AND LAWRENCE	2,142
PULASKI AND NORTH	1,877
RIDGE AND CLARK	1,521
ROOSEVELT AND HALSTED	7,578
ROOSEVELT AND KOSTNER	4,273
ROOSEVELT AND PULASKI	5,897
SACRAMENTO AND CHICAGO	4,923
SACRAMENTO AND LAKE	4,278
SHERIDAN AND FOSTER	1,617
STATE AND 79TH	13,759
STONEY ISLAND AND 76TH	10,482

Note: Data as of 1/8/2024. Data may include tickets issued in error.

Intersection	Tickets Issued
STONEY ISLAND AND 79TH	3,925
STONY ISLAND/CORNELL AND 67TH	18,633
TOUHY AND OSCEOLA	724
VAN BUREN AND WESTERN	12,678
WENTWORTH AND GARFIELD	20,601
WESTERN AND 63RD	2,283
WESTERN AND 79TH	2,308
WESTERN AND ADDISON	3,630
WESTERN AND CERMAK	3,602
WESTERN AND CHICAGO	1,729
WESTERN AND DEVON	1,074
WESTERN AND FOSTER	2,275
WESTERN AND FULLERTON	4,914
WESTERN AND MARQUETTE	4,160
WESTERN AND NORTH	2,081
WESTERN AND TOUHY	2,899
Total	688,043

Speed Camera Tickets Issued in 2023 by Location

School Zone Locations

Address	Zone	Tickets Issued
		2023
4246 W 47th St	Acero - Hector Garcia HS	2,037
4319 W 47th St	Acero - Hector Garcia HS	1,908
1440 W Cermak Rd	Benito Juarez High School**	505
3832 W 79th	Bogan HS	1,581
3851 W 79th	Bogan HS	1,409
7826 S Pulaski	Bogan HS	1,698
7833 S Pulaski	Bogan HS	4,010
3111 N Ashland Ave	Burley Elementary School	2,867
3130 N Ashland Ave	Burley Elementary School	5,248
1635 N Ashland Ave	Burr School	7,291
1638 N Ashland Ave	Burr School	2,271
5440 W Grand	Charles Prosser HS	1,862
5446 W Fullerton	Charles Prosser HS	3,013
5509 W Fullerton	Charles Prosser HS	4,445
3843 W 111th	Chicago Ag HS	6,703
2109 E 87th St	Chicago Vocational HS	5,503
2440 W 51st St	Christopher School	392
2445 W 51st St	Christopher School	381
5006 S Western Blvd	Christopher School	14,411
5025 S Western Ave	Christopher School**	495
4925 S Archer	Curie HS	7,099
4929 S Pulaski	Curie HS	6,218
5030 S Pulaski	Curie HS	11,405
215 E 63rd St	Dulles Elementary School	25,202
6330 MLK Dr	Dulles Elementary School	7,128
11 E Chicago Ave	Frances Xavier School	1540

Note: Speed camera data in this table is from 1/8/2024. Data may include tickets issued in error.

** Relocated cameras. * Renamed Safety Zone

Address	Zone	Tickets Issued
		2023
14 W Chicago Ave	Frances Xavier School	230
1110 S Pulaski Rd	Frazier Magnet School	4,490
1117 S Pulaski Rd	Frazier Magnet School	4,526
7122 S South Chicago Ave	Gary Comer High School	12,473
7157 S South Chicago Ave	Gary Comer High School	5,917
819 E 71st St	Gary Comer High School	9,825
7518 S Vincennes	Harvard Elem School	9,861
341 W 76th St	Harvard Elementary	1,204
346 W 76th St	Harvard Elementary	1,447
3115 N Narragansett Ave	ICCI School	517
3116 N Narragansett Ave	ICCI School	639
6443 W Belmont Ave	ICCI School	492
6514 W Belmont Ave	ICCI School	823
629 S State	Jones College Prep HS	11,517
630 S State	Jones College Prep HS	6,898
2549 W Addison	Lane Tech HS	11,291
3521 N Western	Lane Tech HS	16,274
3534 N Western	Lane Tech HS	11,668
3230 N Milwaukee Ave	Lorca School	7,910
3809 W Belmont Ave	Lorca School	2,007
3810 W Belmont Ave	Lorca School	581
3536 S Wallace St	McClellan School**	554
11144 S Vincennes	Morgan Park HS**	6,042
11153 S Vincennes	Morgan Park HS	3,160
1455 W Division St	Near North Montessori School	4,343
1444 W Division St	Near North Montessori School	11,048
4041 W Chicago Ave	Orr High School	7,375
4040 W Chicago Ave	Orr High School	4,177
732 N Pulaski Rd	Orr High School	4,478
2108 S Western Ave	Pickard School	8,214

