

# 2015 City of Chicago Automated Enforcement Program ANNUAL REPORT



## 2015 Annual Report | A Note from the Commissioner

On behalf of the Chicago Department of Transportation (CDOT), I am pleased to present the 2015 annual status report on the City of Chicago's two automated enforcement programs: red light camera and speed camera enforcement systems. As part of CDOT's commitment to transparency, this report is intended to educate the public about how automated enforcement programs work and the traffic safety benefits they provide to all residents of Chicago.

Chicago began red light camera enforcement at intersections in 2003 and introduced automated speed enforcement (ASE) in 2013. Chicago is one of approximately 500 cities and towns across the country that have adopted automated enforcement programs to make roadways safer.

Since the launch of automated enforcement in 2003, Chicago has seen a 40 percent reduction in traffic crashes resulting in injuries or fatalities. While there are a number of variables that play a role in this reduction, as a single factor, the automated enforcement program stands out. For example, the latest traffic safety data shows injury crashes are declining at a faster rate in automated speed enforcement zones than in the rest of the city. An analysis of citywide traffic crash data for 2014 found that in the 21 Child Safety Zones where an ASE camera was installed in 2013, injury crashes were down 18 percent between 2012 and 2014, compared to a four percent reduction citywide. This report contains additional data and analysis that highlights the beneficial safety impact of automated enforcement.

Automated enforcement is also a key part of Chicago's Vision Zero efforts, an international movement to make streets safer for people walking, biking, and driving by eliminating all traffic fatalities. No traffic-related death is acceptable when the tools exist to prevent the conditions and behaviors that lead to crashes. Cities like Chicago that have adopted Vision Zero craft policies, educate constituents on safe behaviors, enforce safety laws, and utilize innovative design to prevent serious injury and death due to traffic crashes.

In addition to reducing crashes and protecting the public, automated enforcement provides operational benefits. Automated enforcement technology delivers a variety of traffic data, including measurements of traffic flow, vehicle speeds, and other data points that allows CDOT to make decisions that improve roadway functionality for all users.

As part of CDOT's ongoing efforts to optimize our automated enforcement programs, in 2015 the City Council authorized an independent academic review of the red light camera program by a team of outside experts led by Northwestern University. We look forward to receiving their recommendations later this year on ways we can continue to strengthen the program going forward.

**Rebekah Scheinfeld**  
**Commissioner**



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## Background on Red Light Camera Enforcement

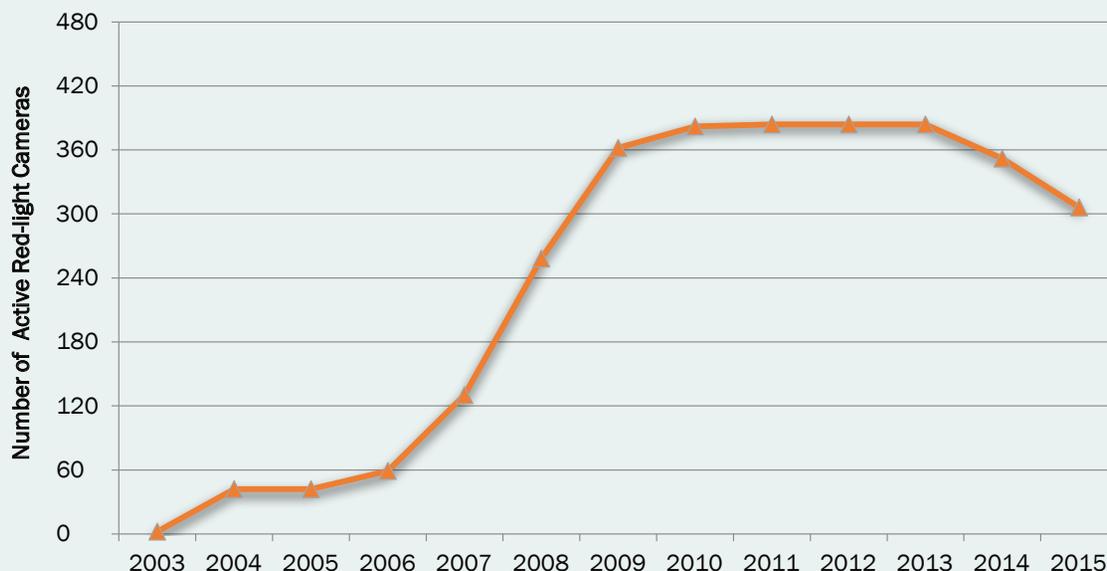
On July 9, 2003, the City of Chicago enacted an ordinance authorizing the use of automated red light enforcement at signalized intersections throughout the city. The Chicago Department of Transportation (CDOT) managed the program when it began in 2003 and continued until 2006, then the responsibility 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. (Xerox) a five-year contract to continue the existing program. As required under the contract, Xerox replaced all of the red light camera hardware and software with modern, more reliable technology. (The City found Redflex Traffic Systems, Inc. to be ineligible to bid on future programs.)

Since 2013, CDOT has annually conducted a review of safety at all red light camera locations. Intersections where drivers' behavior has changed, indicated by a low number of right-angle crashes, are

Number of Red Light Cameras by Year, 2003-2015



considered for the removal of automated enforcement. 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.\* In late 2013, CDOT decided to remove 32 cameras from 16 intersections based on review of crash data. Another review in 2015 led to 46 cameras being removed from 23 intersections. As of December 2015, the City has 306 cameras operating at 151 intersections.

According to Illinois Department of Transportation (IDOT) data from 2005 to 2014 at 151 intersections that currently have red light cameras, there are 125 fewer angle crashes resulting in an injury or fatality per year — a decrease of 54%. See Appendix A for more information on how red light cameras work.

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

## Background on Automated Speed Camera Enforcement

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

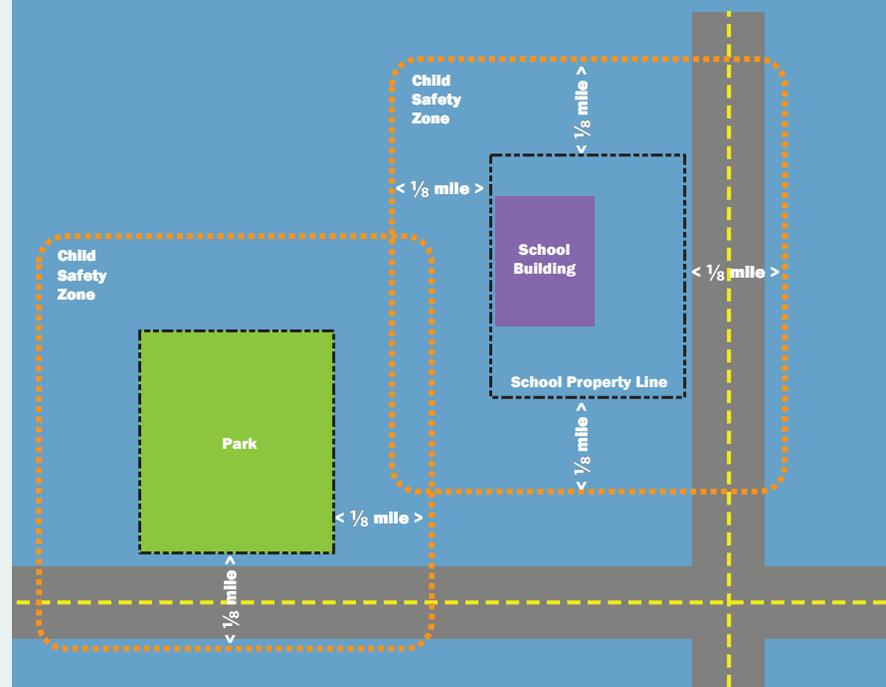
On March 14, 2012, the Chicago City Council enacted an ordinance authorizing CDOT to manage a program of speed cameras. The ordinance requires that no more than 20 percent of all eligible Child Safety Zones shall be equipped with an automated speed enforcement system. The ordinance also ensures that the program is spread across the city. The Commissioner of CDOT was directed 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 safety zone priority placement model that ranks zones by crashes. The placement model is 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. Automated speed enforcement cameras are installed after the placement model ranking and after speed studies, engineering factors, and geographic distribution for equity and efficiency are taken into consideration.

