

2020

CITY OF CHICAGO AUTOMATED ENFORCEMENT PROGRAM



ANNUAL REPORT



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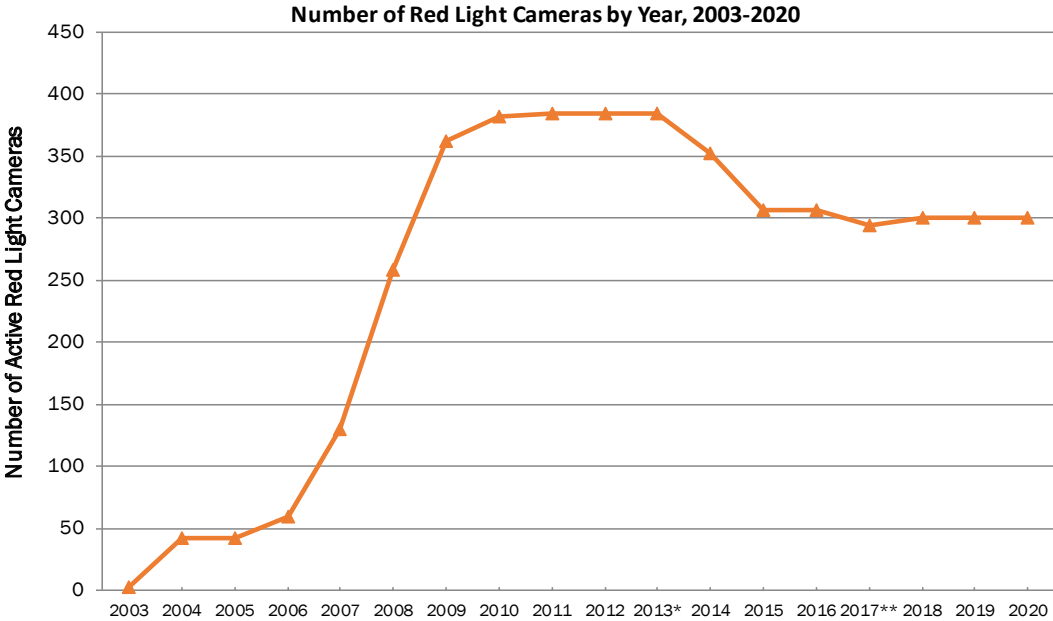
Background: Red Light Camera Enforcement

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>.

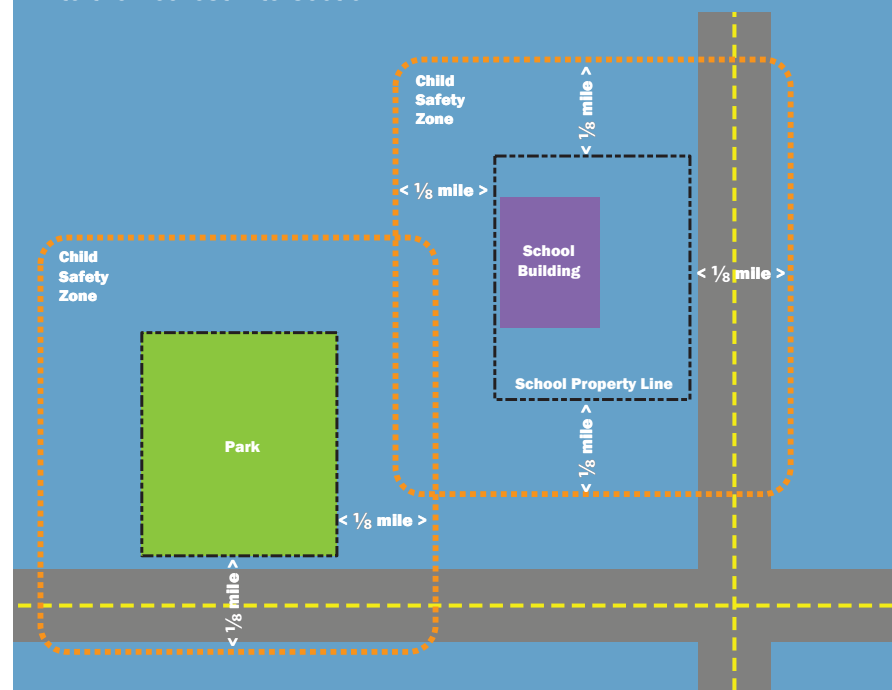
Background: Speed Camera Enforcement

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.

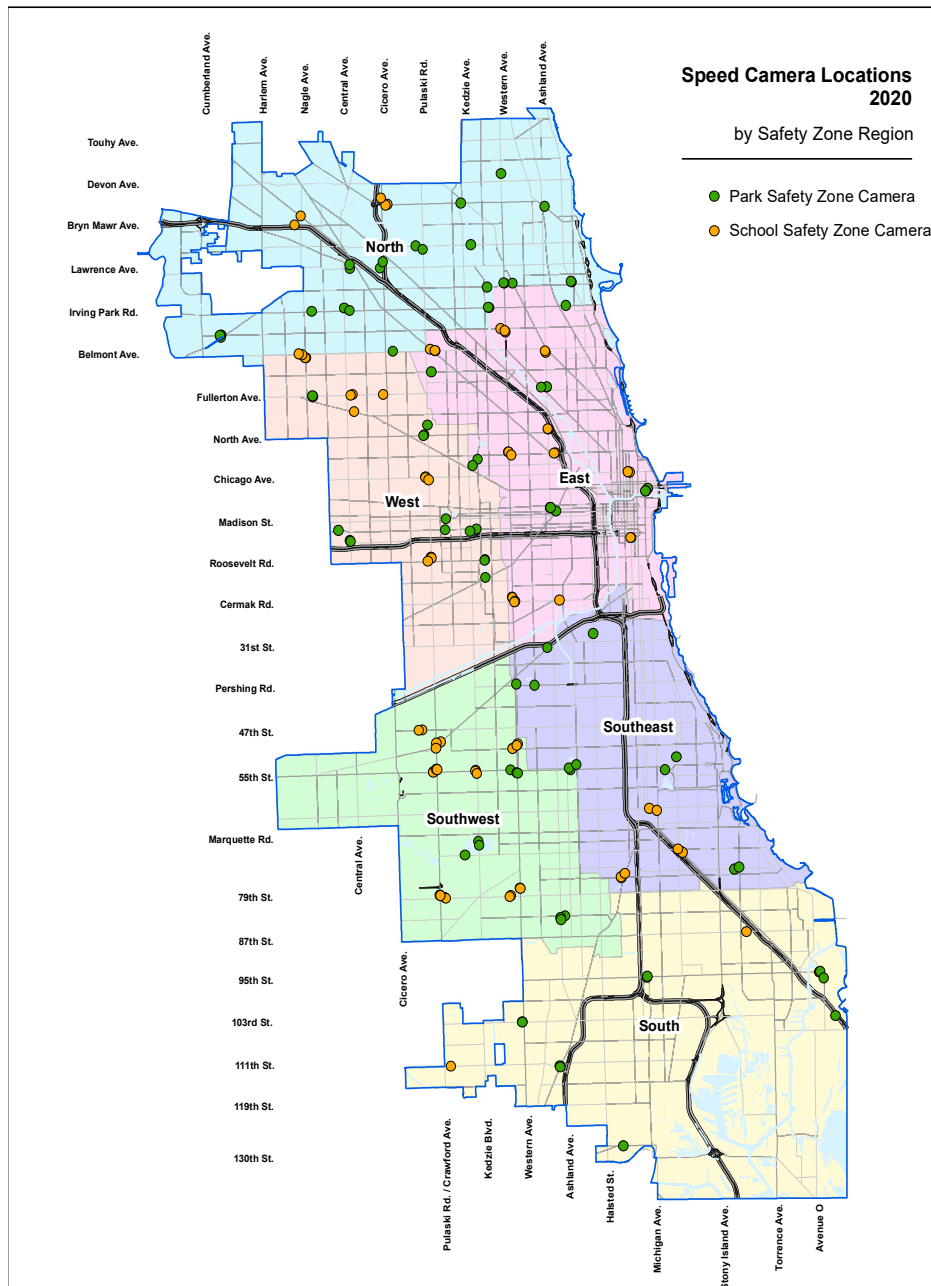
The operation of the automated speed enforcement system and the issuance of citations for violations is restricted to the following times and conditions per the ordinance:

