

# 2017

## City of Chicago Automated Enforcement Program

# ANNUAL REPORT



## 2017 Annual Report | A Note from the Commissioner

On behalf of the Chicago Department of Transportation (CDOT), I am pleased to present our fourth annual status report on the City of Chicago's two automated enforcement programs: Red Light Camera Enforcement and Automated Speed Enforcement. CDOT remains committed to operating our automated enforcement programs transparently and ensuring that Chicagoans understand how these two programs contribute to making our streets safer.

Chicago's automated enforcement program was launched in 2003 and has proven to be an important tool in reducing traffic crashes by targeting dangerous driver behaviors. An analysis of citywide traffic crash data between 2005 and 2015 shows that intersections with Red Light Camera Enforcement have seen a 42 percent decrease in total crashes and a 31 percent decrease in injury crashes. Analyzing 2012-2015 traffic crash data shows that Child Safety Zones where Automated Speed Enforcement cameras have been installed have seen total crashes decrease by 4 percent while total crashes citywide have increased by 10 percent. Serious injury and fatal crashes within enforced Child Safety Zones have decreased by 11 percent while these crashes increased by 2 percent citywide.

In March 2017, the Northwestern University Transportation Center released an independent study of Chicago's Red Light Camera Enforcement program that found it has delivered "significant safety benefits," including a 19 percent reduction in side-angle and turning crashes (the type of crashes that cause the most serious injuries) and a 10 percent reduction in all injury-producing crashes. The Northwestern study was also the first to document a measurable "spillover effect," meaning the safety benefits of red light cameras

also extend to adjacent intersections that are not enforced. Based on the recommendations of the study, CDOT removed 16 red light cameras from 8 intersections and is in the process of relocating them to other intersections where automated enforcement is deemed likely to reduce dangerous behavior and improve safety.

In June 2017, Mayor Emanuel unveiled the Vision Zero Chicago Action Plan outlining a multi-disciplinary and data-driven approach to improving the safety, health and well-being of all Chicagoans. Vision Zero Chicago aims to create a culture of safety by focusing outreach, education and enforcement on the most dangerous driving behaviors. It also uses data to prioritize investments in roadway designs that improve safety. The goal of Vision Zero Chicago is to reduce roadway crashes and eliminate traffic fatalities and serious injuries in Chicago by 2026.

I encourage all Chicagoans to get involved in our traffic safety efforts and sign the Vision Zero Chicago pledge at [visionzerochicago.org](http://visionzerochicago.org). Strengthening our partnership with residents and city agencies will help achieve Mayor Emanuel's goal of building a culture of traffic safety making Chicago a stronger, healthier, and safer City.

**Rebekah Scheinfeld**  
**Commissioner**



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## Background on Red Light Camera Enforcement

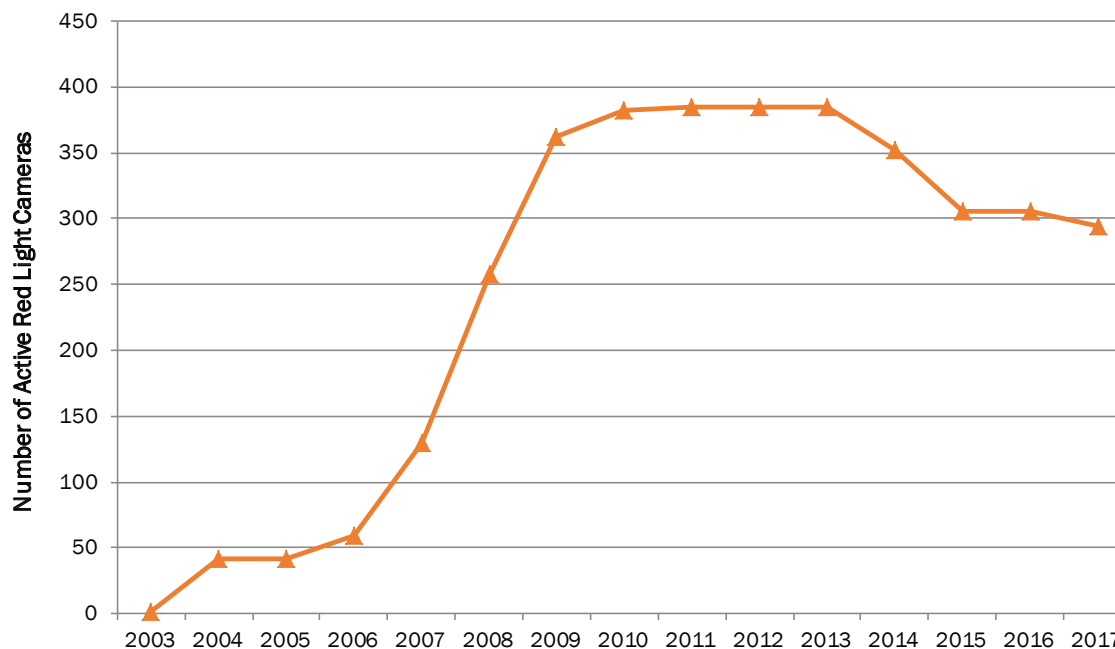
On July 9, 2003, the City of Chicago enacted an ordinance authorizing the use of automated red light enforcement at signalized intersections throughout the city. The Chicago Department of Transportation (CDOT) managed the program when it began in 2003 and continued until 2006, then the responsibility shifted to the Office of Emergency Management and Communications (OEMC). Those management responsibilities were then returned back to CDOT in January 2010.

In 2003, the City contracted with Redflex Traffic Systems, Inc., to install, test, operate, and maintain all hardware, software, and equipment communications to enable a citywide automated red light enforcement program in Chicago. The first automated red light enforcement cameras were installed and activated in November 2003 at intersections with known safety concerns. By 2011, the program had grown to 384 automated red light cameras operating at 190 city intersections.

In February 2013, the City issued a request for proposals to continue the automated red light enforcement program. In October 2013, the City awarded Xerox State and Local Solutions, Inc./Conduent (currently Conduent) a five-year contract to continue the existing program. As required under the contract, Conduent replaced all of the existing red light camera hardware and software with modern, more reliable technology.

CDOT conducts an annual review of safety data at all red light camera locations. Certain intersections have been considered for the removal of automated enforcement when there are changes to driving behavior, as indicated by 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

Number of Red Light Cameras by Year, 2003-2017



because of the extreme danger to those involved. Angle crashes are most likely to result in serious injury or fatalities.\*

Between 2013 and 2016, CDOT removed a total of 78 cameras from 39 intersections based on review of crash data. In 2017, CDOT removed a total of 16 cameras from 8 intersections and began relocating these cameras to new intersections based on methodologies presented in a 2017 independent study of Red Light Camera safety benefits (see page 4). As of December 2017, the City had 294 red light cameras operating at 146 intersections.

See Appendix A for more information on how red light cameras work and Appendix D for a list of 2017 Red Light Camera community meetings.

# Background on Speed Camera Enforcement

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

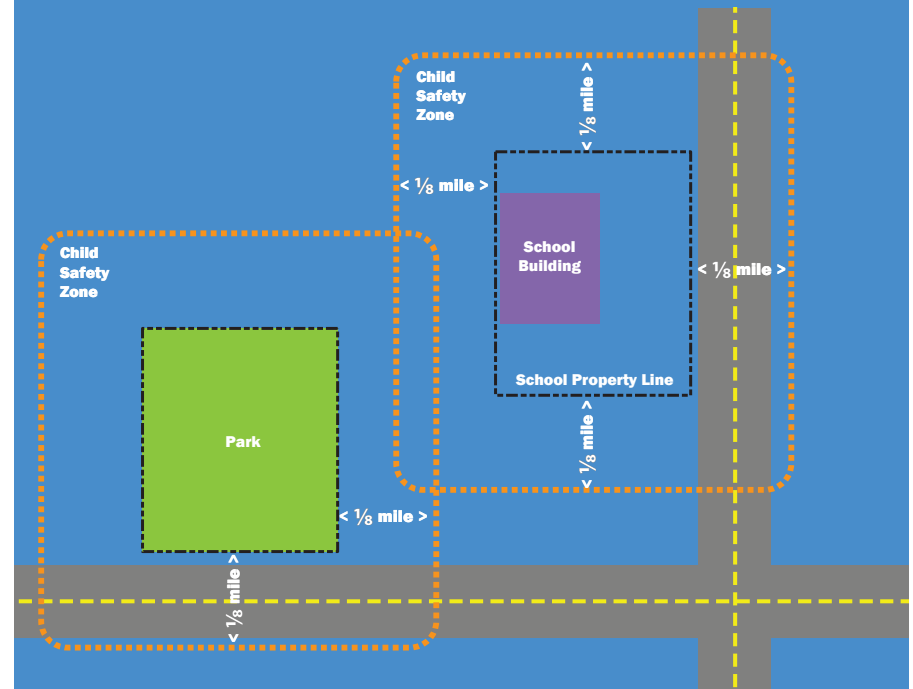
On March 14, 2012, the Chicago City Council enacted an ordinance authorizing CDOT to manage a program of speed cameras. The ordinance requires that no more than 20 percent of all eligible Child Safety Zones shall be equipped with an automated speed enforcement system. The ordinance also ensures that the program is spread across the city. The Commissioner of CDOT was directed to divide the city into six geographical regions; each region may have no fewer than 10 percent of the total number of camera-enforced Child Safety Zones in the city. To choose Child Safety Zone locations, the City uses a model that ranks safety zones based on total crashes, crashes involving a pedestrian or bicyclist, speed related crashes, serious/fatal crashes, crashes involving a person 18 or under, and census data. Taking into consideration the placement model rankings, locations for automated speed enforcement cameras are determined by 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 (including summer school), no earlier than 7:00 a.m. and no later than 7:00 p.m., Monday through Friday. For school zones that have a 20 miles-per-hour (mph) school speed limit, the speeding violation for that speed limit is only enforced between 7:00 a.m. and 4:00 p.m., and if a child is present at the location. Otherwise, the regular posted speed limit (typically 30 mph in Chicago) is enforced.

