

Safety Zone Ordinance Deliverables

1. Citywide and Ward-by-Ward information on the number of children injured by collisions during school hours

Question 1. 2005-2010: Number of Pedestrian Children Injured In Crashes During Weekdays							
Ward	2005-2010: Number of Pedestrian Children Injured In Crashes During Weekdays			Fatal, Serious and Non Serious Injuries To Children			
	Serious Injury / Fatality	Non Incapacitating Injury	Total	Between 07 AM and 04 PM*	Between 04 PM and 07 PM*	7PM to 7AM	Total
1	4	30	34	24	8	2	34
2	8	49	57	37	15	5	57
3	20	62	82	45	22	15	82
4	8	36	44	28	10	6	44
5	10	49	59	31	16	12	59
6	14	77	91	45	31	15	91
7	10	44	54	22	16	16	54
8	15	62	77	37	24	16	77
9	15	49	64	30	19	15	64
10	20	41	61	28	26	7	61
11	8	32	40	14	18	8	40
12	15	45	60	16	28	16	60
13	15	36	51	23	21	7	51
14	9	51	60	25	22	13	60
15	15	76	91	36	40	15	91
16	21	63	84	31	35	18	84
17	30	104	134	56	41	37	134
18	10	57	67	27	25	15	67
19	6	25	31	15	11	5	31
20	13	72	85	35	30	20	85
21	17	77	94	35	32	27	94
22	5	36	41	13	15	13	41
23	8	25	33	11	15	7	33
24	23	95	118	38	53	27	118
25	9	38	47	21	19	7	47
26	9	29	38	16	15	7	38
27	13	57	70	33	20	17	70
28	23	108	131	46	51	34	131
29	12	48	60	17	25	18	60
30	16	34	50	25	15	10	50
31	13	52	65	32	19	14	65
32	4	15	19	13	4	2	19
33	6	40	46	21	17	8	46
34	20	50	70	31	24	15	70
35	7	38	45	19	15	11	45
36	10	18	28	16	8	4	28
37	16	55	71	30	19	22	71
38	10	22	32	16	10	6	32
39	9	25	34	15	14	5	34
40	6	23	29	17	8	4	29
41	1	8	9	2	6	1	9
42	1	22	23	11	4	8	23
43	4	16	20	9	5	6	20
44	2	4	6	5	1	0	6
45	4	20	24	9	4	11	24
46	4	15	19	9	5	5	19
47	11	20	31	20	7	4	31
48	4	23	27	19	7	1	27
49	4	25	29	13	9	7	29
50	8	36	44	25	10	9	44
Ward N/A	10	40	50	11	20	19	50
City Wide	555	2174	2729	1203	934	1476	2729

2. Ward-by-Ward information on the number of potential safety zones (so that all Alderman can see how they look compared to the other 49 Wards)

Ward	Park Count	School Count
1	13	19
2	25	34
3	21	31
4	23	32
5	17	17
6	10	23
7	10	14
8	13	24
9	10	22
10	13	22
11	20	21
12	6	9
13	8	15
14	5	20
15	5	16
16	10	15
17	10	18
18	9	23
19	16	29
20	18	29
21	13	28
22	4	20
23	12	18
24	19	36
25	13	29

Ward	Park Count	School Count
26	7	17
27	16	33
28	17	26
29	8	21
30	8	13
31	5	10
32	24	20
33	10	10
34	11	22
35	7	14
36	4	11
37	6	16
38	5	25
39	15	18
40	10	19
41	17	22
42	16	5
43	9	12
44	9	8
45	13	12
46	10	14
47	12	21
48	9	9
49	24	8
50	11	25

Citywide	606	975
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3. Information from the County Hospital on the number of children killed by automobiles versus the number of children killed in shootings

CDOT has contacted the Illinois Department of Public Health, Trauma Registry and awaits receipt of this data and will provide as it is available. Between 2008 and 2010 27 youth were killed in traffic accidents. By comparison 129 children under 16 were victims of homicide.

4. Ward-by-Ward information on how many of the crashes and collisions involved speeding

CDOT evaluated all crash reports from 2005 to 2010 to determine the Primary and Secondary Contributing Cause. Each crash reports these causes using set of codes, such as: exceeding authorized speed limit, exceeding safe speed for conditions, failure to yield, failing to reduce speed to avoid crash, too fast for conditions, or evading police vehicle. These are a number of codes that convey information on whether a vehicle is or is very likely to have been speeding at the time of the accident. The table below shows the number of crashes with speed as a primary or secondary cause. It should also be noted that even when speed is not a cause, it has an impact on the severity of the crash. Faster moving vehicles typically result in more severe crashes.