- 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, 2020.

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’

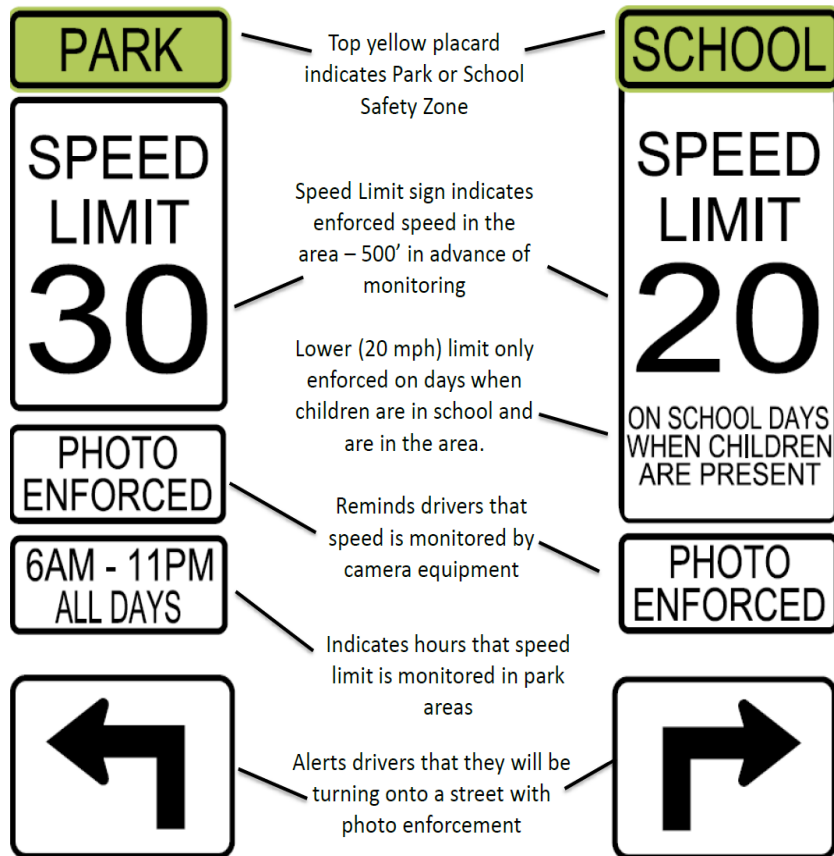
The City’s two automated enforcement vendors, Conduent State and Local Solutions Inc. and Verra Mobility, Inc., are contractually required to meet specific performance criteria. These criteria are referred to as service level agreements (SLA’s), and are described in detail in the vendors’ contracts. 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 2020 included:

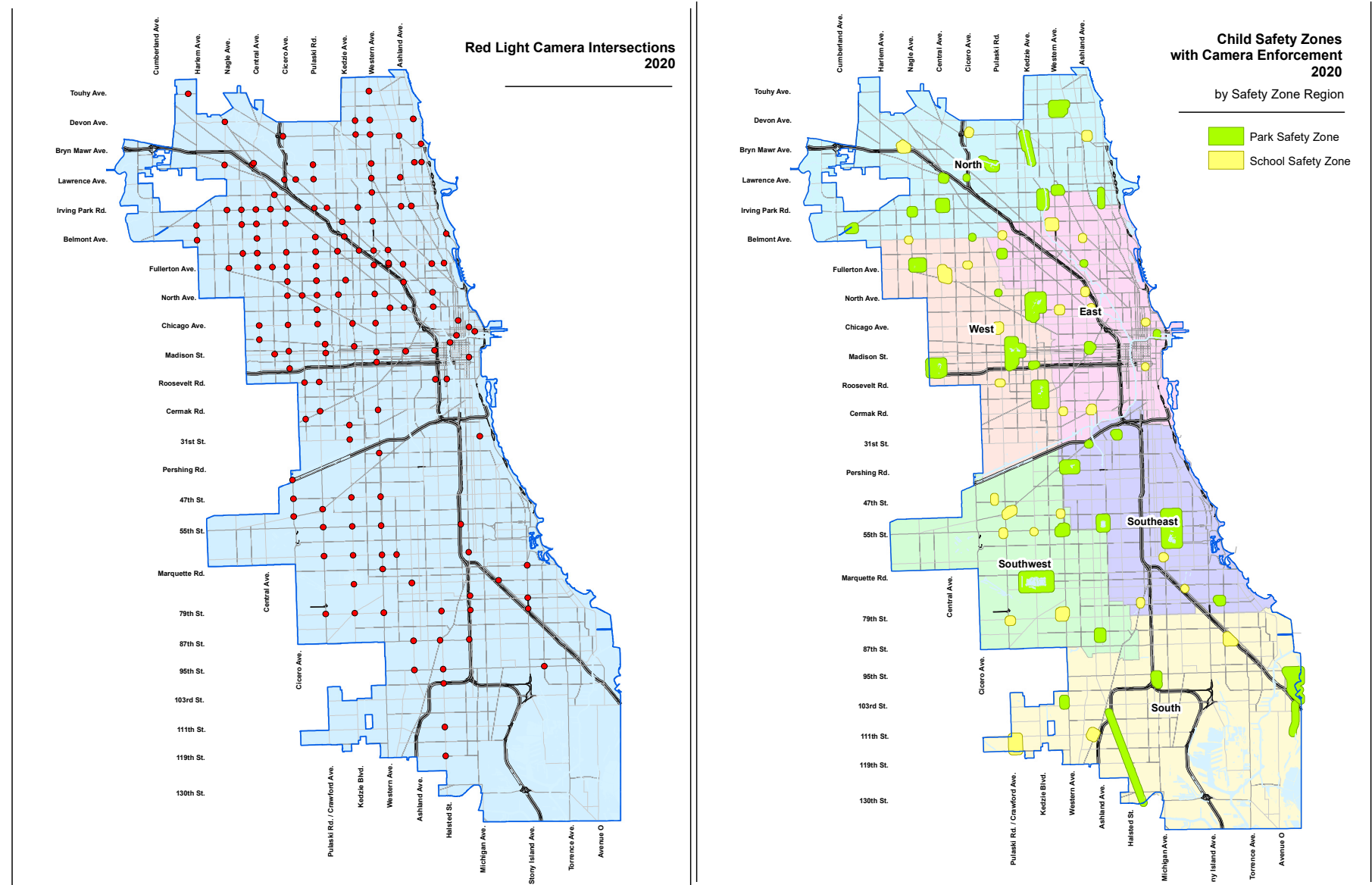
Red Light Camera SLAs – The SLA penalties assessed in 2020 were mostly for individual camera event quality in the months of September through December 2020. The city assessed Conduent monetary penalties in the amount of \$968.28.