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., if a child is present at the location. Otherwise, the regular posted speed limit (typically 30 mph in Chicago) is

### 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.



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. (ATS) 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 150 automated speed enforcement cameras operating in 63 Child Safety Zones as of December 31, 2015.

Early data indicates that speed violations have decreased in the Child Safety Zones with speed enforcement cameras. On average, the number of violations per passing vehicle decreased by 56 percent from the first month of a camera's operation to the twelfth month.\* In addition, 74 percent of drivers that were issued a ticket for speeding in a school zone and 59 percent of drivers that were issued a ticket for speeding in a park zone have not received a second ticket.

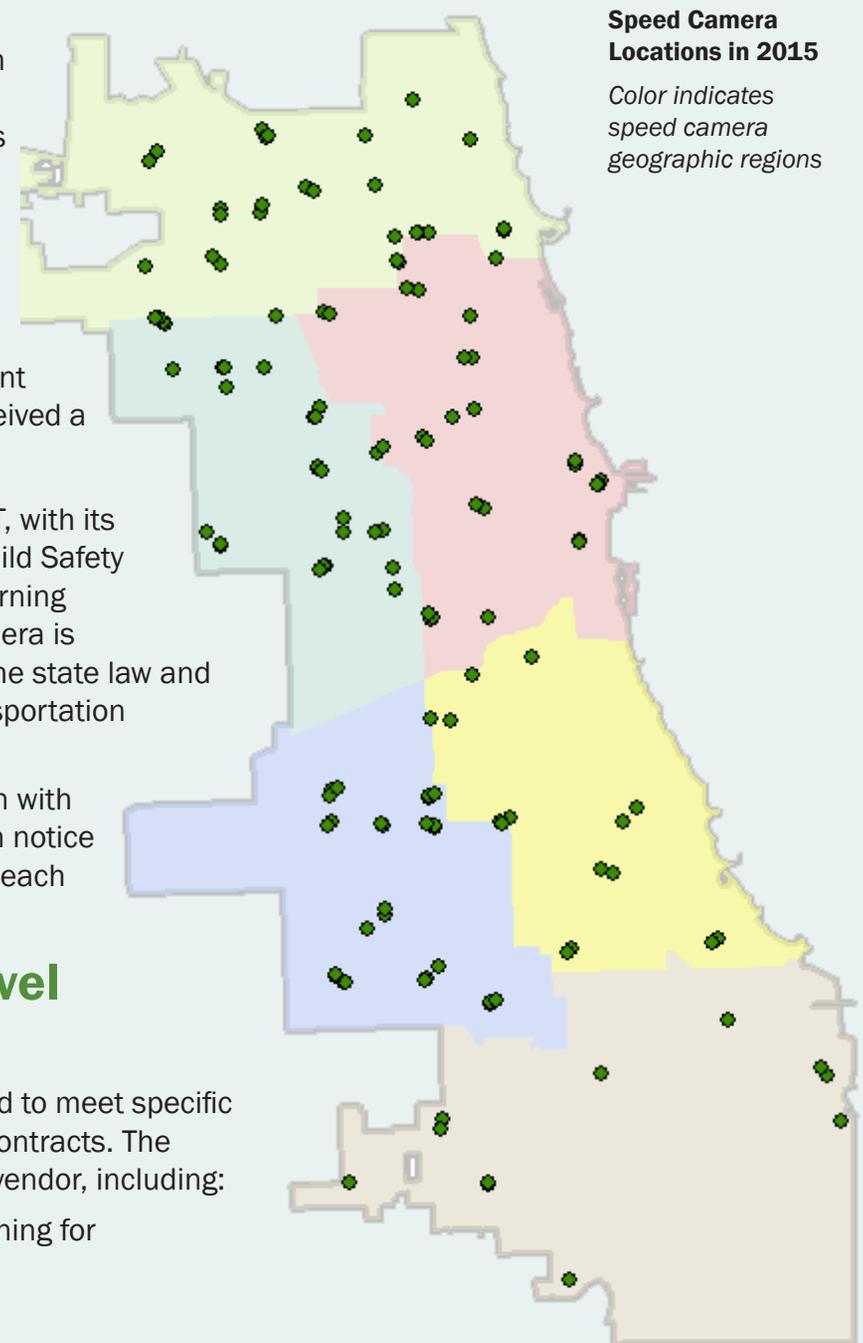
In addition to weekly calibrations of the speed enforcement cameras, CDOT, with its vendor, continue to maintain signage and stenciling that are installed in Child Safety Zones. Each automated speed enforcement camera on average has 23 warning signs around the camera indicating an automated speed enforcement camera is in operation. The program meets or 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 notice 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, ATS and Xerox, are required to meet specific performance criteria described as service level agreements (SLA) in their contracts. The performance criteria 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%.
- 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 2015 included:

**Red Light Camera SLAs** – Most of the SLA penalties assessed were for individual camera event quality issues being forwarded to the City for review. The penalties assessed to the City’s vendor Xerox, State and Local Solutions, Inc. were \$3,618 in 2015.

**Speed Camera SLAs** – The automated speed enforcement vendor American Traffic Solutions, Inc. (ATS) was assessed \$1,448 in service level penalties in 2015, mostly for video footage requests not being fulfilled and low event quality issues.

## 2015 Automated Enforcement Program – Year in Review

### Red Light Camera Program

In early 2015 CDOT reviewed crash data provided by the Illinois Department of Transportation (IDOT), to assess the efficacy of the red light cameras. This review was part of CDOT’s ongoing monitoring of motorists’ behavior at automated red light camera intersections. Intersections with no or a very small number of right angle crashes indicate that driver behavior has changed significantly and that automated enforcement may no longer be needed at this intersection. Red light cameras at intersections that met this criteria were removed.

In 2015, CDOT completed the first annual report for the automated enforcement program. The report covered the program for 2014, with the intent to help citizens become more knowledgeable about automated enforcement in Chicago. Also for public knowledge, CDOT continues to post issued violation totals daily on the City’s open data portal.

In March 2015, based on the review of 2013 crash data, 50 red light cameras at 25 intersections were deactivated pending CDOT conducting community meetings with residents. The locations of the 25 intersections were:

