



2019

CITY OF CHICAGO AUTOMATED ENFORCEMENT PROGRAM



ANNUAL REPORT



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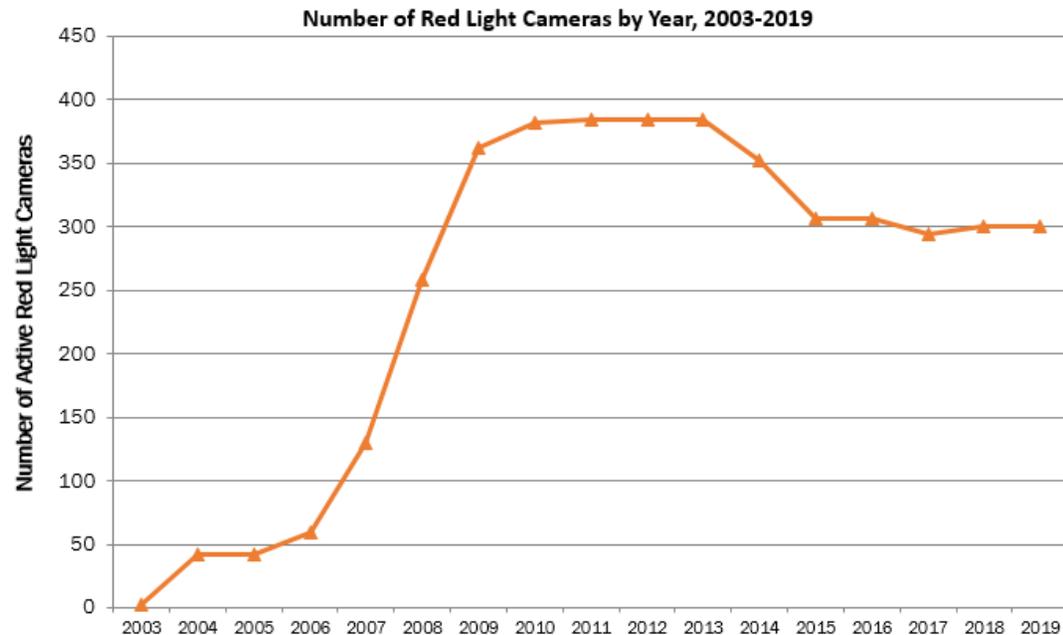
Background: Red Light Camera Enforcement

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

CDOT conducts an annual review of safety data at all red light camera locations. The removal of automated enforcement at certain intersections is considered when data evaluation indicates that specific and significant changes to driving behavior may have occurred, 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. 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.**

1 * Safety Evaluation of Red-Light Cameras - Executive Summary. Federal Highway Administration. 2005.
** 2019 IDOT crash data was not available at the time this report was developed.

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 light 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>.

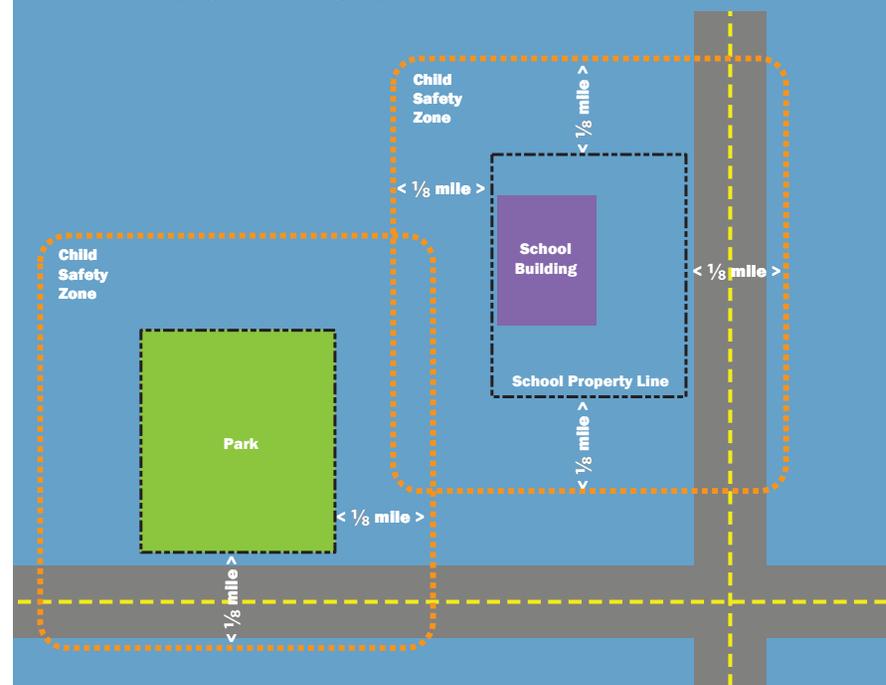
Background: Speed Camera Enforcement

On February 6, 2012, the State of Illinois granted authority to the City of Chicago to implement automated speed enforcement 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 shall be equipped with an automated speed enforcement cameras. The ordinance further requires that the program is spread equitably across the city.

What is a Child Safety Zone?

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



The ordinance directs the Commissioner of CDOT to divide the city into six geographical regions. Each region 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 ranking the zones by the number of key crash types and youth population, 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.

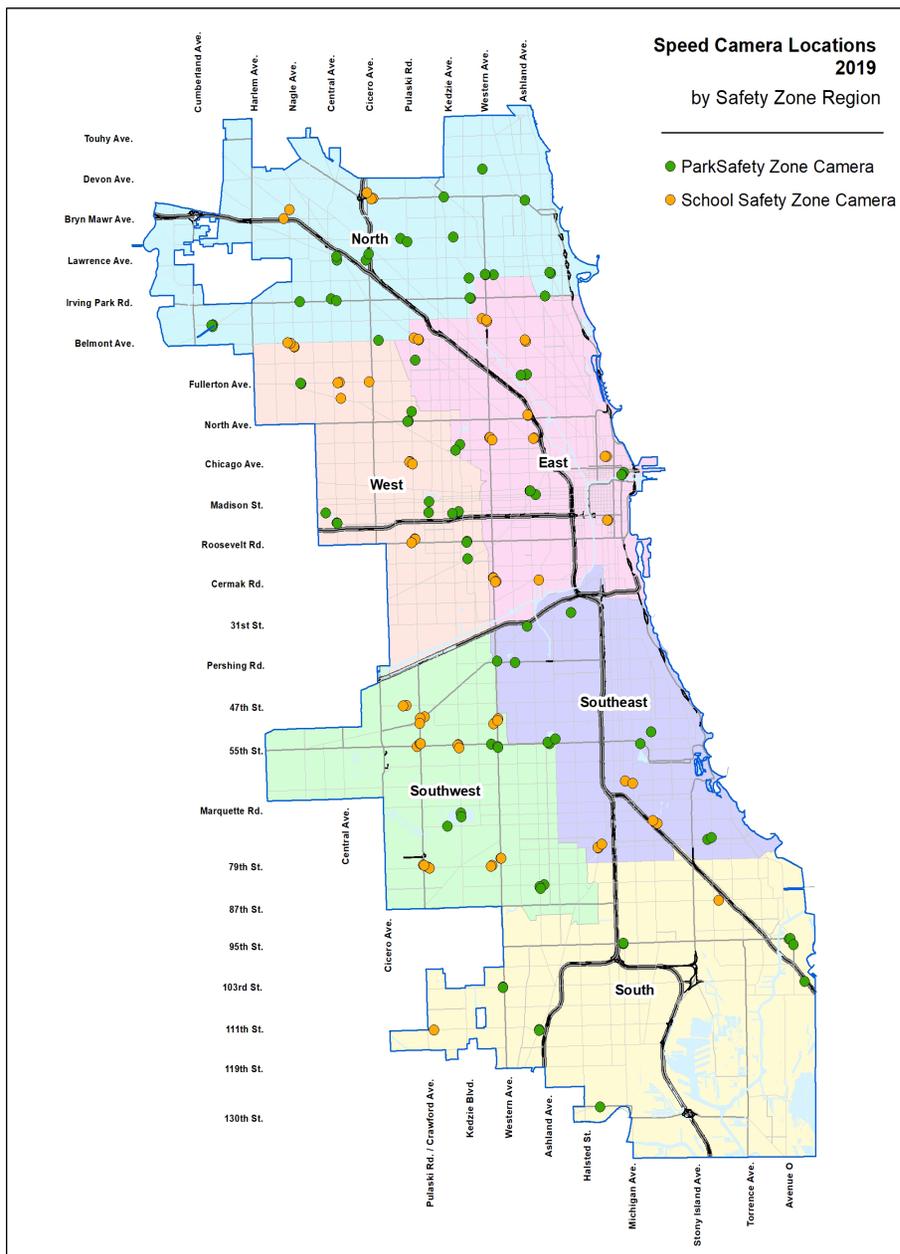
The operation of the automated speed enforcement system and the issuance of citations for violations is restricted to the following times and conditions per the ordinance:

- 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 occur in 20 mph school zone. 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 facility, area, or land is open to the public or other patrons.

See Appendix B for more information on on 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 equipment communications 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. There were 161 automated speed enforcement cameras operating in 68 Child Safety Zones as of December 31, 2019.

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



during school and park hours and as stipulated in state law and city ordinance.

In addition to weekly calibrations of the speed enforcement

cameras, CDOT, in collaboration with its vendor, maintains appropriate signage and pavement markings in Child Safety Zones. Each safety zone enforced for speed has on average 23 warning signs indicating that a camera is in operation. 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.”

All automated enforcement violations can be contested by mail 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’

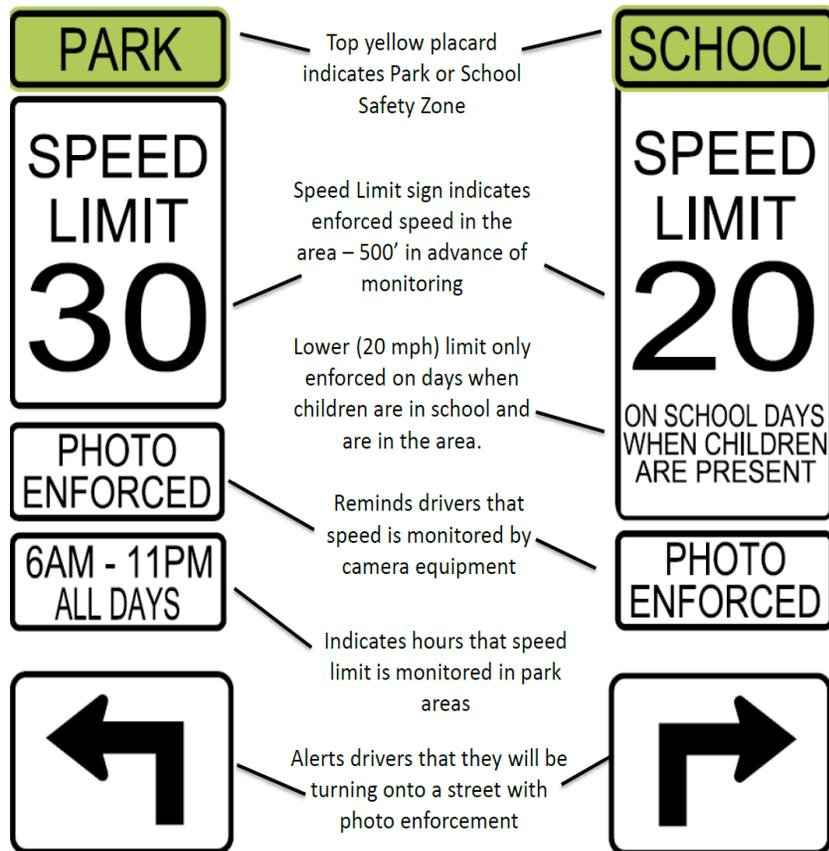
The City’s two automated enforcement vendors, Conduent State and Local Solutions Inc. and Verra Mobility, Inc., are contractually required to meet specific performance criteria. These criteria are referred to as service level agreements (SLA’s), and are described in detail in the vendors’ contracts. 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 2019 included:

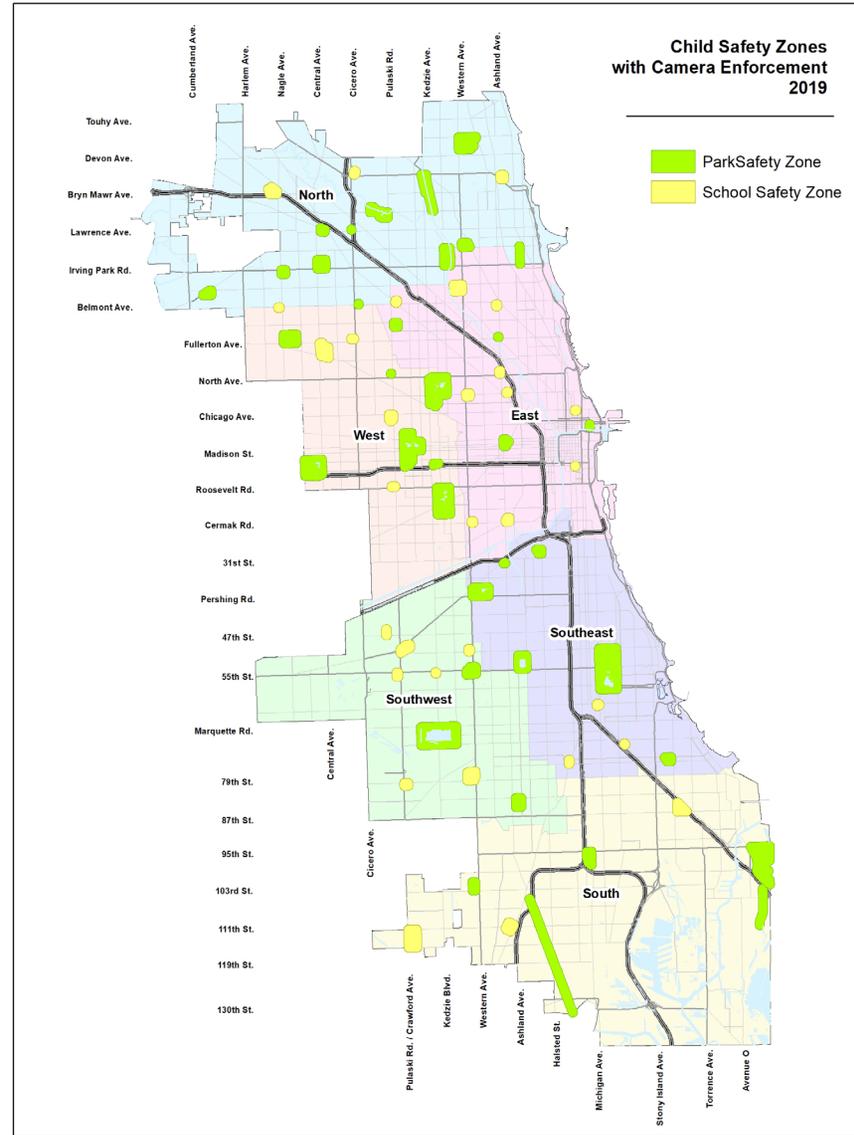
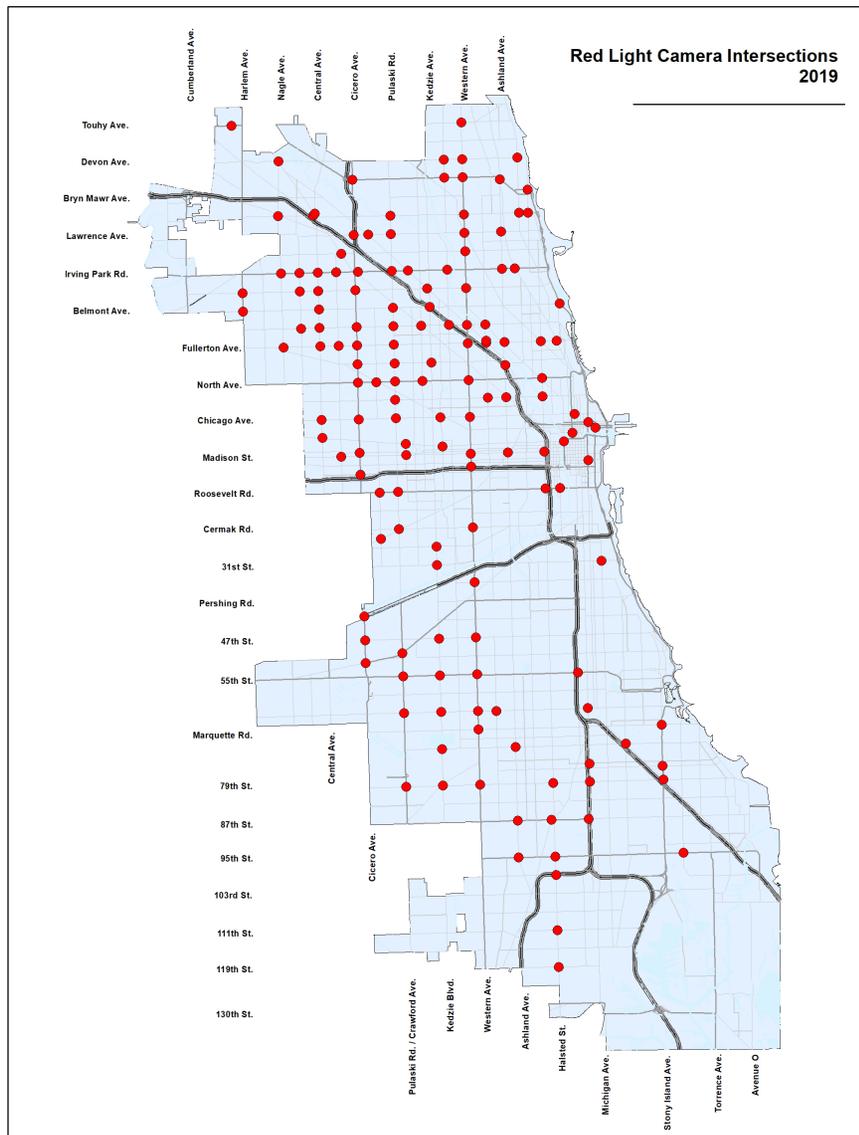
Red Light Camera SLAs – The SLA penalties assessed in 2019 were largely for individual camera units not meeting uptime requirements and for technical difficulties with the vendor’s violator website portal in the months of January and March 2019.

Speed Camera SLAs – The Automated Speed Enforcement vendor, Verra Mobility, was assessed \$22,608 in Service Level penalties in 2019, primarily for image quality issues at some camera locations and for video retrieval deficiencies.



Automated Enforcement in 2019

CDOT is fully committed to on-going evaluation and analysis of safety and operational data, technologies, and program policies to ensure the effectiveness, equity, and transparency of the Red Light Camera and Speed Camera Enforcement programs. Throughout 2019, the number of automated red light cameras remained at 300, located at 149 intersections across Chicago. One hundred and sixty-one speed enforcement cameras were deployed at 68 Child Safety Zones. Crash and citation data indicate that cameras reduce the incidence of both serious and fatal crashes and dangerous driving behaviors. Visit the CDOT Automated Enforcement [website](#) for more information.



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 2018* compiled by the Illinois Department of Transportation (IDOT) indicate that city-wide, dangerous right-angle (“T-bone”) crashes have decreased at red light camera intersections, by 64 percent, between 2005 and 2018.

2019 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 7.6 percent, from 25.26 mph to 23.35 mph.

In 2019, 92.7 percent of drivers who were issued a ticket for speeding in a school zone and 87.2 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.

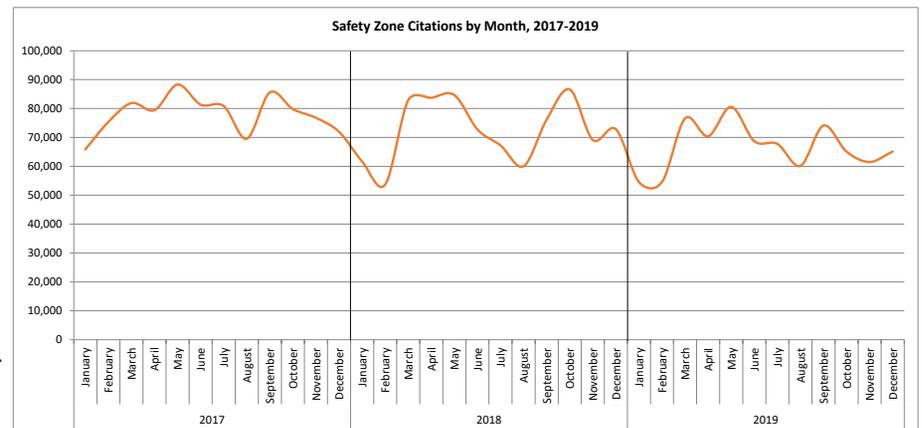
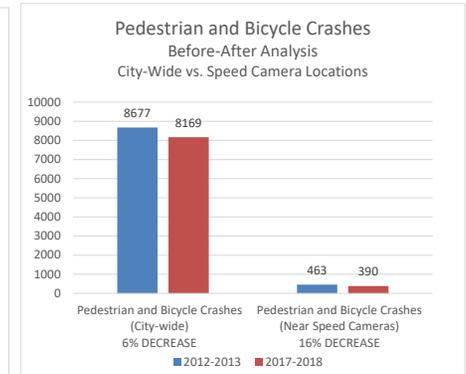
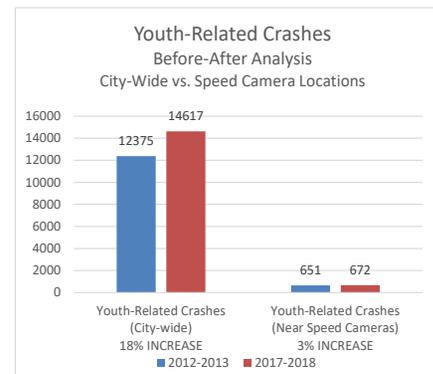
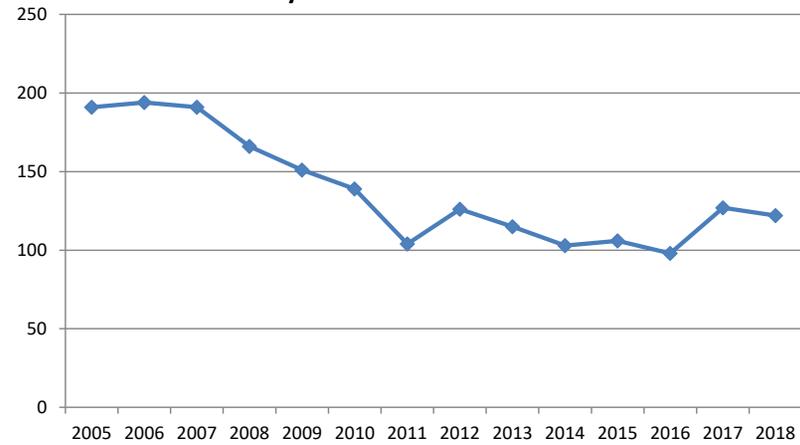
In 2018, crashes resulting in a fatality or injury increased by only one percent near speed cameras, compared to a nineteen percent increase city-wide. Visit the CDOT website for more information:

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

In 2017, Northwestern University Transportation Center carried out a comprehensive, independent study of Chicago’s RLC program. The study concluded that the program provides significant safety benefits. The study report can be found on CDOT’s website at: https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light-cameraenforcement.html.

