New York City Red Light Camera Program Review

2024 Report

NYC

Eric Adams
Mayor

NEW YORK CITY DOT

Ydanis Rodriguez
Commissioner

Letter from the Commissioner

New York City has made tremendous progress in enhancing road safety in recent years. We know so many varied elements of Vision Zero have contributed to positive results, especially around pedestrian fatalities, which New York City has seen fall to record lows while the nation is at 40-year highs. We also know that the dramatic expansion of automated speed cameras was among the most effective of our interventions.

Unfortunately, while we have countered some of the trends around speeding, another behavior has exploded since the pandemic that threatens some of that hard-won progress: red light running. Universally recognized as extremely dangerous (so dangerous that most of us would be ashamed to admit to our friends and family that we had done it), too many drivers now ignore red lights with impunity. The consequences have been predictably horrible: in 2023, we saw 29 deaths on New York City streets related to running red lights, more than double the annual average of the previous decade.

Fortunately, as with speed cameras, we have long known the most effective solution to this problem. Three decades ago, New York City became a pioneer in automated enforcement when Mayor David Dinkins gained state approval for the nation's first-ever red-light camera program. This Program proved to be a vital tool in enhancing road safety by significantly reducing right-angle (or T-bone) crashes and deterring drivers from dangerous behavior. In fact, 94% of vehicles that got a violation in 2023 did not get more than one or two violations. However, the Program did not grow to the scope of our speed-camera program, and right now state law only allows red light cameras at a mere 150 of our 13,700 intersections citywide – or about one percent.

This legally-mandated report helps to explain the success of the Red Light Camera Program, why it works, and ultimately, why it must grow even further. That is, we know enforcement is most effective when it is both consistently applied and comprehensive enough to change driving culture. This is why the Adams Administration has been proud to stand alongside advocates and elected officials, to call for the passage of legislation proposed by State Senator Andrew Gounardes (S2812) and Assemblymember Jeffrey Dinowitz (A5259) that would reauthorize the Red Light Camera Program until December 1, 2030, and expand the number of locations to cover about 10% of the city's signalized intersections, totaling 1,325 locations.

In addition to this expansion, which we think can help curb reckless driving, we are also looking to impose more substantial penalties on those particularly intractable drivers for whom repeated fines seem to offer little or no deterrence. These drivers make up less than 0.5 percent of those who receive red light camera violations, yet our research shows they pose a disproportionate threat—as they are three times more likely to be involved in a crash that causes injury. And so, NYC DOT is endorsing a second bill from State Senator Michael Gianaris (S451) and Assemblymember William Magnarelli (A7621), which addresses persistent reckless driving by repeat offenders by authorizing the Department of Motor Vehicles to suspend vehicle registrations for those accumulating five or more red light camera violations within a 12-month period.

Three decades of data makes it clear: red light cameras reduce crashes and change driver behavior. By renewing and dramatically expanding the Program while also cracking down on dangerous repeat offenders, NYC DOT will have new and improved tools to combat reckless driving. This package of legislation supports New York City's holistic approach to Vision Zero—allowing us to stop a growing threat to safety on our streets.

We look forward to working with our state partners to get it done in 2024.

Sincerely,

Ydanis Rodriguez
Commissioner
New York City Department of Transportation

Executive Summary

Red light running is one of the most dangerous and inexcusable driving behaviors. A driver who runs a red light hoping to shave a few seconds off their journey endangers the life and safety of pedestrians, cyclists, and other motorists in the intersection who have the legal right of way. From 2020 through 2023, 101 New Yorkers have lost their lives to red light running. Unfortunately, 2023 saw the highest annual total of people killed in red light running crashes ever recorded: 29 fatalities—more than double the average annual total of such deaths from the previous decade. Those drivers who habitually run red lights are, not surprisingly, far more likely to be involved in crashes with injuries. Drivers with five or more red light camera violations are three times more likely to be involved in a crash that causes injury. Reducing red light running and holding the most dangerous drivers accountable is essential to meeting the City's Vision Zero goal of eliminating traffic violence on our streets.