1. S Vincennes Ave & W 111th St
2. S Cottage Grove Ave & E 95th St
3. S Halsted St & W 83rd St

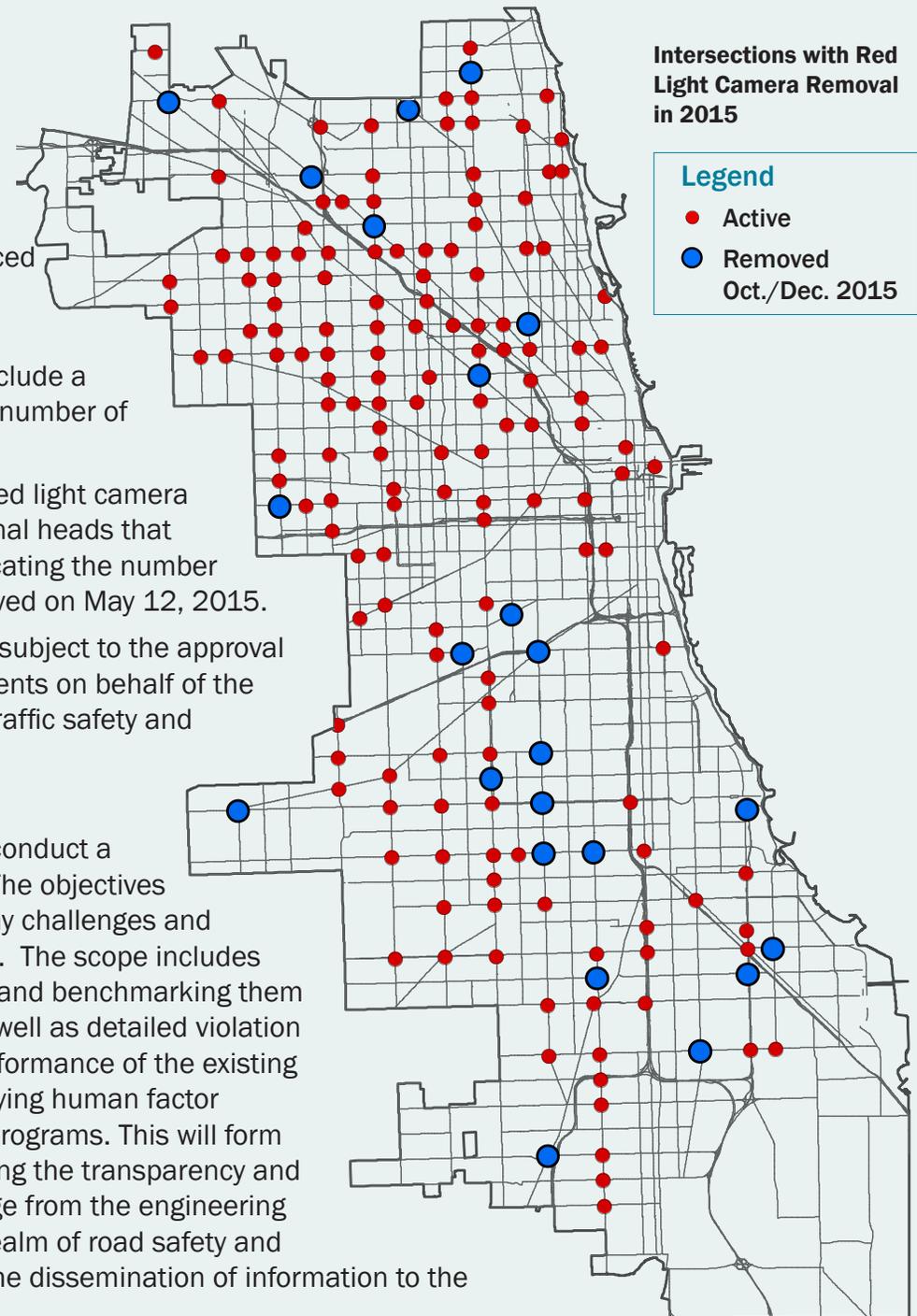
4. E 83rd St & S Stony Island Ave
5. N Jeffery Ave & W 79th St
6. S Ashland Ave & W 63rd St
7. S Halsted St & W 63rd St
8. S Archer Ave & S Narragansett Ave & W 55th St & W Archer Ave
9. S Cornell Ave & E 57th St
10. S Ashland Ave & W Garfield Blvd
11. S Western Ave & W 51st St
12. S Ashland Ave & W 47th St
13. S Cicero Ave & Stevenson Expwy Nb
14. S California Ave & W 31st St
15. S Archer Ave & S Ashland Ave
16. S Blue Island Ave & S Damen Ave
17. N Cental Ave & W Madison St
18. N Western Ave & W Armitage Ave
19. N Ashland Ave & W Diversey Ave
20. N Pulaski Rd & W Montrose Ave
21. N Elston Ave & N LaPorte Ave & W Foster Ave
22. N Kimball Ave & N Lincoln Ave & N McCormick Rd
23. N Harlem Ave & N Northwest Hwy
24. S Western Ave & W Pratt Ave
25. N Osceola Ave & W Touhy Ave

In May 2015 the Chicago City Council passed an Ordinance that

made improvements to the automated red light camera program. These improvements included:

1. For motorists that want to establish a payment plan for issued violations, the initial minimum payment was reduced.
2. No red light camera system shall be installed, removed or relocated except after a public community meeting commenced by the Commissioner of Transportation.
3. No red light camera system shall be installed unless the intersection is equipped with pedestrian signal heads that include a pedestrian change interval countdown display indicating the number of seconds remaining in the change interval.
4. No later than June 1, 2015, all intersections where existing red light camera systems are operating shall be equipped with pedestrian signal heads that include a pedestrian change interval countdown display indicating the number of seconds remaining in the change interval. This was achieved on May 12, 2015.
5. The Commissioner of Transportation was granted the power, subject to the approval of the corporation counsel, to negotiate and execute agreements on behalf of the City with public or private universities to conduct reviews of traffic safety and automated traffic law enforcement systems programs.

In 2015, CDOT selected a Northwestern University-led team to conduct a comprehensive review of the red light camera (RLC) program. The objectives are to determine the safety impacts of the program, discover any challenges and opportunities, and provide recommendations for improvements. The scope includes performing a comprehensive assessment of existing practices, and benchmarking them against national best practices. Using available safety data as well as detailed violation data, the team will conduct rigorous analyses to assess the performance of the existing RLC enforcement practices, and understand the various underlying human factor aspects that determine the effectiveness and impact of these programs. This will form the basis for improvement recommendations aimed at enhancing the transparency and performance of these systems. The recommendations will range from the engineering side, to the enforcement practices, and to public policy in the realm of road safety and intersection enforcement. Equally important in this process is the dissemination of information to the public regarding the safety impacts of the RLC program.





The academic review began in late 2015. A final report is expected in mid-2016.

Community meetings were held in August and September of 2015 to obtain community input on whether the 50 cameras turned off in March should be removed. Thirteen community meetings were held across the City, based on the locations of the affected cameras. After conducting these meetings, 46 red light cameras were removed. These 46 red light cameras were physically removed from their intersections between October and December of 2015. A total of four automated red light cameras at the intersections of (1) N. Osceola Avenue-W. Touhy Avenue and (2) S. Cicero Avenue-Stevenson Expressway were re-activated in November of 2015 as a result of community input.

### **Speed Enforcement Camera Program**

In 2015, CDOT deployed six new automated speed enforcement cameras within two Child Safety Zones, located at St. Gall Elementary School, 5511 S. Sawyer Avenue and Keystone Park, 1653 N. Keystone Avenue. As of December 2015, CDOT has 150 automated speed enforcement cameras deployed within 63 Child Safety Zones.

CDOT coordinates its efforts with the Chicago Department of Finance, who issues violations and collect the fines on behalf of the City. In July 2015, CDOT, in coordination with the Department of Administrative Hearings, discovered that some of the automated speed enforcement violations were incorrectly

issued at Ashmore and Schaefer Parks, because these parks were temporarily closed for restoration work. Since the speed violations in a park zone can only be enforced during park hours, incorrectly issued violations were administratively dismissed and refunds, where applicable, were issued by the Department of Finance. CDOT is in constant communication with the Chicago Park District, Chicago Public Schools, and private schools to ensure that the automated enforcement cameras are operating only during school days and park hours and as stipulated in the State law and City ordinance.

Also, in September 2015, CDOT in conjunction with the Department of Finance, the Department of Administrative Hearings, and the Department of Law narrowed its classification of children present requirements for school zone violations issued at 20 mph to only issue violations when school aged children are present. This change specifies that violations are not issued if the children present are children in strollers and those appearing to be under the age of two. This change went into effect in mid-October 2015.