Speed Camera SLAs – The Automated Speed Enforcement vendor, Verra Mobility, was assessed \$20,778.64 in Service Level penalties in 2020, primarily for image quality issues at some camera locations.



Automated Enforcement in 2020

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 2020, 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.

2020 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 8.7 percent, from 25.26 mph to 23.06 mph.

In 2020 93.7 percent of drivers who were issued a ticket for speeding in a school zone and 71.9 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.

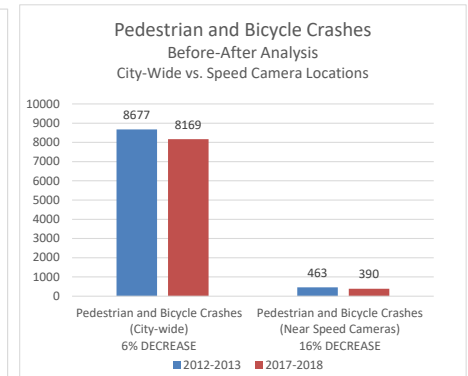
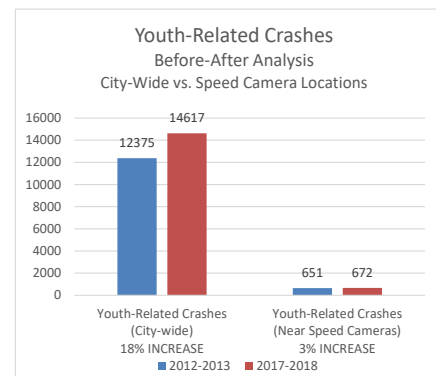
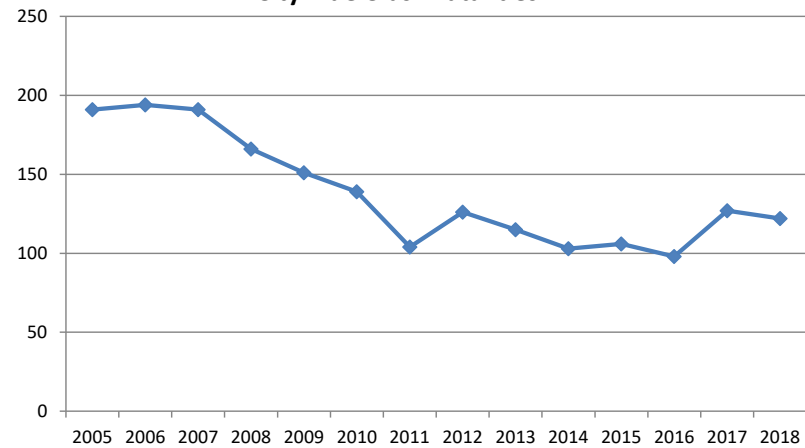
In 2018, crashes resulting in a fatality or injury increased by only one percent near speed cameras, compared to a nineteen percent increase city-wide. Visit the CDOT website for more information:

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

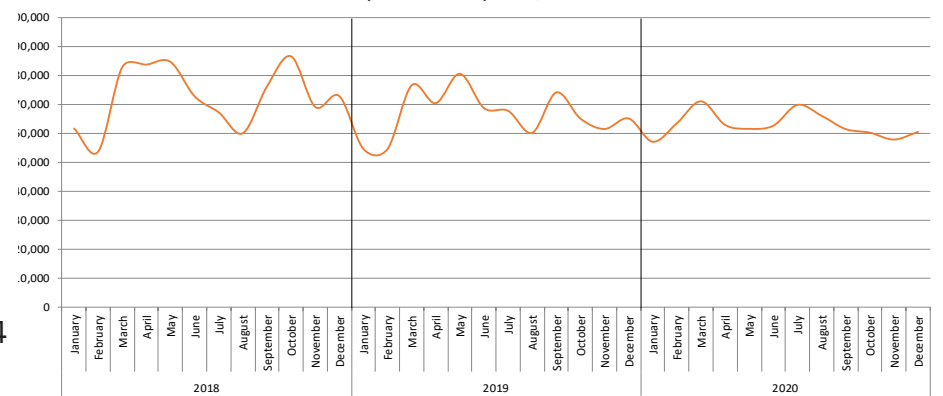
In 2017, Northwestern University Transportation Center carried out a comprehensive, independent study of Chicago’s RLC program. The study concluded that the program provides significant safety benefits. The study report can be found on CDOT’s website at: https://www.chicago.gov/city/en/depts/cdot/supp_info/red-light-cameraenforcement.html.