According to IDOT crash data from 2005 and 2018*, there were 488 fewer angle or turning crashes – a decrease of 64 percent – at the 149 intersections with active red light cameras. There were 2,528 fewer total crashes at these intersections – a decrease of 54 percent, as well as 748 fewer rear-end crashes – a decrease of 62 percent.

Citywide Crash Fatalities**



6 * 2019 IDOT crash data was not available at the time this report was developed.

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

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 National Association of City Transportation Officials (NACTO), the CDC, the American Association of State Highway and Transportation Officials (AASHTO) Board, AASHTO’s Standing Committee on Highway Traffic Safety (SCOHTS), 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, ADT, the number

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>

7 * 2019 IDOT crash data was not available at the time this report was developed.

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

of bicyclists and pedestrians, roadway conditions, and incidents – which helps transportation planners and engineers improve safety, efficiency, and reliability.

Speed Change Analysis: Change in Average Speed since Installation

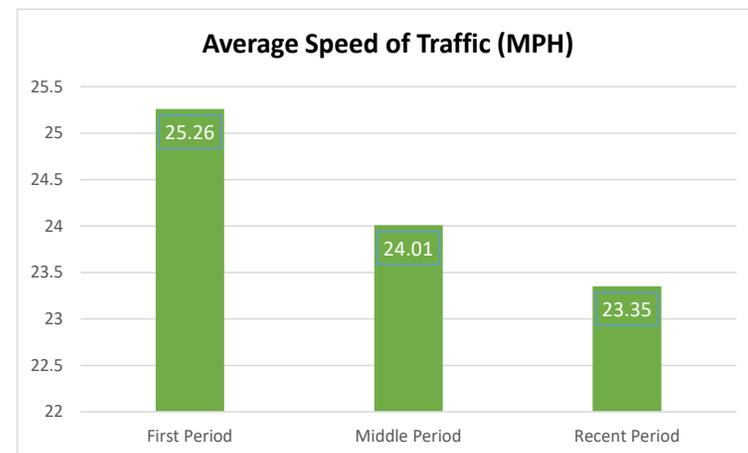
The following table illustrates the change in the average speed of all recorded traffic during enforcement hours at all speed camera locations that have been active for at least six months prior to December 31st, 2019.

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, 2019

Program wide, when comparing the first two weeks following cameras beginning to issue citations and the most recent two weeks cameras were active, the average speed of all recorded traffic volume recorded decreased from 25.26 MPH to 23.35 MPH.

This equates to a 7.6 percent decrease and indicates the program is successful at these locations.



Red Light Cameras – 2019 Statistics

2019 RLC Program Data	
Active Cameras (as of 12/31/2019)	300
# Events Captured ¹	1,735,991
# Violations Determined ²	529,998
# Tickets Issued ³	489,845
# DOAH Hearing Requested	24,133
# Tickets Overturned	2,127
Average # Tickets issued Per Day	1,342
Average # Tickets issued per Week	9,420
Average # Tickets issued per Month	40,820
Average # Tickets issued per Camera	1,633
Average # Tickets issued per Camera per Day	4.5
Dollar Value of Tickets Issued	\$55,483,108

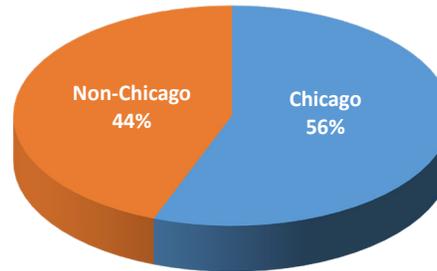
*Data as of 01/31/2020. Data includes any ticket issued in error.

¹Number 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.

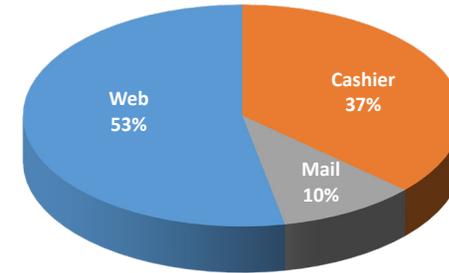
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

³Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2020.

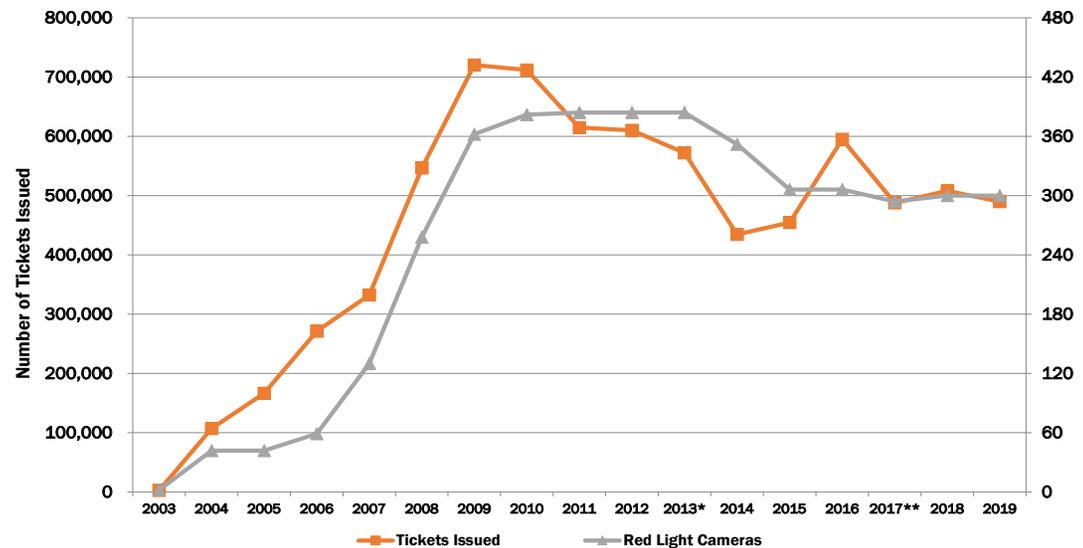
Tickets Issued by Place of Residence



Ticket Payment Method



Red Light Camera Tickets Issued By Year



Speed Cameras – 2019 Statistics

2019 ASE Program Data	
Active Cameras (as of 12/31/2019)	161
# Events Captured ¹	3,032,547
# Violations Determined (including warnings) ²	862,596
# of Violations Issued as 30-Day Warning ³	0
# Tickets Issued ⁴	799,087
# Zero Fine Tickets Issued	332,163
# DOAH Hearing Requested	15,497
# Tickets Overtuned	1,443
Average # Tickets issued per Day ⁵	2,189
Average # Tickets issued per Week	15,367
Average # Tickets issued per Month	66,591
Average # Tickets issued per Camera ⁵	4,963
Average # Tickets issued with Fines per Camera per Day ⁵	7.9
Park Zone–Zero Fine Violation	256,702
Park Zone–10mph Ticket	82,957
Park Zone–11+mph Ticket	271,373
School Zone–Zero Fine Violation	75,461
School Zone–10mph Ticket - 20mph Child Present	12,727
School Zone–11+ mph Ticket - 20mph Child Present	58,231
School Zone–10mph Ticket - Posted speed limit	10,078
School Zone–11+ mph Ticket - Posted speed limit	31,558
Dollar Value of Tickets Issued	\$47,711,940

*Data as of 01/31/2020. 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 12-second video of the potential violator.