Ward	Crash Count
1	3,964
2	8,063
3	3,245
4	2,103
5	4,294
6	5,433
7	2,621
8	4,790
9	2,408
10	2,732
11	2,968
12	3,623
13	3,068
14	3,484
15	2,592
16	2,757
17	4,099
18	2,854
19	2,940
20	3,673
21	4,539
22	2,220
23	3,559
24	4,005
25	3,588

Ward	Crash Count
26	2,260
27	5,014
28	4,541
29	2,995
30	3,129
31	3,743
32	4,891
33	2,385
34	3,000
35	3,191
36	4,391
37	3,110
38	4,283
39	2,916
40	3,067
41	4,146
42	9,058
43	3,083
44	2,695
45	4,446
46	2,007
47	3,790
48	2,236
49	1,824
50	3,270

Ward N/A	1,186
Citywide	90,808

5. Ward-by-Ward information on how many pedestrian crashes involved students

Question 5. Students Injured In Traffic Crashes					
Ward	Fatal, Serious and Non Serious Injuries to Children		Fatal, Serious and Non Serious Injuries To Children		
	Under the Age of 5	Between 5 and 17 Yrs	Between 07 AM and 04 PM*	Between 04 PM and 07 PM*	7PM to 7AM
1	4	39	29	9	5
2	8	65	43	18	12
3	10	95	51	32	22
4	3	49	31	13	8
5	4	59	31	16	16
6	9	117	56	44	26
7	5	76	34	22	25
8	5	111	48	43	25
9	7	78	36	25	24
10	10	75	33	35	17
11	6	46	22	21	9
12	10	70	23	36	21
13	9	54	25	25	13
14	11	67	34	26	18
15	18	111	47	55	27
16	15	96	37	44	30
17	8	166	69	51	54
18	6	79	33	31	21
19	2	42	20	15	9
20	12	103	45	39	31
21	12	110	39	50	33
22	8	50	18	23	17
23	2	46	11	25	12
24	14	146	49	73	38
25	5	55	26	24	10
26	9	42	24	16	11
27	6	79	38	25	22
28	20	156	60	65	51
29	11	67	20	34	24
30	7	55	29	20	13
31	5	83	43	24	21
32	5	20	17	5	3
33	3	52	22	20	13
34	9	83	38	32	22
35	8	44	22	17	13
36	5	38	21	12	10
37	12	89	44	23	34
38	3	40	18	15	10
39	7	33	17	16	7
40	4	31	17	12	6
41	0	16	5	7	4
42	4	30	13	9	12
43	2	22	12	5	7
44	0	6	5	1	0
45	2	31	14	7	12
46	3	23	13	5	8
47	2	33	22	9	4
48	6	28	24	7	3
49	3	33	15	12	9
50	4	49	28	13	12
Ward N/A	13	69	24	31	27
City Wide	356	3257	1495	1237	881

6. A Citywide breakdown on the number of children v. adult pedestrians involved in crashes

Question 6. Children Vs. Adults in Pedestrian Crashes						
Ward	2005-2010 Crash Data: Number of Pedestrian Children Injured In Traffic Crashes			2005-2010 Crash Data Number of Adult Pedestrian Injured In Traffic Crashes		
	Fatality/ Serious Injury	Non Incapacitating Injury	Total	Serious Injury / Fatality	Non Incapacitating Injury	Total
1	6	37	43	65	200	265
2	10	63	73	133	477	610
3	26	79	105	64	157	221
4	11	41	52	35	87	122
5	10	53	63	44	116	160
6	24	102	126	74	227	301
7	14	67	81	39	86	125
8	24	92	116	86	149	235
9	22	63	85	31	94	125
10	26	59	85	28	69	97
11	11	41	52	44	104	148
12	20	60	80	47	114	161
13	18	45	63	34	72	106
14	16	62	78	47	120	167
15	20	109	129	43	124	167
16	27	84	111	54	139	193
17	38	136	174	62	191	253
18	11	74	85	22	86	108
19	7	37	44	19	44	63
20	22	93	115	47	142	189
21	22	100	122	55	147	202
22	9	49	58	19	79	98
23	11	37	48	39	95	134
24	35	125	160	63	205	268
25	9	51	60	49	147	196
26	14	37	51	34	114	148
27	17	68	85	71	195	266
28	33	143	176	93	307	400
29	14	64	78	28	106	134
30	19	43	62	69	160	229
31	18	70	88	54	117	171
32	5	20	25	62	139	201
33	6	49	55	35	101	136
34	24	68	92	32	99	131
35	7	45	52	44	119	163
36	14	29	43	33	89	122
37	30	71	101	46	131	177
38	11	32	43	48	103	151
39	10	30	40	44	102	146
40	6	29	35	26	105	131
41	2	14	16	34	85	119
42	2	32	34	230	896	1126
43	6	18	24	58	178	236
44	2	4	6	58	172	230
45	7	26	33	37	79	116
46	4	22	26	23	98	121
47	12	23	35	66	124	190
48	6	28	34	44	120	164
49	5	31	36	28	95	123
50	10	43	53	37	89	126
Ward N/A	20	62	82	73	136	209
City Wide	753	2860	3613	2650	7530	10180

7. A Citywide and Ward-by-Ward comparison of the amount of pedestrian incidents that take place near schools when they are open v. the amount that take place near parks when they are open
58% of pedestrian crashes involving children occurred in Safety Zones.

