

CITY OF CHICAGO —★—★—★—★ Automated Enforcement Program

2022



ANNUAL REPORT



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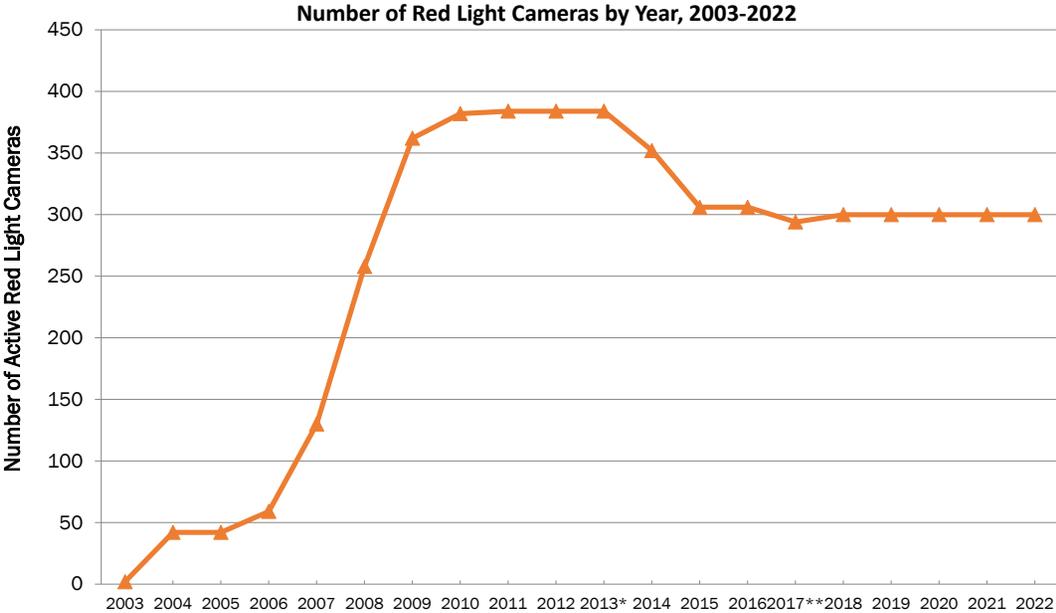
Background: Red Light Camera Enforcement

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 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. In October 2018 and 2020 and 2022, the contract was extended for two years, utilizing contract provisions that allowed for up to 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.**

1 * Safety Evaluation of Red-Light Cameras - Executive Summary. Federal Highway Administration. 2005.
** 2023 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

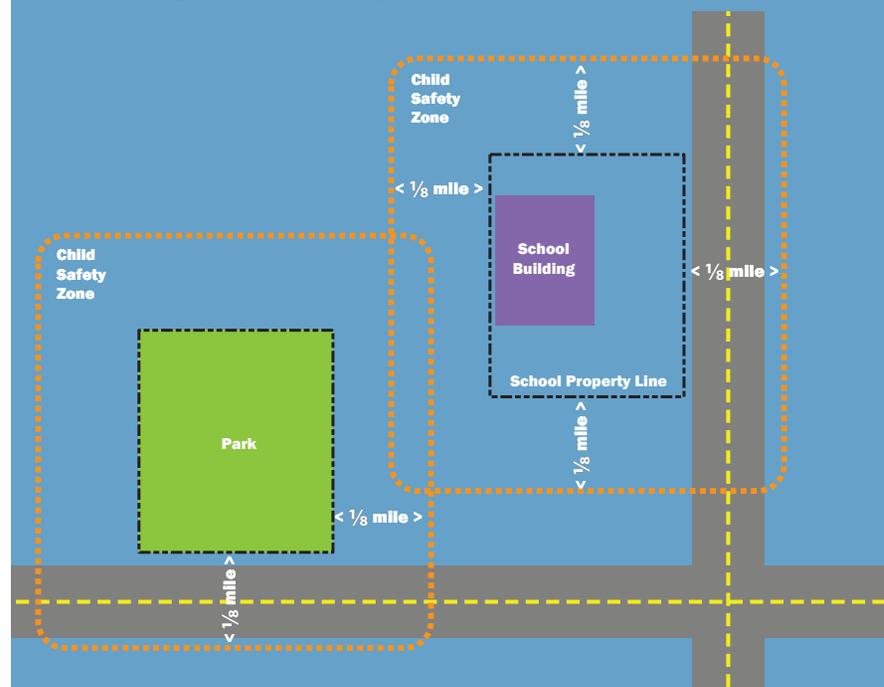
On February 6, 2012, the State of Illinois granted authority to the City of Chicago to implement automated speed enforcement in Child Safety Zones, which are areas around schools and parks. CDOT identified 1,495 qualifying Child Safety Zones within the City limits. (See inset for more information.)

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 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 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.

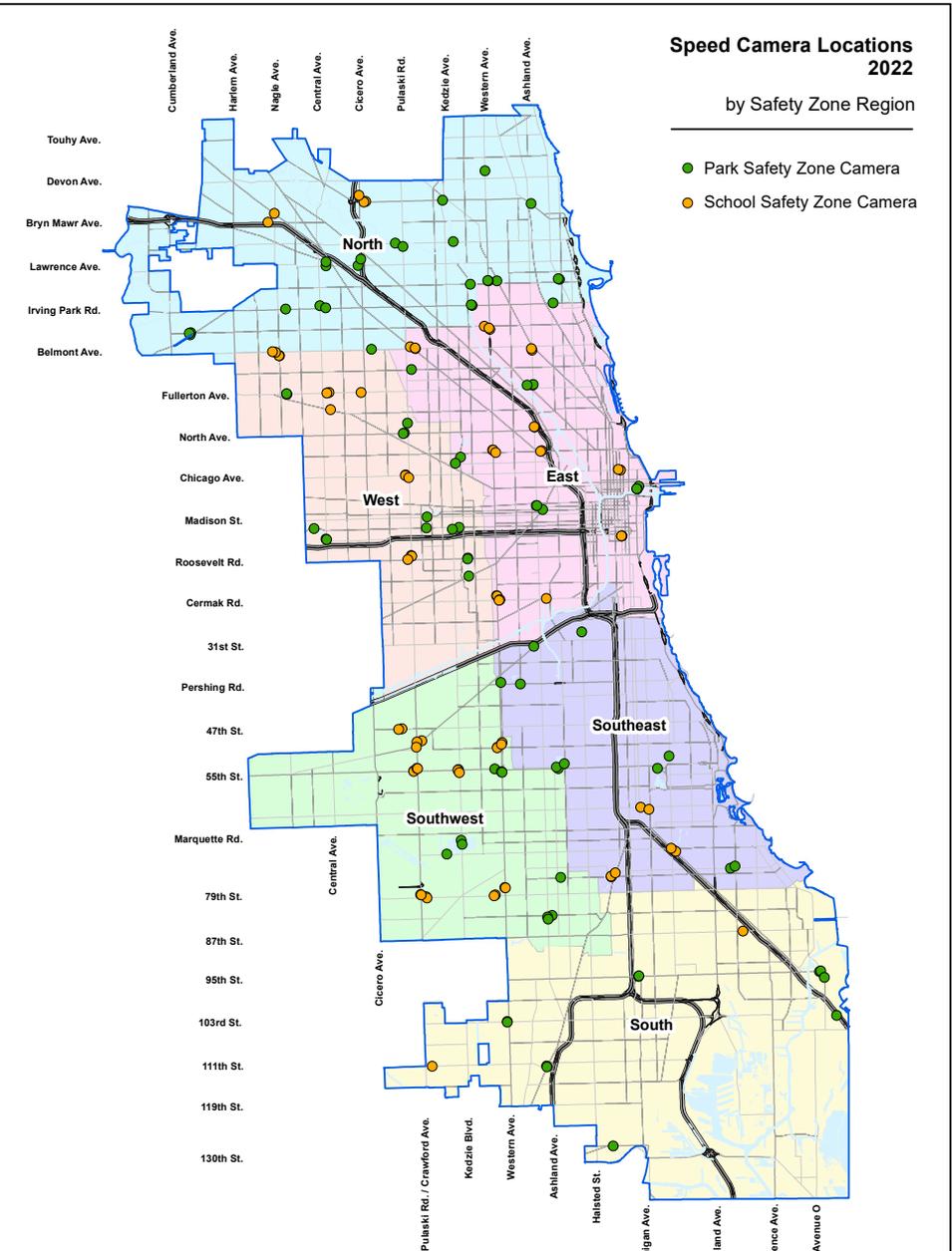
The operation of the automated speed enforcement system and the issuance of citations for violations is restricted to the following times and conditions per the ordinance:

- 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 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 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 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. In 2022, there were 162 automated speed enforcement cameras operating in 69 Child Safety Zones as of December 31, 2022.

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 “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.”

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.

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.

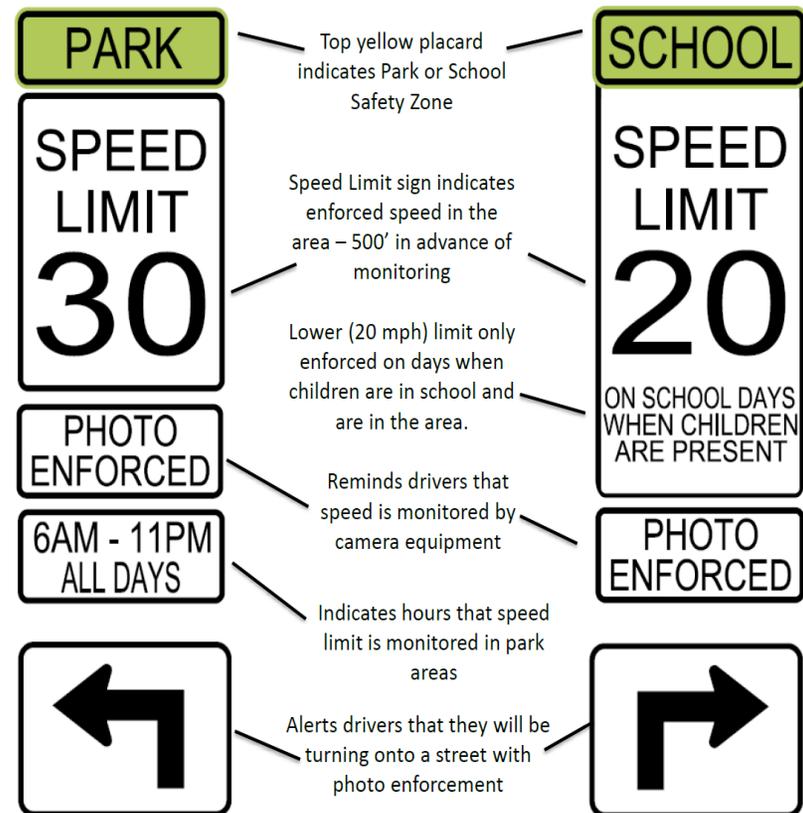
CDOT regularly monitors vendor performance, and imposes monetary penalties whenever performance falls below the set requirements. Performance issues that resulted in SLA penalties in 2022 included:

Red Light Camera SLAs – SLA penalties assessed in 2022 were for individual camera event quality and individual camera uptime. Conduent also had a period in June for which SLA penalties were assessed for Portal Uptime. The city assessed Conduent total SLA penalties of \$34,153.49.

Speed Camera SLAs – The Automated Speed Enforcement vendor, Verra Mobility, was assessed \$16,234.91 in Service Level penalties in 2022, primarily for sites missing 80% quality threshold and for unfulfilled video requests due to DVR drive failures.