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**



Safety Zone Citations by Month, 2018-2020



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

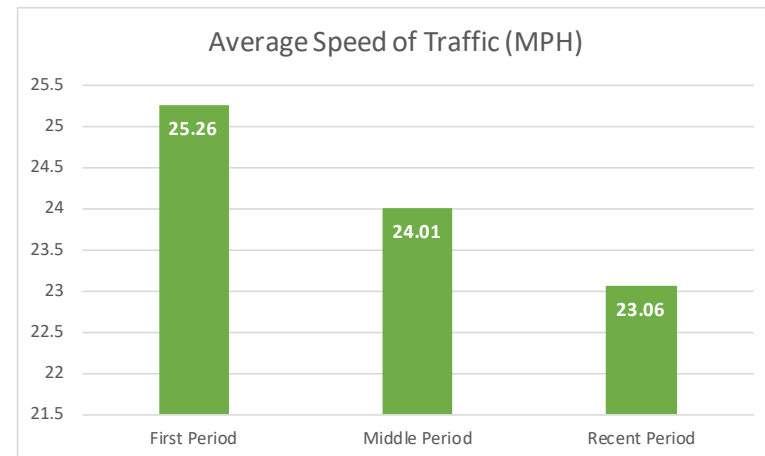
The following table illustrates the change in the average speed of all recorded traffic during enforcement hours at all speed camera locations that have been active for at least six months prior to December 31st, 2020.

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, 2020

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 23.06 MPH.

This equates to a 8.7 percent decrease and indicates the program is successful at these locations.



Red Light Cameras – 2020 Statistics

2020 RLC Program Data	
Active Cameras (as of 12/31/2019)	300
# Events Captured ¹	1,895,999
# Violations Determined ²	560,668
# Tickets Issued ³	528,647
# DOAH Hearing Requested	23,854
# Tickets Overturned	3,256
Average # Tickets issued Per Day	1,448
Average # Tickets issued per Week	10,166
Average # Tickets issued per Month	44,054
Average # Tickets issued per Camera	1,762
Average # Tickets issued per Camera per Day	4.8
Dollar Value of Tickets Issued	\$52,578,600

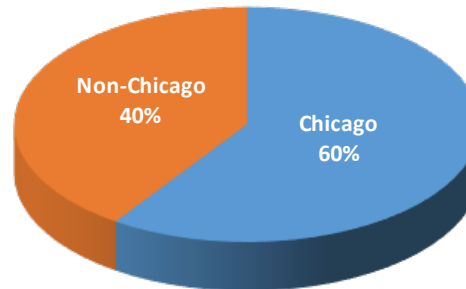
*Data as of 01/31/2021. Data includes any ticket issued in error.

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.

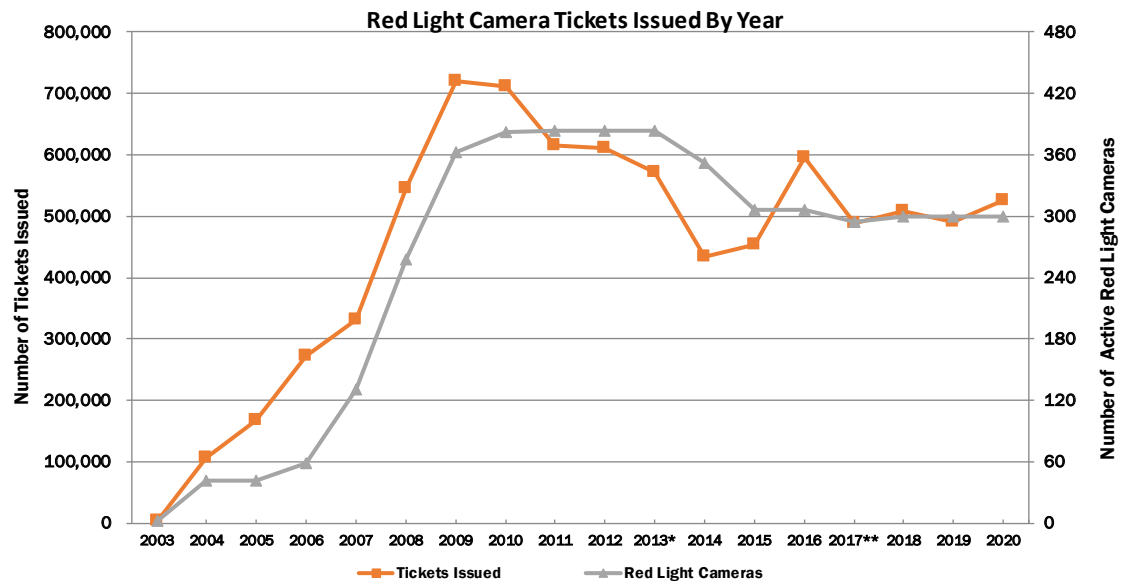
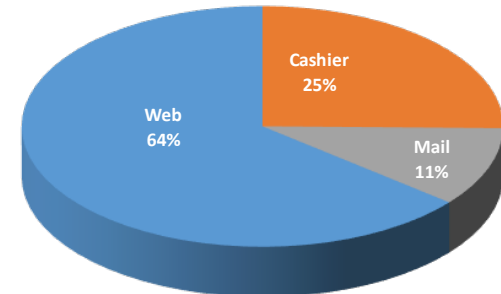
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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 01/31/2021.

Tickets Issued by Place of Residence



Ticket Payment Method



Speed Cameras – 2020 Statistics

2020 ASE Program Data	
Active Cameras (as of 12/31/2020)	161
# Events Captured ¹	1,867,614
# Violations Determined (including warnings) ²	800,824
# of Violations Issued as 30-Day Warning ³	0
# Tickets Issued ⁴	754,483
# Zero Fine Tickets Issued	332,163
# DOAH Hearing Requested	13,159
# Tickets Overtuned	1,335
Average # Tickets issued per Day ⁵	2,067
Average # Tickets issued per Week	14,509
Average # Tickets issued per Month	62,874
Average # Tickets issued per Camera ⁵	4,686
Average # Tickets issued with Fines per Camera per Day ⁵	12.8
Park Zone–Zero Fine Violation	280,331
Park Zone–10mph Ticket	92,760
Park Zone–11+mph Ticket	329,020
School Zone–Zero Fine Violation	20,988
School Zone–10mph Ticket - 20mph Child Present	3,416
School Zone–11+ mph Ticket - 20mph Child Present	14,089
School Zone–10mph Ticket - Posted speed limit	3,161
School Zone–11+ mph Ticket - Posted speed limit	10,718
Dollar Value of Tickets Issued	\$37,690,640

*Data as of 01/31/2021. 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.

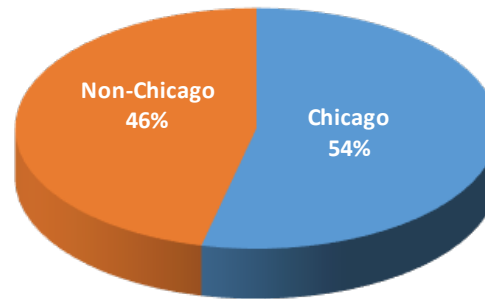
²Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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.