In 1994, New York City took the historic step of creating the country's first ever Red Light Camera Program (the Program). With authorization from a 1988 law passed by the New York State (the State or NYS) Legislature, New York City (the City or NYC) installed red light cameras at 18 intersections around the city and saw immediate success. Red light running dropped 38% at those 18 intersections over the first four years of the Program. As the Program expanded to 150 active intersections over the next 15 years, red light running at intersections with cameras continued to decrease providing clear evidence that the Program was working as intended and providing an impactful tool in the City's arsenal to combat dangerous driving. In fact, the Program has continued to prove its ability to change driver behavior and deter red light running over its entire 30-year existence. In 2023, 94% of vehicles caught running a red light received no more than two violations.

Although the Program has seen tremendous success over its 30 years, it has been too limited to serve as a wider deterrent against reckless and dangerous red light running. Current State law limits these cameras to operating at no more than 150 locations at a given time—or about 1% of the city's more than 13,700 signalized intersections. With a

1% chance of encountering an intersection with a red light camera, drivers' intent on engaging in this dangerous behavior are willing to take the unlikely risk that they might get caught and have to pay a $50 fine. Never has this been more apparent than since the start of the pandemic, when we have seen increasing numbers of drivers engaging in a wide variety of dangerous driving behavior. Since 2020, we have seen a 54% increase in the number of violations issued at each camera each day, a sign of the changing attitude toward red light running across the city.

This report is submitted to satisfy the reporting requirements of VTL §1111-a and to make clear both the current limitations of this Program and its potential. A sample of the findings in this report include:

- **The Program has been effective at deterring drivers from running red lights.** The average daily number of red light running violations issued at camera locations has declined by 73% since the Program began in 1994.
- **Overall, there was a 65% reduction in deadly right-angle (or T-bone) crashes at intersections with red light cameras.** And although there has been concern that red light cameras would lead to an increase in rear-end collisions, NYC saw a 49% decrease in these types of crashes as well.
- **Like other indicators of reckless driving, red light running has increased in the aftermath of the Covid-19 pandemic.** Red light cameras have seen a 54% increase in the number of daily violations issued since 2020.
- **Expanding the number of intersections with red light cameras to around 10% of signalized intersections could substantially enhance** the deterrent effect of the Program and return New York City to the consistently downward trend of red light running behavior we had seen prior to the pandemic.
- **Most drivers obey the law, but a small percentage are dangerous frequent offenders.** Less than 0.5% of drivers who receive a red light camera violation receive five or more. Research has shown that drivers who receive five or more red light camera violations are three times more likely to be involved in a crash that causes injury.

Red Light Camera Program Review

Background

In 1988, the New York State Legislature and Governor enacted Vehicle and Traffic Law (VTL) §1111-a, which granted New York City the authority to establish a demonstration Program imposing monetary liability on the owner of a vehicle for failure of an operator to comply with traffic control signals, and for NYC to install and operate traffic control signal photo violation monitoring devices at no more than 50 intersections. The State Legislature has extended the Program eight times, including expanding the Program in 2005 (100 intersections) and in 2009 (150 intersections), with the current authorization set to expire in December 2024. Because the actual driver of a vehicle that receives the violation is unknown, violations are sent to the registered owner and there are no points attached to a driver's license for a violation. As the Program is currently designed, there are no increased penalties for repeated violations. The registered owner simply pays the $50 fine each time they receive a violation.

The Danger Posed by Red Light Running

According to the Insurance Institute for Highway Safety, red light running crashes caused 1,109 deaths nationwide in 2021, along with approximately 127,000 injuries. Half of those killed were pedestrians, cyclists, and other motor vehicle occupants hit by the drivers who violated the signal.[1] In New York City alone, 29 people were killed in red light running crashes in 2023—more than double the City's annual average for the entire previous decade—and this problem is getting worse along with the general spike in dangerous driving seen nationally as a result of the pandemic. Red light running is particularly dangerous in American cities, where drivers in increasingly larger and heavier vehicles are sharing the road space with vast numbers of pedestrians, cyclists, and other vulnerable road users.[2] In addition, crashes caused by motorists who violate traffic signals are strongly associated with fatal and severely injurious high speed right angle (or T-bone) crashes where passengers struck on the side are especially vulnerable. Although 76% of drivers believe that driving through a red light is very or extremely dangerous and 94% believe people important to them would disapprove of the behavior, more than a quarter of drivers admitted to doing so in the previous month in a 2021 study by the American Automobile Association.[3] A 2015 Hunter College study, which examined driver behavior at 13 New York City intersections, found that 9% of observed New York City drivers violated red lights.[4]

