



2014 Annual Report

City of Chicago Automated Enforcement Program

SAFETY



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On an average day, five people will be seriously injured or killed in a traffic-related crash on Chicago's streets. Between 2009 and 2013, nearly 80,000 crashes were reported in the City of Chicago each year. These crashes resulted in an average of more than 20,000 injuries and 130 fatalities per year. This is why traffic safety is a priority for the Chicago Department of Transportation (CDOT).

In 2012, the City launched the *Zero in Ten* safety campaign. The campaign target: reduce roadway fatalities to zero, in ten years. To support the City's safety efforts, CDOT employs the "Three Es" of safety initiatives: Education, Engineering, and Enforcement. No one tool is going to be the silver bullet to reach *Zero in Ten*—several tools must be employed and balanced together.

A highly-visible and effective enforcement program is a critical component towards achieving the *Zero in Ten* target. Speeding and red light running are both major factors that contribute to fatal crashes. Numerous studies from across the country, including those done for the Federal Highway Administration, have shown that camera systems can result in improved safety by minimizing these dangerous driving behaviors and reducing the number of fatal crashes on our streets. The City of Chicago began enforcing safe driving behaviors with red light cameras at intersections in 2003 and speed cameras in Child Safety Zones in 2013. The program is now one of 500 automated enforcement programs in cities and towns across the country.

Starting with this report for 2014, CDOT is committed to producing an annual status report on the City's two automated enforcement programs: red light camera and speed camera systems. This report is intended to help citizens become more knowledgeable about how the automated enforcement programs work.



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Background on Red Light Camera Enforcement

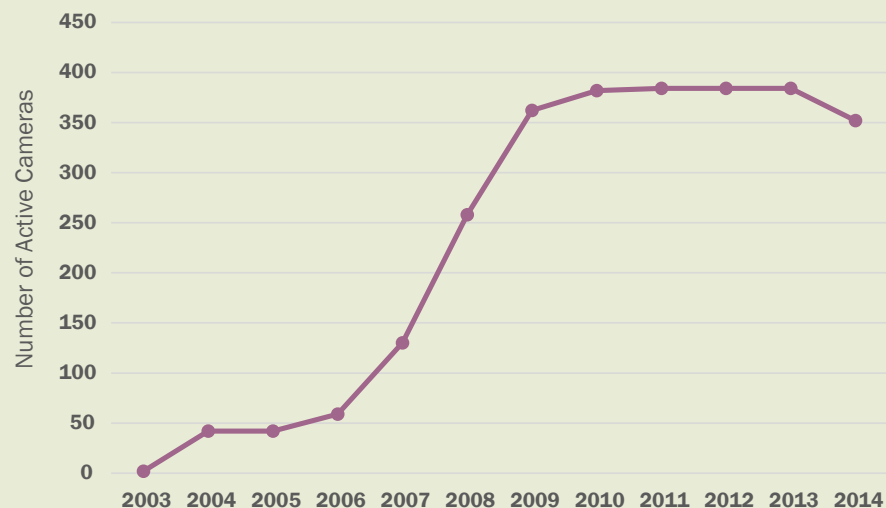
On July 9, 2003, the City of Chicago enacted an ordinance authorizing the use of automated red light enforcement at signalized intersections throughout the city. The Chicago Department of Transportation (CDOT) managed the program when it began in 2003 and continued until 2006, then the responsibility 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.)

In late 2013, CDOT conducted a review of safety at all red light camera locations. After review of crash history and data associated with red light enforcement, CDOT decided to remove 32 cameras from 16 intersections with a low number of right-angle crashes. While all crashes are potentially hazardous, red light cameras are designed to reduce right-angle (or “t-bone”) crashes because of the extreme danger to those involved. Angle

Number of Red Light Cameras by Year, 2003-2014



crashes are most likely to result in serious injury or fatalities. According to Illinois Department of Transportation (IDOT) data, from 2005 to 2012 at the 174 intersections that currently have red light cameras, there were 76 fewer angle crashes resulting in an injury or fatality - a decrease of 36 percent.

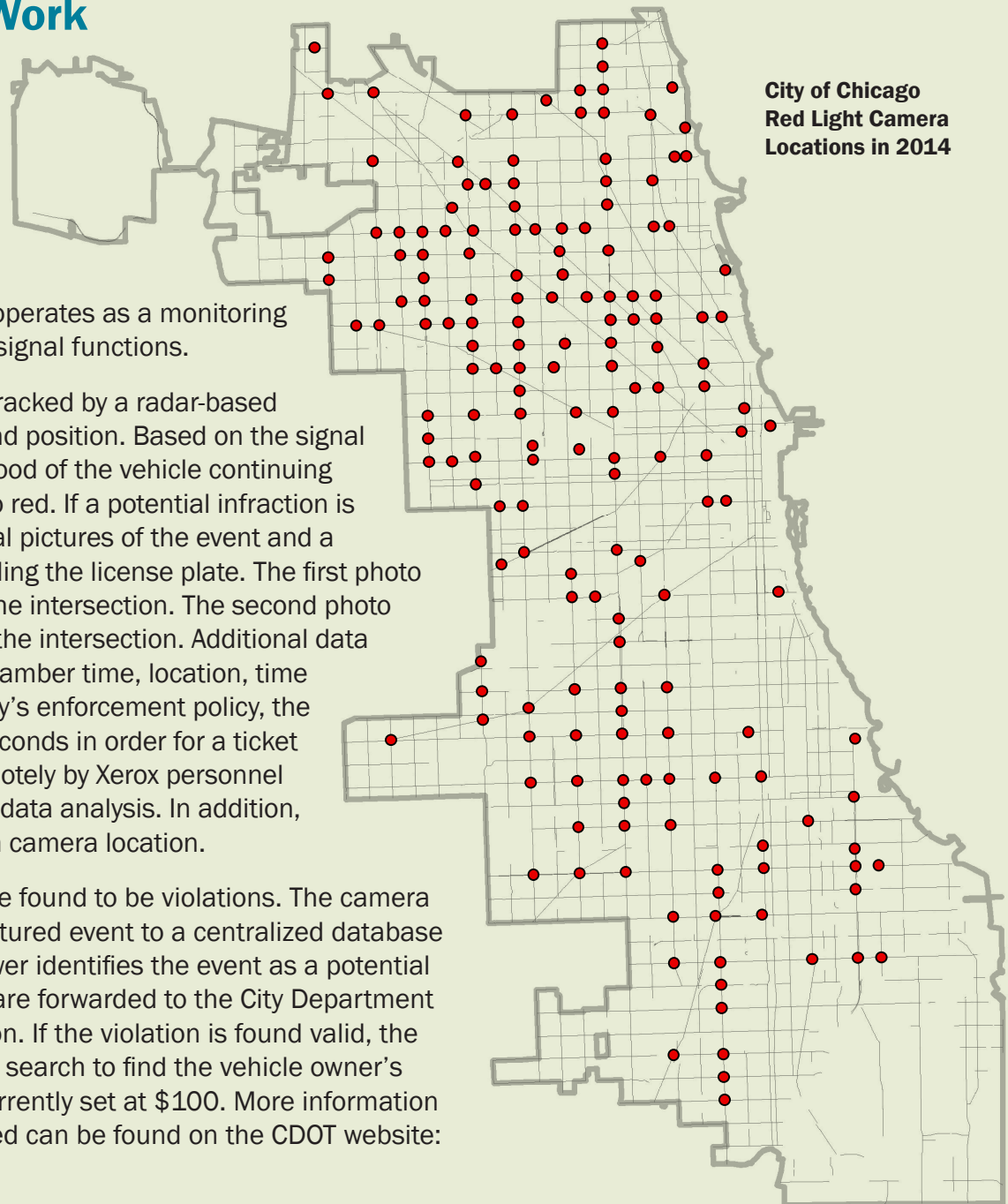
In January 2014, 32 cameras were removed from these 16 intersections, reducing the total number of automated red light cameras in the City of Chicago to 352 cameras operating at 174 intersections. In early 2015, another review resulted in the decision to remove another 50 cameras at 25 intersections. As of May 2015, the City has 302 cameras operating at 149 intersections.