## 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.



- If the Child Safety Zone is a park zone, then enforcement will only be during the time the facility, area, or land is open to the public or other patrons.
- See Appendix B for more information on how speed cameras work.

In June 2013, the City awarded a contract to American Traffic Solutions, Inc. (ATS) to install, test, operate, and maintain all hardware, software, and equipment communications to enable a citywide automated speed enforcement program as authorized

by city ordinance and state law. The first automated speed enforcement camera in the City of Chicago began enforcing on August 26, 2013. There were 150 automated speed enforcement cameras operating in 63 Child Safety Zones as of December 31, 2017.

CDOT coordinates its efforts with the Chicago Department of Finance, who issues violations and collect the fines on behalf of the City. CDOT is in constant communication with 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 the State law and City ordinance.

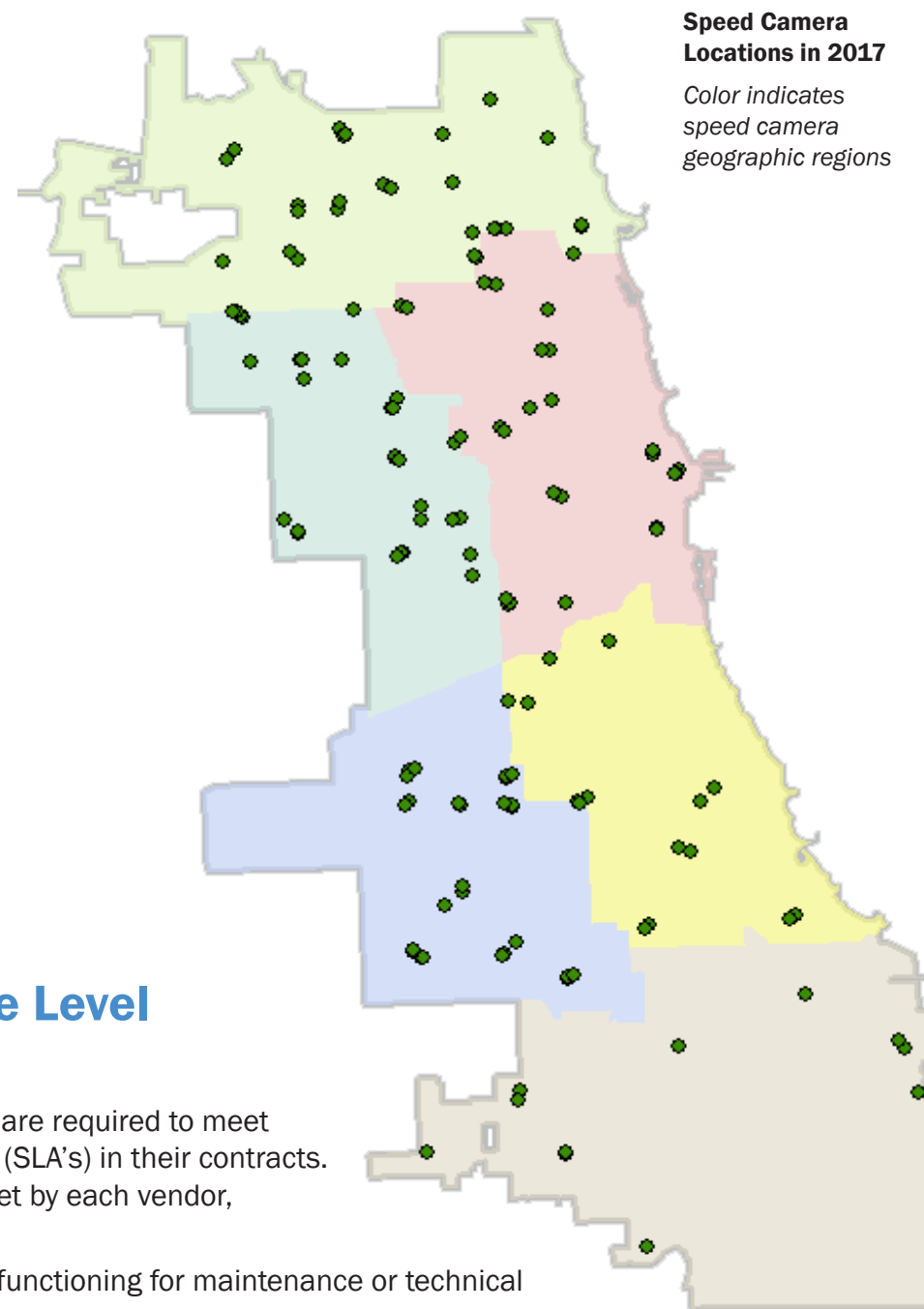
In addition to weekly calibrations of the speed enforcement cameras, CDOT, with its vendor, continue to maintain signage and stenciling that are installed in Child Safety Zones. Each safety zone with automated speed enforcement cameras on average has 23 warning signs indicating a camera is in operation. The City meets and exceeds the signage requirements in the state law and in the Manual on Uniform Traffic Control Devices (MUTCD) followed by transportation departments throughout the country.

All automated enforcement violations can be contested by mail or in person with the Department of Administrative Hearings if a motorist believes a violation was issued in error. Options and steps for contesting tickets are printed on each violation.

## Automated Enforcement Vendor Service Level Agreements

The City's two automated enforcement vendors, ATS and Conduent, are required to meet specific performance criteria described as service level agreements (SLA's) in their contracts. The performance criteria set measurable standards that must be met by each vendor, including:

- A maximum allowable amount of time that cameras may not be functioning for maintenance or technical reasons.



- A total camera system uptime of 95 percent.
- Specific quality standards for captured images and video.
- A maximum allowable percentage of errors in identification of valid violations.
- Response timelines for maintenance and emergencies.

CDOT regularly monitors vendor performance, enforcing monetary penalties when performance falls below the set requirements. Performance issues that resulted in SLA penalties in 2017 included:

**Red Light Camera SLA's** – All of the SLA penalties assessed in 2017 were for individual camera event quality issues being forwarded to the City of Chicago for review. The penalties assessed to the City's vendor Conduent were \$704.83.