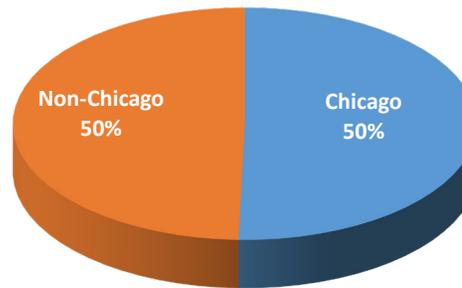
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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.

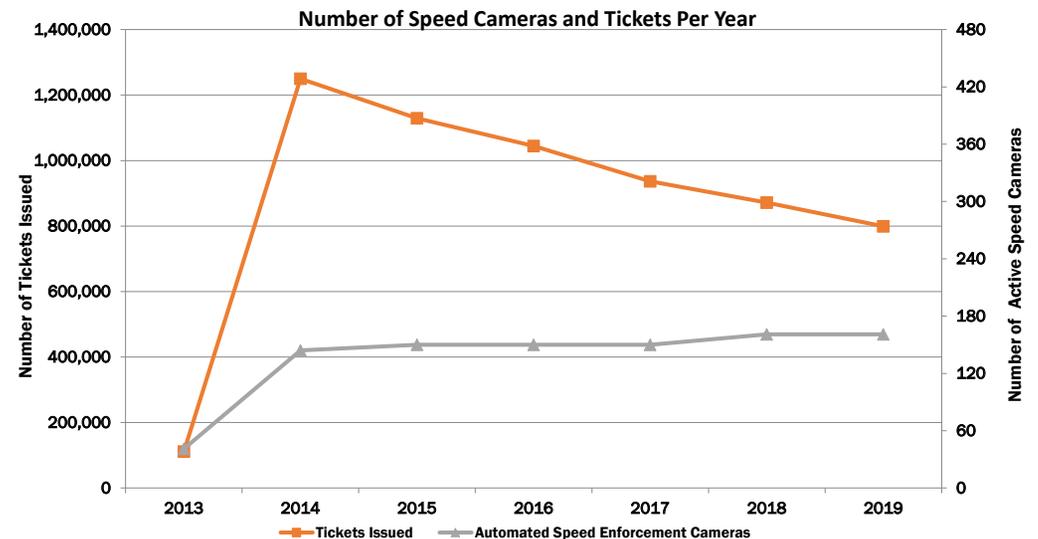
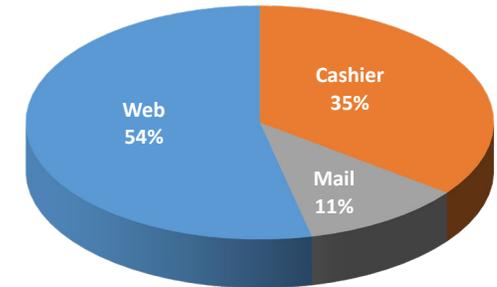
⁴Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2020.

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.

