Changing the Culture of Speed

Automated Enforcement, DVAP and Communications

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Assistant Commissioner, Education and Outreach
In This Presentation

1. The Changing NYC Streets
2. Fighting the Culture of Speeding in NYC
3. NYC Speed Camera Program
4. Intelligent Speed Assistance Program in NYC
The Changing NYC Streets
Vision Zero in New York City

The Key Principles

• Deaths and serious injuries on our roads are preventable
• Legislation, Engineering, Enforcement, Education = Culture Change
• Until 2020, defying the national trend with 10 percent decline in all fatalities, and 37 percent decline in pedestrian fatalities*

*as compared to the five-year average before Vision Zero
NYC DOT Projects Since 2014

Getting the work done

• Over 800 safety engineering projects completed
• Over 550 intersections received turn calming treatments
• Over 5000 leading pedestrian intervals installed
• Over 150 miles of new protected bike lanes
• Over 2200 speed reducers (bumps/cushions) built
Fighting the Culture of Speed in NYC
Driving Down Speeding

1 in 3 traffic fatalities in NYC involved unsafe speeds

***In 2021 the speeding crashes were up 60% over the previous three-year average
Driving isn’t easy, but saving a life is.

Slow down.

Manejar no es fácil, pero salvar una vida sí lo es.

Gire lentamente.
Speeding ruins lives.
Slow down.
NYC Speed Camera Program
NYC’s Original Program

- 2013 – Pilot with 20 cameras in school zones
- 2014 - Expanded to 140 school zones
- 100 fixed camera zones and 40 mobile units
- School day/school hours restrictions – near school entrances
- All fines held to $50 per NOL
NYC Camera Expansion

2019 - NYC is authorized to expand camera program to 750 school zones:

- Placement is expanded to a ¼ mile radius around schools
- Operational Hours: 6am to 10pm on weekdays, no holidays
- Multiple cameras allowed in each zone – up to 3 cameras per zone. 2000 in total with 40 mobile cameras
<table>
<thead>
<tr>
<th>Location</th>
<th>Dec 2021</th>
<th>First Month</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillside Avenue</td>
<td>115</td>
<td>1279</td>
<td>-91%</td>
</tr>
<tr>
<td>Grand Concourse</td>
<td>60</td>
<td>604</td>
<td>-90%</td>
</tr>
<tr>
<td>Queens Boulevard</td>
<td>347</td>
<td>494</td>
<td>-82%</td>
</tr>
<tr>
<td>Amboy Road</td>
<td>25</td>
<td>201</td>
<td>-88%</td>
</tr>
<tr>
<td>Hylan Boulevard</td>
<td>47</td>
<td>360</td>
<td>-87%</td>
</tr>
<tr>
<td>Boston Road</td>
<td>96</td>
<td>431</td>
<td>-78%</td>
</tr>
<tr>
<td>Ocean Avenue</td>
<td>70</td>
<td>472</td>
<td>-85%</td>
</tr>
<tr>
<td>4th Avenue (BK)</td>
<td>77</td>
<td>463</td>
<td>-83%</td>
</tr>
<tr>
<td>Amsterdam Avenue</td>
<td>30</td>
<td>143</td>
<td>-79%</td>
</tr>
</tbody>
</table>
Repeat Violators, 2014–2021

<table>
<thead>
<tr>
<th>Number of Violations by the Captured Plate</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2,324,947</td>
<td>46%</td>
</tr>
<tr>
<td>2</td>
<td>944,484</td>
<td>19%</td>
</tr>
<tr>
<td>3</td>
<td>527,054</td>
<td>10%</td>
</tr>
<tr>
<td>4</td>
<td>332,091</td>
<td>7%</td>
</tr>
<tr>
<td>5</td>
<td>224,571</td>
<td>4%</td>
</tr>
<tr>
<td>6</td>
<td>159,665</td>
<td>3%</td>
</tr>
<tr>
<td>7</td>
<td>116,490</td>
<td>2%</td>
</tr>
<tr>
<td>8</td>
<td>87,788</td>
<td>2%</td>
</tr>
<tr>
<td>9</td>
<td>66,720</td>
<td>1%</td>
</tr>
<tr>
<td>10+</td>
<td>302,564</td>
<td>6%</td>
</tr>
</tbody>
</table>
Repeat Violators, 2021 Only

Number of Violations by the Captured Plate

Source: NYC DOT

<table>
<thead>
<tr>
<th>Number of Violations</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>377,763</td>
<td>20%</td>
</tr>
<tr>
<td>3</td>
<td>181,139</td>
<td>10%</td>
</tr>
<tr>
<td>4</td>
<td>99,097</td>
<td>5%</td>
</tr>
<tr>
<td>5</td>
<td>59,874</td>
<td>3%</td>
</tr>
<tr>
<td>6</td>
<td>37,748</td>
<td>2%</td>
</tr>
<tr>
<td>7</td>
<td>25,365</td>
<td>1%</td>
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<tr>
<td>8</td>
<td>17,657</td>
<td>1%</td>
</tr>
<tr>
<td>9</td>
<td>12,599</td>
<td>1%</td>
</tr>
<tr>
<td>10+</td>
<td>44,046</td>
<td>2%</td>
</tr>
</tbody>
</table>
Some Speed Camera Results

• Speeding violations down an average of 72% at camera locations during hours of operation
• Injuries down 14% in school speed zones
• In seven years of the program, majority of violators received no more than two notices of liability – but five percent are severe recidivists (10+)
• Only 2.3% of notices of liability are challenged, and of those, only one in twenty is overturned (0.1% of total)
Ratio of Speed Camera Trigger Events to Total Traffic Volumes, June 2021 – All Locations

- In 2020, an alarming 30% of all road deaths happened in school zones that have cameras but at times when they had to be turned off.

- In 2021, 46% of crashes occurred in locations where speed cameras were present but inoperable.

Note: Black outline indicates speed camera hours of operation under State law.
Source: NYC DOT
2022 Further Expansion

- Cameras operate 24/7 and 365 days a year
- Overnight and weekend crashes are addressed
- Most vehicles receive only 1 or 2 NOLs in total
Intelligent Speed Assistance Program in NYC
Intelligent Speed Assistance in NYC

August 2022 Pilot Program includes:

• 50 NYC Fleet vehicles from multiple agencies including small, midsized and large ones

• 133,400 miles traveled over the first 6 months
Results of the Pilot

As of January 2023:

• 99% of vehicles drove the programmed speed limit

• There were 35% fewer incidents of hard braking
THANK YOU

Driving isn’t easy, but saving a life is.

Slow down.

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