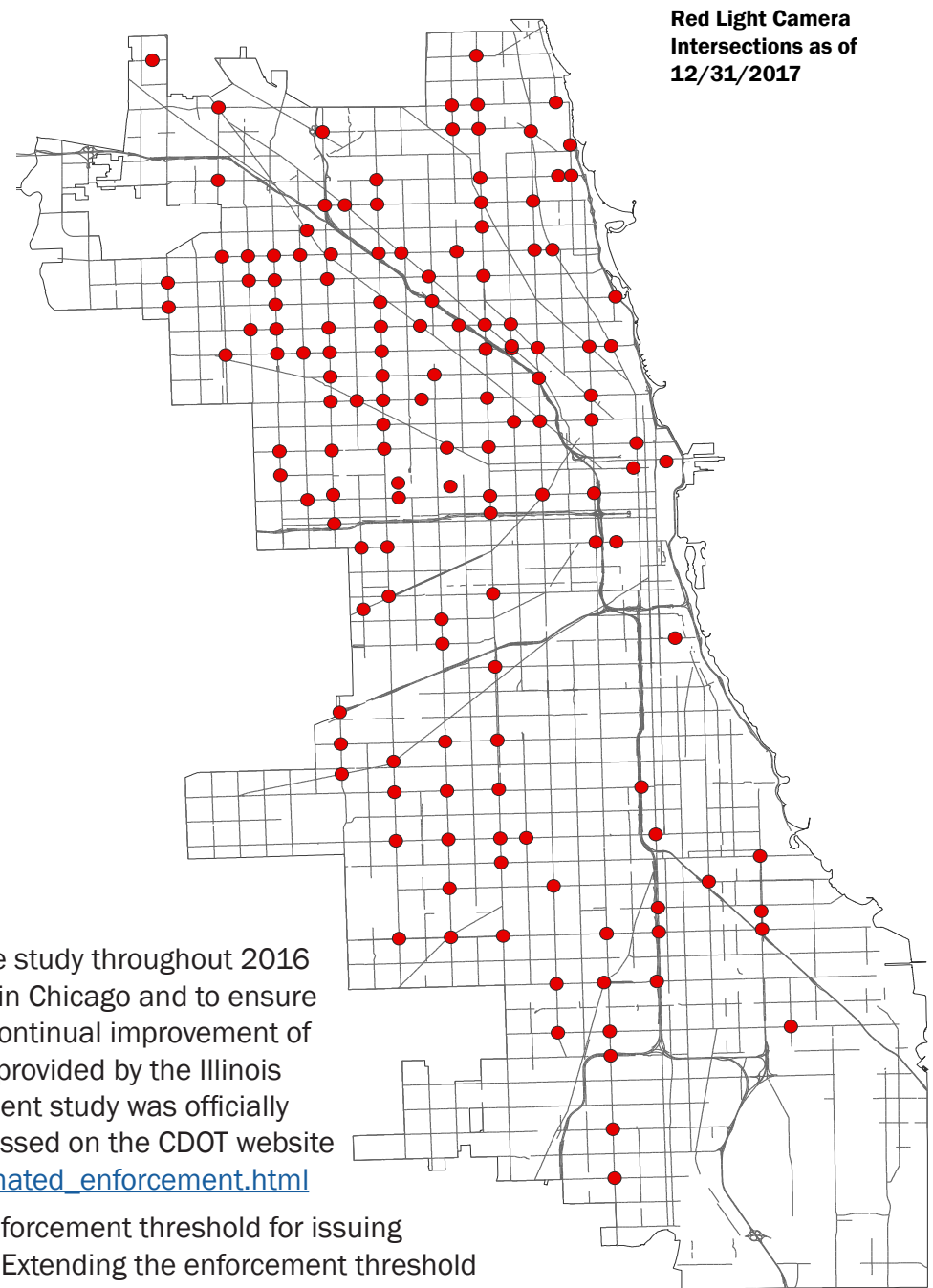
**Speed Camera SLA's** – The automated speed enforcement vendor American Traffic Solutions, Inc. was assessed \$10,723.88 in service level penalties in 2017, mostly for video footage requests not being fulfilled and event quality issues with individual cameras.

## 2017 Automated Enforcement Program Year in Review

### Red Light Camera Program

CDOT commissioned Northwestern University to conduct an extensive study throughout 2016 to assess the traffic safety impact of Red Light Camera enforcement in Chicago and to ensure the City is making the best utilization of the system, and to support continual improvement of the program. The academic team looked at crash and violation data provided by the Illinois Department of Transportation and the City of Chicago. This independent study was officially released in early 2017 and is available to the public and can be accessed on the CDOT website at: [https://www.cityofchicago.org/city/en/depts/cdot/provdrs/automated\\_enforcement.html](https://www.cityofchicago.org/city/en/depts/cdot/provdrs/automated_enforcement.html)

Following the release of Northwestern's study, CDOT extended the enforcement threshold 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, concluding that this change would maintain the safety benefits of the program while ensuring fairness.



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 certain automated enforcement violations issued between March 23, 2010 and May 17, 2015. Additional information can be found on the Department of Finance’s website at: <https://www.cityofchicago.org/city/en/sites/settlement/home.html>

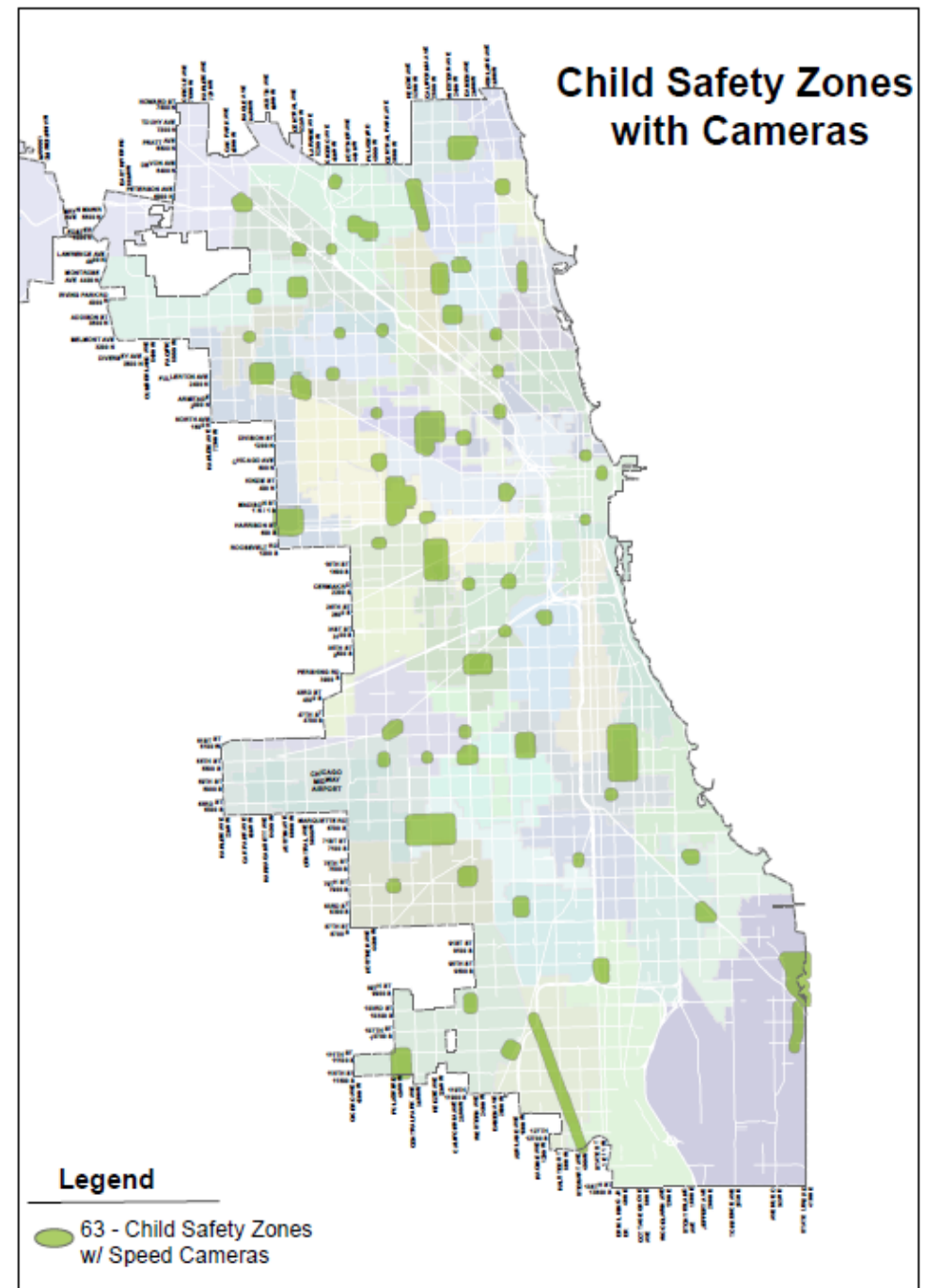
CDOT held nine community meetings in 2017 to discuss the removal and relocation of red light cameras (see Appendix D). As of December of 2017, CDOT had 294 automated red light cameras operating at 146 intersections across Chicago.

### Speed Camera Enforcement Program

As of December 2017, CDOT had 150 automated speed enforcement cameras deployed within 63 Child Safety Zones. No automated speed cameras were added, removed, or relocated in 2017.

In 2017, 90 percent of drivers that were issued a ticket for speeding in a school zone and 73 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 behavior.

Data indicate that speed violations have decreased in the Child Safety Zones with speed enforcement cameras. On average, the number of violations per passing vehicle decreased by 56 percent from the first month of a camera’s operation to the twelfth month.





## Safety Benefits of Automated Enforcement

Traffic safety data has shown that speed cameras and red light cameras are improving the safety of Chicago’s streets. Traffic crash data for 2015\* compiled by the Illinois Department of Transportation (IDOT) indicate that citywide total crashes are up 15 percent when compared to 2013. However, by comparison, an analysis of crash data for the 45 Child Safety Zones where a speed camera was installed in 2014 shows that the total number of crashes are down 4 percent in those areas.