How the 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.



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. The Chicago Department of Transportation (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 camera locations, the City uses a safety priority placement model that ranks existing qualifying Child Safety Zones by crashes, speed studies, engineering factors, and geographic distribution for equity and efficiency.

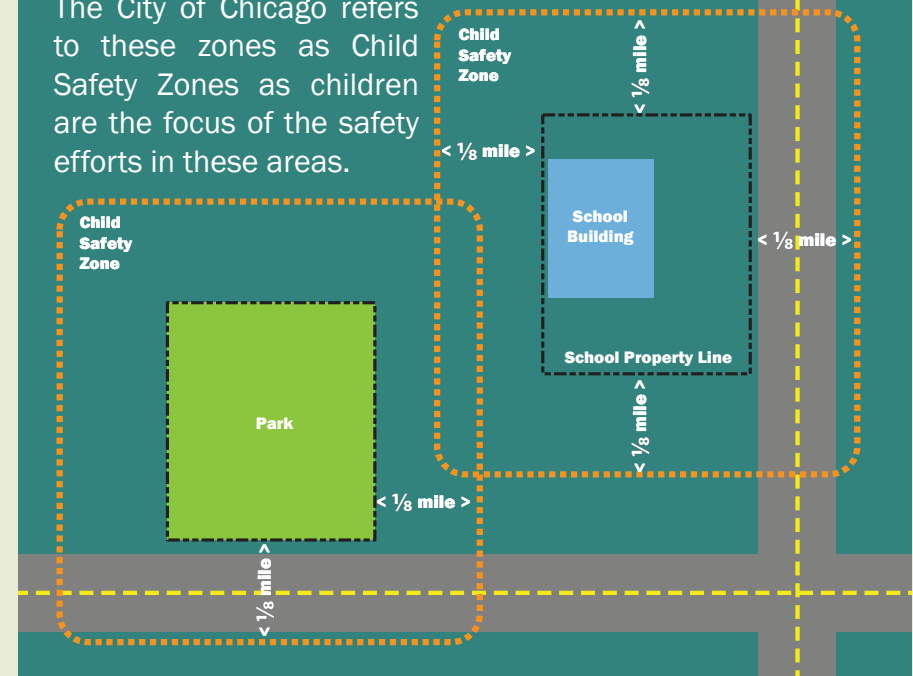
The operation of the automated speed enforcement system and citation of violations is restricted to the following times and conditions according to the ordinance:

- If the Child Safety Zone is a school zone, then enforcement will only be on school days, 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 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.

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 144 automated speed enforcement cameras operating in 61 Child Safety Zones as of December 31, 2014.

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 City of Chicago refers to these zones as Child Safety Zones as children are the focus of the safety efforts in these areas.