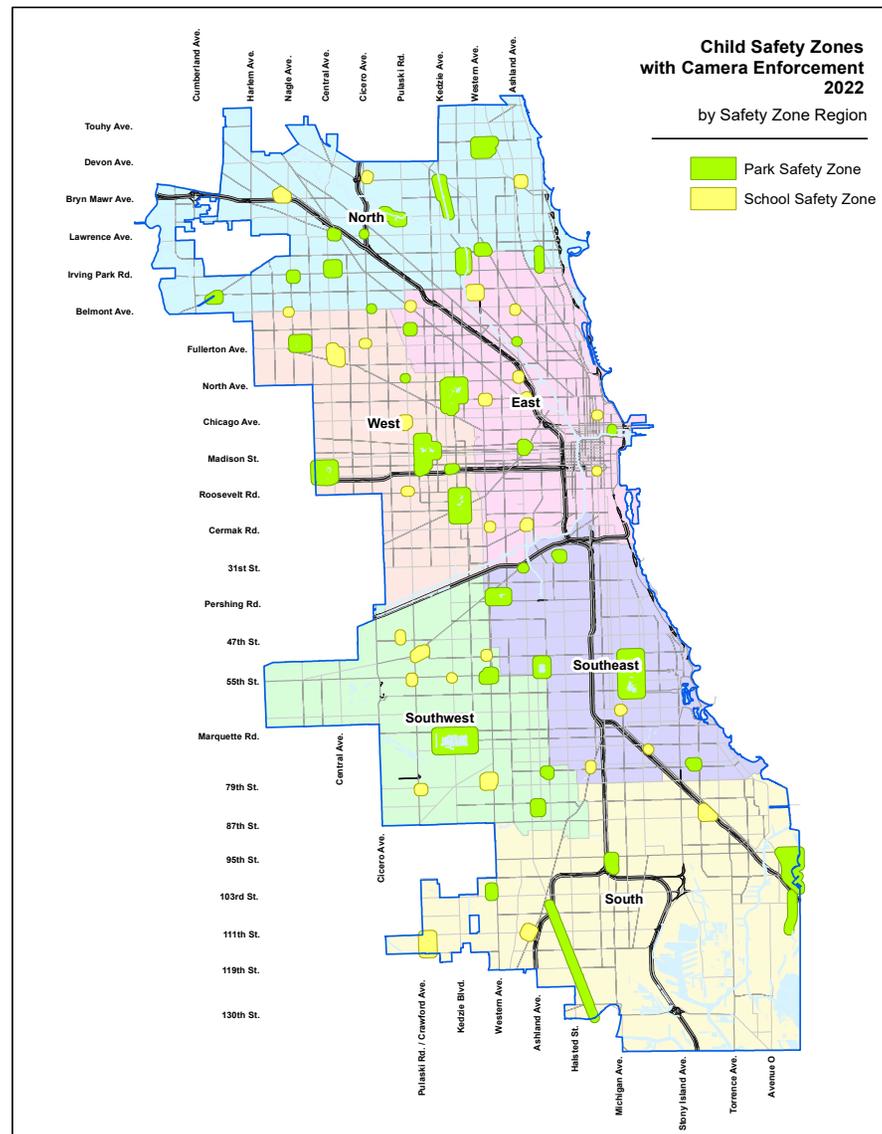
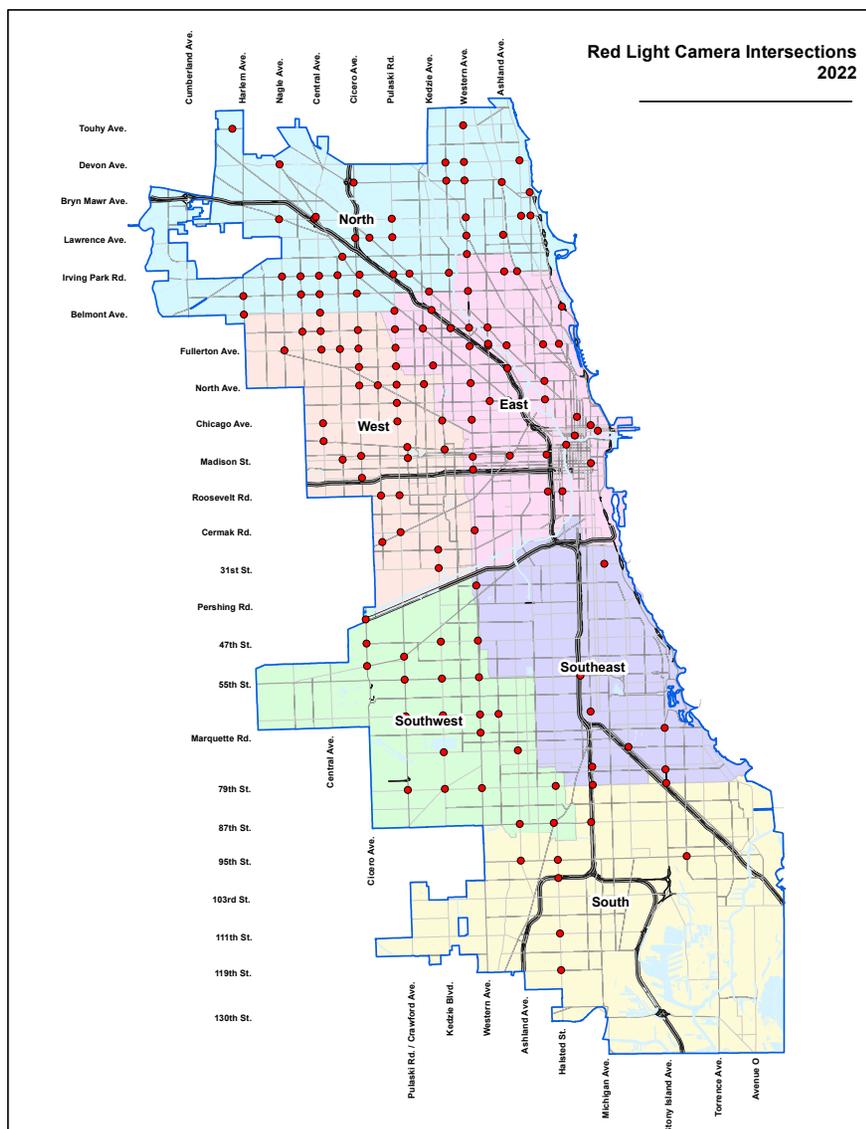


Typical Speed Camera Warning Sign Assembly



Automated Enforcement in 2022

Throughout 2022, the number of red light cameras remained at 300, located at 149 intersections. 162 speed cameras were deployed at 69 Child Safety Zones, with \$35 tickets were issued to vehicles exceeding the speed limit by 6-10 mph over the speed limit, and \$100 tickets issued for 11 or more mph over the speed limit. Red light running ticket fines have remained \$100 since 2003. The City of [Chicago Clear Path Relief Program](#) provides relief to low-income motorists who receive automated speed, red light, and other tickets. CDOT remains committed to ongoing analysis and evaluation, and to data-driven decision-making to ensure the effectiveness, equity, and transparency of the Red Light and Speed Camera Enforcement programs. 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 2022* compiled by the Illinois Department of Transportation (IDOT) indicate there were 408 fewer angle (or T-bone) crashes at the 149 intersections with red light cameras – a decrease of 55 percent from 2005. There were 2,378 fewer total crashes at these intersections – a decrease of 56 percent, as well as 827 fewer rear-end crashes – a decrease of 70 percent. See statistics here: <https://tinyurl.com/35a4epwn>.

2022 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 16.4 percent, from 25.12 mph to 20.99 mph.

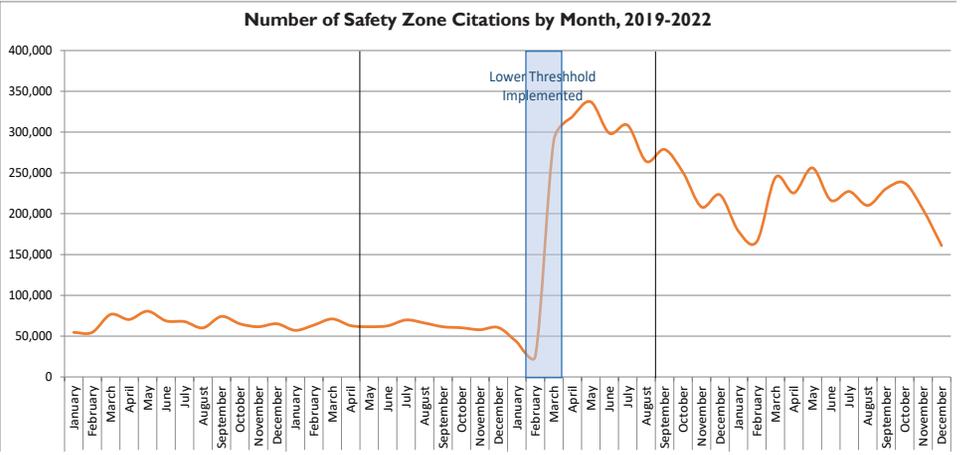
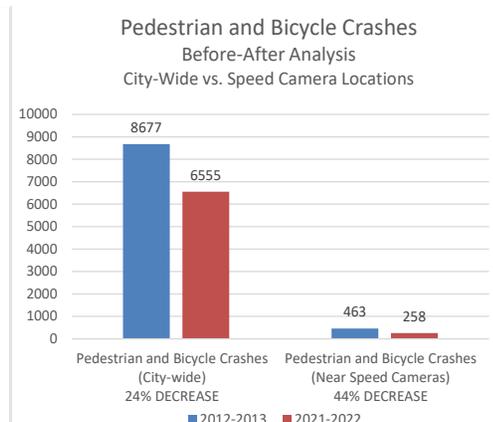
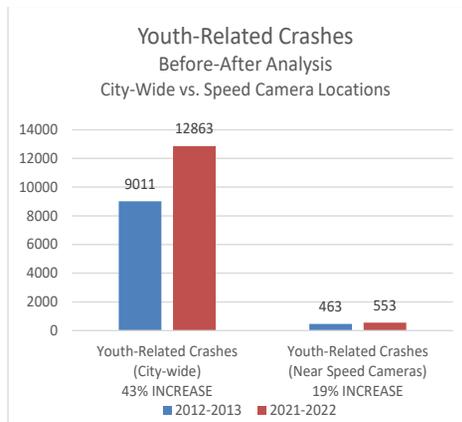
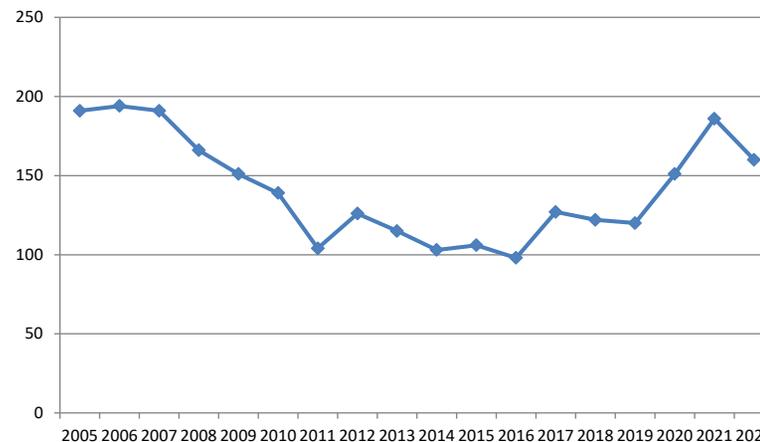
In 2022, 92.1 percent of drivers who were issued a ticket for speeding in a school zone and 88.2 percent of drivers that were issued a ticket for speeding in a park zone did not receive a second ticket during the year, indicating they changed their driving behavior.