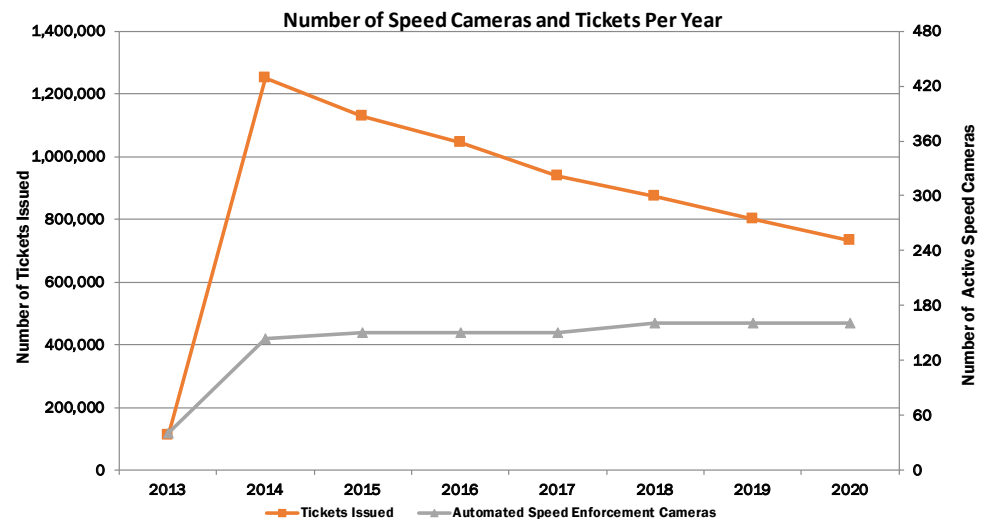
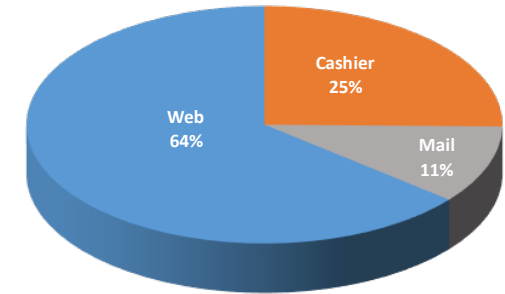
⁴Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2021.

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.

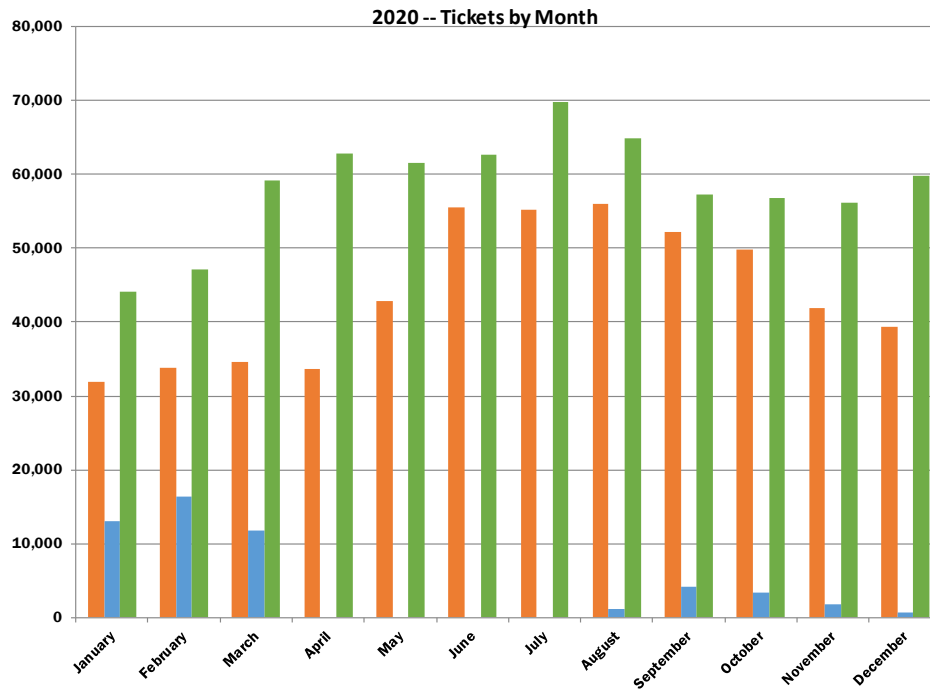
Tickets Issued by Place of Residence



Ticket Payment Method



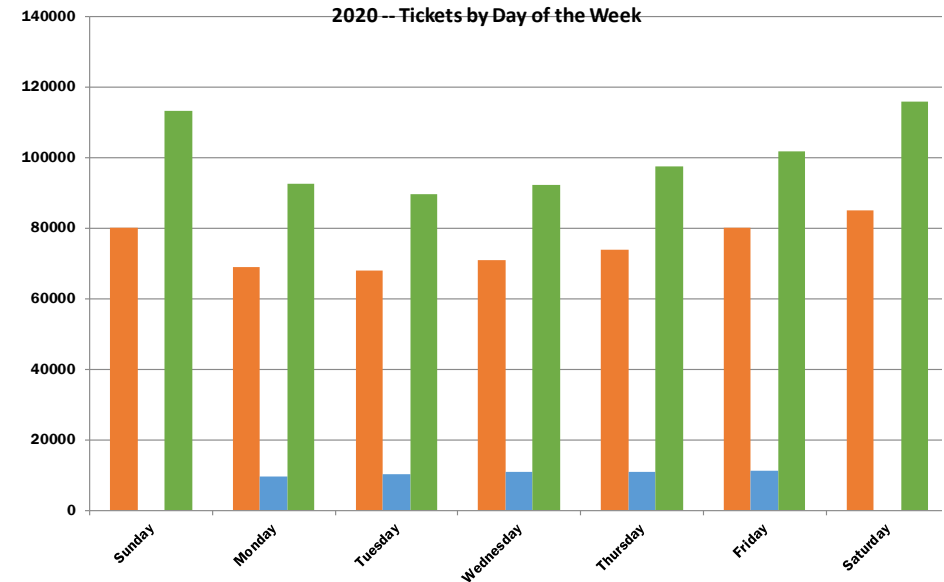
Tickets Issued by Month and Day of the Week in 2020



* School Zone ticket numbers reflect school closings due to Covid-19 restrictions