Address	Zone	Tickets Issued
		2023
2115 S Western Ave	Pickard School	6,142
1226 N Western Ave	Roberto Clemente HS	7,000
1229 N Western Ave	Roberto Clemente HS	6,820
2329 W Division St	Roberto Clemente HS	3,301
4674 W Peterson Ave	Sauganash School	5,367
4707 W Peterson Ave	Sauganash School	9,973
6125 N Cicero Ave	Sauganash School	6,838
3601 N Milwaukee Ave	Schurz High School**	5,857
5428 S Pulaski Rd	Sor Juan Elementary School*	2,449
5433 S Pulaski Rd	Sor Juan Elementary School*	7,108
4843 W Fullerton	St Genevieve School	9,345
3212 W 55th St	St. Gall Elementary	699
3217 W 55th St	St. Gall Elementary	383
5532 S Kedzie Ave	St. Gall Elementary	736
2700 W 103rd St	St. John Fisher School	0
7508 W Touhy Ave	St. Juliana School	35,687
2550 W 79th	St. Rita HS	1,710
2603 W 79th	St. Rita HS	57
7738 S Western	St. Rita HS	4,500
7739 S Western	St. Rita HS	7,172
5739 N Northwest Hwy	Taft High School	434
6510 W Bryn Mawr Ave	Taft High School	7,375
6510 W Bryn Mawr Ave	Taft High School	10581
Total		425,556

Note: Speed camera data in this table is from 1/8/2024. Data may include tickets issued in error.

** Relocated cameras. * Renamed Safety Zone

Park Zone Locations

Address	Zone	Tickets Issued
		2023
57 E 95th	Abbott Park	5871
62 E 95th	Abbott Park	12634
4909 N Cicero Ave	Ashmore Park	64328
6020 W Foster Ave	Austin-Foster Park**	20205
1274 E 83rd St	Avalon Park**	53327
2416 W 103rd St	Beverly Park	7986
2417 W 103rd St	Beverly Park	3381
3535 E 95th St	Calumet Park	3097
3542 E 95th St	Calumet Park	13718
9618 S Ewing Ave	Calumet Park	17710
1142 W Irving Park	Challenger Park	40171
4429 N Broadway	Challenger Park	2009
4446 N Broadway	Challenger Park	1234
3314 W 16th St	Christiana Park**	3527
506 S Central Ave	Columbus Park	5750
515 S Central Ave	Columbus Park	9876
5816 W Jackson	Columbus Park	12834
2900 W Ogden	Douglas Park	50914
2912 W Roosevelt	Douglas Park	12894
2917 W Roosevelt	Douglas Park	22145
1306 W 76th St	Dr. Martin Luther King Jr. Park	9290
1507 W 83rd St	Foster Park	2849
8318 S Ashland Ave	Foster Park	18153
8345 S Ashland Ave	Foster Park	14647
2513 W 55th	Gage Park	6889
5520 S Western	Gage Park	22862
5529 S Western	Gage Park	11952
3646 W Madison	Garfield Park	17361
3655 W Jackson	Garfield Park	16152