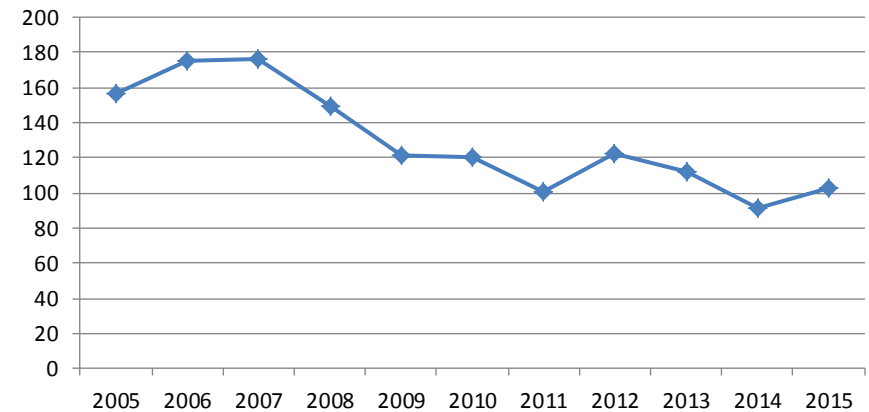
Within these 45 Child Safety Zones, the number of crashes related to speeding, involving a child, or involving a person walking or biking have decreased while citywide crashes of these type have increased.

Speed data indicates that average motor vehicle speeds near speed cameras decreased by 10 percent within approximately six months of the installation date and 13.5 percent overall.

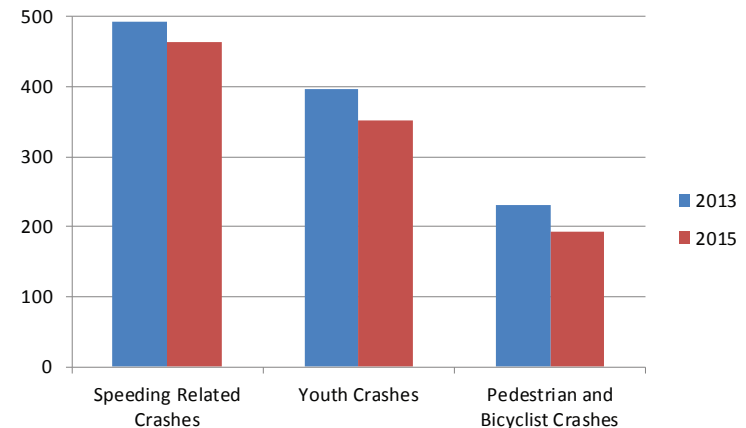
A study of the Chicago’s RLC program released in 2017 by the Northwestern University Transportation Center found that the program provides “significant safety benefits.” The study reported that red light enforcement cameras led to a 19 percent reduction in side-angle and turning crashes and a 10 percent reduction in all injury-producing crashes. Significantly, the researchers concluded there is a “spillover effect” from the cameras resulting in improved safety at intersections without cameras.

According to IDOT data from 2005 to 2015\* at 151 intersections with active red light cameras in 2017, there were 118 fewer angle crashes resulting in an injury or fatality per year – a decrease of 51 percent. There were 1,816 fewer total crashes at these intersections - a decrease of 42 percent.

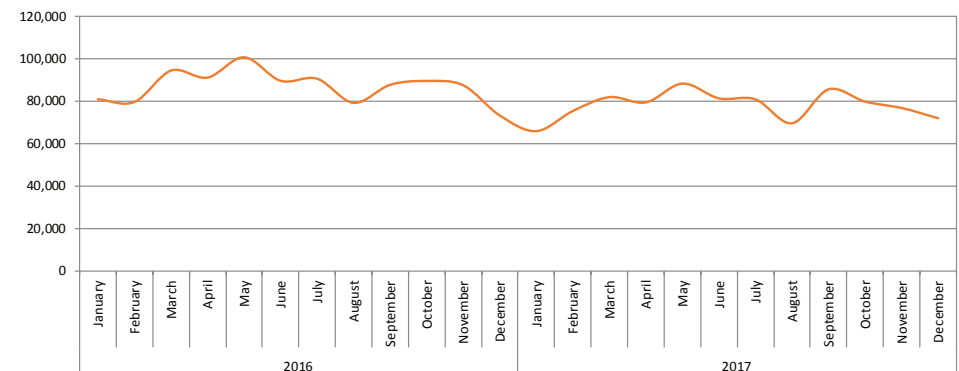
Citywide Crash Fatalities\*\*



2014 Speed Camera Installations - Before and After Analysis



Safety Zone Violations by Month (2016-2017)



\* 2016 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.

# Red Light Cameras – 2017 Statistics

2017 RLC Program Data	
Active Cameras (as of 12/31/2017)	294
# Events Captured <sup>1</sup>	1,695,429
# Violations Determined <sup>2</sup>	526,509
# Tickets Issued <sup>3</sup>	487,529
# DOAH Hearing Requested	28,096
# Tickets Overturned	3,066
# Tickets issued Per Day	1,336
# Tickets issued per Week	9,376
# Tickets issued per Month	40,627
# Tickets issued per Camera	1,658
# Tickets issued per Camera per Day	4.5
Dollar Value of Tickets Issued	\$48,753,400

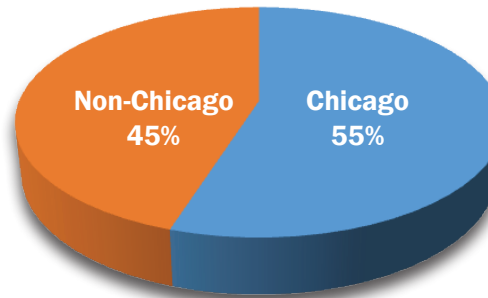
\*Data as of 01/31/2018. Data includes any ticket issued in error.

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

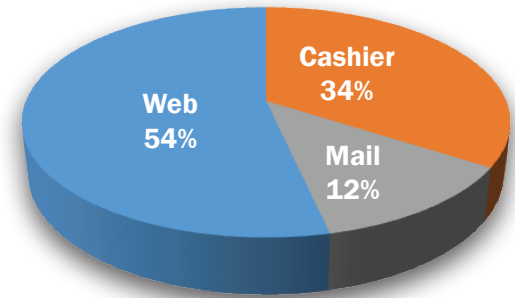
<sup>2</sup>Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

<sup>3</sup>Number of Tickets Issued is the actual number of tickets that are sent out in the mail. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2018.

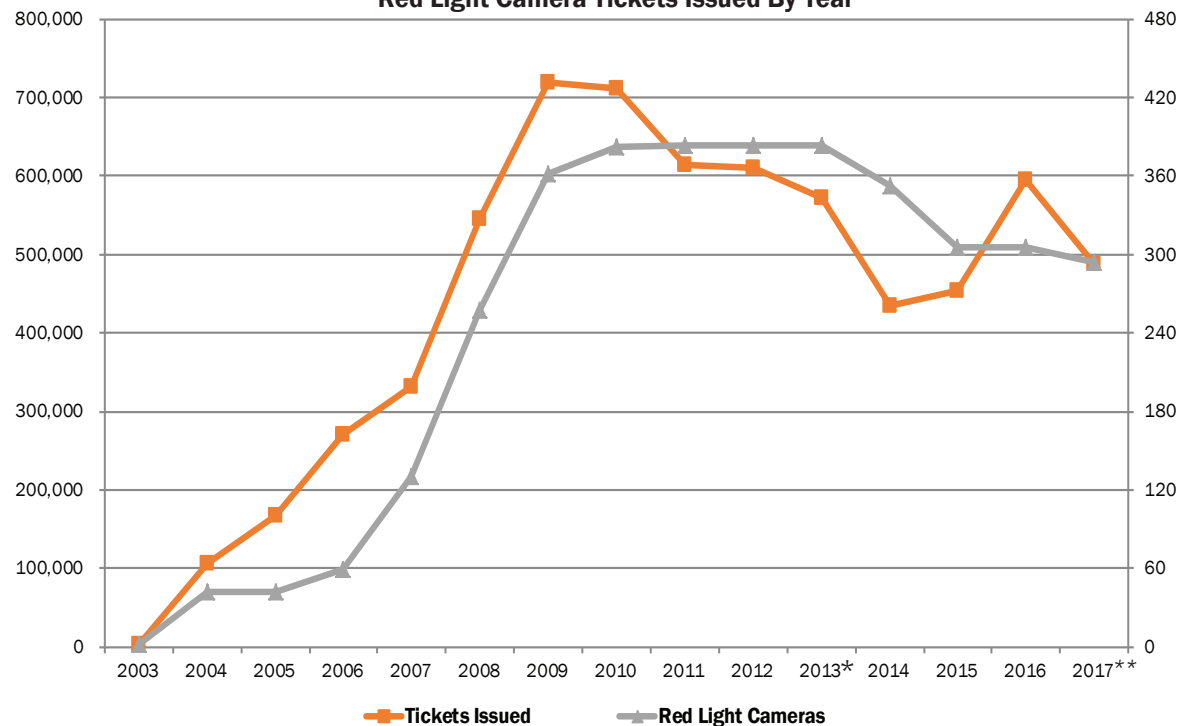
Tickets Issued By Geography Of Violator (Mailing Address)