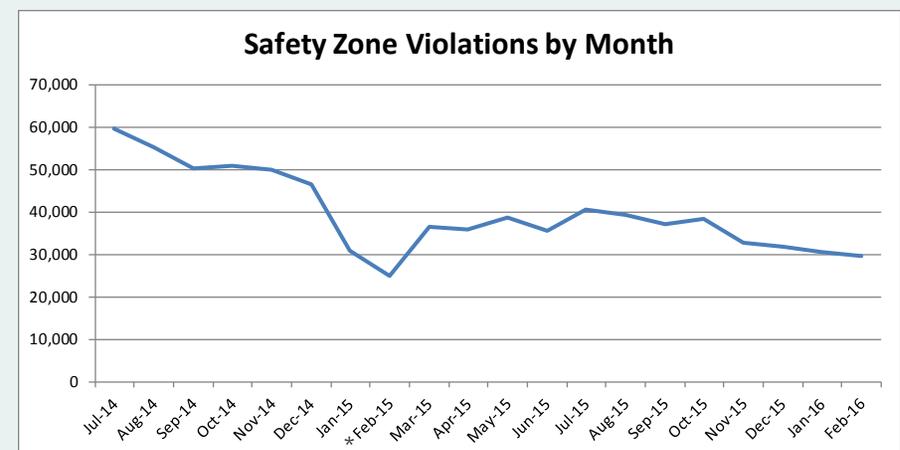
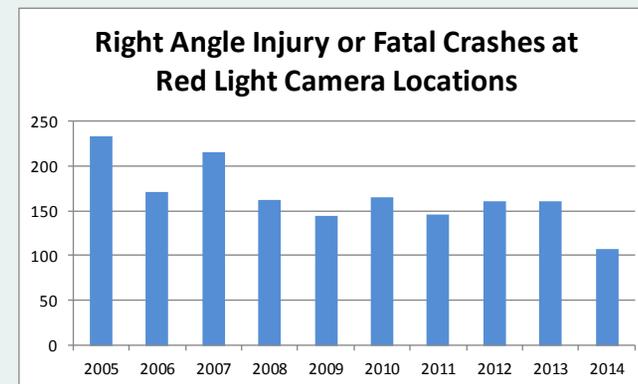
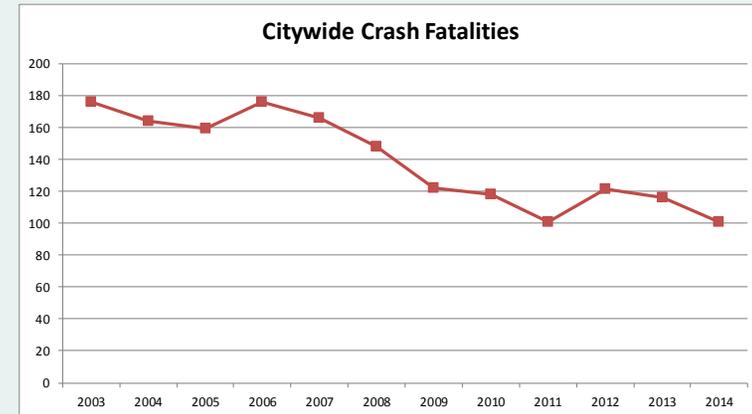
While CDOT is responsible for the implementation and management of Chicago's automated enforcement programs, successful operation of the program as a whole relies on the cooperation and coordination of many city agencies, including: the Department of Finance, Department of Administrative Hearings, Chicago Public Schools, and the Chicago Park District.

## Safety Benefits of Automated Enforcement

Speed cameras and red light cameras are improving the safety of Chicago's streets. Traffic safety data shows that the number of crashes involving injuries was down significantly in Child Safety Zones that are covered by the City's Automated Speed Enforcement (ASE) program.

Citywide traffic crash data for 2014 compiled by the Illinois Department of Transportation (IDOT) indicates that crashes with injuries are down 4 percent citywide when compared to 2012. However, an analysis of crash data for the 21 Child Safety Zones where an ASE camera was installed in 2013 shows that injury crashes have dropped a dramatic 18 percent. Additionally, while the total number of crashes citywide is up 6 percent, in Child Safety Zones with cameras, the total number of crashes was down 2 percent.

As of November 2015, data indicates that speed violations have decreased in the Child Safety Zones with speed enforcement cameras. On average, the number of violations per passing vehicle decreased by 56 percent from the first month of a camera's operation to the twelfth month. In addition, 74 percent of drivers that were issued a ticket for speeding in a school zone and 59 percent of drivers that were issued a ticket for speeding in a park zone have not received a second ticket.



\*Significant snow accumulation in February 2015

# Red Light Cameras – 2015 Statistics

2015 System Data	
Active Cameras (as of 12/31/2015)	306
# Events Captured <sup>1</sup>	1,385,503
# Violations Determined <sup>2</sup>	490,845
# Tickets Issued <sup>3</sup>	454,627
# DOAH Hearing Requested	28,324
# Tickets Overturned	2,321
# Tickets Per Day	1,246
# Tickets per Week	8,743
# Tickets per Month	37,886
# Tickets per Camera <sup>4</sup>	1,292
# Tickets per Camera per Day <sup>4</sup>	3.5
Dollar Value of Tickets Issued	\$45,462,700

\*Data as of 01/25/2016. Data includes any ticket issued in error.

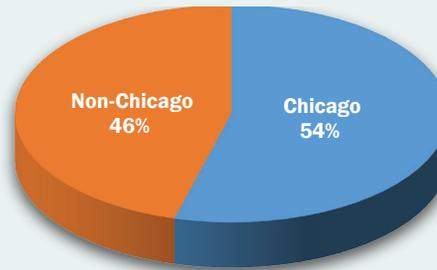
<sup>1</sup>Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 12-second video of the potential violator.

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

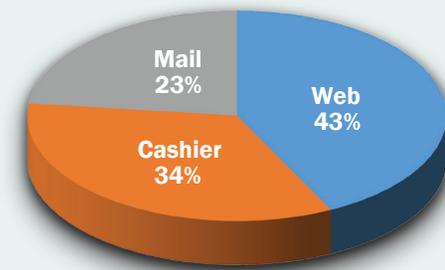
<sup>3</sup>Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address.

<sup>4</sup>Several cameras only operated for a portion of 2015. These averages are calculated by dividing by the 352 cameras that were active at some point in 2015.

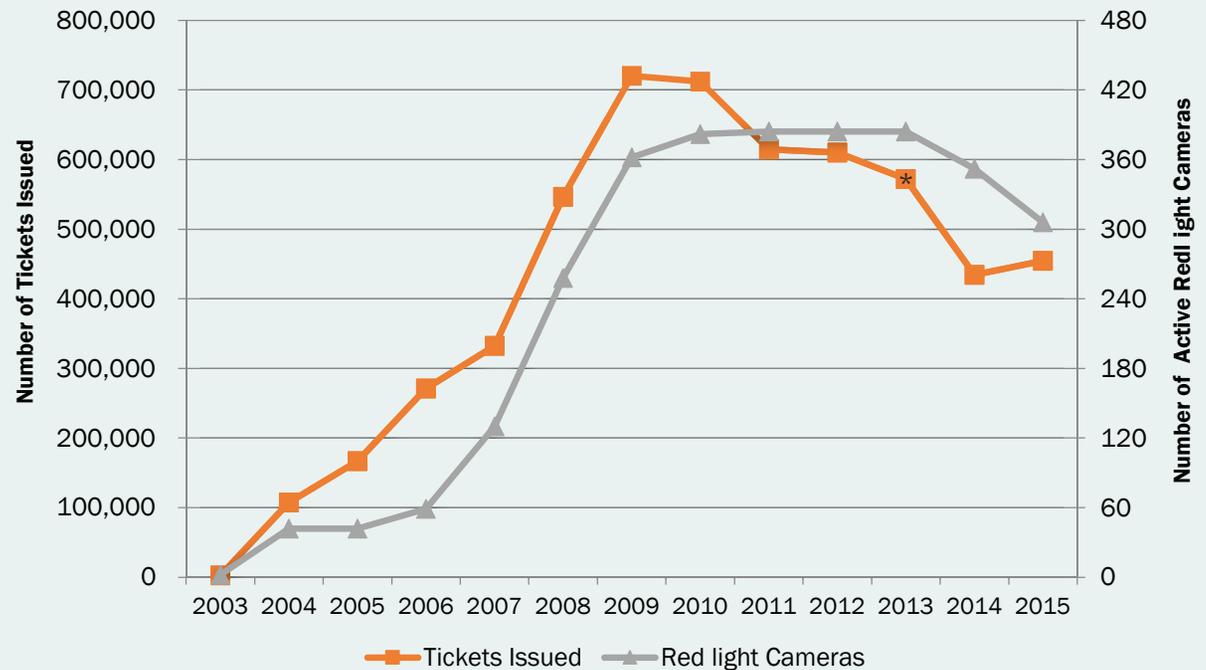
Tickets Issued By Geography Of Violator (Mailing Address)



How Tickets Were Paid by Dollar Amount



Red Light Camera Tickets Issued By Year



# Speed Enforcement Cameras – 2015 Statistics

2015 System Data	
Active Cameras (as of 12/31/2015)	150
# Events Captured <sup>1</sup>	3,865,553
# Violations Determined (including warnings) <sup>2</sup>	1,212,872
# of Violations Issued as 30-Day Warning <sup>3</sup>	11,552
# Tickets Issued <sup>4</sup>	1,129,280
# Zero Fine Tickets Issued	522,859
# DOAH Hearing Requested	28,414
# Tickets Overtuned	1,958
# Tickets per Day <sup>5</sup>	3,094
# Tickets per Week	21,717
# Tickets per Month	94,107
# Tickets per Camera <sup>5</sup>	7,529
# Zero Fine Tickets per Camera per Day <sup>5</sup>	9.5
# Tickets with Fines per Camera per Day <sup>5</sup>	11.1
Park Zone–Zero Fine Violation	394,379
Park Zone–10mph Ticket	102,981
Park Zone–11+mph Ticket	356,936
School Zone–Zero Fine Violation	128,480
School Zone–10mph Ticket -20mph Child Present	16,056
School Zone–11+ mph Ticket -20mph Child Present	77,355
School Zone–10mph Ticket -30/35mph	13,119
School Zone–11+ mph Ticket -30/35mph	39,974
Dollar Value of Tickets Issued	\$52,051,960

\*Data as of 01/25/2016. Data includes any ticket issued in error.