Address	Zone	Tickets Issued
		2023
4124 W Foster	Gompers Park	49604
5120 N Pulaski	Gompers Park	35309
2638 W Fullerton Ave	Haas Park**	42496
8006 W Addison St	Hiawatha Park	5152
8020 W Forest Preserve	Hiawatha Park	47576
8043 W Addison St	Hiawatha Park	2768
3047 W Jackson Blvd	Horan Park	12213
324 S Kedzie Ave	Horan Park	11739
2705 W Irving Park	Horner Park	78439
2712 W Irving Park	Horner Park	15455
2721 W Montrose	Horner Park	67
1111 N Humboldt	Humboldt Park	40050
3100 W Augusta	Humboldt Park	17056
5432 W Lawrence	Jefferson Park	5000
5471 W Higgins	Jefferson Park	20307
10318 S Indianapolis	Beniac Park - Park 499	44885
1754 N. Pulaski Rd	Keystone Park	11908
4042 W North Ave	Keystone Park	18883
4053 W North Ave	Keystone Park	11063
3911 W Diversey Ave	Kosciuszko Park	1554
3034 W Foster	Legion Park	13843
3137 W Peterson	Legion Park	29766
1817 N Clark St	Lincoln Park**	15322
4516 W Marquette Rd	Madigan Park**	13984
445 W 127th	Major Taylor Bike (Park)	66711
3450 W 71st	Marquette Park	9954
6818 S Kedzie	Marquette Park	14129
6909 S Kedzie	Marquette Park	15612
2928 S Halsted	McGuane Park	6707
2080 W Pershing	McKinley Park	9576
6626 W Irving Park Rd	Merrimac Park	21657

Note: Speed camera data in this table is from 1/8/2024. Data may include tickets issued in error.

** Relocated cameras. * Renamed Safety Zone

Address	Zone	Tickets Issued
		2023
3200 S Archer Ave	Mulberry Park**	1653
324 E Illinois St	Ogden Plaza Park	5500
449 N Columbus Dr	Ogden Plaza Park	4595
450 N Columbus Dr	Ogden Plaza Park	9519
2223 N Kedzie Blvd	Palmer Square Park**	11490
4620 W Belmont Ave	Parsons Park	7152
4123 N Central Ave	Portage Park	3918
5454 W Irving Park	Portage Park	20543
4350 W 79th St	Rainey Park**	3007
2501 W Irving Park	Revere Park**	23156
6247 W Fullerton	Riis Park	2487
6250 W Fullerton	Riis Park	1446
1901 E 75th St	Rosenblum Park	15626
7422 S Jeffery	Rosenblum Park	985
2432 N Ashland	Schaefer Park	5680
2443 N Ashland	Schaefer Park	23304
2448 N Clybourn Ave	Schaefer Park	10899
5885 N Ridge Ave	Senn Park	15158
6938 W Addison St	Shabbona Park**	2568
1315 W Garfield Blvd	Sherman Park	28359
1334 W Garfield Blvd	Sherman Park	18607
5420 S Racine Ave	Sherman Park	510
655 W Root St	Taylor-Lauridsen Park**	4241
4949 W Lawrence Ave	Thuis Park**	64940
115 N Ogden	Union Park	33216
6523 N Western	Warren Park	27328
5330 S Cottage Grove	Washington Park	19698
536 E Morgan	Washington Park	68381
901 N Clark St	Washington Sq. Park**	76341
4432 N Lincoln	Welles Park	2228
4433 N Western	Welles Park	9809
4436 N Western	Welles Park	6866
Total		1,701,761

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>

CDOT Vision Zero

<https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety.html>

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

<https://rosap.ntl.bts.gov/view/dot/49966>

Northwestern University Transportation Center - Chicago Red Light Camera Report

<http://www.transportation.northwestern.edu/research/report-redlightcameras.html>

UIC Report - *City of Chicago Automated Enforcement: Analyzing Equity and Efficacy of Red-Light and Speed Cameras*

https://www.chicago.gov/content/dam/city/depts/cdot/Red%20Light%20Cameras/2022/Sutton+Tilahun_CDOT-Cameras-FinalReport.pdf