How Tickets Were Paid by Dollar Amount



Red Light Camera Tickets Issued By Year



# Speed Cameras – 2017 Statistics

2017 ASE Program Data	
Active Cameras (as of 12/31/2017)	150
# Events Captured <sup>1</sup>	3,312,797
# Violations Determined (including warnings) <sup>2</sup>	995,140
# of Violations Issued as 30-Day Warning <sup>3</sup>	0
# Tickets Issued <sup>4</sup>	936,600
# Zero Fine Tickets Issued	386,826
# DOAH Hearing Requested	18,485
# Tickets Overturned	1,628
# Tickets issued per Day <sup>5</sup>	2,566
# Tickets issued per Week	18,012
# Tickets issued per Month	78,050
# Tickets issued per Camera <sup>5</sup>	6,244
# Tickets issued with Fines per Camera per Day <sup>5</sup>	17.1
Park Zone–Zero Fine Violation	323,057
Park Zone–10mph Ticket	104,135
Park Zone–11+mph Ticket	352,240
School Zone–Zero Fine Violation	63,769
School Zone–10mph Ticket -20mph Child Present	8,898
School Zone–11+ mph Ticket -20mph Child Present	40,781
School Zone–10mph Ticket -posted speed limit	10,709
School Zone–11+ mph Ticket -posted speed limit	33,011
Dollar Value of Tickets Issued	\$46,942,730

\*Data as of 01/31/2018. Data includes any ticket issued in error.

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

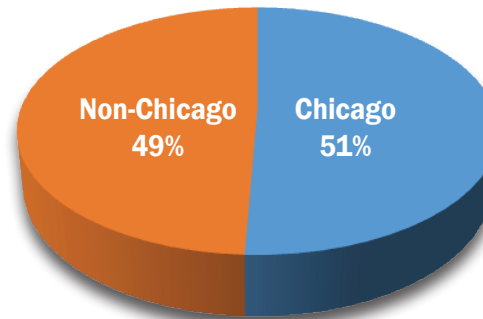
<sup>2</sup>Number of Violations Determined is the number of captured events that have been validated as an actual violation after multiple human reviews.

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

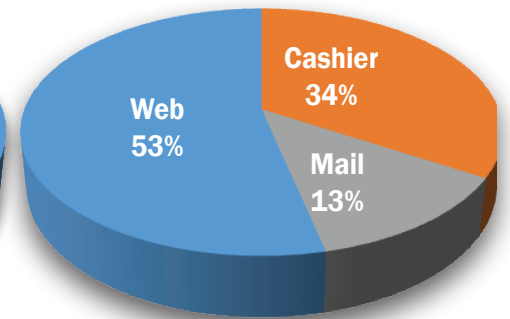
<sup>4</sup>Number of Tickets Issued is the actual number of tickets that are sent out in the mail, including zero-fine violations. Tickets cannot be issued for violations in which the license plate number cannot be matched to an address. Provided by the Chicago Department of Finance as of 01/31/2018.

<sup>5</sup>These averages are calculated by dividing the combined totals from school and park cameras by 365 days; however school cameras do not operate 365 days a year.

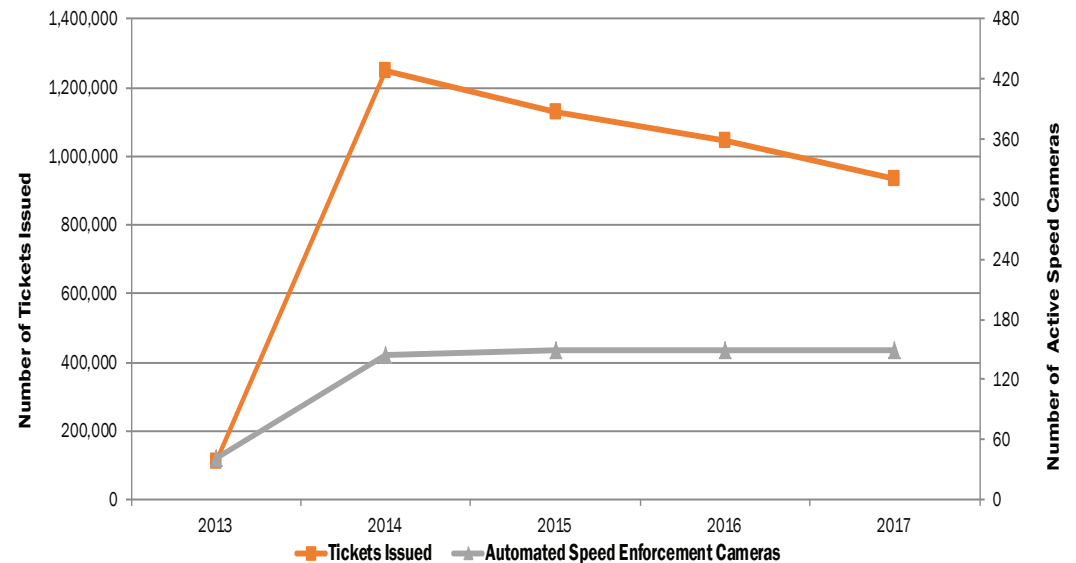
Tickets Issued By Geography Of Violator (Mailing Address)