<sup>1</sup>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.

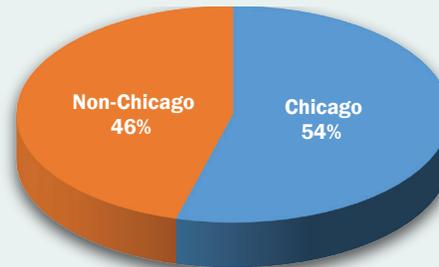
<sup>2</sup>Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

<sup>3</sup>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.

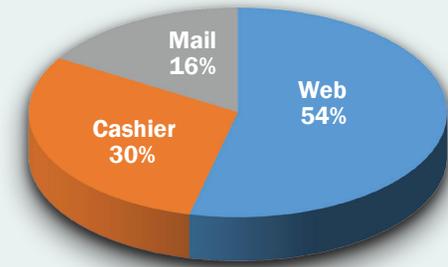
<sup>4</sup>Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address.

<sup>5</sup>Several cameras only operated for a portion of 2015. These averages are calculated by dividing by the 150 cameras that were active at some point in 2015. 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.

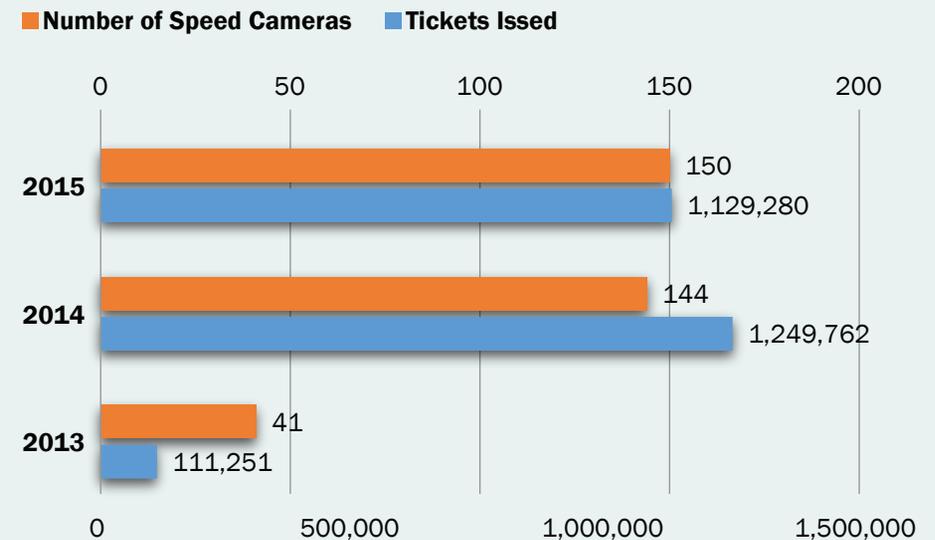
Tickets Issued Geography Of Violator (Mailing Address)