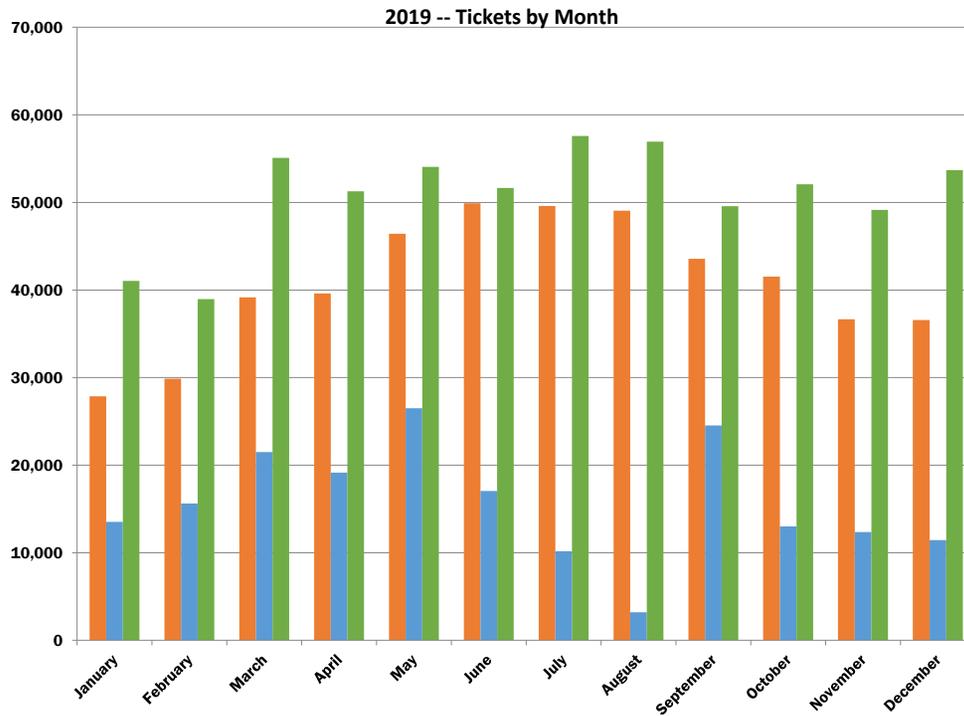
Tickets Issued by Place of Residence



Ticket Payment Method

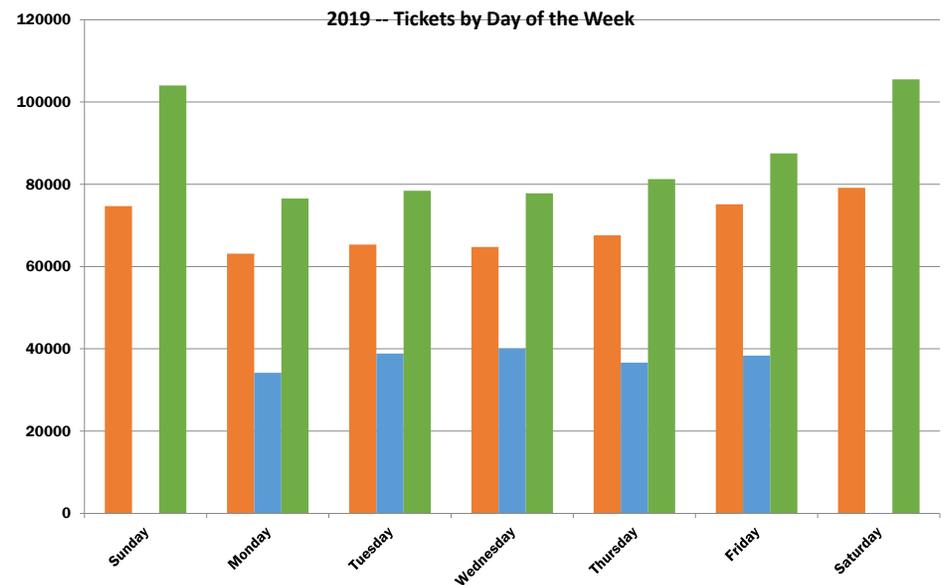


Tickets Issued by Month and Day of the Week in 2019



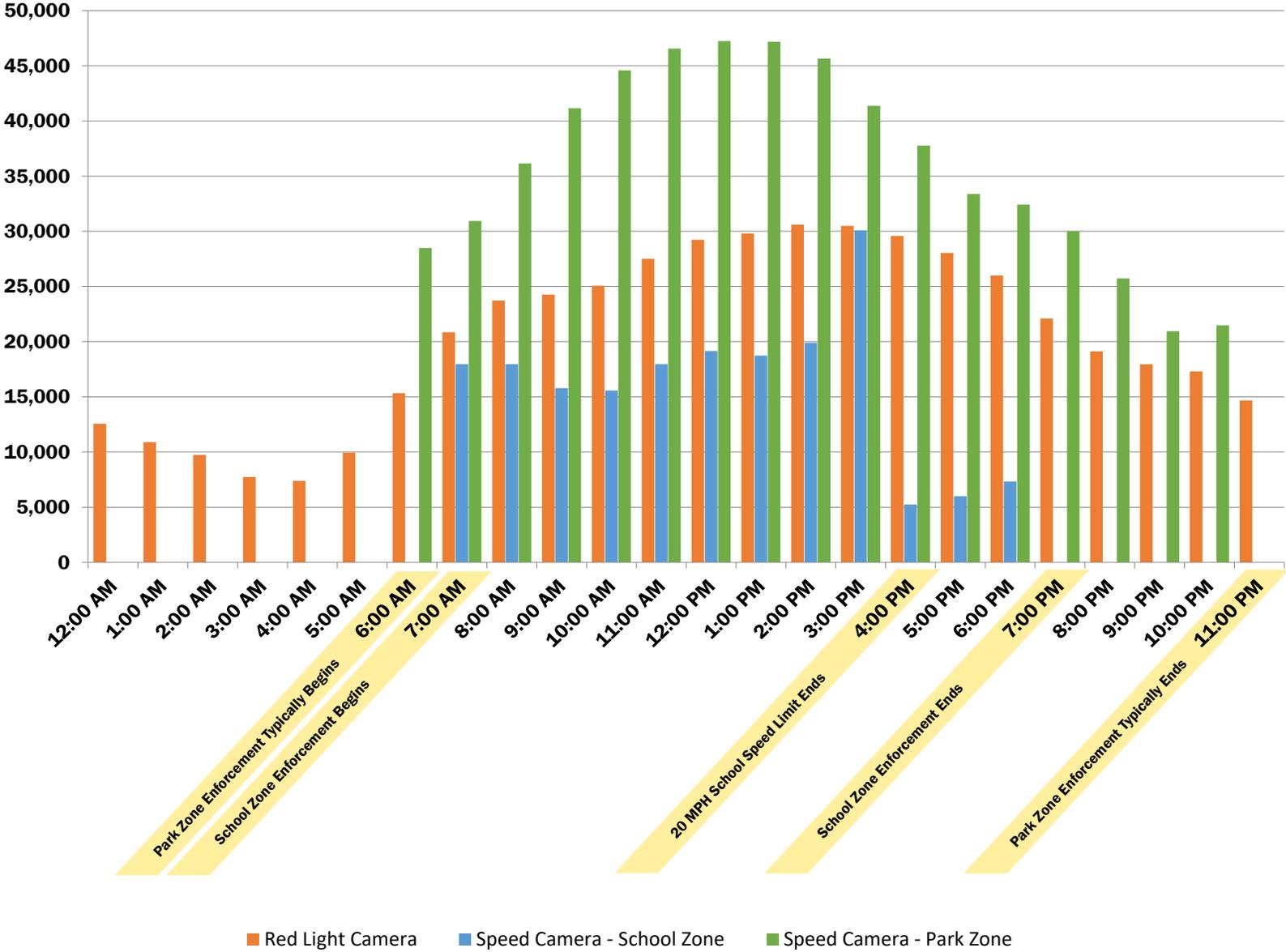
- Red Light Camera
- Speed Camera - School Zone
- Speed Camera - Park Zone

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



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

Tickets Issued by Time of Day in 2019



*Data as of 1/31/2020. Data may include tickets issued in error.

Appendix A: How Red Light Cameras Work

Automated red light cameras allow the City to enforce safe driving behavior 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 traffic light signal 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, signal amber time, location, time into red, 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 light turns red. This change was one of the key recommendations of Northwestern University's 2017 study of Chicago's red light camera enforcement program. The study established that extending the “grace period” during which drivers are not ticketed would maintain the safety benefits of the program and help ensure the program's fairness.

Not all events captured by the red light cameras are found to be violations. In 2019, 31 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 staff. If a Conduent 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 make a final, official 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: www.cityofchicago.org/city/en/depts/cdot.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 further notification of new camera locations, signage indicating that a new red light camera has been installed is deployed during the first four weeks of enforcement operations.

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 10 mph or more over the posted speed limit, the camera system captures two digital pictures of the event and a 12-second high-resolution video. (See inset for information about zero-dollar warnings). The images are used to capture the vehicle license plate, and the video clip of the event is provided as evidence. Additional data collected includes the time, date, posted speed limit, vehicle speed, location, and direction of travel. The speed cameras are calibrated each week by a certified technician to ensure accuracy. American Traffic Solutions, Inc. (ATS) conducts daily remote checks to ensure accuracy of the speed camera system.

Once a possible automated speed enforcement event is identified, according to State Law a preliminary review is conducted by CDOT's vendor, ATS. If an ATS reviewer identifies the event as a potential violation, the images, video, and data are forwarded to the Department of Finance for review. If the Department of Finance reviews the evidence and determines that a violation has occurred, the evidence is then forwarded to the Department of Finance vendor for an additional third review of the evidence before any automated speed enforcement violation is considered valid. In 2019, 28 percent of the events captured by a speed camera were determined to be a violation. Once the violation is confirmed, the Department of Finance will perform a license plate search to find the vehicle owner's address and mail the violator a ticket or warning. Fines are currently set at \$35 for violations of 10 mph over the posted speed limit and \$100 for violations of 11 mph or greater over the posted speed limit. More information on how speed camera violations are processed can be found on the CDOT website at: www.cityofchicago.org/city/en/depts/cdot.html.

Zero-Dollar Warnings

When an automated speed enforcement camera is first installed and activated in a Child Safety Zone, the City of Chicago issues warning notices to motorists traveling seven 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 2019 by Intersection

Intersection	Tickets Issued 2019
111TH AND HALSTED	2,844
119TH AND HALSTED	3,947
31ST ST AND MARTIN LUTHER KING DRIVE	4,070
35TH AND WESTERN	2,096
4700 WESTERN	1,753
55TH AND KEDZIE	1,133
55TH AND PULASKI	1,323
55TH AND WESTERN	1,601
63RD AND STATE	4,288
71ST AND ASHLAND	2,675
75TH AND STATE	8,416
79TH AND HALSTED	2,362
79TH AND KEDZIE	1,486
87TH AND VINCENNES	5,247
99TH AND HALSTED	8,301
ADDISON AND HARLEM	1,569
ARCHER AND CICERO	8,214
ASHLAND AND 87TH	3,534
ASHLAND AND 95TH	3,407
ASHLAND AND DIVISION	3,175
ASHLAND AND FULLERTON	4,230
ASHLAND AND IRVING PARK	1,498
ASHLAND AND LAWRENCE	2,126
ASHLAND AND MADISON	2,120
AUSTIN AND ADDISON	1,438
AUSTIN AND IRVING PARK	1,688
BELMONT AND KEDZIE	4,410

Note: Data as of 1/31/2020. Data may include tickets issued in error.