How Tickets Were Paid by Dollar Amount

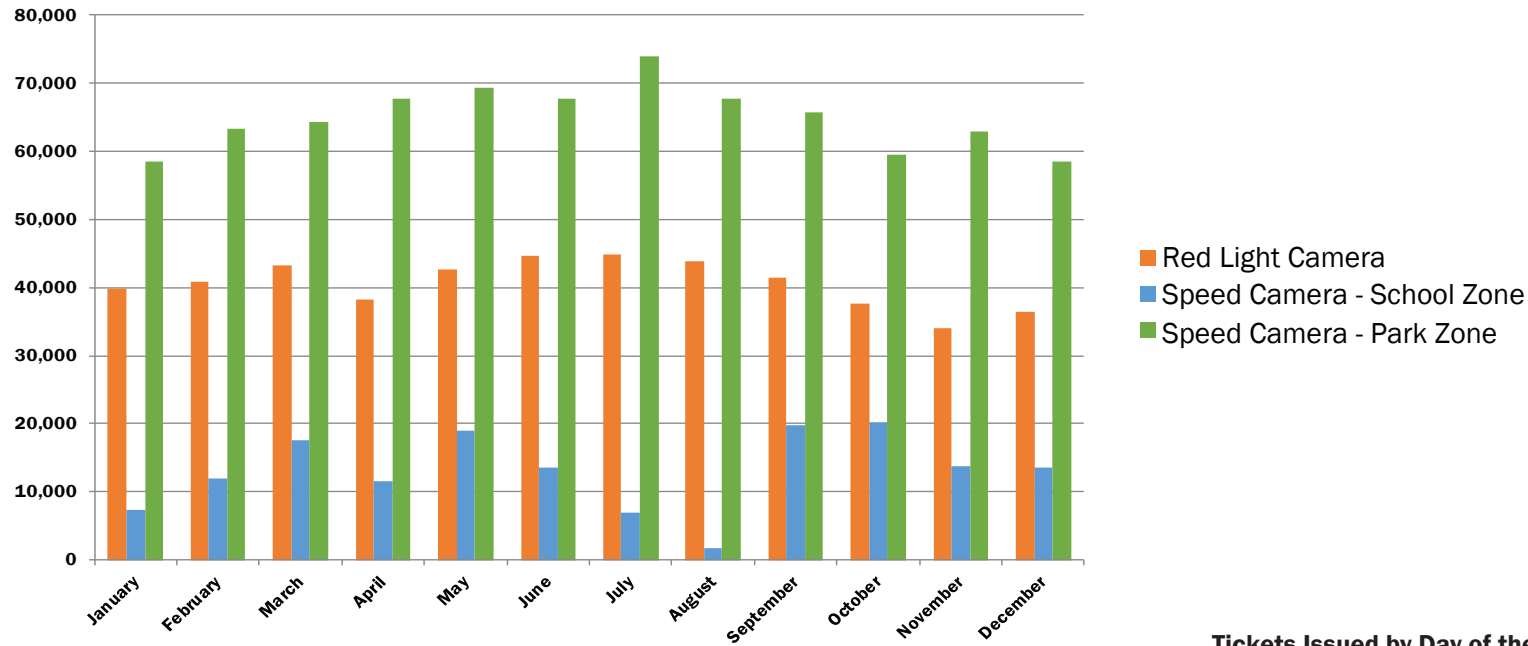


Speed Camera Tickets Issued By Year

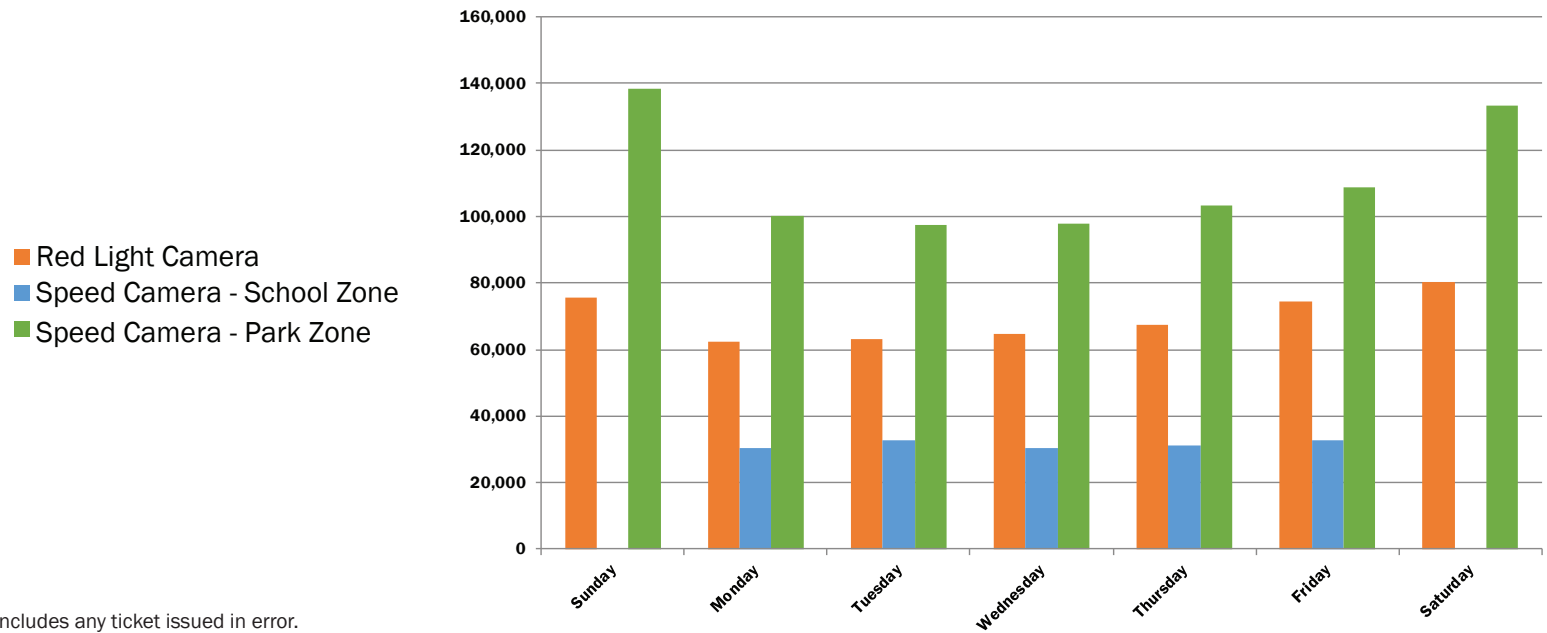


# Tickets Issued by Month and Day of the Week in 2017

## Tickets Issued by Month in 2017

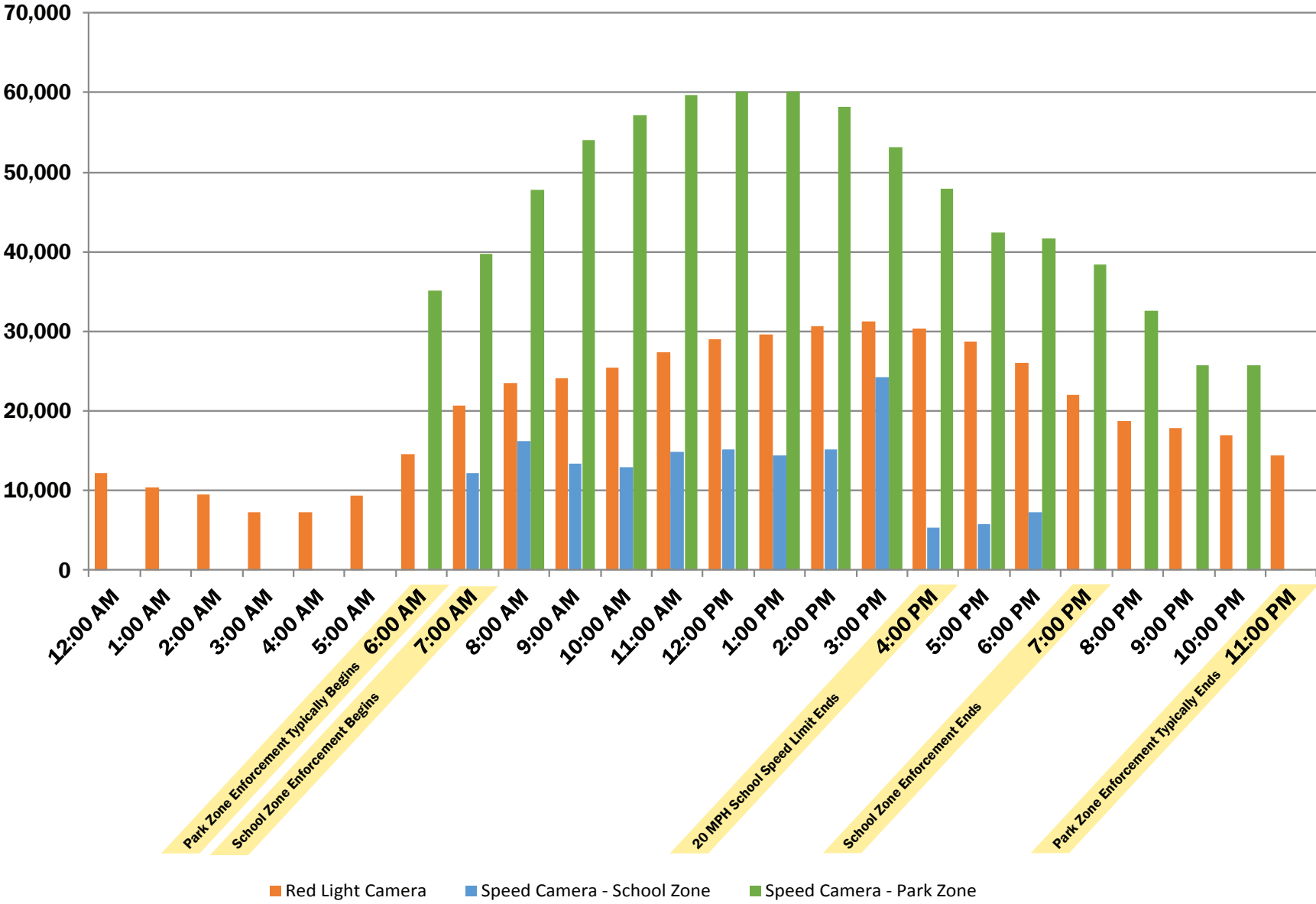


## Tickets Issued by Day of the Week in 2017



\*Data as of 1/31/2018. Data includes any ticket issued in error.

# Tickets Issued by Time of Day in 2017



\*Data as of 1/31/2018. Data includes any ticket issued in error.

## Appendix A: How Red Light Cameras Work

Automated red light cameras allow the City to enforce safety at high priority intersections 24 hours a day, 365 days a year. Using a combination of 3D tracking radar, high-resolution digital cameras, and high-definition video cameras, the red light camera system tracks the status of the traffic light signal and the speed of vehicles approaching the intersection. The camera system operates as a monitoring system only and does not control any of the traffic signal functions.

First, each vehicle approaching the intersection is tracked by a radar-based detection system to determine the vehicle speed and position. Based on the signal timing, the computer will then determine the likelihood of the vehicle continuing into the intersection after the signal has changed to red. If a potential infraction is identified, the camera system will capture two digital pictures of the event and a 12-second video with all accompanying data, including the license plate. The first photo of the event will show the vehicle prior to it 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 Conduent personnel daily for camera image quality, system uptime, and data analysis. In addition, a maintenance check is performed monthly at each camera location by a certified technician.

Not all events captured by the red light cameras are found to be violations. In 2017, 31 percent of red light running events captured were determined to be a violation. The camera systems forward the images and video of each captured event to a centralized database to be reviewed by Conduent personnel. If a Conduent reviewer identifies the event as a potential red light violation, the captured video and images are forwarded to the City Department of Finance vendor to make the official determination. If the violation is found valid, the Department of Finance will perform a license plate search to find the vehicle owner's address and mail the violator a ticket. Fines are currently set at \$100. More information about how red light camera violations are processed can be found on the CDOT website: [www.cityofchicago.org/city/en/depts/cdot.html](http://www.cityofchicago.org/city/en/depts/cdot.html).

When new red light cameras are activated there is an initial warning period that last for two weeks. The cameras will flash when an event occurs, but will not trigger the review process or result in a violation. In order to provide motorists with further notification, signage indicating that the red light camera is new will be installed for the first four weeks of activation.