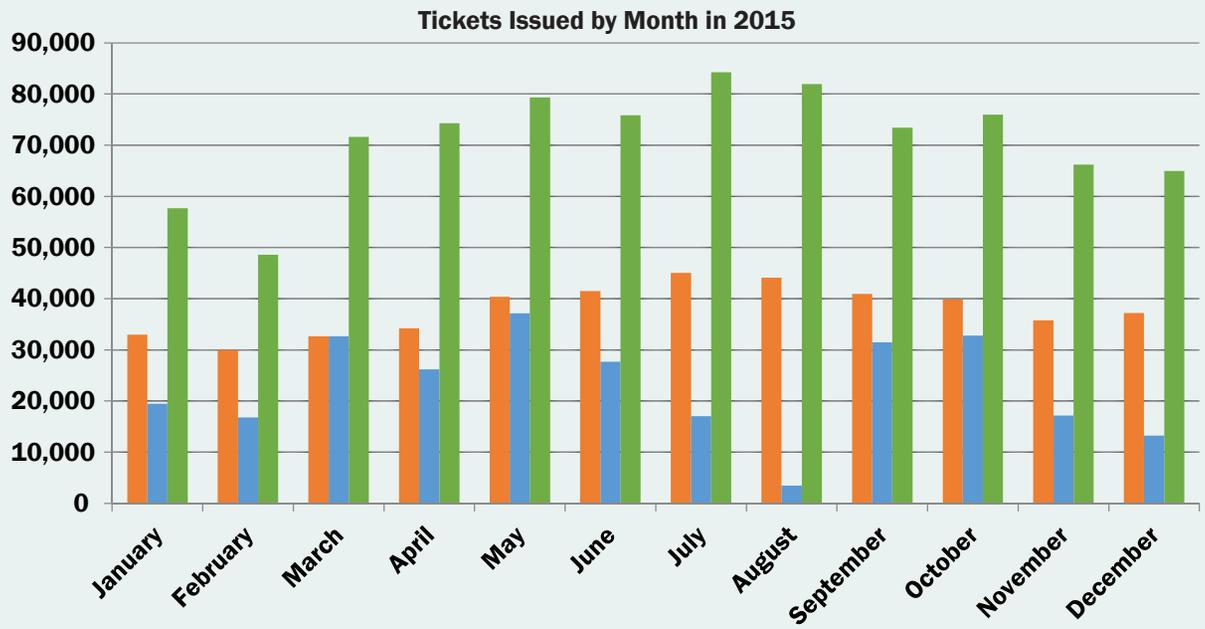
How Tickets Were Paid by Dollar Amount



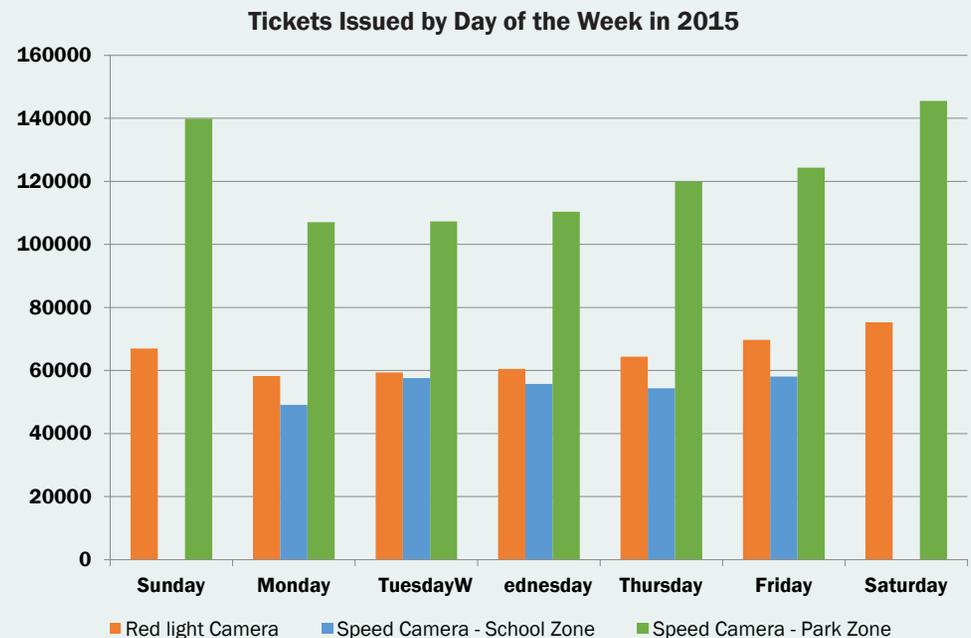
Speed Camera Tickets Issued By Year



# Tickets Issued by Month and Day of the Week in 2015

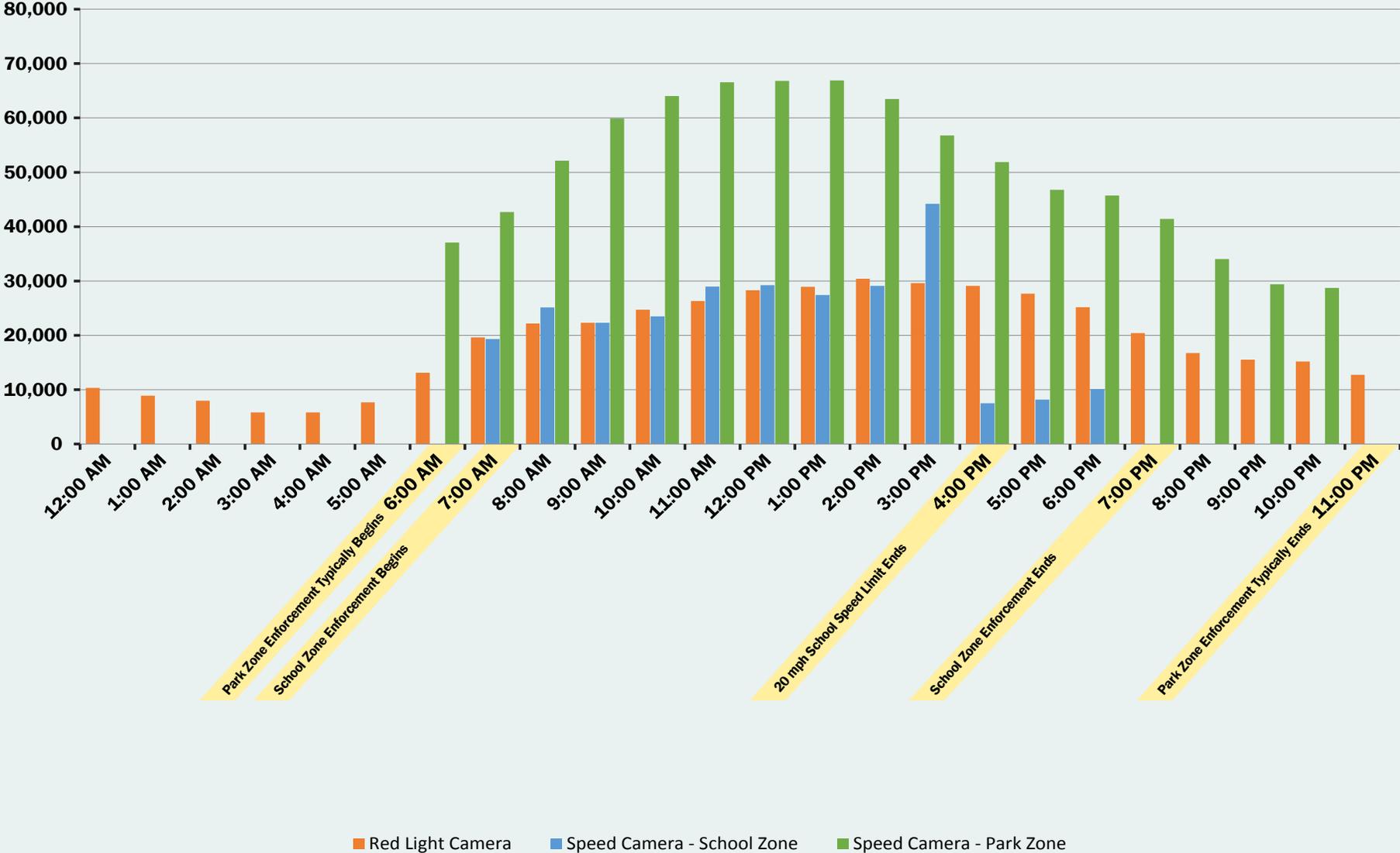


- Red light Camera
- Speed Camera - School Zone
- Speed Camera - Park Zone



\*Data as of 1/25/2016. Data includes any ticket issued in error.

# Tickets Issued by Time of Day in 2015



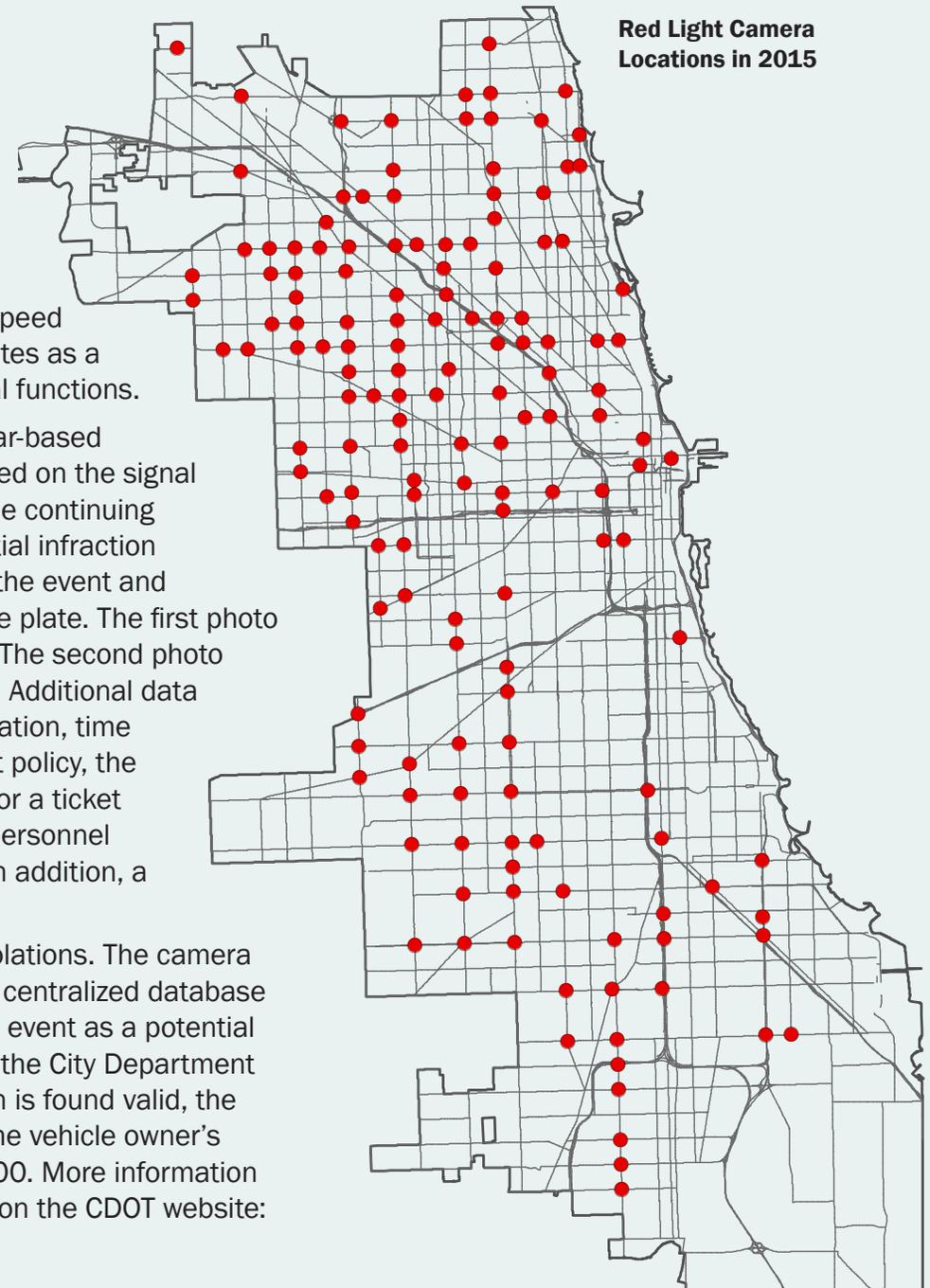
\*Data as of 1/25/2016. Data includes any ticket issued in error.