1. Insurance Institute for Highway Safety. *Red Light Running*. Online available https://www.iihs.org/topics/red-light-running

2. Effects of large vehicles on pedestrian and pedalcyclist injury severity

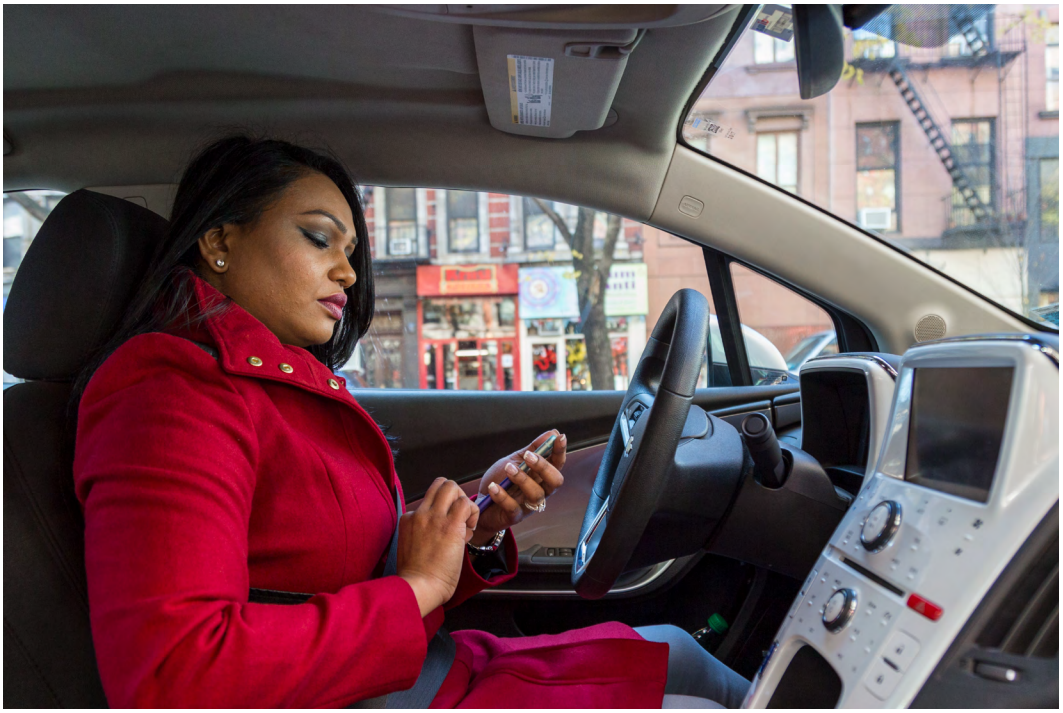
3. AAA Foundation for Traffic Safety, *2021 Traffic Safety Culture Index* (December 2022) *available at* https://aaafoundation.org/wp-content/uploads/2022/11/2021-TSCI-Full-Report.pdf

4. Peter Tuckel, William Milczarski, James Rubin. *For Many New York City Motorists A Red Light Does Not Mean Stop*. Hunter College, 2015

Red Light Running Causes

Motorists who are speeding are much more likely to run red lights, because vehicles traveling faster need more time and take a longer distance to come to a complete stop. The yellow phase is timed to provide drivers who are driving at the prevailing speed the opportunity to either continue at a consistent speed through the intersection before the light turns red, or to come to a complete stop before entering the intersection. Speeding drivers are therefore more likely to find themselves unable to come to a complete stop without "stopping short" and risking a rear-end crash.

In addition to speeding, distracted driving may play a significant role in red light running. Drivers who are talking on cellphones, texting or using other electronic devices, or are otherwise distracted often fail to perceive traffic signals. Estimates indicate that drivers using phones "look but fail to see" up to 50 percent of the information in their driving environment.[5] In addition, distracted drivers make fewer glances at traffic lights, and some drivers fail to even look at traffic signals altogether.[6]



5. National Safety Council, *Understanding the Distracted Brain: Why Driving While Using Hands-Free Cell Phones is Risky Behavior.* NSC White Paper, 2012