In 2017, the enforcement threshold for issuing a violation was extended from 0.1 seconds to 0.3 seconds after the light turns red. This change was one of the key recommendations from Northwestern University's independent study of the safety benefits associated with Chicago's Red Light Camera Program. The study concluded that extending the "grace period" during which drivers are not ticketed would maintain the safety benefits of the program while ensuring the program's fairness.

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

Once a possible automated speed enforcement event is identified, according to State Law a preliminary review is conducted by CDOT's vendor, ATS. If an ATS reviewer identifies the event as a potential violation, the images, video, and data are forwarded to the Department of Finance for review. If the Department of Finance reviews the evidence and determines that a violation has occurred, the evidence is then forwarded to the Department of Finance vendor for an additional review of the evidence before any automated speed enforcement violation is considered valid. In 2017, 30 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](http://www.cityofchicago.org/city/en/depts/cdot.html).

### Zero-Dollar Warnings

When an automated speed enforcement camera is first installed and activated in a Child Safety Zone, the City of Chicago issues warning notices to motorists traveling seven mph over the posted speed limit for the first 30 days the camera is operational. No monetary violations are issued during this time frame. After the 30-day warning period, there is a two-week period of no enforcement, to ensure all warnings have been received in the mail. After that the City begins to issue tickets.

After ticketing begins, any motorists that do not already have a speed camera-issued ticket associated with their vehicle license plate will receive a zero-dollar fine for their first ticket. This provides motorists with another opportunity to be warned of the new camera location and the posted speed limit. Following the first zero dollar ticket, all subsequent tickets are set at \$35 or \$100 depending on the speed of the vehicle (as described above).

## Appendix C

### Red Light Camera Tickets Issued in 2017 by Intersection

Intersection	Tickets Issued 2017
111th and Halsted	3,684
115th and Halsted	3,515
119th and Halsted	3,088
31st and Martin Luther King Drive	3,951
35th and Western	1,629
4700 Western	2,729
55th and Kedzie	1,204
55th and Pulaski	1,376
55th and Western	3,233
63rd and State	5,387
71st and Ashland	2,581
75th and State	8,705
79th and Halsted	2,227
79th and Kedzie	1,514
87th and Vincennes	6,995
95th and Stoney Island	826
99th and Halsted	9,107
Addison and Harlem	1,402
Archer and Cicero	9,228
Ashland and 87th	3,322
Ashland and 95th	3,837
Ashland and Division	3,305
Ashland and Fullerton	4,561
Ashland and Irving Park	1,582
Ashland and Lawrence	3,010
Ashland and Madison	3,189
Austin and Addison	1,498

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

Intersection	Tickets Issued 2017
Austin and Irving Park	1,806
Belmont and Kedzie	5,383
Broadway/Sheridan and Devon	3,991
California and Devon	1,261
California and Diversey	9,350
California and Peterson	1,674
Canal and Roosevelt	5,564
Central and Addison	1,457
Central and Belmont	899
Central and Chicago	1,953
Central and Diversey	511
Central and Fullerton	825
Central and Irving Park	1,553
Central and Lake	2,900
Central and Milwaukee	110
Cermak and Pulaski	3,350
Chicago and Clark	4,359
Cicero and 47th	2,663
Cicero and Addison	2,578
Cicero and Armitage	1,319
Cicero and Chicago	1,914
Cicero and Diversey	1,810
Cicero and Fullerton	1,494
Cicero and Harrison	2,720
Cicero and I55	25,153
Cicero and North	1,943
Cicero and Peterson	1,462
Cicero and Washington	4,552
Clark and Fullerton	1,272



	Tickets Issued
Intersection	2017
Clark and Irving Park	2,522
Columbus and Illinois	5,041
Cortland and Ashland	8,583
Cottage Grove and 71st	1,572
Damen and 63rd	2,189
Damen and Diversey	3,322
Damen and Elston	1,076
Damen and Fullerton	25
Diversey and Austin	1,077
Diversey and Western	749
Division and Damen	3,690
Elston and Addison	3,249
Elston and Irving Park	2,109
Elston and Lawrence	2,513
Foster and Broadway	1,820
Foster and Nagle	2,530
Foster and Northwest Highway	248
Fullerton and Narragansett	2,759
Grand and Oak Park	1,385
Halsted and 103rd	2,080
Halsted and 95th	2,243
Halsted and Division	3,499
Halsted and Fullerton	2,343
Halsted and Madison	2,408
Halsted and North	2,377
Hamlin and Lake	2,793
Hamlin and Madison	5,826
Harlem and Belmont	2,164
Hollywood and Sheridan	5,176
Homan/Kimball and North	2,507
Irving Park and California	3,686

	Tickets Issued
Intersection	2017
Irving Park and Kedzie	1,515
Irving Park and Kilpatrick	2,522
Irving Park and Laramie	1,451
Irving Park and Narragansett	1,564
Jeffery and 95th	1,264
Kedzie and 26th	1,226
Kedzie and 31st	2,468
Kedzie and 47th	2,391
Kedzie and 63rd	1,157
Kedzie and 71st	1,966
Kedzie and Armitage	2,217
Kimball and Diversey	2,084
Kostner and North	3,402
Lafayette and 87th	11,424
Lake Shore Dr and Belmont	18,292
Laramie and Fullerton	1,175
Laramie and Madison	5,390
Lasalle and Kinzie	2,295
Lawrence and Cicero	4,360
Lawrence and Western	2,257
Madison and Western	1,288
Milwaukee and Central	428
Milwaukee and Devon	2,127
Milwaukee and Montrose	1,961
Montrose and Western	2,470
Northwest Highway and Foster	129
Ogden and Kostner	4,722
Pershing and Western	1,136
Peterson and Western	4,021
Pulaski and 63rd	2,274
Pulaski and 79th	1,481

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

	Tickets Issued
Intersection	2017
Pulaski and Archer	1,406
Pulaski and Armitage	1,700
Pulaski and Belmont	1,231
Pulaski and Chicago	1,936
Pulaski and Diversey	1,445
Pulaski and Division	1,881
Pulaski and Foster	2,651
Pulaski and Fullerton	2,096
Pulaski and Irving Park	3,308
Pulaski and Lawrence	867
Pulaski and North	1,152
Pulaski and Peterson	1,540
Ridge and Clark	1,767
Roosevelt and Halsted	6,167
Roosevelt and Kostner	2,731
Roosevelt and Pulaski	2,527
Sacramento and Chicago	3,888

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

	Tickets Issued
Intersection	2017
Sacramento and Lake	3,434
Sheridan and Foster	1,343
State and 79th	12,627
Stony Island and 76th	12,036
Stony Island and 79th	1,664
Stony Island/Cornell and 67th	5,331
Touhy and Osceola	1,191
Van Buren and Western	13,306
Wentworth and Garfield	8,922
Western and 63rd	8668
Western and 71st	667
Western and 79th	1,285
Western and Addison	1,140
Western and Cermak	1,967
Western and Chicago	1,621
Western and Devon	1,035
Western and Foster	3,130
Western and Fullerton	3,839
Western and Marquette	2,601
Western and North	2,102
Western and Touhy	598
<b>Total</b>	<b>487,529</b>

## Speed Camera Tickets Issued in 2017 by Location

### School Zone Locations

Address	Zone	Tickets Issued
		2017
1440 W Cermak Rd	Benito Juarez High School	3,556
7833 S Pulaski	Bogan High School	2,354
7826 S Pulaski	Bogan High School	573
3851 W 79th	Bogan High School	796
3832 W 79th	Bogan High School	1,248
3111 N Ashland Ave	Burley Elementary School	372
3130 N Ashland Ave	Burley Elementary School	1,428
1635 N Ashland Ave	Burr School	2,611
1638 N Ashland Ave	Burr School	1,168
5509 W Fullerton	Charles Prosser School	2,533
5446 W Fullerton	Charles Prosser School	2,415
5440 W Grand	Charles Prosser School	2,406
3843 W 111th	Chicago Agricultural School	2,328
2109 E 87th St	Chicago Vocational HS	4,760
2445 W 51st St	Christopher School	154
2440 W 51st St	Christopher School	380
5025 S Western Ave	Christopher School	5,133
4929 S Pulaski	Curie High School	2,612
5030 S Pulaski	Curie High School	7,759
4925 S Archer	Curie High School	2,596
215 E 63rd St	Dulles Elementary School	12,882
6330 S Martin Luther King Dr	Dulles Elementary School	3,836
18 W Superior St	Frances Xavier School	23
19 W Chicago Ave	Frances Xavier School	215
14 W Chicago Ave	Frances Xavier School	212
4042 W Roosevelt Rd	Frazier Magnet School	5,448
1117 S Pulaski Rd	Frazier Magnet School	2,083
1110 S Pulaski Rd	Frazier Magnet School	2,499