2005-2010 Safety Zone Child Pedestrian Injuries						
Ward	In Safety Zone	Outside Safety Zone	Total	In School Zones	In Both School and Park Zone (between 7AM and 7PM)	In Park Zone
1	31	12	43	5	17	9
2	52	21	73	7	34	11
3	72	33	105	14	32	26
4	49	3	52	9	31	9
5	44	19	63	4	24	16
6	59	67	126	14	27	18
7	27	54	81	7	13	7
8	72	44	116	22	29	21
9	41	44	85	15	24	2
10	64	21	85	15	26	23
11	35	17	52	12	16	7
12	41	39	80	13	21	7
13	36	27	63	5	22	9
14	47	31	78	16	30	1
15	62	67	129	20	34	8
16	54	57	111	10	26	18
17	98	76	174	27	48	23
18	39	46	85	8	22	9
19	23	21	44	6	12	5
20	80	35	115	22	36	22
21	73	49	122	23	34	16
22	39	19	58	13	16	10
23	20	28	48	7	8	5
24	95	65	160	30	44	21
25	52	8	60	16	31	5
26	33	18	51	10	14	9
27	66	19	85	17	33	16
28	108	68	176	38	37	33
29	45	33	78	15	21	9
30	28	34	62	12	12	4
31	43	45	88	9	18	16
32	14	11	25	5	8	1
33	28	27	55	5	14	9
34	57	35	92	20	27	10
35	27	25	52	5	16	6
36	16	27	43	5	9	2
37	57	44	101	21	25	11
38	26	17	43	5	18	3
39	23	17	40	3	12	8
40	27	8	35	5	16	6
41	7	9	16	2	3	2
42	16	18	34	1	3	12
43	19	5	24	6	6	7
44	5	1	6	0	4	1
45	19	14	33	8	6	5
46	25	1	26	6	10	9
47	27	8	35	4	19	4
48	28	6	34	4	14	10
49	29	7	36	9	16	4
50	32	21	53	8	14	10
Ward N/A	3	79	82	-	3	-
Citywide	2,113	1,500	3,613	563	1,035	515

8. Whether or not CPD only writes speeding tickets if the offender was travelling more than 10mph over the speed limit

CPD Officers can write a citation for any mph the vehicle is traveling over the speed limit.

9. The number of speeding tickets issued from 6-10mph over the speed limit

Violation	# of Tickets	% of all tickets
1-10 MPH above the posted limit	224	2%
11-14 MPH above the posted limit	691	6%
15 - 20 MPH above the posted limit	4,300	36%
21-25 MPH above the posted limit	2,836	24%
26-30 MPH above the posted limit	1,846	15%
30 MPH or more above the posted limit	1,173	10%
Fail to reduce speed	756	6%
Miscellaneous	132	1%
Total	11,958	100%

10. What the standard DPS process is for RFPs? Does this contract require City Council approval

The contract to be awarded pursuant to the RFP will not be a revenue generating contract. CDOT intends to hire a company to supply speed camera hardware and software, to install both, and to operate and maintain this equipment and software, and provide some other services, all of which will be paid for out of appropriated accounts. In other words, the City is procuring goods and services under this agreement, to be paid for from appropriated funds, which falls under the existing authority of the CPO. In this circumstance, the goods and services the City is procuring will be supporting a revenue-generating activity.

The RFP (as currently drafted) invites vendors to propose alternately structured cost proposals and proposals recommending solutions other than that specified by the City in the RFP. Consequently, it may be that a vendor proposes a certain solution that CDOT determines is best for the City, which may include terms that require Council approval. An example would be a solution that proposes a lease structure, which generally requires Council approval.

11. A more detailed explanation on the makeup and role of the advisory committee

The Advisory Committee will include 10 individuals. The Council will be represented by the Chair and Vice-Chair of the Pedestrian and Traffic Safety Committee. In addition, the committee will have members from the education and health care industry and religious and community leaders. The advisory committee will provide feedback on the criteria for establishing the 6 regions and the final boundaries of the 6 regions. The advisory committee will also review the location of cameras and help the City identify programming priorities for any positive revenue associated with this program.

12. An assurance that Traffic Committee will provide updates and information throughout the RFP process.

CDOT will ensure that it provides updates and reports to the Traffic Committee throughout this process. CDOT will provide the Traffic Committee with a copy of the RFP, notify the Traffic Committee when it initiates pilot testing, and at completion of contract negotiations.