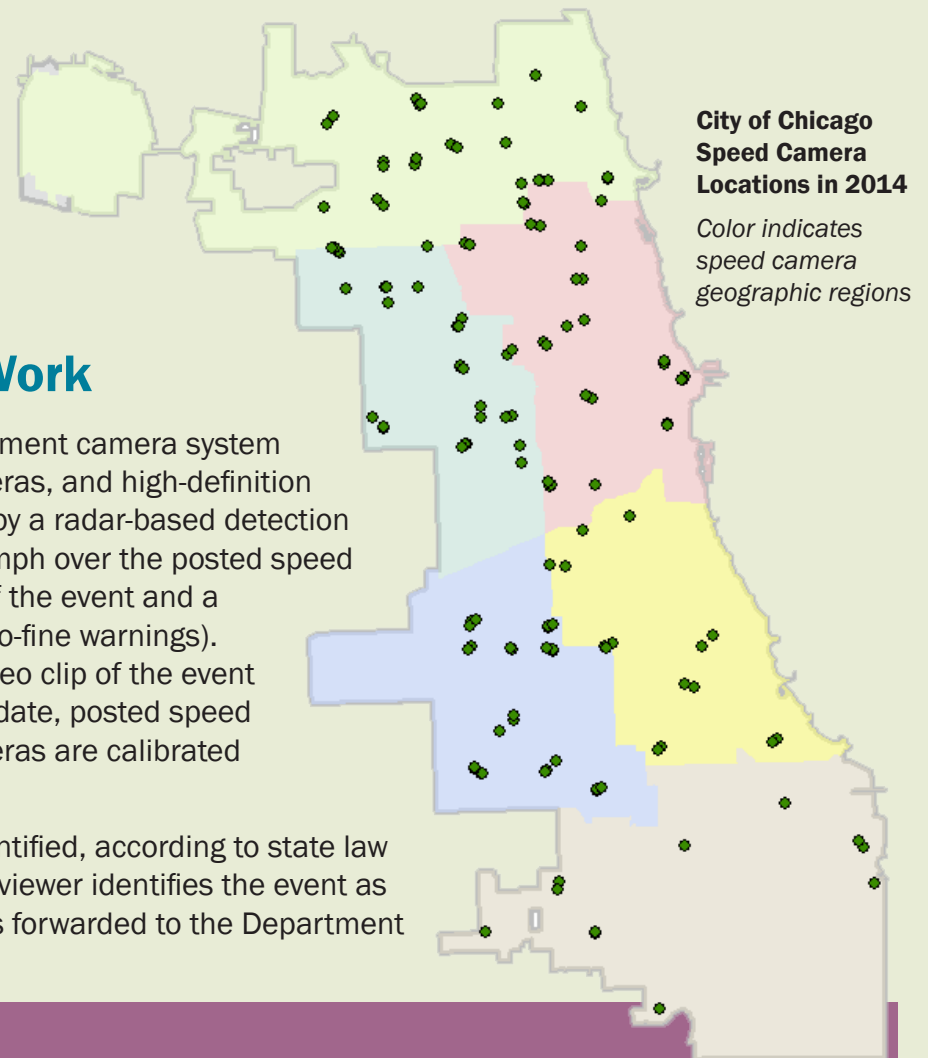


Early data indicates that speed violations have decreased in the Child Safety Zones with speed enforcement cameras. On average, the number of violations per passing vehicle decreased by 31 percent from the first month of a camera's operation to the sixth month. In addition, 81 percent of drivers that were issued a ticket for speeding in a school zone and 67 percent of drivers that were issued a ticket for speeding in a park zone have not received a second ticket.

How the 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 over the posted speed limit or greater, the camera system will capture two digital pictures of the event and a 12-second high-resolution video. (See inset for information about zero-fine 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.

Once a possible automated speed enforcement violation 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 automated speed violation, the images, video, and data is forwarded to the Department



Zero-Fine 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 will begin 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 on 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 on page 5).

of Finance vendor to make the first official determination. If the vendor reviews the evidence and determines that a violation has occurred, the event data is forwarded to a City of Chicago employed reviewer for an additional official review of the evidence before any potential speed violation is considered valid. Once the violation is determined, 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.

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 a camera may not be functioning for maintenance or technical issues.
- Specific quality standards for captured images and videos.
- A maximum allowable percentage of errors in identification of valid violations.
- Time-frames on camera maintenance response and review of captured events.

CDOT regularly monitors vendor performance, enforcing monetary penalties when performance falls below the set requirements. Performance issues that resulted in SLA penalties in 2014 included:

Red Light Camera SLAs – During the transition from Redflex to Xerox camera technology in the first six months of 2014, some minor performance issues were identified. These resulted in SLA penalties that were assessed and charged to Xerox for a total amount of \$40,542.96. Most of the charged penalties were due to delays in the start of camera operations and a percentage of errors in violation determinations that were above the set standards.

Speed Camera SLAs – The automated speed enforcement vendor ATS did not have any SLA penalties applied in 2014. However, the City is requiring ATS to perform additional audits, training, and technology upgrades to prevent low frequency non-SLA issues from occurring.

2014 Automated Enforcement Program – Year in Review

Red Light Camera Program

The Chicago Department of Transportation completed the transition of its automated red light cameras from the previous vendor, Redflex Traffic Systems, to the new vendor, Xerox State and Local Solutions, Inc. (Xerox), in February 2014. During this transition period, Xerox operated and maintained the Redflex camera system until they had successfully installed and tested their camera system in each location. The last Redflex camera was removed from the streets of Chicago on July 15, 2014.

In late 2013, as the Xerox contract was being finalized, the City decided to decommission 32 active red light cameras due to a low number of right-angle crashes at these intersections. Those 32 red light cameras, located at 16 intersections, were turned off and removed on January 31, 2014. This reduced the total number of automated red light cameras in the City of Chicago to 352 cameras operating at 174 intersections.

At the request of the Mayor and the Chicago City Council, the City with the Office of Inspector General (OIG) completed a review of unexplained anomalies in the volume of tickets that had occurred at 12 red light camera intersections in previous years. In an effort to alleviate any concerns that tickets were issued in error, the City provided the individuals who received tickets during these periods the opportunity to request an additional review of those violations by an independent third party. Of the 15,855 tickets that were eligible for review, 3,268 tickets were reviewed and 95.8% of those tickets were confirmed to be valid. The OIG report was completed in October 2014, and found no evidence of purposeful manipulation of the camera systems.

In addition, CDOT initiated reforms of the automated enforcement programs, which include daily posting of accepted violation totals to the City's open data portal and implementation of an early warning system to detect anomalies that may occur at automated enforcement locations. In addition, in order to alleviate confusion with the public and with administrative law judges, CDOT directed the vendor, Xerox, in September 2014, to not issue violations if the camera system measured an amber time of fewer than 3.0 seconds, even if the difference was only hundredths or thousandths of a second lower than 3.0 seconds. All City of Chicago amber timing intervals, at signalized intersections, are programmed at 3.0 seconds for a 30 mph speed limit. The City previously issued red light camera violations if the amber time was measured under 3.0 seconds due to minor variations in the power supply that is considered normal by the National Electrical Manufacturers Association (NEMA).

Speed Enforcement Camera Program

As the speed program only began in 2013, 2014 was primarily a roll-out year. CDOT and ATS continued the deployment of automated speed enforcement cameras in Child Safety Zones in 2014, distributing the speed cameras across the six geographic regions as required under the City Council Speed Camera Enforcement Ordinance. CDOT activated 102 automated enforcement speed cameras in 2014, bringing the total number of speed cameras operating in the City as of December 31, 2014 to 144 cameras operating in 61 Child Safety Zones.