In 2021-22, 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 Traffic Crash Fatalities**



6 * 2022 IDOT crash data was not available at the time RLC crash analysis was developed.

** CPD crash data, reviewed by CDOT Fatal Crash Coordinating Committee. Excludes expressway system crashes.

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

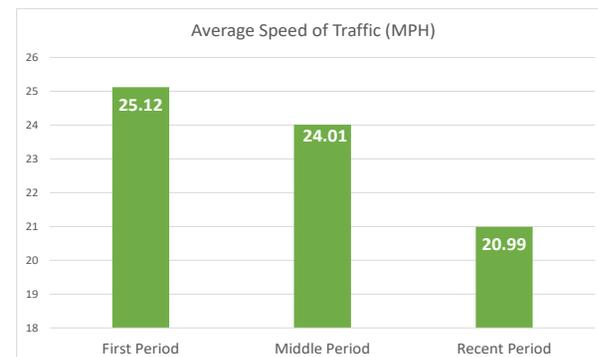
The following table illustrates the change in the average speed of all recorded traffic during enforcement hours at all speed camera locations that have been active for at least six months prior to December 31st, 2022.

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, 2022

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 25.12 MPH to 20.99 MPH.

This equates to a 16.4 percent decrease and indicates the program is successful at these locations.



Red Light Cameras – 2022 Statistics

2022 RLC Program Data	
Active Cameras (as of 12/31/2022)	300
# of Enforced Intersections	149
# Events Captured ¹	2,102,350
# Violations Determined ²	683,390
# Tickets Issued ³	636,968
# DOAH Hearing Requested	15,663
# Tickets Overturned	4,024
Average # Tickets issued Per Day	1,745
Average # Tickets issued per Week	12,249
Average # Tickets issued per Month	53,081
Average # Tickets issued per Camera ⁴	2,123
Average # Tickets issued per Camera per Day	5.8

*Data as of 01/31/2023. Data includes any ticket issued in error.

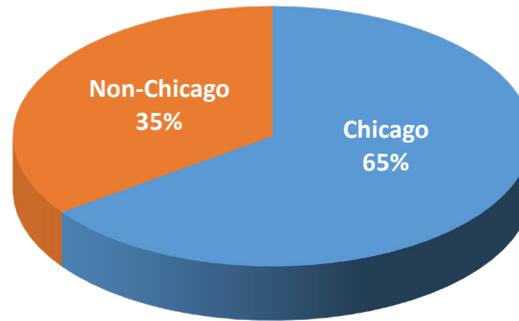
¹Number of Events Captured is the number of times the camera radar detects a potential violation and captures two pictures and a 12-second video of the potential violator.

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

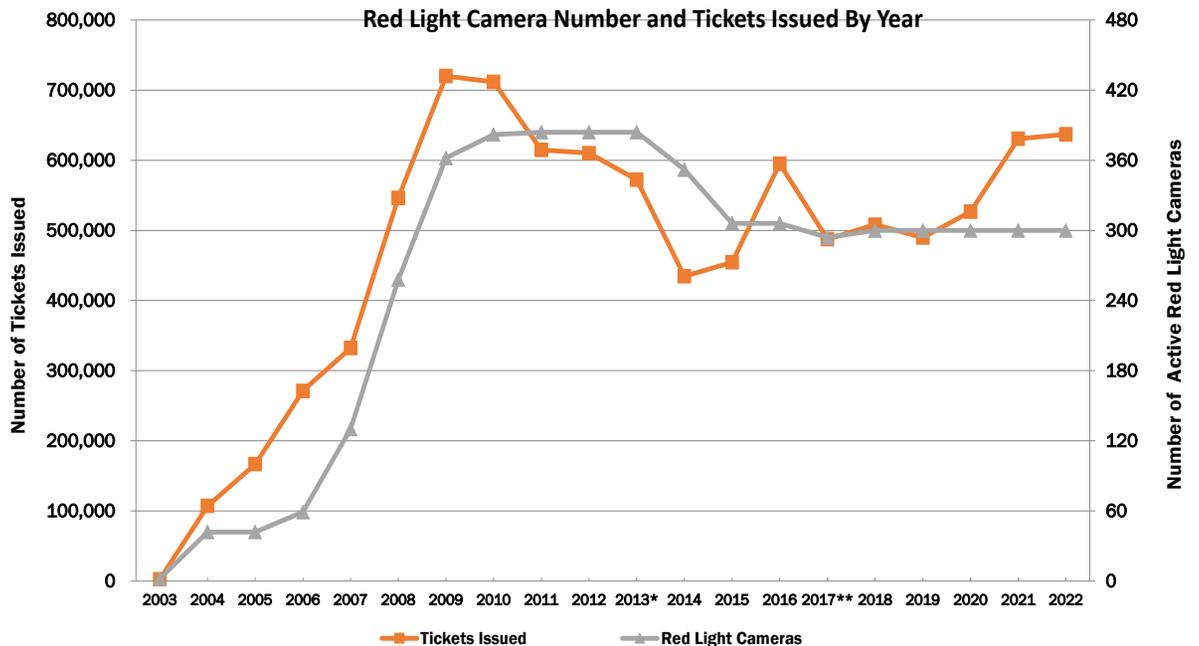
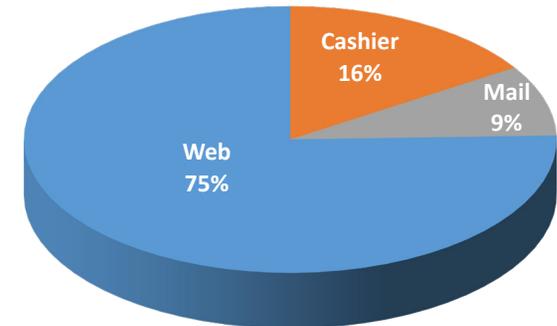
³Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Data provided by the Chicago Department of Finance as of 01/31/2023.