13. The dollar amount of Revenue's contract for preparing and issuing summons.

The IBM contract amendment, with the Department of Finance, is for all Parking tickets and Administrative hearing notices. The contract amount is \$17.1 Million for April 1, 2010 to May 30, 2011.

14. Pedestrian crash data, where did crash occur, crosswalk share.

CDOT is currently researching this data and will provide it as soon as it is available.

15. What are the safeguards against video being abused against public

Currently, red-light camera video is available only in response to requests from CPD, Law Department, of FOIA. Speed camera video will follow same procedures. The City will require a code of conduct for use of data be developed as part of the automated speed enforcement contract.

16. What is the maintenance cost per month of Red light cameras

There are two contracts: the monthly maintenance cost per camera in both contracts is \$2,750. The monthly operating cost per camera varies in each contract based on when the camera was installed as either \$1,645 or \$1,150).

17. Define the six regions and the criteria for selecting them

In ensuring that automated enforcement units are equitably distributed across the city, for planning purposes the city will be divided into six areas. In establishing these areas, consideration will be given to existing boundaries such as rivers, freeways, community areas, and changes in land use. Attention will be given to population density, the number of roadway miles, crash rates, and school and park locations.

18. Can you provide details/breakdown of fatalities and injuries caused by drivers not residents of the city

27% of all crashes involved drivers from outside the City. CDOT is continuing to research the breakdown for those involved in injury crashes.

19. Red-light cameras by Ward

Ward	# of RLC Intersections	Ward	# of RLC Intersections	Ward	# of RLC Intersections	Ward	# of RLC Intersections	Ward	# of RLC Intersections
1	9	11	3	21	8	31	10	41	5
2	7	12	8	22	4	32	9	42	3
3	3	13	4	23	5	33	5	43	4
4	1	14	7	24	4	34	6	44	3
5	5	15	5	25	3	35	5	45	9
6	5	16	5	26	3	36	5	46	3
7	2	17	5	27	9	37	8	47	7
8	9	18	6	28	7	38	10	48	4
9	1	19	1	29	6	39	9	49	2
10	0	20	3	30	12	40	5	50	7

20. Add section to RFP to address safety features and additional uses of ASE data

CDOT is including the following section in the RFP. "Please identify if, how, and at what cost (If any) the ASE cameras might provide near real-time data to the City 911 Center/systems to support investigations of child abductions (amber alerts), registered sex offender, gun offenders, stolen cars, uninsured motorists" This is currently draft language. The final RFP language may differ slightly.

21. What is the projected revenue from tickets issued from speed cameras

The intent of the ordinance is to foster a safe and secure environment for our children to learn and play, revenue generation is not the focus of the program. Ideally, everyone would follow the law and posted speed limits. We do not currently have revenue projections b/c the detailed scope of the program has yet to be determined, including the number of safety zones and cameras, and the location of cameras. Depending on where cameras are placed, traffic counts will greatly vary. Further, given CDOT's timeline to issue an RFP, select a vendor, test equipment, select locations, and the fact that there will be very limited camera installation this year, as well as the 30-day noticing to residents -- there will likely not be any substantial amount of revenue generated from this program in 2012. And we do not expect to have any initial revenue estimates until much later in 2012.

22. How much will the cameras cost and what is the funding source

CDOT intends to issue an RFP and receive pricing on a variety of financial models, including the private vendor outlaying capital to establish cameras, or the city purchasing cameras. Regardless of the model that is used, it is important to point out that we expect this program to be self-sustaining in terms of cost, and we do not anticipate a large up-front cost to establish the program.

23. What are the projected administrative costs to operate cameras

The City will develop a projection for the administrative cost after it receives responses to the RFP.

24. Where, specifically, will the revenue from the speed cameras tickets go

State law establishes permissible uses for revenues to invest in children's safety, pedestrian safety and transportation improvements, including:

1. Initiatives to ensure safe passage around schools, provide police protection and surveillance around schools and parks
2. Initiatives to improve pedestrian and traffic safety
3. Construction and maintenance of infrastructure
4. After-school programs

The Mayor is committed, in particular, to ensuring children have after and out of school opportunities to keep them safe, as was evidenced recently by his investment in the \$8.5M Summer Safety Surplus into park and after school programs, as well as youth employment opportunities.

25. Regarding the Request for Proposals (RFP) - Who is going to be on the evaluation team? How will the City Council to be included in the RFP process

The RFP process will be transparent and follow Department of Procurement Services procedures. The RFP evaluation committee will include members from several City Departments including CDOT, CPD, Budget, and non-voting technical advisory member. The Council will receive the RFP when it is issued by DPS.