Red Light Cameras – 2014 Statistics

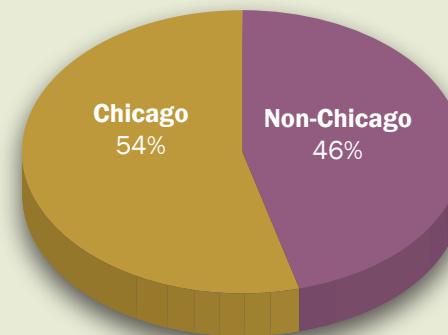
2014 System Data		
Active Cameras (as of 12/31/2014)	352	
# Events Captured ¹	1,606,375	
# Violations Determined ²	516,473	32.2% of Captured Events
# Tickets Issued ³	474,731	91.9% of Violations Determined
# of DOAH Hearings Requested	22,257	4.7% of Tickets Issued
# of Tickets Overturned	4,220	0.9% of Tickets Issued
# Tickets Per Day	1,301	All presented as an average
# Tickets per Week	9,129	
# Tickets per Month	39,561	
# Tickets per Camera	1,349	
# Tickets per Camera per Day	3.7	
Dollar Value of Tickets Issued	\$47,473,100	

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

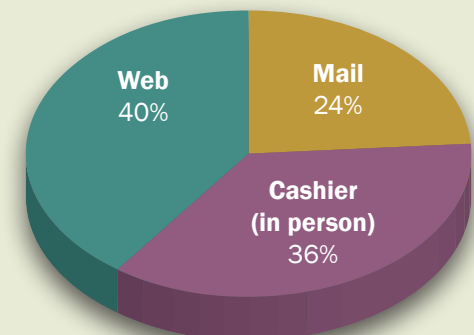
² Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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

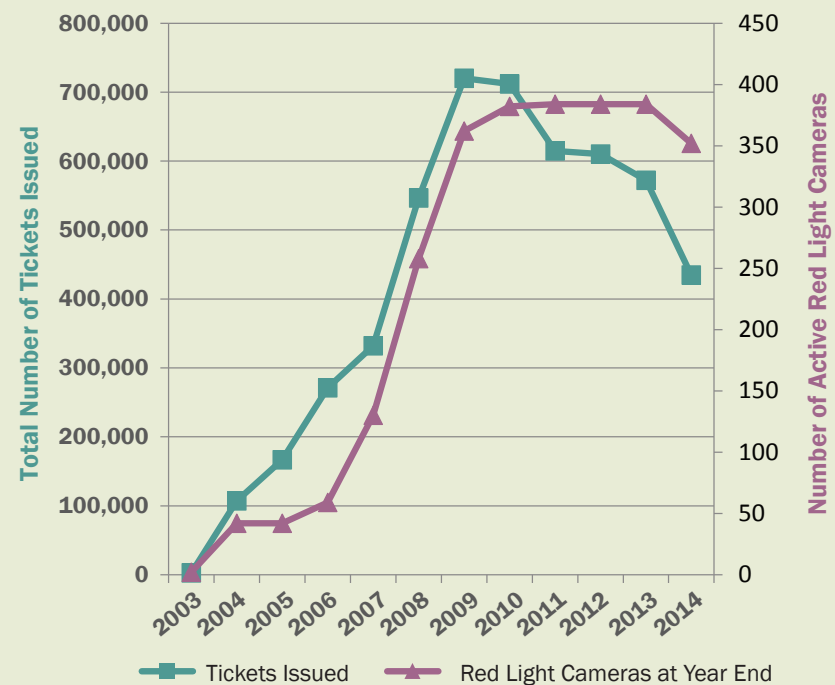
Tickets By Geography Of Violator Issued by Mailing Address



How They Were Paid



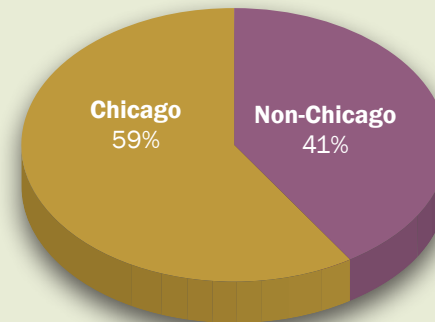
Red Light Camera Tickets Issued Each Year



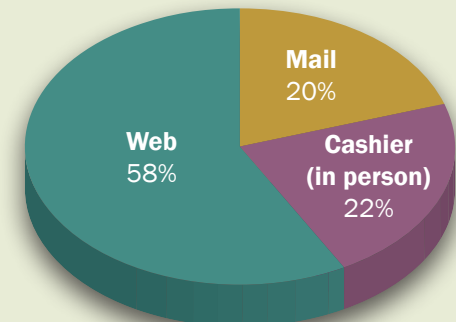
Speed Enforcement Cameras – 2014 Statistics

2014 System Data		
Active Cameras (as of 12/31/2014)	144	
# Events Captured ¹	4,976,605	
# Violations Determined ² (including warnings)	1,640,153	33.0% of Events Captured
# of Violations Issued as 30-Day Warning ³	390,391	23.8% of Violations Determined
# Tickets Issued ⁴	1,249,762	76.2% of Violations Determined
# Zero Fine Tickets Issued	721,730	57.7% of Tickets Issued
# of DOAH Hearing Requested	10,253	0.8% of Tickets Issued
# of Tickets Overturned	2,214	0.2% of Tickets Issued
# Tickets Per Day	3,424	All presented as an average
# Tickets per Week	24,034	
# Tickets per Month	104,147	
# Tickets per Camera	8,679	
# Zero Fine Tickets per Camera per Day	13.7	
# Tickets with Fines per Camera per Day	10.0	
Park Zone—Zero Fine Violations	537,850	
Park Zone—10mph Tickets	84,307	
Park Zone—11+mph Tickets	324,313	
School Zone—Zero Fine Violations	183,880	
School Zone—10mph Tickets -20mph Child Present	12,966	
School Zone—11+ mph Tickets -20mph Child Present	71,681	
School Zone—10mph Tickets -30/35mph	8,131	
School Zone—11+ mph Tickets -30/35mph	26,634	
Dollar Value of Tickets Issued	\$45,951,940	