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

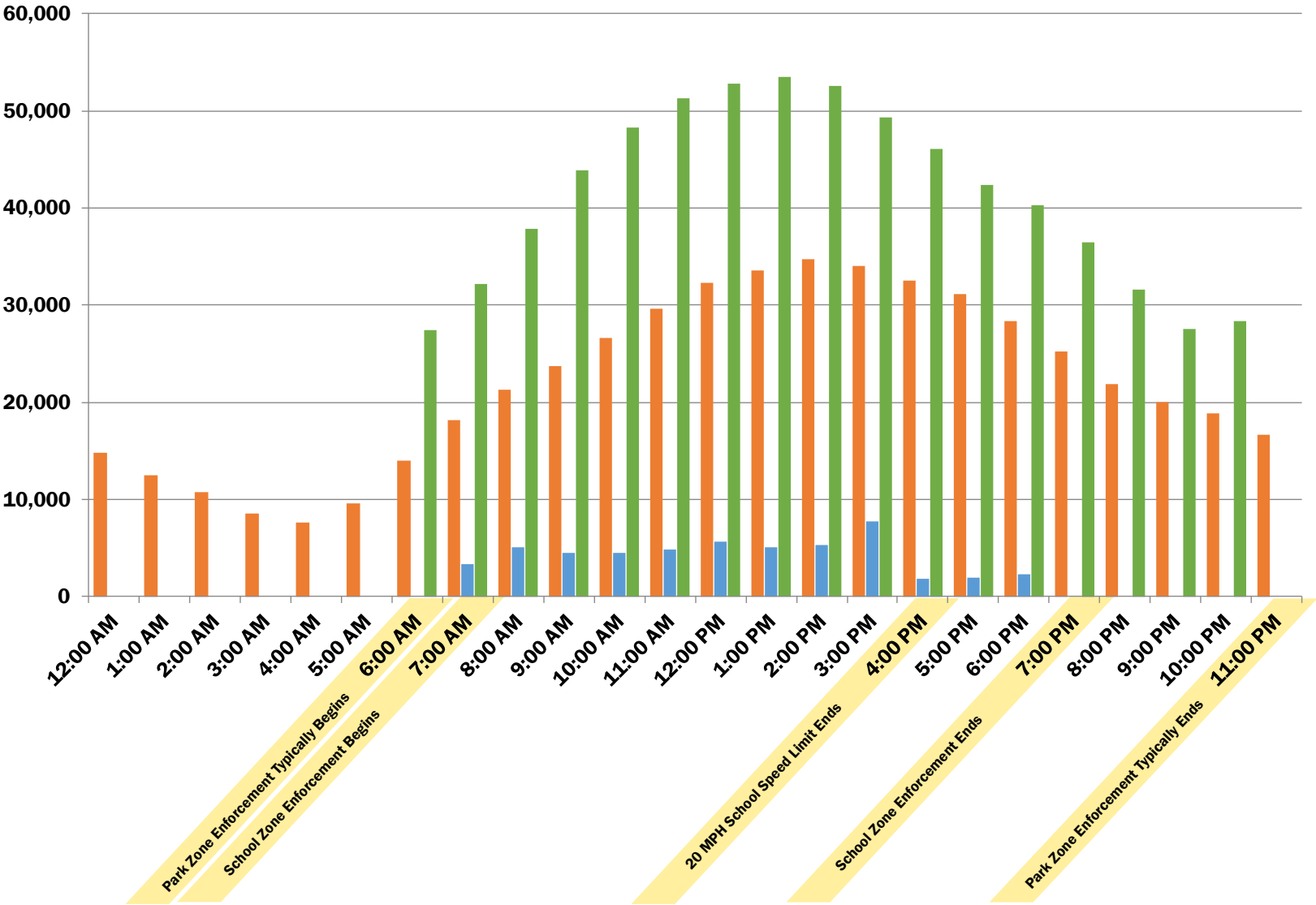
- Red Light Camera
- Speed Camera - School Zone
- Speed Camera - Park Zone



* School Zone ticket numbers reflect school closings due to Covid-19 restrictions

*Data as of 2/6/2021. Data includes any ticket issued in error.

Tickets Issued by Time of Day in 2020



* School Zone ticket numbers reflect school closings due to Covid-19 restrictions

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

*Data as of 1/31/2021. Data may include tickets issued in error.

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. Verra Mobility [formerly 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, Verra Mobility. If an Verra Mobility 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 2020, 43 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 2020 by Intersection

Intersection	Tickets Issued 2020
111TH AND HALSTED	5,262
119TH AND HALSTED	4,960
31ST ST AND MARTIN LUTHER KING DRIVE	8,019
35TH AND WESTERN	1,968
4700 WESTERN	1,437
55TH AND KEDZIE	1,239
55TH AND PULASKI	1,409
55TH AND WESTERN	1,863
63RD AND STATE	7,288
71ST AND ASHLAND	3,950
75TH AND STATE	11,313
79TH AND HALSTED	3,732
79TH AND KEDZIE	1,724
87TH AND VINCENNES	7,814
99TH AND HALSTED	11,798
ADDISON AND HARLEM	1,632
ARCHER AND CICERO	8,199
ASHLAND AND 87TH	4,402
ASHLAND AND 95TH	5,489
ASHLAND AND DIVISION	2,938
ASHLAND AND FULLERTON	4,421
ASHLAND AND IRVING PARK	1,468
ASHLAND AND LAWRENCE	3,031
ASHLAND AND MADISON	2,212
AUSTIN AND ADDISON	966
AUSTIN AND IRVING PARK	944
BELMONT AND KEDZIE	5,509

Note: Data as of 1/31/2021. Data may include tickets issued in error.

Intersection	Tickets Issued 2020
BROADWAY/SHERIDAN AND DEVON	4,680
CALIFORNIA AND DEVON	1,088
CALIFORNIA AND DIVERSEY	6,752
CALIFORNIA AND PETERSON	1,424
CANAL AND ROOSEVELT	6,010
CENTRAL AND ADDISON	1,081
CENTRAL AND BELMONT	690
CENTRAL AND CHICAGO	3,071
CENTRAL AND DIVERSEY	663
CENTRAL AND FULLERTON	1,181
CENTRAL AND IRVING PARK	967
CENTRAL AND LAKE	3,720
CENTRAL AND MILWAUKEE	383
CERMAK AND PULASKI	3,634
CHICAGO AND CLARK	1,989
CICERO AND 47TH	2,317
CICERO AND ADDISON	3,681
CICERO AND ARMITAGE	1536
CICERO AND CHICAGO	3,173
CICERO AND DIVERSEY	2,013
CICERO AND FULLERTON	1,448
CICERO AND HARRISON	3,737
CICERO AND I55	20,903
CICERO AND NORTH	4,191
CICERO AND PETERSON	1,334
CICERO AND WASHINGTON	4,554
CLARK AND FULLERTON	813
CLARK AND IRVING PARK	1,969
COLUMBUS AND ILLINOIS	2,776