⁴Since the beginning of the COVID pandemic in early 2020 there has been a steady increase in the number of red light running violations. In 2022, the number of violations per camera was at an all-time high.

Tickets Issued by Place of Residence



Ticket Payment Method



Speed Cameras – 2022 Statistics

2022 ASE Program Data	
Active Cameras (as of 12/31/2022)	162
# Events Captured ¹	7,135,512
# Violations Determined (including warnings) ²	2,823,276
# of Violations Issued as 30-Day Warning ³	174,697
# Tickets Issued ⁴	2,558,310
# Zero Fine Tickets Issued	681,537
# DOAH Hearing Requested	18,796
# Tickets Overtuned	4,463
Average # Tickets issued per Day ⁵	7,009
Average # Tickets issued per Week	49,198
Average # Tickets issued per Month	213,193
Average # Tickets issued per Camera ⁵	15,792
Average # Tickets issued with Fines per Camera per Day ⁵	43.3
Park Zone–Zero Fine Violation	540,447
Park Zone–6-10mph Ticket	1,233,740
Park Zone–11+mph Ticket	209,866
School Zone–Zero Fine Violation	141,090
School Zone–6-10mph Ticket - 20mph Child Present	178,605
School Zone–11+ mph Ticket - 20mph Child Present	50,041
School Zone–6-10mph Ticket - Posted speed limit	175,749
School Zone–11+ mph Ticket - Posted speed limit	28,772
Dollar Value of Tickets Issued	\$ 84,451,190

*Data as of 01/31/2023. 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.

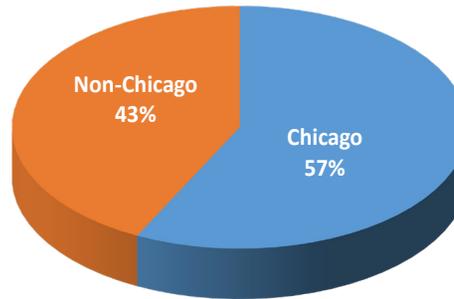
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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.

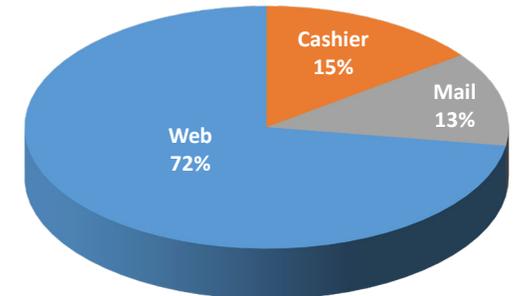
⁴Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2023.

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.