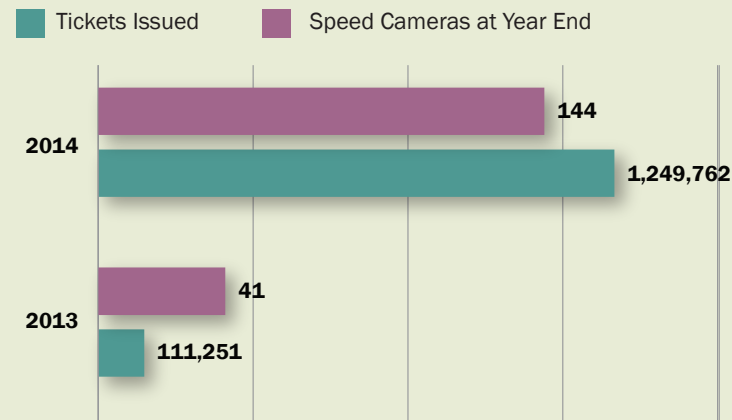
Tickets By Geography Of Violator Issued by Mailing Address



How They Were Paid



Speed Camera Trend in Ticketing



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

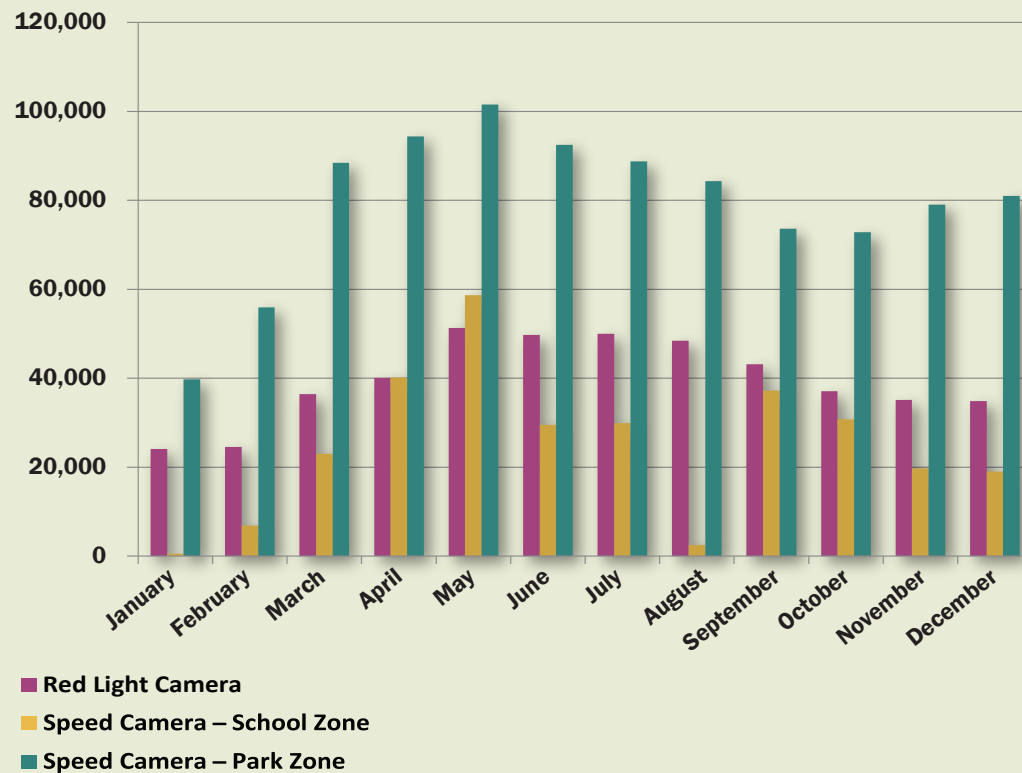
² Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

³ These warnings are sent in the mail, however, unlike the zero-fine warnings (which occur after the 30-Day warning period) violations issued as 30-day warnings are not considered a subset of tickets issued. See page 4 for more information.

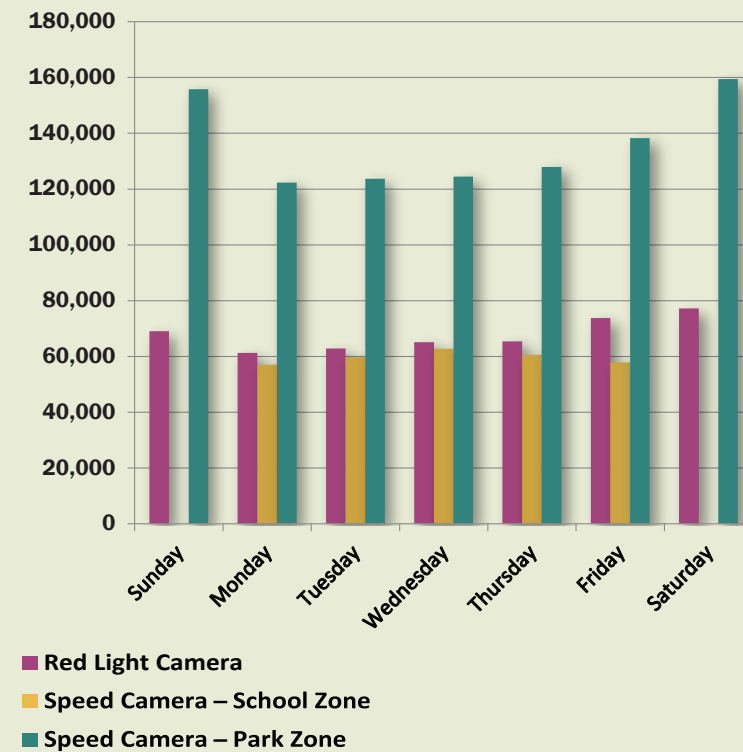
⁴ Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address.