Intersection	Tickets Issued 2019
BROADWAY/SHERIDAN AND DEVON	4,003
CALIFORNIA AND DEVON	1,190
CALIFORNIA AND DIVERSEY	7,533
CALIFORNIA AND PETERSON	1,524
CANAL AND ROOSEVELT	5,028
CENTRAL AND ADDISON	1,329
CENTRAL AND BELMONT	795
CENTRAL AND CHICAGO	2,104
CENTRAL AND DIVERSEY	732
CENTRAL AND FULLERTON	1,147
CENTRAL AND IRVING PARK	1,207
CENTRAL AND LAKE	3,057
CENTRAL AND MILWAUKEE	304
CERMAK AND PULASKI	2,941
CHICAGO AND CLARK	2,888
CICERO AND 47TH	2,587
CICERO AND ADDISON	3,847
CICERO AND ARMITAGE	978
CICERO AND CHICAGO	2,005
CICERO AND DIVERSEY	1,883
CICERO AND FULLERTON	1,751
CICERO AND HARRISON	2,528
CICERO AND I55	20,691
CICERO AND NORTH	2,964
CICERO AND PETERSON	1,131
CICERO AND WASHINGTON	4,782
CLARK AND FULLERTON	1,085
CLARK AND IRVING PARK	2,298
COLUMBUS AND ILLINOIS	3,379

Intersection	Tickets Issued 2019
CORTLAND AND ASHLAND	6,148
COTTAGE GROVE AND 71ST	1,378
DAMEN AND 63RD	1,863
DAMEN AND DIVERSEY	2,185
DAMEN AND ELSTON	2,161
DAMEN AND FULLERTON	4,063
DIVERSEY AND AUSTIN	923
DIVERSEY AND WESTERN	2,043
DIVISION AND DAMEN	3,096
ELSTON AND ADDISON	2,790
ELSTON AND IRVING PARK	2,236
ELSTON AND LAWRENCE	3,022
FOSTER AND BROADWAY	2,111
FOSTER AND NAGLE	3,237
FOSTER AND NORTHWEST HIGHWAY	1,359
FULLERTON AND NARRAGANSETT	2,183
HALSTED AND 95TH	1,721
HALSTED AND DIVISION	5,133
HALSTED AND FULLERTON	2,347
HALSTED AND MADISON	2,248
HALSTED AND NORTH	3,095
HAMLIN AND LAKE	1,657
HAMLIN AND MADISON	2,914
HARLEM AND BELMONT	1,939
HOLLYWOOD AND SHERIDAN	7,239
HOMAN/KIMBALL AND NORTH	2,280
IRVING PARK AND CALIFORNIA	3,169
IRVING PARK AND KILPATRICK	3,316
IRVING PARK AND LARAMIE	2,945
IRVING PARK AND NARRAGANSETT	1,775
JEFFERY AND 95TH	1,593

Intersection	Tickets Issued 2019
KEDZIE AND 26TH	1,441
KEDZIE AND 31ST	1,869
KEDZIE AND 47TH	1,764
KEDZIE AND 63RD	1,042
KEDZIE AND 71ST	2,080
KEDZIE AND ARMITAGE	2,390
KIMBALL AND DIVERSEY	1,673
KOSTNER AND NORTH	7,534
LAFAYETTE AND 87TH	13,321
LAKE AND UPPER WACKER	16,333
LAKE SHORE DR AND BELMONT	21,692
LARAMIE AND FULLERTON	1,328
LARAMIE AND MADISON	5,662
LASALLE AND KINZIE	1,940
LAWRENCE AND CICERO	3,929
LAWRENCE AND WESTERN	1,796
MADISON AND WESTERN	955
MICHIGAN AND JACKSON	3,805
MICHIGAN AND ONTARIO	5,454
MILWAUKEE AND CENTRAL	1,635
MILWAUKEE AND DEVON	1,978
MILWAUKEE AND MONTROSE	1,756
MONTROSE AND WESTERN	2,119
NORTHWEST HIGHWAY AND FOSTER	578
OGDEN AND KOSTNER	5,056
PETERSON AND WESTERN	2,898
PULASKI AND 63RD	2,201
PULASKI AND 79TH	1,255
PULASKI AND ARCHER	2,418
PULASKI AND ARMITAGE	2,029
PULASKI AND BELMONT	1,605

Note: Data as of 1/31/2020. Data may include tickets issued in error.

Intersection	Tickets Issued 2019
PULASKI AND CHICAGO	1,874
PULASKI AND DIVERSEY	1,338
PULASKI AND DIVISION	1,445
PULASKI AND FOSTER	2,387
PULASKI AND FULLERTON	2,030
PULASKI AND IRVING PARK	2,177
PULASKI AND LAWRENCE	937
PULASKI AND NORTH	1,022
RIDGE AND CLARK	1,346
ROOSEVELT AND HALSTED	5,570
ROOSEVELT AND KOSTNER	3,138
ROOSEVELT AND PULASKI	3,006
SACRAMENTO AND CHICAGO	3,054
SACRAMENTO AND LAKE	4,552
SHERIDAN AND FOSTER	1,287
STATE AND 79TH	8,916
STONEY ISLAND AND 76TH	6,815

Note: Data as of 1/31/2020. Data may include tickets issued in error.

Intersection	Tickets Issued 2019
STONEY ISLAND AND 79TH	1,806
STONY ISLAND/CORNELL AND 67TH	12,660
TOUHY AND OSCEOLA	838
VAN BUREN AND WESTERN	11,239
WENTWORTH AND GARFIELD	10,440
WESTERN AND 63RD	1,101
WESTERN AND 79TH	1,107
WESTERN AND ADDISON	1,813
WESTERN AND CERMAK	2,100
WESTERN AND CHICAGO	1,323
WESTERN AND DEVON	1,021
WESTERN AND FOSTER	2,456
WESTERN AND FULLERTON	2,650
WESTERN AND MARQUETTE	2,749
WESTERN AND NORTH	1,888
WESTERN AND TOUHY	1,413
Total	489,845

Speed Camera Tickets Issued in 2019 by Location

School Zone Locations

Address	Zone	Tickets Issued
		2019
4319 W 47th St	Acero - Major Hector Garcia HS	2348
4246 W 47th St	Acero - Major Hector Garcia HS	913
1440 W Cermak Rd	Benito Juarez High School	5612
7833 S Pulaski	Bogan HS	2428
7826 S Pulaski	Bogan HS	1368
3851 W 79th	Bogan HS	783
3832 W 79th	Bogan HS	1728
3111 N Ashland Ave	Burley Elementary School	831
3130 N Ashland Ave	Burley Elementary School	2491
1635 N Ashland Ave	Burr School	3609
1638 N Ashland Ave	Burr School	872
5509 W Fullerton	Charles Prosser HS	1822
5446 W Fullerton	Charles Prosser HS	1542
5440 W Grand	Charles Prosser HS	2285
3843 W 111th	Chicago Ag HS	1231
2109 E 87th St	Chicago Vocational HS	4926
2445 W 51st St	Christopher School	95
2440 W 51st St	Christopher School	110
5025 S Western Ave	Christopher School	2608
5006 S Western Blvd	Christopher School	6794
4929 S Pulaski	Curie HS	3694
5030 S Pulaski	Curie HS	5006
4925 S Archer	Curie HS	2609
215 E 63rd St	Dulles Elementary School	3474
6330 S Martin Luther King Dr	Dulles Elementary School	2699
11 E Chicago Ave	Frances Xavier School	531

Note: Speed camera data in this table is from 1/17/2020. Data may include tickets issued in error.

