



CITY OF CHICAGO • OFFICE OF THE MAYOR



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**CITY OF CHICAGO LAUNCHES SMART STREETS PILOT PROGRAM TO MODERNIZE
TRANSPORTATION SYSTEM USING CAMERA TECHNOLOGY**

New pilot program uses camera technology to enforce illegal parking in bus and bike lanes downtown

CHICAGO— Today, the City of Chicago Department of Transportation (CDOT) and the Department of Finance (DOF) announced the launch of the Smart Streets Pilot program, an initiative using camera technology to enhance enforcement of parking and standing violations in bus and bike lanes. This pilot program aims to modernize the current system to protect vulnerable road users who are walking, biking and using transit while improving transit operations.

“I promised to invest in people to improve people's day-to-day lives, and our transportation system is a critical part of that. As we build a safer and more efficient system, we must work to expand accessibility for our walkers, bikers, transit riders, and drivers alike,” said **Mayor Brandon Johnson**. “Through automated technology to enforce parking violations in bus and bike lanes, this pilot program helps us improve transit reliability and protect our vulnerable road users. As we evaluate its impact over the next 30 days, I want to ensure our residents know we are not passing out fines. We are evaluating the impact of this technology to learn the best practices and will continue to work to refine our approach to make our streets even safer and more accessible.”

Starting November 4, the City will begin a 30-day warning period, during which registered vehicle owners will receive mailed warnings for infractions like parking in bike and bus lanes. Beginning on December 5, drivers will receive a warning notice for the first offense, with subsequent violations resulting in fines.

In the near future, the program will also enforce violations of metered parking, ticketing vehicles that have not paid the parking meter.



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Low-income drivers will continue to be eligible for vehicle-related debt relief through the [Clear Path Relief Program](#).

The pilot will operate within the area from Lake Michigan to Ashland Avenue, and from North Avenue to Roosevelt Road. It will run for two years from the date the first citation is issued. Before the pilot concludes, CDOT and DOF will provide a summary report to City Council, evaluating the effectiveness of automated enforcement, fee collection technologies and operational practices in improving parking compliance and enhancing traffic safety across all modes of transportation.

The pilot will initially include eight City vehicles equipped with cameras to enforce parking violations. In 2025, the Chicago Transit Authority (CTA) will install equipment on up to six CTA buses on priority routes to further support the program's goals of improving transit efficiency and safety. Currently, the CTA's procurement process is underway.

“By keeping bus and bike lanes clear of illegal parking, we can ensure that Chicago’s growing network of dedicated bus and bike lanes are operating at their full potential, improving safety while also reducing delays for commuters and improving orderly traffic flow,” said **CDOT Commissioner Tom Carney**. “This pilot program is a critical step in making our streets more efficient, accessible and safe for everyone.”

The Smart Streets Pilot Program aims to protect our residents by addressing the danger of illegal parking and standing behavior for all road users, especially pedestrians and cyclists. Parking in bus-only lanes slows down buses, increases wait times for passengers, and disrupt traffic flow by forcing buses to merge in and out of traffic. By keeping bus lanes clear, we are enhancing the efficiency of Chicago’s growing bus priority network, reducing congestion and improving the experience for CTA riders, particularly those with disabilities who face challenges when buses cannot access the curb due to parked cars.

“The Smart Streets Pilot Program advances the City's ability to enforce safe streets for all modes of transit,” said **City Comptroller Chasse Rehwinkel**. “Chicago’s cyclists and pedestrians should feel safe traveling across our great city and this is an important step forward towards making sure we have both—a walkable and a bikeable city.”

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