Enforcement Camera Violations by Time, Day, & Month

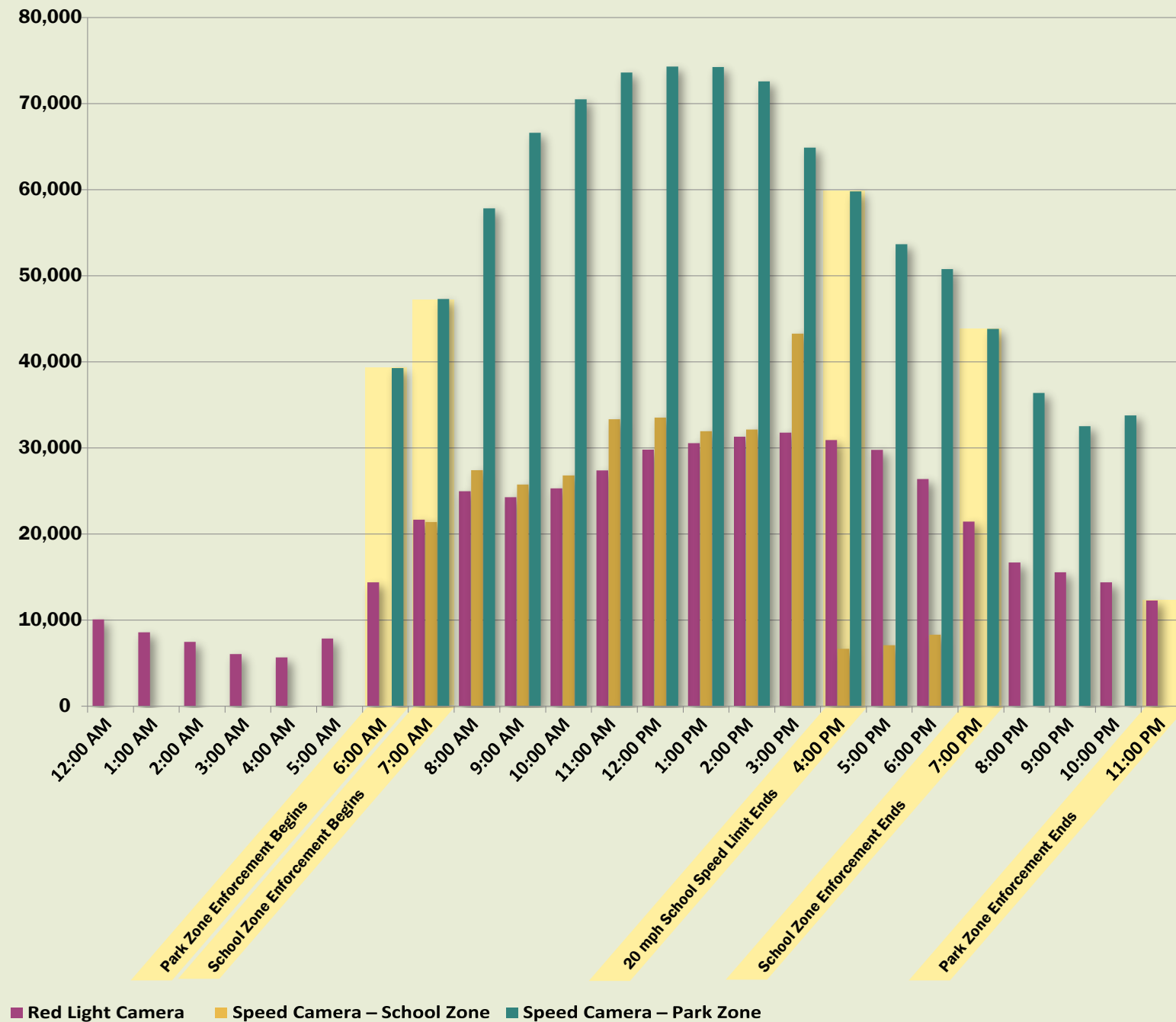
Tickets Issued by Month



Tickets Issued by Day



Tickets Issued by Time of Day



Appendix A

List of Red Light Tickets Issued in 2014 by Intersection

Intersection	Tickets Issued 2014
111th and Halsted	1,706
115th and Halsted	4,365
119th and Halsted	1,863
31st and California	1,242
31st and Martin Luther King Drive	6,391
35th and Western	1,597
47th and Western	2,095
55th and Kedzie	948
55th and Pulaski	2,286
55th and Western	4,050
63rd and State	3,370
69th and Wentworth*	176
71st and Ashland	2,106
75th and State	5,573
79th and Halsted	1,823
79th and Kedzie	806
79th and Racine*	114
83rd and Stony Island	4,722
87th and Vincennes	4,109
95th and Stony Island	5,846
99th and Halsted	4,141
Addison and Harlem	2,202
Archer and Cicero	5,955
Archer/Narragansett and 55th	3,783
Ashland and 47th	1,179
Ashland and 63rd	1,588
Ashland and 87th	3,356
Ashland and 95th	3,011

Intersection	Tickets Issued 2014
Ashland and Archer	2,549
Ashland and Diversey	4,492
Ashland and Division	2,566
Ashland and Fullerton	5,582
Ashland and Irving Park	1,435
Ashland and Lawrence	1,946
Ashland and Madison	1,934
Austin and Addison	1,358
Austin and Belmont*	2
Austin and Irving Park	1,729
Belmont and Kedzie	4,507
Blue Island and Damen	2,633
Broadway/Sheridan and Devon	3,856
California and 35th*	59
California and 47th*	166
California and Devon	1,257
California and Diversey	9,572
California and Peterson	1,642
Canal and Roosevelt	2,787
Central and Addison	997
Central and Belmont	710
Central and Chicago	1,396
Central and Diversey	1,060
Central and Fullerton	755
Central and Irving Park	1,487
Central and Lake	2,815
Cermak and Clark*	175

*Cameras at this intersection were decommissioned on Jan. 31, 2014.