## 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 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 Xerox personnel daily for camera image quality, system uptime, and data analysis. In addition, a maintenance check is performed monthly at each camera location.

Not all events captured by the red light cameras are found to be violations. The camera systems forward the images and video of each captured event to a centralized database to be reviewed by Xerox personnel. If a Xerox 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](http://www.cityofchicago.org/city/en/depts/cdot.html).



## Appendix B: How Speed Enforcement 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 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 review of the evidence before any automated speed enforcement violation is considered valid. 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](http://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 on their record 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: Automated Enforcement Tickets Issued

### Red Light Tickets Issued in 2015 by Intersection

Intersection	Tickets Issued 2015
111th and Halsted	2,446
115th and Halsted	3,496
119th and Halsted	1,887
31st and California*	186
31st and Martin Luther King Drive	5,084
35th and Western	2,067
4700 Western	2,049
55th and Kedzie	931
55th and Pulaski	1,217
55th and Western	3,592
63rd and State	3,780
71st and Ashland	2,030
75th and State	4,683
79th and Halsted	2,095
79th and Kedzie	1,335
83rd and Stony Island*	615
87th and Vincennes	6,404
95th and Stony Island	3,354
99th and Halsted	7,519
Addison and Harlem	2,041
Archer and Cicero	9,604
Archer/Narragansett and 55th*	746
Ashland and 47th*	111
Ashland and 63rd*	123
Ashland and 87th	2,782
Ashland and 95th	2,983
Ashland and Archer*	403
Ashland and Diversey*	1,102

Intersection	Tickets Issued 2015
Ashland and Division	2,409
Ashland and Fullerton	6,111
Ashland and Irving Park	1,125
Ashland and Lawrence	2,916
Ashland and Madison	3,218
Austin and Addison	1,754
Austin and Irving Park	1,364
Belmont and Kedzie	5,069
Blue Island and Damen*	524
Broadway/Sheridan and Devon	3,222
California and Devon	1,549
California and Diversey	10,704
California and Peterson	1,192
Canal and Roosevelt	3,518
Central and Addison	1,172
Central and Belmont	711
Central and Chicago	1,938
Central and Diversey	530
Central and Fullerton	888
Central and Irving Park	1,129
Central and Lake	2,651
Cermak and Pulaski	2,800
Chicago and Clark	3,331
Cicero and 47th	3,523
Cicero and Addison	2,782
Cicero and Armitage	850
Cicero and Chicago	1,791
Cicero and Diversey	1,340
Cicero and Fullerton	2,101

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

\*Cameras at these intersections were removed in 2015.

Tickets Issued	
Intersection	2015
Cicero and Harrison	2,130
Cicero and I55**	3,616
Cicero and North	2,112
Cicero and Peterson	1,747
Cicero and Washington	3,986
Clark and Fullerton	975
Clark and Irving Park	1,840
Columbus and Illinois	7,811
Cornell Drive and 57th*	653
Cortland and Ashland	6,834
Cottage Grove and 71st	1,156
Cottage Grove and 95th*	551
Damen and 63rd	1,484
Damen and Diversey	2,389
Damen and Fullerton	4,699
Diversey and Austin	1,099
Diversey and Western	1,483
Division and Damen	3,871
Elston and Addison	2,505
Elston and Foster*	154
Elston and Irving Park	1,417
Elston and Lawrence	2,710
Foster and Broadway	1,990
Foster and Nagle	1,932
Fullerton and Narragansett	2,234
Garfield and Ashland*	374
Grand and Oak Park	4,879
Halsted and 103rd	1,821
Halsted and 63rd*	234
Halsted and 83rd*	339
Halsted and 95th	1,324

Tickets Issued	
Intersection	2015
Halsted and Division	3,752
Halsted and Fullerton	2,078
Halsted and Madison	3,107
Halsted and North	2,346
Hamlin and Lake	2,126
Hamlin and Madison	3,651
Harlem and Belmont	2,158
Harlem and Northwest Hwy*	242
Hollywood and Sheridan	7,875
Homan/Kimball and North	2,082
Irving Park and California	2,816
Irving Park and Kedzie	3,181
Irving Park and Kilpatrick	2,291
Irving Park and Laramie	1,876
Irving Park and Narragansett	1,512
Jeffery and 79th*	230
Jeffery and 95th	1,513
Kedzie and 26th	1,218
Kedzie and 31st	1,821
Kedzie and 47th	796
Kedzie and 63rd	911
Kedzie and 71st	1,906
Kedzie and Armitage	2,118
Kimball and Diversey	1,293
Kimball and Lincoln and McCormick*	673
Kostner and North	3,883
Lafayette and 87th	10,482
Lake Shore Dr and Belmont	16,214
Laramie and Fullerton	1,347
Laramie and Madison	6,607
Lasalle and Kinzie	1,929

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

\*Cameras at these intersections were removed in 2015.

\*\* Camera was deactivated between 3/6/2015 and 11/16/2015

Tickets Issued	
Intersection	2015
Lawrence and Cicero	2,496
Lawrence and Western	1,371
Madison and Central*	323
Madison and Western	1,607
Milwaukee and Devon	1,982
Milwaukee and Montrose	1,708
Montrose and Western	2,256
Ogden and Kostner	3,864
Pershing and Western	2,513
Peterson and Western	3,337
Pulaski and 63rd	3,027
Pulaski and 79th	1,771
Pulaski and Archer	1,638
Pulaski and Armitage	1,521
Pulaski and Belmont	1,005
Pulaski and Chicago	1,422
Pulaski and Diversey	1,849
Pulaski and Division	1,806
Pulaski and Foster	2,040
Pulaski and Fullerton	1,249
Pulaski and Irving Park	3,008
Pulaski and Lawrence	574
Pulaski and Montrose*	112
Pulaski and North	1,149
Pulaski and Peterson	3,081
Ridge and Clark	3,136
Roosevelt and Halsted	7,382
Roosevelt and Kostner	3,204
Roosevelt and Pulaski	2,664
Sacramento and Chicago	3,089
Sacramento and Lake	2,562

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

\*Cameras at these intersections were removed in 2015.

\*\* Camera was deactivated between 3/6/2015 and 11/16/2015

Tickets Issued	
Intersection	2015
Sheridan and Foster	995
State and 79th	8,990
Stoney Island and 76th	9,151
Stoney Island and 79th	2,060
Stony Island/Cornell and 67th	5,521
Touhy and Osceola**	219
Van Buren and Western	14,985
Vincennes and 111th*	341
Wentworth and Garfield	9,082
Western and 51st*	117
Western and 63rd	930
Western and 71st	2,119
Western and 79th	1,553
Western and Addison	3,239
Western and Armitage*	152
Western and Cermak	1,626
Western and Chicago	1,364
Western and Devon	1,128
Western and Foster	2,458
Western and Fullerton	2,517
Western and Marquette	2,750
Western and North	1,890
Western and Pratt*	443
Western and Touhy	991
<b>Total</b>	<b>454,627</b>

## Speed Tickets Issued in 2015 by Camera Location

### School Zone Locations

		Tickets Issued
Address	Zone	2015
11153 S Vincennes	Morgan Park HS	1,949
11144 S Vincennes	Morgan Park HS	3,702
3521 N Western	Lane Tech School	3,816
3534 N Western	Lane Tech School	7,297
2549 W Addison	Lane Tech School	14,133
4929 S Pulaski	Curie HS	5,895
5030 S Pulaski	Curie HS	14,778
4925 S Archer	Curie HS	5,098
629 S State	Jones College Prep HS	3,845
630 S State	Jones College Prep HS	2,673
5509 W Fullerton	Charles Prosser School	5,794
5446 W Fullerton	Charles Prosser School	5,796
5440 W Grand	Charles Prosser School	3,306
4843 W Fullerton	St Genevieve School	13,811
3843 W 111th	Chicago Ag School	4,048
5433 S Pulaski	John Hancock HS	2,310
5428 S Pulaski	John Hancock HS	798
4045 W 55th	John Hancock HS	420
4040 W 55th	John Hancock HS	1,814
7518 S Vincennes	Harvard Elementary	4,038
7739 S Western	St Rita HS	6,209
7738 S Western	St Rita HS	5,299
2603 W 79th	St Rita HS	1,515
2550 W 79th	St Rita HS	1,742
7833 S Pulaski	Bogan HS	5,286
7826 S Pulaski	Bogan HS	1,579
3851 W 79th	Bogan HS	1,696
3832 W 79th	Bogan HS	3,236

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

° Camera installed in 2015.