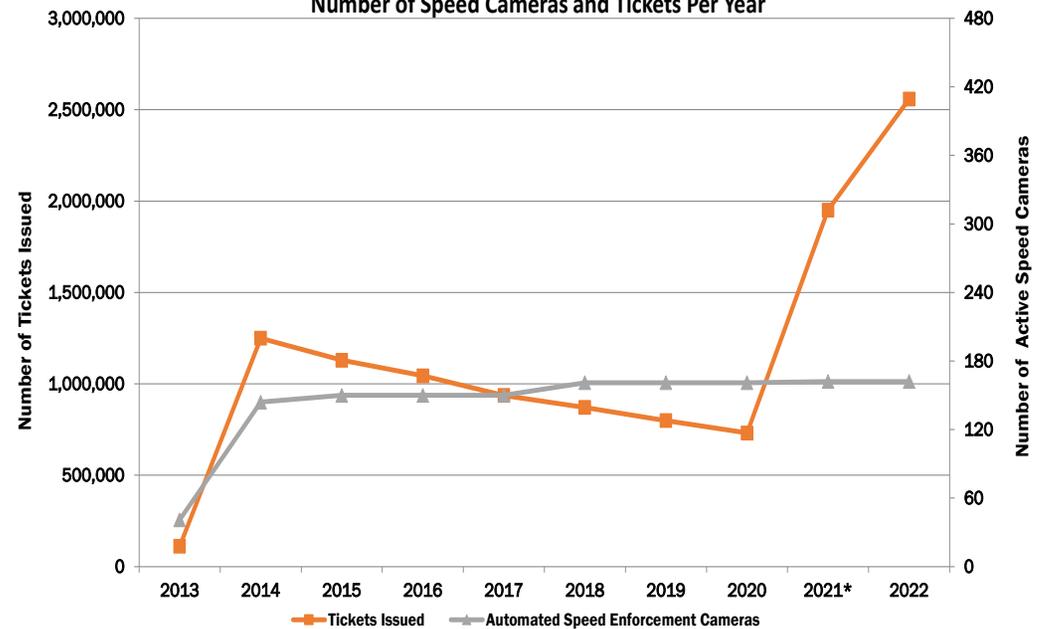
Tickets Issued by Place of Residence



Ticket Payment Method

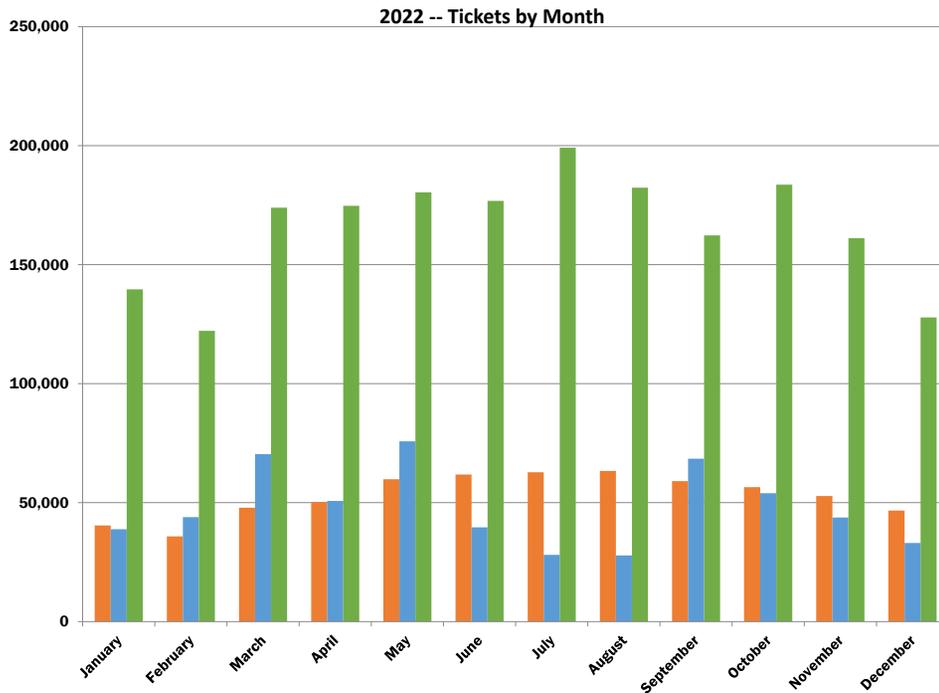


Number of Speed Cameras and Tickets Per Year



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

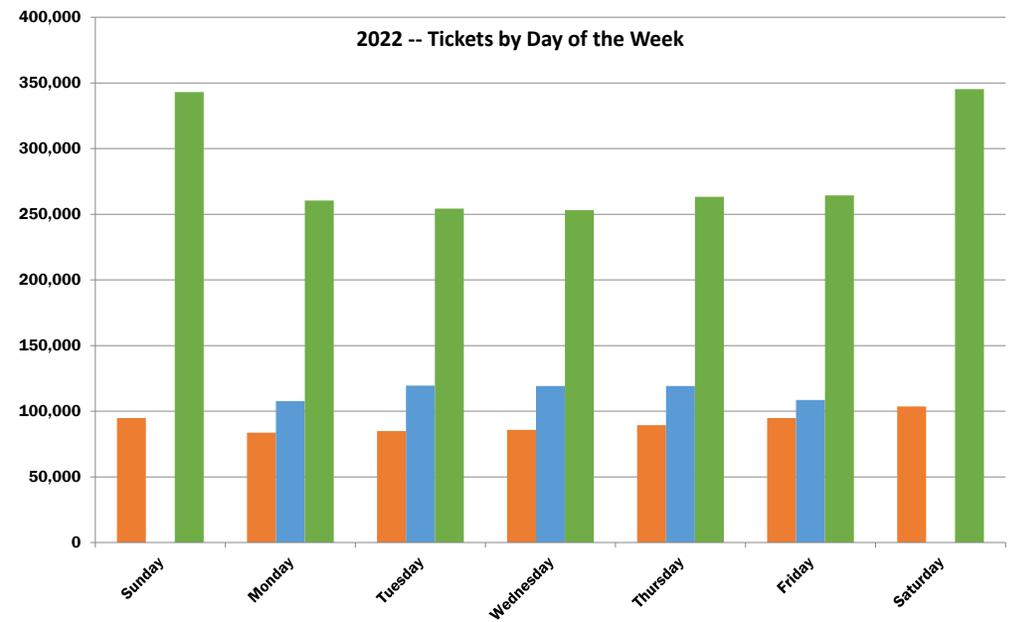
Tickets Issued by Month and Day of the Week in 2022



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

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

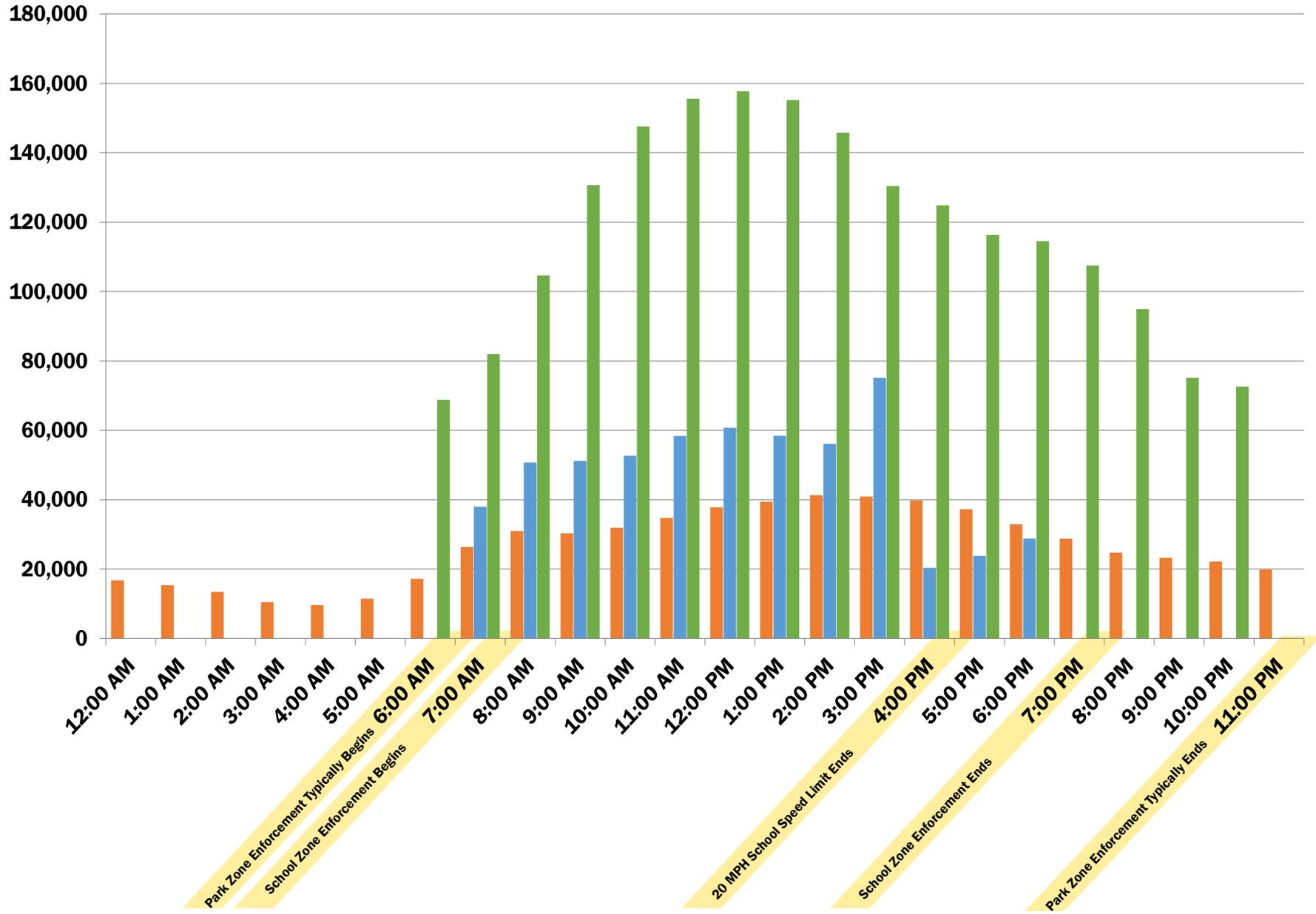
- Red Light Camera
- Speed Camera - School Zone
- Speed Camera - Park Zone



* 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 2022



* 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, 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 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 2022, 33 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 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 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, 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 additional, third review before the automated speed enforcement violation is considered valid. In 2022, 40 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: 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 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 2022 by Intersection

Intersection	Tickets Issued 2022
111TH AND HALSTED	5,183
119TH AND HALSTED	5,165
31ST ST AND MARTIN LUTHER KING DRIVE	6,362
35TH AND WESTERN	2,726
4700 WESTERN	2,518
55TH AND KEDZIE	1,731
55TH AND PULASKI	2,438
55TH AND WESTERN	2,382
63RD AND STATE	7,542
71ST AND ASHLAND	3,862
75TH AND STATE	12,523
79TH AND HALSTED	4,534
79TH AND KEDZIE	1,057
87TH AND VINCENNES	7,605
99TH AND HALSTED	14,284
ADDISON AND HARLEM	2,270
ARCHER AND CICERO	10,436
ASHLAND AND 87TH	5,069
ASHLAND AND 95TH	5,329
ASHLAND AND DIVISION	3,156
ASHLAND AND FULLERTON	5,642
ASHLAND AND IRVING PARK	1,863
ASHLAND AND LAWRENCE	3,275
ASHLAND AND MADISON	6,053
AUSTIN AND ADDISON	2,006
AUSTIN AND IRVING PARK	1,533
BELMONT AND KEDZIE	7,174