Intersection	Tickets Issued 2014
Cermak and Pulaski	1,872
Chicago and Clark	3,610
Cicero and 47th	3,204
Cicero and Addison	2,524
Cicero and Armitage	487
Cicero and Belmont*	56
Cicero and Chicago	2,536
Cicero and Diversey	1,457
Cicero and Fullerton	1,403
Cicero and Harrison	1,756
Cicero and I-55	12,937
Cicero and North	3,434
Cicero and Peterson	1,176
Cicero and Washington	4,018
Clark and Fullerton	709
Clark and Irving Park	2,117
Columbus and Illinois	5,660
Cornell Drive and 57th	4,741
Cortland and Ashland	4,975
Cottage Grove and 71st	840
Cottage Grove and 79th	46
Cottage Grove and 95th	2,978
Damen and 63rd	1,661
Damen and Diversey	1,829
Damen and Fullerton	2,971
Devon and Kedzie*	149
Diversey and Austin	1,127
Diversey and Western	1,869
Division and Damen	3,683
Elston and Addison	2,061
Elston and Foster	945

Intersection	Tickets Issued 2014
Elston and Irving Park	1,396
Elston and Lawrence	1,978
Foster and Broadway	1,538
Foster and Nagle	1,834
Fullerton and Narragansett	2,927
Garfield and Ashland	2,354
Grand and Oak Park	4,110
Halsted and 103rd	2,362
Halsted and 63rd	1,327
Halsted and 83rd	3,087
Halsted and 95th	964
Halsted and Belmont*	120
Halsted and Division	4,915
Halsted and Fullerton	1,464
Halsted and Madison	2,627
Halsted and North	1,241
Hamlin and Lake	3,367
Hamlin and Madison	2,827
Harlem and Belmont	2,323
Harlem and Northwest Hwy	988
Higgins and Harlem*	302
Hollywood and Sheridan	7,766
Homan/Kimball and North	1,832
Irving Park and California	2,916
Irving Park and Kedzie	2,922
Irving Park and Kilpatrick	2,688
Irving Park and Laramie	2,049
Irving Park and Narragansett	1,448
Jeffery and 79th	1,265
Jeffery and 95th	814
Kedzie and 26th	1,623

*Cameras at this intersection were decommissioned on Jan. 31, 2014.

Intersection	Tickets Issued 2014
Kedzie and 31st	1,373
Kedzie and 47th	1,569
Kedzie and 63rd	1,211
Kedzie and 71st	1,589
Kedzie and Armitage	2,149
Kimball and Diversey	1,558
Kimball and Lincoln	7,320
Kostner and Division*	64
Kostner and North	2,723
Lafayette and 87th	8,040
Lake Shore Dr. and Belmont	13,211
Laramie and Fullerton	1,359
Laramie and Madison	6,240
LaSalle and Kinzie	2,062
Lawrence and Cicero	3,533
Lawrence and Western	1,775
Madison and Central	1,945
Madison and Western	1,520
Milwaukee and Devon	2,466
Milwaukee and Montrose	1,582
Montrose and Western	1,960
North and California*	131
North and Wells*	256
Ogden and Kostner	3,864
Pershing and Western	2,188
Peterson and Western	2,718
Pulaski and 63rd	2,569
Pulaski and 71st*	37
Pulaski and 79th	2,349
Pulaski and Archer	1,790
Pulaski and Armitage	1,618

Intersection	Tickets Issued 2014
Pulaski and Belmont	793
Pulaski and Chicago	1,522
Pulaski and Diversey	1,273
Pulaski and Division	1,129
Pulaski and Foster	1,675
Pulaski and Fullerton	1,431
Pulaski and Irving Park	1,581
Pulaski and Lawrence	715
Pulaski and Montrose	661
Pulaski and North	1,042
Pulaski and Peterson	3,593
Ridge and Clark	2,515
Roosevelt and Halsted	5,165
Roosevelt and Kostner	1,658
Roosevelt and Pulaski	2,213
Sacramento and Chicago	2,537
Sacramento and Lake	1,677
Sheridan and Foster	947
State and 79th	7,774
Stony Island and 67th	4,285
Stony Island and 76th	4,884
Stony Island and 79th	1,564
Stony Island and 89th*	783
Touhy and Osceola	984
Van Buran and Western	10,773
Vincennes and 111th	3,192
Wentworth and Garfield	7,314
Western and 51st	1,069
Western and 63rd	1,225
Western and 71st	1,998
Western and 79th	1,100

*Cameras at this intersection were decommissioned on Jan. 31, 2014.

	Tickets Issued
Intersection	2014
Western and Addison	3,626
Western and Armitage	757
Western and Cermak	2,615
Western and Chicago	1,834
Western and Devon	1,096
Western and Foster	2,668
Western and Fullerton	3,582
Western and Marquette	2,243
Western and North	2,382
Western and Pratt	2,701
Western and Touhy	1,311
Total	474,731

List of Speed Tickets Issued in 2014 by Camera Location

School Zone Locations

		Tickets Issued
Address	Zone	2014
1440 W Cermak Rd	Benito Juarez High School	2,652
7833 S Pulaski	Bogan High School	14,791
7826 S Pulaski	Bogan High School	3,086
3851 W 79th	Bogan High School	3,154
3832 W 79th	Bogan High School	6,214
3111 N Ashland Ave	Burley Elementary School	131
3130 N Ashland Ave	Burley Elementary School	426
1635 N Ashland Ave	Burr School	5,682
1638 N Ashland Ave	Burr School	2,365
5509 W Fullerton	Charles Prosser High School	10,132
5446 W Fullerton	Charles Prosser High School	9,886
5440 W Grand	Charles Prosser High School	8,158
3843 W 111th	Chicago Ag High School	7,130
2109 E 87th St	Chicago Vocational High School	901
2445 W 51st St	Christopher School	596
2440 W 51st St	Christopher School	1,209
5025 S Western Ave	Christopher School	8,749
4929 S Pulaski	Curie High School	7,615
5030 S Pulaski	Curie High School	14,867
4925 S Archer	Curie High School	9,221
215 E 63rd St	Dulles Elementary School	2,033
6330 S Martin Luther King Dr	Dulles Elementary School	804
14 W Chicago Ave	Frances Xavier School	311
19 W Chicago Ave	Frances Xavier School	366
18 W Superior St	Frances Xavier School	101
4042 W Roosevelt Rd	Frazier Magnet School	986
1117 S Pulaski Rd	Frazier Magnet School	1,165
1110 S Pulaski Rd	Frazier Magnet School	1,238

*Cameras at this intersection were decommissioned on Jan. 31, 2014.