Address	Zone	Tickets Issued
		2019
14 W Chicago Ave	Frances Xavier School	233
4042 W Roosevelt Rd	Frazier Magnet School	2233
1117 S Pulaski Rd	Frazier Magnet School	2434
1110 S Pulaski Rd	Frazier Magnet School	2039
7157 S South Chicago Ave	Gary Comer High School	4657
819 E 71st St	Gary Comer High School	3731
7122 S South Chicago Ave	Gary Comer High School	15077
7518 S Vincennes	Harvard Elem School	1815
346 W 76th St	Harvard Elementary	616
341 W 76th St	Harvard Elementary	189
3115 N Narragansett Ave	ICCI School	183
6443 W Belmont Ave	ICCI School	236
6514 W Belmont Ave	ICCI School	262
3116 N Narragansett Ave	ICCI School	159
5433 S Pulaski	John Hancock HS	1379
5428 S Pulaski	John Hancock HS	447
4045 W 55th	John Hancock HS	70
4040 W 55th	John Hancock HS	741
629 S State	Jones College Prep HS	4138
630 S State	Jones College Prep HS	3910
3521 N Western	Lane Tech HS	5693
3534 N Western	Lane Tech HS	6572
2549 W Addison	Lane Tech HS	8610
3230 N Milwaukee Ave	Lorca School	2196
3809 W Belmont Ave	Lorca School	970
3810 W Belmont Ave	Lorca School	198
11153 S Vincennes	Morgan Park HS	1360
11144 S Vincennes	Morgan Park HS	3453
1455 W Division St	Near North Montessori School	5963

Address	Zone	Tickets Issued
		2019
1444 W Division St	Near North Montessori School	2554
4041 W Chicago Ave	Orr High School	2974
4040 W Chicago Ave	Orr High School	3349
732 N Pulaski Rd	Orr High School	1326
2335 W Cermak Rd	Pickard School	157
2326 W Cermak Rd	Pickard School	145
2115 S Western Ave	Pickard School	1796
2108 S Western Ave	Pickard School	1006
1229 N Western Ave	Roberto Clemente HS	4632
1226 N Western Ave	Roberto Clemente HS	3628
2329 W Division St	Roberto Clemente HS	1029
6125 N Cicero Ave	Sauganash School	624
4707 W Peterson Ave	Sauganash School	4706
4674 W Peterson Ave	Sauganash School	1979
4843 W Fullerton	St Genevieve School	3106
5532 S Kedzie Ave	St. Gall Elementary	382
3217 W 55th St	St. Gall Elementary	114
3212 W 55th St	St. Gall Elementary	144
7739 S Western	St. Rita HS	2865
7738 S Western	St. Rita HS	2499
2603 W 79th	St. Rita HS	577
2550 W 79th	St. Rita HS	772
5739 N Northwest Hwy	Taft High School	1810
6510 W Bryn Mawr Ave	Taft High School	3908
Total		188,055

Note: Speed camera data in this table is from 1/17/2020. Data may include tickets issued in error.

Park Zone Locations

Address	Zone	Tickets Issued
		2019
57 E 95th	Abbott Park	1223
62 E 95th	Abbott Park	2492
4831 W Lawrence Ave	Ashmore Park	14642
4909 N Cicero Ave	Ashmore Park	27775
2416 W 103rd St	Beverly Park	1795
2417 W 103rd St	Beverly Park	866
3535 E 95th St	Calumet Park	987
3542 E 95th St	Calumet Park	1493
9618 S Ewing Ave	Calumet Park	4927
1142 W Irving Park	Challenger Park	17946
4429 N Broadway	Challenger Park	365
4446 N Broadway	Challenger Park	211
515 S Central Ave	Columbus Park	1556
5816 W Jackson	Columbus Park	21638
506 S Central Ave	Columbus Park	2143
2917 W Roosevelt	Douglas Park	13370
2912 W Roosevelt	Douglas Park	8275
2900 W Ogden	Douglas Park	23475
8345 S Ashland Ave	Foster Park	5651
8318 S Ashland Ave	Foster Park	8409
1507 W 83rd St	Foster Park	1147
5529 S Western	Gage Park	4479
5520 S Western	Gage Park	7498
2513 W 55th	Gage Park	2763
3655 W Jackson	Garfield Park	4705
3646 W Madison	Garfield Park	8487
4124 W Foster	Gompers Park	23365
5120 N Pulaski	Gompers Park	10373
8020 W Forest Preserve Ave	Hiawatha Park	29341
8043 W Addison St	Hiawatha Park	1240
8006 W Addison St	Hiawatha Park	1826

Address	Zone	Tickets Issued
		2019
3047 W Jackson Blvd	Horan Park	3492
324 S Kedzie Ave	Horan Park	1813
2721 W Montrose	Horner Park	3
2705 W Irving Park	Horner Park	16928
2712 W Irving Park	Horner Park	3324
1111 N Humboldt	Humboldt Park	17467
3100 W Augusta	Humboldt Park	6477
5471 W Higgins	Jefferson Park	5854
5432 W Lawrence	Jefferson Park	1286
10318 S Indianapolis	John Beans Beniac Park - Park 499	28450
1754 N. Pulaski Rd	Keystone Park	2788
4053 W North Ave	Keystone Park	2538
4042 W North Ave	Keystone Park	3126
3911 W Diversey Ave	Kosciuszko Park	712
3137 W Peterson	Legion Park	12258
3034 W Foster	Legion Park	4357
445 W 127th	Major Taylor Bike (Park)	36948
6909 S Kedzie	Marquette Park	13082
3450 W 71st	Marquette Park	2364
6818 S Kedzie	Marquette Park	10875
2928 S Halsted	McGuane Park	1247
2080 W Pershing	McKinley Park	2003
3843 S Western	McKinley Park	18820
6626 W Irving Park Rd	Merrimac Park	7977
3200 S Archer Ave	Mulberry Park	16738

Note: Speed camera data in this table is from 1/17/2020. Data may include tickets issued in error.

Address	Zone	Tickets Issued
		2019
449 N Columbus Dr	Ogden Plaza Park	960
450 N Columbus Dr	Ogden Plaza Park	5357
324 E Illinois St	Ogden Plaza Park	1171
4620 W Belmont Ave	Parsons Park	1756
4123 N Central Ave	Portage Park	1725
5454 W Irving Park	Portage Park	6977
6247 W Fullerton	Riis Park	1853
6250 W Fullerton	Riis Park	3113
7422 S Jeffery	Rosenblum Park	3319
1901 E 75th St	Rosenblum Park	4953
2448 N Clybourn Ave	Schaefer Park	3041
2443 N Ashland	Schaefer Park	7911
2432 N Ashland	Schaefer Park	1735
5885 N Ridge Ave	Senn Park	4774
5420 S Racine Ave	Sherman Park	1730
1334 W Garfield Blvd	Sherman Park	4266
1315 W Garfield Blvd	Sherman Park	10906
141 N Ashland	Union Park	1594
140 N Ashland	Union Park	3793
115 N Ogden	Union Park	7787
6523 N Western	Warren Park	8583
5330 S Cottage Grove	Washington Park	9516
536 E Morgan	Washington Park	33376
4433 N Western	Welles Park	3506
4432 N Lincoln	Welles Park	572
4436 N Western	Welles Park	1368
Total		611,032
Grand Total (School and Park)		799,087

Appendix D: Additional Resources

CDOT Website

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

The City of Chicago Open Data Portal Automated Speed Enforcement

<https://data.cityofchicago.org/Transportation/Speed-Camera-Violations/hhkd-xvj4/data>

The City of Chicago Open Data Portal Automated Red light Enforcement

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

The Insurance Institute for Highway Safety

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

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

The National Highway Safety Administration

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812257_systemanalysisase.pdf

The Federal Highway Administration

http://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10005/brief_7.cfm

Northwestern University Transportation Center - Chicago Red Light Camera Report

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