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

Intersection	Tickets Issued 2022
BROADWAY/SHERIDAN AND DEVON	5,849
CALIFORNIA AND DEVON	1,563
CALIFORNIA AND DIVERSEY	8,633
CALIFORNIA AND PETERSON	1,729
CANAL AND ROOSEVELT	6,238
CENTRAL AND ADDISON	1,374
CENTRAL AND BELMONT	1,137
CENTRAL AND CHICAGO	5,083
CENTRAL AND DIVERSEY	922
CENTRAL AND FULLERTON	1,490
CENTRAL AND IRVING PARK	1,308
CENTRAL AND LAKE	4,204
CENTRAL AND MILWAUKEE	356
CERMAK AND PULASKI	3,336
CHICAGO AND CLARK	3,855
CICERO AND 47TH	1,238
CICERO AND ADDISON	4,077
CICERO AND ARMITAGE	1,665
CICERO AND CHICAGO	3,290
CICERO AND DIVERSEY	2,178
CICERO AND FULLERTON	1,948
CICERO AND HARRISON	3,606
CICERO AND I55	20,153
CICERO AND NORTH	3,288
CICERO AND PETERSON	1,254
CICERO AND WASHINGTON	6,312
CLARK AND FULLERTON	1,254
CLARK AND IRVING PARK	2,379
COLUMBUS AND ILLINOIS	4,514

Intersection	Tickets Issued 2022
CORTLAND AND ASHLAND	6,400
COTTAGE GROVE AND 71ST	2,381
DAMEN AND 63RD	3,791
DAMEN AND DIVERSEY	2,400
DAMEN AND ELSTON	1,902
DAMEN AND FULLERTON	2,404
DIVERSEY AND AUSTIN	1,432
DIVERSEY AND WESTERN	2,825
DIVISION AND DAMEN	4,251
ELSTON AND ADDISON	3,045
ELSTON AND IRVING PARK	2,665
ELSTON AND LAWRENCE	3,357
FOSTER AND BROADWAY	2,438
FOSTER AND NAGLE	3,839
FOSTER AND NORTHWEST HIGHWAY	450
FULLERTON AND NARRAGANSETT	2,927
HALSTED AND 95TH	2,735
HALSTED AND DIVISION	3,393
HALSTED AND FULLERTON	3,024
HALSTED AND MADISON	2,947
HALSTED AND NORTH	4,723
HAMLIN AND LAKE	4,065
HAMLIN AND MADISON	4,940
HARLEM AND BELMONT	2,603
HOLLYWOOD AND SHERIDAN	12,187
HOMAN/KIMBALL AND NORTH	2,978
IRVING PARK AND CALIFORNIA	4,087
IRVING PARK AND KILPATRICK	4,167
IRVING PARK AND LARAMIE	3,223
IRVING PARK AND NARRAGANSETT	1,711
JEFFERY AND 95TH	3,687

Intersection	Tickets Issued 2022
KEDZIE AND 26TH	2,350
KEDZIE AND 31ST	2,354
KEDZIE AND 47TH	2,856
KEDZIE AND 63RD	1,907
KEDZIE AND 71ST	2,781
KEDZIE AND ARMITAGE	4,789
KIMBALL AND DIVERSEY	1,792
KOSTNER AND NORTH	8,596
LAFAYETTE AND 87TH	18,724
LAKE AND UPPER WACKER	9,680
LAKE SHORE DR AND BELMONT	25,311
LARAMIE AND FULLERTON	1,474
LARAMIE AND MADISON	7,581
LASALLE AND KINZIE	2,944
LAWRENCE AND CICERO	4,017
LAWRENCE AND WESTERN	1,885
MADISON AND WESTERN	3,527
MICHIGAN AND JACKSON	6,748
MICHIGAN AND ONTARIO	3,892
MILWAUKEE AND CENTRAL	1,212
MILWAUKEE AND DEVON	2,527
MILWAUKEE AND MONTROSE	1,519
MONTROSE AND WESTERN	1,533
NORTHWEST HIGHWAY AND FOSTER	471
OGDEN AND KOSTNER	5,940
PETERSON AND WESTERN	3,943
PULASKI AND 63RD	3,413
PULASKI AND 79TH	1,776
PULASKI AND ARCHER	1,309
PULASKI AND ARMITAGE	2,559
PULASKI AND BELMONT	2,230

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

	Tickets Issued
Intersection	2022
PULASKI AND CHICAGO	2,744
PULASKI AND DIVERSEY	1,564
PULASKI AND DIVISION	2,764
PULASKI AND FOSTER	2,728
PULASKI AND FULLERTON	2,578
PULASKI AND IRVING PARK	2,915
PULASKI AND LAWRENCE	1,339
PULASKI AND NORTH	1,544
RIDGE AND CLARK	1,297
ROOSEVELT AND HALSTED	7,604
ROOSEVELT AND KOSTNER	2,984
ROOSEVELT AND PULASKI	4,214
SACRAMENTO AND CHICAGO	4,103
SACRAMENTO AND LAKE	3,642
SHERIDAN AND FOSTER	1,672
STATE AND 79TH	14,963
STONEY ISLAND AND 76TH	12,343

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

	Tickets Issued
Intersection	2022
STONEY ISLAND AND 79TH	3,751
STONY ISLAND/CORNELL AND 67TH	16,264
TOUHY AND OSCEOLA	648
VAN BUREN AND WESTERN	12,220
WENTWORTH AND GARFIELD	18,157
WESTERN AND 63RD	2,049
WESTERN AND 79TH	2,456
WESTERN AND ADDISON	2,083
WESTERN AND CERMAK	2,937
WESTERN AND CHICAGO	1,525
WESTERN AND DEVON	811
WESTERN AND FOSTER	1,011
WESTERN AND FULLERTON	5,602
WESTERN AND MARQUETTE	4,572
WESTERN AND NORTH	2,000
WESTERN AND TOUHY	3,316
Total	636,968

Speed Camera Tickets Issued in 2022 by Location

School Zone Locations

Address	Zone	Tickets Issued
		2022
4246 W 47th St	Acero - Major Hector Garcia HS	2476
4319 W 47th St	Acero - Major Hector Garcia HS	2155
1440 W Cermak Rd	Benito Juarez High School	21785
3832 W 79th	Bogan HS	3420
3851 W 79th	Bogan HS	1869
7826 S Pulaski	Bogan HS	4242
7833 S Pulaski	Bogan HS	6535
3111 N Ashland Ave	Burley Elementary School	2933
3130 N Ashland Ave	Burley Elementary School	6558
1635 N Ashland Ave	Burr School	10108
1638 N Ashland Ave	Burr School	4284
5440 W Grand	Charles Prosser HS	5700
5446 W Fullerton	Charles Prosser HS	4682
5509 W Fullerton	Charles Prosser HS	6403
3843 W 111th	Chicago Ag HS	7107
2109 E 87th St	Chicago Vocational HS	8473
2440 W 51st St	Christopher School	679
2445 W 51st St	Christopher School	475
5006 S Western Blvd	Christopher School	16616
5025 S Western Ave	Christopher School	8929
4925 S Archer	Curie HS	8999
4929 S Pulaski	Curie HS	8255
5030 S Pulaski	Curie HS	18569
215 E 63rd St	Dulles Elementary School	34907
6330 S Martin Luther King Dr	Dulles Elementary School	9908
19 E Chicago Ave	Frances Xavier School	5499