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

Address	Zone	Tickets Issued
		2017
7518 S Vincennes	Harvard Elementary	3,062
346 W 76th St	Harvard Elementary	693
341 W 76th St	Harvard Elementary	323
3115 N Narragansett Ave	Icci School	215
6443 W Belmont Ave	Icci School	84
6514 W Belmont Ave	Icci School	215
3116 N Narragansett Ave	Icci School	310
5433 S Pulaski	John Hancock High School	2,033
5428 S Pulaski	John Hancock High School	1,203
4045 W 55th	John Hancock High School	198
4040 W 55th	John Hancock High School	991
629 S State	Jones College Prep	3,101
630 S State	Jones College Prep	2,077
3521 N Western	Lane Tech School	2,631
3534 N Western	Lane Tech School	2,784
2549 W Addison	Lane Tech School	10,219
3230 N Milwaukee Ave	Lorca School	1,612
3809 W Belmont Ave	Lorca School	881
3810 W Belmont Ave	Lorca School	189
11153 S Vincennes	Morgan Park High School	1,596
11144 S Vincennes	Morgan Park High School	3,480
4041 W Chicago Ave	Orr High School	3,348
4040 W Chicago Ave	Orr High School	3,935
732 N Pulaski Rd	Orr High School	2,343
2335 W Cermak Rd	Pickard School	257
2326 W Cermak Rd	Pickard School	138
2115 S Western Ave	Pickard School	1,477
2108 S Western Ave	Pickard School	687
1229 N Western Ave	Roberto Clemente School	3,339
1226 N Western Ave	Roberto Clemente School	703
2329 W Division St	Roberto Clemente School	763
6125 N Cicero Ave	Sauganash School	1,858

		Tickets Issued
Address	Zone	2017
4707 W Peterson Ave	Sauganash School	6,036
4674 W Peterson Ave	Sauganash School	2,119
5532 S Kedzie Ave	St. Gall Elementary	545
3217 W 55th St	St. Gall Elementary	115
3212 W 55th St	St. Gall Elementary	141
4843 W Fullerton	St. Genevieve School	3,078
7739 S Western	St Rita High School	4,130
7738 S Western	St Rita High School	2,198
2603 W 79th	St Rita High School	621
2550 W 79th	St Rita High School	1,001
5739 N Northwest Hwy	Taft High School	2,347
6510 W Bryn Mawr Ave	Taft High School	3,712
<b>Total</b>		<b>157,168</b>

#### Park Zone Locations

		Tickets Issued
Address	Zone	2017
57 E 95th	Abbott Park	1,645
62 E 95th	Abbott Park	3,261
4831 W Lawrence Ave	Ashmore Park	20,089
4909 N Cicero Ave	Ashmore Park	64,447
2416 W 103rd St	Beverly Park	911
2417 W 103rd St	Beverly Park	583
3535 E 95th St	Calumet Park	876
3542 E 95th St	Calumet Park	2,383
9618 S Ewing Ave	Calumet Park	8,658
1142 W Irving Park	Challenger Park	24,329
4429 N Broadway	Challenger Park	574
4446 N Broadway	Challenger Park	401
515 S Central Ave	Columbus Park	2,222
5816 W Jackson	Columbus Park	33,355

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

		Tickets Issued
Address	Zone	2017
506 S Central Ave	Columbus Park	1,542
2917 W Roosevelt	Douglas Park	11,707
2912 W Roosevelt	Douglas Park	11,028
2900 W Ogden	Douglas Park	36,504
8345 S Ashland Ave	Foster Park	7,546
8318 S Ashland Ave	Foster Park	11,721
1507 W 83rd St	Foster Park	1,969
5529 S Western	Gage Park	3,094
5520 S Western	Gage Park	6,687
2513 W 55th	Gage Park	5,449
3655 W Jackson	Garfield Park	7,184
3646 W Madison	Garfield Park	11,661
4124 W Foster	Gompers Park	41,332
5120 N Pulaski	Gompers Park	11,043
3047 W Jackson Blvd	Horan Park	5,759
324 S Kedzie Ave	Horan Park	4,185
2721 W Montrose	Horner Park	339
2705 W Irving Park	Horner Park	33,911
2712 W Irving Park	Horner Park	4,962
1111 N Humboldt	Humboldt Park	20,039
3100 W Augusta	Humboldt Park	4,666
5471 W Higgins	Jefferson Park	9,096
5432 W Lawrence	Jefferson Park	1,849
1754 N Pulaski Rd	Keystone Park	2,957
4053 W North Ave	Keystone Park	4,472
4042 W North Ave	Keystone Park	3,761
3137 W Peterson	Legion Park	14,041
3034 W Foster	Legion Park	4,728
445 W 127th	Major Taylor Bike (Park)	43,795
6909 S Kedzie	Marquette Park	18,132
3450 W 71st	Marquette Park	3,708

Address	Zone	Tickets Issued
		2017
6818 S Kedzie	Marquette Park	12,044
2928 S Halsted	McGuane Park	3,195
2080 W Pershing	McKinley Park	3,583
3843 S Western	McKinley Park	18,266
6226 W Irving Park Rd	Merrimac Park	15,678
3200 S Archer Ave	Mulberry Park	22,018
449 N Columbus Dr	Ogden Plaza Park	1,548
450 N Columbus Dr	Ogden Plaza Park	2,924
319 E Illinois St	Ogden Plaza Park	88
10318 S Indianapolis	Park 499	23,856
4620 W Belmont Ave	Parsons Park	1,626
4123 N Central Ave	Portage Park	3,891
5454 W Irving Park	Portage Park	11,081
6247 W Fullerton	Riis Park	4,111
6250 W Fullerton	Riis Park	4,091
7422 S Jeffery	Rosenblum Park	4,264
1901 E 75th St	Rosenblum Park	10,908
2448 N Clybourn Ave	Schaefer Park	5,631

Note: Data as of 1/31/2018. Data includes any ticket issued in error.

Address	Zone	Tickets Issued
		2017
2443 N Ashland	Schaefer Park	11,841
2432 N Ashland	Schaefer Park	2,540
5885 N Ridge Ave	Senn Park	11,428
5420 S Racine Ave	Sherman Park	2,135
1334 W Garfield Blvd	Sherman Park	9,380
1315 W Garfield Blvd	Sherman Park	10,487
141 N Ashland	Union Park	1,026
140 N Ashland	Union Park	2,408
115 N Ogden	Union Park	12,678
6523 N Western	Warren Park	11,012
5330 S Cottage Grove	Washington Park	16,304
536 E Morgan Dr	Washington Park	16,407
4433 N Western	Welles Park	5,783
4432 N Lincoln	Welles Park	538
4436 N Western	Welles Park	4,061
<b>Total</b>		<b>779,432</b>
<b>Grand Total (School and Park)</b>		<b>936,600</b>

## Appendix D: 2017 Red Light Community Meetings

The Chicago City Council approved an ordinance in 2015 requiring CDOT to hold a public community meeting before any red light camera system is installed, removed, or relocated. In 2017, CDOT removed a total of sixteen red light cameras and relocated four of those to new intersections where cameras would likely result in safety improvements. In the first quarter 2018, CDOT relocated six cameras and is in the process of identifying locations for the remaining red light cameras. The removals and relocations were based upon the methodology in the Northwestern University study using traffic volumes, geometrics of the intersection, history of angle and turning crashes, and a low number of rear-end crashes.

Date	Intersection Location	Location and Time
May 3, 2017	W. 71st Street and S. Western Avenue	Monument of Faith Church - 2750 W. Columbus Avenue
May 8, 2017	N. Pulaski Road and W. Peterson Avenue	North Park Village Administration Hall - 5801 N. Pulaski Road
May 9, 2017	E. 95th Street and S. Stony Island	St. Ailbe's Catholic Church - 9015 S. Harper Avenue
May 10, 2017	W. Pershing Road and S. Western Boulevard	McKinley Park Field House - 2210 W. Pershing Road
May 17, 2017	W. Irving Park Road and N. Kedzie Avenue	Horner Park Field House - 2741 W. Montrose Avenue
May 30, 2017	W. Grand Avenue and N. Oak Park Avenue	Rutherford Sayre Park Field House - 6871 W. Belden Avenue
June 14, 2017	W. Foster Avenue and Northwest Highway N. Milwaukee Avenue and N. Central Avenue	Copernicus Center - 5216 W. Lawrence Avenue
October 16, 2017	W. Lake Street and Upper Wacker Drive N. Michigan Avenue and E. Ontario Street N. Michigan Avenue and E. Jackson Boulevard	Chicago Cultural Center - 78 E. Washington Street
October 19, 2017	S. Halsted Street and W. 103rd Street S. Halsted Street and W. 115th Street S. Halsted Street and W. 98th Place	Sheldon Heights Church - 11325 S. Halsted Street

## Appendix E: Additional 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/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**

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

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

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

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

### **The Federal Highway Administration**

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

### **Northwestern University Transportation Center - Chicago Red Light Camera Report**

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