Intersection	Tickets Issued 2020
CORTLAND AND ASHLAND	3,664
COTTAGE GROVE AND 71ST	1,734
DAMEN AND 63RD	2,738
DAMEN AND DIVERSEY	1,707
DAMEN AND ELSTON	1,942
DAMEN AND FULLERTON	5,056
DIVERSEY AND AUSTIN	923
DIVERSEY AND WESTERN	1,725
DIVISION AND DAMEN	3,528
ELSTON AND ADDISON	2,657
ELSTON AND IRVING PARK	1,841
ELSTON AND LAWRENCE	1,495
FOSTER AND BROADWAY	1,906
FOSTER AND NAGLE	3,064
FOSTER AND NORTHWEST HIGHWAY	1,341
FULLERTON AND NARRAGANSETT	1,717
HALSTED AND 95TH	2,309
HALSTED AND DIVISION	3,571
HALSTED AND FULLERTON	2,550
HALSTED AND MADISON	2,250
HALSTED AND NORTH	2,250
HAMLIN AND LAKE	3,074
HAMLIN AND MADISON	4,597
HARLEM AND BELMONT	2,198
HOLLYWOOD AND SHERIDAN	6,471
HOMAN/KIMBALL AND NORTH	2,254
IRVING PARK AND CALIFORNIA	2,312
IRVING PARK AND KILPATRICK	3,537
IRVING PARK AND LARAMIE	2,279
IRVING PARK AND NARRAGANSETT	1,724
JEFFERY AND 95TH	2,013

Intersection	Tickets Issued 2020
KEDZIE AND 26TH	1,818
KEDZIE AND 31ST	1,745
KEDZIE AND 47TH	1,992
KEDZIE AND 63RD	1,344
KEDZIE AND 71ST	2,130
KEDZIE AND ARMITAGE	3,061
KIMBALL AND DIVERSEY	1,626
KOSTNER AND NORTH	8,127
LAFAYETTE AND 87TH	18,595
LAKE AND UPPER WACKER	14,552
LAKE SHORE DR AND BELMONT	16,563
LARAMIE AND FULLERTON	1,703
LARAMIE AND MADISON	5,537
LASALLE AND KINZIE	1,624
LAWRENCE AND CICERO	4,154
LAWRENCE AND WESTERN	1,340
MADISON AND WESTERN	1,773
MICHIGAN AND JACKSON	3,827
MICHIGAN AND ONTARIO	4,376
MILWAUKEE AND CENTRAL	1,319
MILWAUKEE AND DEVON	1,986
MILWAUKEE AND MONTROSE	1,084
MONTROSE AND WESTERN	2,451
NORTHWEST HIGHWAY AND FOSTER	413
OGDEN AND KOSTNER	3,683
PETERSON AND WESTERN	2,623
PULASKI AND 63RD	2,582
PULASKI AND 79TH	1,684
PULASKI AND ARCHER	1,919
PULASKI AND ARMITAGE	2,274
PULASKI AND BELMONT	1,646

Note: Data as of 1/31/2021. Data may include tickets issued in error.

Intersection	Tickets Issued 2020
PULASKI AND CHICAGO	2,704
PULASKI AND DIVERSEY	1,457
PULASKI AND DIVISION	2,340
PULASKI AND FOSTER	1,922
PULASKI AND FULLERTON	2,212
PULASKI AND IRVING PARK	1,099
PULASKI AND LAWRENCE	884
PULASKI AND NORTH	1,154
RIDGE AND CLARK	1,303
ROOSEVELT AND HALSTED	6,847
ROOSEVELT AND KOSTNER	3,342
ROOSEVELT AND PULASKI	4,867
SACRAMENTO AND CHICAGO	3,335
SACRAMENTO AND LAKE	3,370
SHERIDAN AND FOSTER	1,274
STATE AND 79TH	12,227
STONEY ISLAND AND 76TH	9,813

Note: Data as of 1/31/2021. Data may include tickets issued in error.

Intersection	Tickets Issued 2020
STONEY ISLAND AND 79TH	3,002
STONY ISLAND/CORNELL AND 67TH	10,912
TOUHY AND OSCEOLA	967
VAN BUREN AND WESTERN	11,042
WENTWORTH AND GARFIELD	12,752
WESTERN AND 63RD	1,748
WESTERN AND 79TH	1,666
WESTERN AND ADDISON	1,812
WESTERN AND CERMAK	1,870
WESTERN AND CHICAGO	1,115
WESTERN AND DEVON	905
WESTERN AND FOSTER	1,553
WESTERN AND FULLERTON	3,099
WESTERN AND MARQUETTE	3,574
WESTERN AND NORTH	1,824
WESTERN AND TOUHY	1,893
Total	528,647

Speed Camera Tickets Issued in 2020 by Location

School Zone Locations

Address	Zone	Tickets Issued
		2020
4319 W 47th St	Acero - Major Hector Garcia HS	207
4246 W 47th St	Acero - Major Hector Garcia HS	132
1440 W Cermak Rd	Benito Juarez High School	1,105
7833 S Pulaski	Bogan HS	83
7826 S Pulaski	Bogan HS	202
3851 W 79th	Bogan HS	324
3832 W 79th	Bogan HS	189
3111 N Ashland Ave	Burley Elementary School	172
3130 N Ashland Ave	Burley Elementary School	567
1635 N Ashland Ave	Burr School	861
1638 N Ashland Ave	Burr School	189
5509 W Fullerton	Charles Prosser HS	410
5446 W Fullerton	Charles Prosser HS	293
5440 W Grand	Charles Prosser HS	259
3843 W 111th	Chicago Ag HS	275
2109 E 87th St	Chicago Vocational HS	984
2445 W 51st St	Christopher School	16
2440 W 51st St	Christopher School	13
5025 S Western Ave	Christopher School	667
5006 S Western Blvd	Christopher School	1,442
4929 S Pulaski	Curie HS	746
5030 S Pulaski	Curie HS	1,084
4925 S Archer	Curie HS	511
215 E 63rd St	Dulles Elementary School	3,074
6330 S Martin Luther King Dr	Dulles Elementary School	571
11 E Chicago Ave	Frances Xavier School	97

Note: Speed camera data in this table is from 1/17/2021. Data may include tickets issued in error.