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

Address	Zone	Tickets Issued
		2022
14 W Chicago Ave	Frances Xavier School	923
1110 S Pulaski Rd	Frazier Magnet School	6557
1117 S Pulaski Rd	Frazier Magnet School	5701
4042 W Roosevelt Rd	Frazier Magnet School	5818
7122 S South Chicago Ave	Gary Comer High School	13028
7157 S South Chicago Ave	Gary Comer High School	7136
819 E 71st St	Gary Comer High School	15016
7518 S Vincennes	Harvard Elem School	11527
341 W 76th St	Harvard Elementary	1497
346 W 76th St	Harvard Elementary	1780
3115 N Narragansett Ave	ICCI School	685
3116 N Narragansett Ave	ICCI School	895
6443 W Belmont Ave	ICCI School	1090
6514 W Belmont Ave	ICCI School	1524
4040 W 55th	John Hancock HS	0
4045 W 55th	John Hancock HS	0
5428 S Pulaski	John Hancock HS	0
5433 S Pulaski	John Hancock HS	0
629 S State	Jones College Prep HS	17792
630 S State	Jones College Prep HS	15678
2549 W Addison	Lane Tech HS	15890
3521 N Western	Lane Tech HS	23634
3534 N Western	Lane Tech HS	13102
3230 N Milwaukee Ave	Lorca School	10859
3809 W Belmont Ave	Lorca School	3836
3810 W Belmont Ave	Lorca School	1196
11144 S Vincennes	Morgan Park HS	8833
11153 S Vincennes	Morgan Park HS	4652
1455 W Division St	Near North Montessori School	13162

Address	Zone	Tickets Issued
		2022
1444 W Division St	Near North Montessori School	7940
4041 W Chicago Ave	Orr High School	7526
4040 W Chicago Ave	Orr High School	10254
732 N Pulaski Rd	Orr High School	6964
2108 S Western Ave	Pickard School	7211
2115 S Western Ave	Pickard School	6320
2326 W Cermak Rd	Pickard School	444
2335 W Cermak Rd	Pickard School	743
1226 N Western Ave	Roberto Clemente HS	10443
1229 N Western Ave	Roberto Clemente HS	9323
2329 W Division St	Roberto Clemente HS	5982
4674 W Peterson Ave	Sauganash School	6613
4707 W Peterson Ave	Sauganash School	14379
6125 N Cicero Ave	Sauganash School	7086
4843 W Fullerton	St Genevieve School	15265
3212 W 55th St	St. Gall Elementary	1031
3217 W 55th St	St. Gall Elementary	599
5532 S Kedzie Ave	St. Gall Elementary	1771
2550 W 79th	St. Rita HS	2222
2603 W 79th	St. Rita HS	1557
7738 S Western	St. Rita HS	5361
7739 S Western	St. Rita HS	8391
5739 N Northwest Hwy	Taft High School	12874
6510 W Bryn Mawr Ave	Taft High School	10581
Total		574,257

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

Park Zone Locations

Address	Zone	Tickets Issued
		2022
57 E 95th	Abbott Park	6932
62 E 95th	Abbott Park	14159
4831 W Lawrence Ave	Ashmore Park	76284
4909 N Cicero Ave	Ashmore Park	86739
2416 W 103rd St	Beverly Park	9244
2417 W 103rd St	Beverly Park	3497
3535 E 95th St	Calumet Park	3738
3542 E 95th St	Calumet Park	11676
9618 S Ewing Ave	Calumet Park	14922
1142 W Irving Park	Challenger Park	53373
4429 N Broadway	Challenger Park	2550
4446 N Broadway	Challenger Park	1861
506 S Central Ave	Columbus Park	8924
515 S Central Ave	Columbus Park	14028
5816 W Jackson	Columbus Park	11964
2900 W Ogden	Douglas Park	51916
2912 W Roosevelt	Douglas Park	20643
2917 W Roosevelt	Douglas Park	24859
1507 W 83rd St	Foster Park	3765
8318 S Ashland Ave	Foster Park	26841
8345 S Ashland Ave	Foster Park	17747
2513 W 55th	Gage Park	10082
5520 S Western	Gage Park	26201
5529 S Western	Gage Park	16470
3646 W Madison	Garfield Park	16960
3655 W Jackson	Garfield Park	13139
4124 W Foster	Gompers Park	59122
5120 N Pulaski	Gompers Park	41477
8006 W Addison St	Hiawatha Park	6344
8020 W Forest Preserve Ave	Hiawatha Park	58649
8043 W Addison St	Hiawatha Park	2949

Address	Zone	Tickets Issued
		2022
3047 W Jackson Blvd	Horan Park	16755
324 S Kedzie Ave	Horan Park	17463
2705 W Irving Park	Horner Park	129768
2712 W Irving Park	Horner Park	25303
2721 W Montrose	Horner Park	38
1111 N Humboldt	Humboldt Park	59404
3100 W Augusta	Humboldt Park	21338
5432 W Lawrence	Jefferson Park	5632
5471 W Higgins	Jefferson Park	23811
10318 S Indianapolis	John Beans Beniac Park - Park 499	52780
1754 N. Pulaski Rd	Keystone Park	18393
4042 W North Ave	Keystone Park	22038
4053 W North Ave	Keystone Park	14517
1306 W 76th	King (Martin Luther Jr.) Park	12370
3911 W Diversey Ave	Kosciuszko Park	2339
3034 W Foster	Legion Park	19134
3137 W Peterson	Legion Park	36536
445 W 127th	Major Taylor Bike (Park)	79345
3450 W 71st	Marquette Park	11634
6818 S Kedzie	Marquette Park	19691
6909 S Kedzie	Marquette Park	22183
2928 S Halsted	McGuane Park	9033
2080 W Pershing	McKinley Park	11940
3843 S Western	McKinley Park	41276
6626 W Irving Park Rd	Merrimac Park	31477

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

Address	Zone	Tickets Issued
		2022
3200 S Archer Ave	Mulberry Park	45437
324 E Illinois St	Ogden Plaza Park	8025
449 N Columbus Dr	Ogden Plaza Park	8054
450 N Columbus Dr	Ogden Plaza Park	13439
4620 W Belmont Ave	Parsons Park	7406
4123 N Central Ave	Portage Park	5471
5454 W Irving Park	Portage Park	29443
6247 W Fullerton	Riis Park	10731
6250 W Fullerton	Riis Park	12847
1901 E 75th St	Rosenblum Park	19742
7422 S Jeffery	Rosenblum Park	21222
2432 N Ashland	Schaefer Park	7847
2443 N Ashland	Schaefer Park	32589
2448 N Clybourn Ave	Schaefer Park	12481
5885 N Ridge Ave	Senn Park	22801
1315 W Garfield Blvd	Sherman Park	30364
1334 W Garfield Blvd	Sherman Park	14322
5420 S Racine Ave	Sherman Park	8150
115 N Ogden	Union Park	47623
140 N Ashland	Union Park	18343
141 N Ashland	Union Park	22739
6523 N Western	Warren Park	34133
5330 S Cottage Grove	Washington Park	28369
536 E Morgan	Washington Park	78164
4432 N Lincoln	Welles Park	3015
4433 N Western	Welles Park	11063
4436 N Western	Welles Park	8980
Total		1,984,053
Grand Total (School and Park)		2,558,310

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