		Tickets Issued
Address	Zone	2015
3230 N Milwaukee Ave	Lorca School	2,092
3809 W Belmont Ave	Lorca School	1,513
3810 W Belmont Ave	Lorca School	354
2445 W 51st St	Christopher School	352
2440 W 51st St	Christopher School	498
5025 S Western Ave	Christopher School	7,710
3115 N Narragansett Ave	Icci School	438
6443 W Belmont Ave	Icci School	396
6514 W Belmont Ave	Icci School	549
4041 W Chicago Ave	Orr High School	5,610
4040 W Chicago Ave	Orr High School	9,681
732 N Pulaski Rd	Orr High School	4,663
2335 W Cermak Rd	Pickard School	798
2326 W Cermak Rd	Pickard School	408
1635 N Ashland Ave	Burr School	5,535
1638 N Ashland Ave	Burr School	2,066
6125 N Cicero Ave	Sauganash School	3,780
4707 W Peterson Ave	Sauganash School	5,757
4674 W Peterson Ave	Sauganash School	2,763
1229 N Western Ave	Roberto Clemente School	8,057
1226 N Western Ave	Roberto Clemente School	5,271
2329 W Division St	Roberto Clemente School	2,086
18 W Superior St	Frances Xavier School	63
3116 N Narragansett Ave	Icci School	993
19 W Chicago Ave	Frances Xavier School	727
2115 S Western Ave	Pickard School	1,624
2108 S Western Ave	Pickard School	1,180
346 W 76th St	Harvard Elementary	480
341 W 76th St	Harvard Elementary	203
14 W Chicago Ave	Frances Xavier School	480
1440 W Cermak Rd	Benito Juarez High School	9,188
2109 E 87th St	Chicago Vocational HS	4,196

		Tickets Issued
Address	Zone	2015
215 E 63rd St	Dulles Elementary School	15,890
6330 S Martin Luther King Dr	Dulles Elementary School	5,402
5739 N Northwest Hwy	Taft High School	3,329
6510 W Bryn Mawr Ave	Taft High School	6,094
4042 W Roosevelt Rd	Frazier Magnet School	5,928
1117 S Pulaski Rd	Frazier Magnet School	4,789
1110 S Pulaski Rd	Frazier Magnet School	5,645
5532 S Kedzie Ave °	St Gall Elementary	2,286
3217 W 55th St °	St Gall Elementary	222
3212 W 55th St °	St Gall Elementary	353
3111 N Ashland Ave	Burley Elementary School	1,357
3130 N Ashland Ave	Burley Elementary School	3,623
<b>Total</b>		<b>276,312</b>

#### Park Zone Locations

		Tickets Issued
Address	Zone	2015
4124 W Foster	Gompers Park	38,094
5120 N Pulaski	Gompers Park	12,261
2080 W Pershing	McKinley Park	3,552
3843 S Western	McKinley Park	26,093
3655 W Jackson	Garfield Park	6,716
3646 W Madison	Garfield Park	20,170
1111 N Humboldt	Humboldt Park	18,916
3100 W Augusta	Humboldt Park	5,162
5330 S Cottage Grove	Washington Park	13,054
6909 S Kedzie	Marquette Park	22,190
3450 W 71st	Marquette Park	5,764
6818 S Kedzie	Marquette Park	14,213
2917 W Roosevelt	Douglas Park	11,373
2912 W Roosevelt	Douglas Park	5,404

		Tickets Issued
Address	Zone	2015
2900 W Ogden	Douglas Park	44,334
3137 W Peterson	Legion Park	10,759
3034 W Foster	Legion Park	6,033
536 E Morgan Dr	Washington Park	23,418
57 E 95th	Abbott Park	2,013
62 E 95th	Abbott Park	4,498
6247 W Fullerton	Riis Park	4,709
6250 W Fullerton	Riis Park	4,944
445 W 127th	Major Taylor Bike (Park)	53,282
4123 N Central Ave	Portage Park	3,905
5454 W Irving Park	Portage Park	10,433
6523 N Western	Warren Park	16,340
4433 N Western	Welles Park	4,654
4432 N Lincoln	Welles Park	487
515 S Central Ave	Columbus Park	1,918
5816 W Jackson	Columbus Park	20,577
5529 S Western	Gage Park	4,027
5520 S Western	Gage Park	6,935
2513 W 55th	Gage Park	5,237
141 N Ashland	Union Park	2,169
140 N Ashland	Union Park	4,850
115 N Ogden	Union Park	12,994
2721 W Montrose	Horner Park	1,299
2705 W Irving Park	Horner Park	30,092
2712 W Irving Park	Horner Park	10,892
6226 W Irving Park Rd	Merrimac Park	18,525
4620 W Belmont Ave	Parsons Park	1,184
2448 N Clybourn Ave	Schaefer Park	3,647
2443 N Ashland	Schaefer Park	16,312
2432 N Ashland	Schaefer Park	3,196
5885 N Ridge Ave	Senn Park	9,979

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

° Camera installed in 2015.

		Tickets Issued
Address	Zone	2015
4436 N Western	Welles Park	3,776
1142 W Irving Park	Challenger Park	28,764
4429 N Broadway	Challenger Park	659
4446 N Broadway	Challenger Park	366
7422 S Jeffery	Rosenblum Park	5,104
5471 W Higgins	Jefferson Park	12,351
5432 W Lawrence	Jefferson Park	1,773
2928 S Halsted	McGuane Park	947
5420 S Racine Ave	Sherman Park	3,557
1334 W Garfield Blvd	Sherman Park	19,711
10318 S Indianapolis	Park 499	27,619
1315 W Garfield Blvd	Sherman Park	14,495
3047 W Jackson Blvd	Horan Park	5,882
324 S Kedzie Ave	Horan Park	3,639
449 N Columbus Dr	Ogden Plaza Park	4,136
450 N Columbus Dr	Ogden Plaza Park	8,094
319 E Illinois St	Ogden Plaza Park	1,113
506 S Central Ave	Columbus Park	1,335

		Tickets Issued
Address	Zone	2015
1901 E 75th St	Rosenblum Park	4,603
3535 E 95th St	Calumet Park	1,053
3542 E 95th St	Calumet Park	2,830
9618 S Ewing Ave	Calumet Park	10,301
3200 S Archer Ave	Mulberry Park	402
4831 W Lawrence Ave	Ashmore Park	29,636
4909 N Cicero Ave	Ashmore Park	89,454
2416 W 103rd St	Beverly Park	1,563
1754 N Pulaski Rd °	Keystone Park	74
4053 W North Ave °	Keystone Park	148
4042 W North Ave °	Keystone Park	102
2417 W 103rd St	Beverly Park	350
8345 S Ashland Ave	Foster Park	11,060
8318 S Ashland Ave	Foster Park	8,722
1507 W 83rd St	Foster Park	2,745
<b>Total</b>		<b>852,968</b>
<b>Grand Total (School and Park)</b>		<b>1,129,280</b>

Note: Data as of 1/25/2016. Data includes any ticket issued in error.

° Camera installed in 2015.

## Appendix D: Resources

### **CDOT Website**

<http://www.cityofchicago.org/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#column-menu>

### **The City of Chicago Open Data Portal Automated Red light Enforcement**

<https://data.cityofchicago.org/Transportation/Red-Light-Camera-Violations/spqx-js37>

### **The Insurance Institute for Highway Safety**

<http://www.iihs.org/iihs/topics/t/red-light-running/>

<http://www.iihs.org/iihs/sr/statusreport/article/48/1/2>

### **The National Highway Safety Administration**

<http://www.nhtsa.gov/search?q=automated+enforcement&x=0&y=0>

### **The Federal Highway Administration**

[http://safety.fhwa.dot.gov/intersection/other\\_topics/fhwasa10005/brief\\_7.cfm](http://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10005/brief_7.cfm)



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