		Tickets Issued
Address	Zone	2014
346 W 76th St	Harvard Elementary School	842
341 W 76th St	Harvard Elementary School	416
7518 S Vincennes	Harvard Elementary School	10,140
3116 N Narragansett Ave	ICCI School	1,454
3115 N Narragansett Ave	ICCI School	367
6443 W Belmont Ave	ICCI School	712
6514 W Belmont Ave	ICCI School	1,122
5433 S Pulaski	John Hancock High School	3,384
5428 S Pulaski	John Hancock High School	2,171
4045 W 55th	John Hancock High School	613
4040 W 55th	John Hancock High School	3,017
629 S State	Jones College Prep High School	8,238
630 S State	Jones College Prep High School	2,286
3521 N Western	Lane Tech High School	5,136
3534 N Western	Lane Tech High School	8,324
2549 W Addison	Lane Tech High School	18,630
3230 N Milwaukee Ave	Lorca School	1,252
3809 W Belmont Ave	Lorca School	1,521
3810 W Belmont Ave	Lorca School	457
11153 S Vincennes	Morgan Park High School	2,836
11144 S Vincennes	Morgan Park High School	7,305
4041 W Chicago Ave	Orr High School	5,706
4040 W Chicago Ave	Orr High School	14,149
732 N Pulaski Rd	Orr High School	5,843
2335 W Cermak Rd	Pickard School	787
2326 W Cermak Rd	Pickard School	326
2115 S Western Ave	Pickard School	429
2108 S Western Ave	Pickard School	465
1229 N Western Ave	Roberto Clemente High School	7,861

		Tickets Issued
Address	Zone	2014
1226 N Western Ave	Roberto Clemente High School	4,321
2329 W Division St	Roberto Clemente High School	2,032
6125 N Cicero Ave	Sauganash School	5,202
4707 W Peterson Ave	Sauganash School	4,559
4674 W Peterson Ave	Sauganash School	2,020
4843 W Fullerton	St Genevieve School	18,236
7739 S Western	St. Rita High School	10,643
7738 S Western	St. Rita High School	7,657
2603 W 79th	St. Rita High School	3,583
2550 W 79th	St. Rita High School	2,777
5739 N Northwest Hwy	Taft High School	783
6510 W Bryn Mawr Ave	Taft High School	1,721

Park Zone Locations

		Tickets Issued
Address	Zone	2014
57 E 95th	Abbott Park	1,077
62 E 95th	Abbott Park	3,188
4831 W Lawrence Ave	Ashmore Park	2,893
4909 N Cicero Ave	Ashmore Park	11,365
2416 W 103rd St	Beverly Park	125
2417 W 103rd St	Beverly Park	23
3535 E 95th St	Calumet Park	312
3542 E 95th St	Calumet Park	843
9618 S Ewing Ave	Calumet Park	7,368
1142 W Irving Park	Challenger Park	38,651
4429 N Broadway	Challenger Park	1,005
4446 N Broadway	Challenger Park	1,217
515 S Central Ave	Columbus Park	770
5816 W Jackson	Columbus Park	31,489

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		Tickets Issued
Address	Zone	2014
506 S Central Ave	Columbus Park	997
2917 W Roosevelt	Douglas Park	18,763
2912 W Roosevelt	Douglas Park	7,089
2900 W Ogden	Douglas Park	55,393
8345 S Ashland Ave	Foster Park	1,308
8318 S Ashland Ave	Foster Park	920
1507 W 83rd St	Foster Park	523
5529 S Western	Gage Park	7,948
5520 S Western	Gage Park	11,840
2513 W 55th	Gage Park	8,721
3655 W Jackson	Garfield Park	7,029
3646 W Madison	Garfield Park	18,684
4124 W Foster	Gompers Park	38,238
5120 N Pulaski	Gompers Park	19,141
3047 W Jackson Blvd	Horan Park	5,574
324 S Kedzie Ave	Horan Park	3,843
2721 W Montrose	Horner Park	1,447
2705 W Irving Park	Horner Park	38,407
2712 W Irving Park	Horner Park	14,998
1111 N Humboldt	Humboldt Park	25,560
3100 W Augusta	Humboldt Park	5,593
5471 W Higgins	Jefferson Park	12,700
5432 W Lawrence	Jefferson Park	1,429
3137 W Peterson	Legion Park	19,850
3034 W Foster	Legion Park	9,371
445 W 127th	Major Taylor Bike (Park)	56,435
3450 W 71st	Marquette Park	8,009
6818 S Kedzie	Marquette Park	20,297
6909 S Kedzie	Marquette Park	25,497
2928 S Halsted	McGuane Park	1,990
2080 W Pershing	McKinley Park	10,416

		Tickets Issued
Address	Zone	2014
3843 S Western	McKinley Park	15,620
6626 W Irving Park Rd	Merrimac Park	11,640
449 N Columbus Dr	Ogden Plaza Park	1,406
450 N Columbus Dr	Ogden Plaza Park	5,229
319 E Illinois St	Ogden Plaza Park	404
10318 S Indianapolis	Park 499	57,605
4620 W Belmont Ave	Parsons Park	1,778
4123 N Central Ave	Portage Park	4,141
5454 W Irving Park	Portage Park	26,194
6247 W Fullerton	Riis Park	7,035
6250 W Fullerton	Riis Park	7,125
7422 S Jeffery	Rosenblum Park	4,022
1901 E 75th St	Rosenblum Park	4,099
2448 N Clybourn Ave	Schaefer Park	4,740
2443 N Ashland	Schaefer Park	17,164
2432 N Ashland	Schaefer Park	3,255
5885 N Ridge Ave	Senn Park	10,788
5420 S Racine Ave	Sherman Park	3,868
1334 W Garfield Blvd	Sherman Park	24,349
1315 W Garfield Blvd	Sherman Park	19,469
141 N Ashland	Union Park	6,843
140 N Ashland	Union Park	7,800
115 N Ogden	Union Park	19,954
6523 N Western	Warren Park	20,043
5330 S Cottage Grove	Washington Park	18,284
536 E Morgan	Washington Park	68,916
4433 N Western	Welles Park	8,698
4432 N Lincoln	Welles Park	544
4436 N Western	Welles Park	7,121
Grand Total		1,249,762

*Cameras at this intersection were decommissioned on Jan. 31, 2014.

Appendix B

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/redlight/cameras/>