Address	Zone	Tickets Issued
		2020
14 W Chicago Ave	Frances Xavier School	26
4042 W Roosevelt Rd	Frazier Magnet School	488
1117 S Pulaski Rd	Frazier Magnet School	481
1110 S Pulaski Rd	Frazier Magnet School	367
7157 S South Chicago Ave	Gary Comer High School	561
819 E 71st St	Gary Comer High School	685
7122 S South Chicago Ave	Gary Comer High School	1,799
7518 S Vincennes	Harvard Elem School	231
346 W 76th St	Harvard Elementary	136
341 W 76th St	Harvard Elementary	497
3115 N Narragansett Ave	ICCI School	167
6443 W Belmont Ave	ICCI School	60
6514 W Belmont Ave	ICCI School	74
3116 N Narragansett Ave	ICCI School	70
5433 S Pulaski	John Hancock HS	147
5428 S Pulaski	John Hancock HS	148
4045 W 55th	John Hancock HS	443
4040 W 55th	John Hancock HS	29
629 S State	Jones College Prep HS	1,158
630 S State	Jones College Prep HS	702
3521 N Western	Lane Tech HS	1,616
3534 N Western	Lane Tech HS	1,510
2549 W Addison	Lane Tech HS	2,608
3230 N Milwaukee Ave	Lorca School	491
3809 W Belmont Ave	Lorca School	122
3810 W Belmont Ave	Lorca School	43
11153 S Vincennes	Morgan Park HS	241
11144 S Vincennes	Morgan Park HS	629
1455 W Division St	Near North Montessori School	3,887

Address	Zone	Tickets Issued
		2020
1444 W Division St	Near North Montessori School	1,524
4041 W Chicago Ave	Orr High School	533
4040 W Chicago Ave	Orr High School	742
732 N Pulaski Rd	Orr High School	205
2335 W Cermak Rd	Pickard School	31
2326 W Cermak Rd	Pickard School	28
2115 S Western Ave	Pickard School	665
2108 S Western Ave	Pickard School	442
1229 N Western Ave	Roberto Clemente HS	730
1226 N Western Ave	Roberto Clemente HS	941
2329 W Division St	Roberto Clemente HS	157
6125 N Cicero Ave	Sauganash School	350
4707 W Peterson Ave	Sauganash School	934
4674 W Peterson Ave	Sauganash School	490
4843 W Fullerton	St Genevieve School	2,328
5532 S Kedzie Ave	St. Gall Elementary	1,587
3217 W 55th St	St. Gall Elementary	519
3212 W 55th St	St. Gall Elementary	532
7739 S Western	St. Rita HS	128
7738 S Western	St. Rita HS	95
2603 W 79th	St. Rita HS	397
2550 W 79th	St. Rita HS	3,718
5739 N Northwest Hwy	Taft High School	812
6510 W Bryn Mawr Ave	Taft High School	595
Total		52,372

Note: Speed camera data in this table is from 1/17/2021. Data may include tickets issued in error.

Park Zone Locations

Address	Zone	Tickets Issued
		2020
57 E 95th	Abbott Park	6,429
62 E 95th	Abbott Park	2,795
4831 W Lawrence Ave	Ashmore Park	6,314
4909 N Cicero Ave	Ashmore Park	3,078
2416 W 103rd St	Beverly Park	2,478
2417 W 103rd St	Beverly Park	1,349
3535 E 95th St	Calumet Park	6,747
3542 E 95th St	Calumet Park	967
9618 S Ewing Ave	Calumet Park	1,765
1142 W Irving Park	Challenger Park	24,086
4429 N Broadway	Challenger Park	371
4446 N Broadway	Challenger Park	512
515 S Central Ave	Columbus Park	16,272
5816 W Jackson	Columbus Park	2,086
506 S Central Ave	Columbus Park	2,841
2917 W Roosevelt	Douglas Park	9,856
2912 W Roosevelt	Douglas Park	10,760
2900 W Ogden	Douglas Park	23,786
8345 S Ashland Ave	Foster Park	1,894
8318 S Ashland Ave	Foster Park	13,143
1507 W 83rd St	Foster Park	9,221
5529 S Western	Gage Park	8,430
5520 S Western	Gage Park	13,316
2513 W 55th	Gage Park	3,362
3655 W Jackson	Garfield Park	7,003
3646 W Madison	Garfield Park	4,644
4124 W Foster	Gompers Park	24,742
5120 N Pulaski	Gompers Park	8,026
8020 W Forest Preserve Ave	Hiawatha Park	29,402
8043 W Addison St	Hiawatha Park	1,063
8006 W Addison St	Hiawatha Park	2,008

Address	Zone	Tickets Issued
		2020
3047 W Jackson Blvd	Horan Park	4,286
324 S Kedzie Ave	Horan Park	2,731
2721 W Montrose	Horner Park	7
2705 W Irving Park	Horner Park	4,901
2712 W Irving Park	Horner Park	3,994
1111 N Humboldt	Humboldt Park	9,765
3100 W Augusta	Humboldt Park	18,869
5471 W Higgins	Jefferson Park	1,713
5432 W Lawrence	Jefferson Park	4,713
10318 S Indianapolis	John Beans Beniac Park - Park 499	41,475
1754 N. Pulaski Rd	Keystone Park	1,141
4053 W North Ave	Keystone Park	1,211
4042 W North Ave	Keystone Park	2,043
3911 W Diversey Ave	Kosciuszko Park	1,015
3137 W Peterson	Legion Park	6,530
3034 W Foster	Legion Park	15,090
445 W 127th	Major Taylor Bike (Park)	47,559
6909 S Kedzie	Marquette Park	5,644
3450 W 71st	Marquette Park	12,618
6818 S Kedzie	Marquette Park	15,175
2928 S Halsted	McGuane Park	2,078
2080 W Pershing	McKinley Park	2,184
3843 S Western	McKinley Park	24,888
6626 W Irving Park Rd	Merrimac Park	13,078
3200 S Archer Ave	Mulberry Park	4,547

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

Address	Zone	Tickets Issued
		2020
449 N Columbus Dr	Ogden Plaza Park	3,910
450 N Columbus Dr	Ogden Plaza Park	2,584
324 E Illinois St	Ogden Plaza Park	6,463
4620 W Belmont Ave	Parsons Park	459
4123 N Central Ave	Portage Park	12,476
5454 W Irving Park	Portage Park	2,151
6247 W Fullerton	Riis Park	2,989
6250 W Fullerton	Riis Park	4,694
7422 S Jeffery	Rosenblum Park	7,725
1901 E 75th St	Rosenblum Park	9,614
2448 N Clybourn Ave	Schaefer Park	772
2443 N Ashland	Schaefer Park	1,743
2432 N Ashland	Schaefer Park	506
5885 N Ridge Ave	Senn Park	9,128
5420 S Racine Ave	Sherman Park	2,906
1334 W Garfield Blvd	Sherman Park	11,992
1315 W Garfield Blvd	Sherman Park	16,250
141 N Ashland	Union Park	19,733
140 N Ashland	Union Park	4,179
115 N Ogden	Union Park	7,472
6523 N Western	Warren Park	13,915
5330 S Cottage Grove	Washington Park	13,036
536 E Morgan	Washington Park	39,814
4433 N Western	Welles Park	6,606
4432 N Lincoln	Welles Park	4,196
4436 N Western	Welles Park	797
Total		702,111
Grand Total (School and Park)		754,483

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>