6. Ibid.

Enhancing Safety at Intersections

The Red Light Camera Program is part of the larger framework of New York City's Vision Zero program, which uses engineering, education, and enforcement to enhance street safety. Intersections are a particular focus of Vision Zero, as 56% of traffic fatalities, and 66% of all pedestrian fatalities, happened at intersections in 2023. In addition to the Program, the New York City Department of Transportation (NYC DOT) takes a number of steps to promote safety at intersections. Under the administration of Mayor Eric Adams, NYC DOT plans to make safety improvements at 2,000 intersections this year including daylighting at 1,000 intersections. These improvements build upon safety features previously deployed at intersections such as curb extensions and neckdowns, Leading Pedestrian Intervals, Turn Calming, Raised Crosswalks, the prohibition of right turns on red, and enhanced signal visibility with enlarged signals.

Raised Crosswalks

A raised crosswalk is essentially a speed table (flat speed hump) that meets the height of the adjacent curbs and has a full-width crosswalk painted within the flat portion of the table. Raised crosswalks have numerous benefits including increasing the visibility of pedestrians to drivers in ever taller vehicles and enhancing accessibility for people with ambulatory disabilities. It may also have the particular benefit of discouraging red light running as it encourages drivers to slow down before an intersection instead of speed up to beat the light. NYC DOT is expanding the number of raised crosswalks it constructs each year, with a record 35 installed in 2023.

Daylighting

By removing parking spaces directly next to the corners approaching an intersection, more visibility between vehicles and crossing pedestrians and cyclists can be achieved. As a vehicle approaches an intersection, drivers will have a wider line of sight to pedestrians waiting on corners to cross, bicyclists in protected bike lanes and vehicles approaching on cross streets, allowing a driver to have more time to react to each of these other road users. Daylighting can be accomplished with simple bollards and paint, by placing planters or bike corrals next to the corner or by building out curb extensions. NYC DOT plans to daylight 1,000 intersections this year and to complete a comprehensive study on the effects of daylighting.

How Red Light Cameras Work

When a vehicle runs through a red light at a camera-monitored intersection, sensors embedded in the roadway trigger a digital camera, which is situated approximately 50 to 100 feet back from the stop bar. The camera captures a series of photographs showing the vehicle traveling through the intersection, with the traffic signal displaying a red light in each photo. The resulting photos show the vehicle, the intersection, and the traffic signal all in one frame.

The photos are inspected for quality and are then delivered to a specially trained team of NYC DOT Review Technicians who review each and every photograph and determine if the photographs provide adequate evidence to issue a Notice of Liability (NOL). An NOL will not be issued if any part of the vehicle has entered the intersection before the light has turned red.

An NOL includes three photos: the vehicle at the stop bar when the traffic signal is red, the same vehicle after the stop bar and crosswalk while the traffic signal is still red, and a clear and readable enlargement of the vehicle's license plate. In addition, the NOL contains the name and address of the vehicle owner, the registration number of the vehicle involved in the violation, the location where the violation took place, the date and time of the violation, and the identification number of the camera which recorded the violation.

The NOLs are issued to the registered owner of the vehicle. An NOL, much like a parking ticket, obligates the vehicle owner to pay a fine, but does not cause points to be assessed against a driver's license, nor is the violation used for insurance purposes. The red light camera fine is $50 per violation and does not increase with additional violations.

Currently, all red light cameras use much of the same technology as was originally installed 30 years ago requiring the roadway to be dug up to install and repair the system. However, NYC DOT is exploring newer technologies for the possible expansion of the Program that rely on radar similar to speed cameras to trigger photographs of vehicles that have run the light. This new technology is far simpler to install and maintain providing a much more cost-effective option for the Program.

Importantly, the Red Light Camera Program is designed to provide equitable enforcement across all boroughs. Locations are selected by identifying locations with the highest need and are dispersed over a diverse array of neighborhoods. Although the City contracts with vendors to supply and maintain the cameras, those vendors do not receive any funding from the camera violations themselves, avoiding a perverse incentive on the part of the contractors to maximize profits by maximizing violations. In addition, the City

employs a team of people who review every violation sent by the vendors to ensure the accuracy of the violation. Any expansion of this Program will be based on these same best practices to maximize the public safety benefits for everyone.

Red Light Cameras: Description of Locations

Though the precise number of active cameras may vary on a daily basis due to maintenance, 236 red light cameras were available for operation at 150 intersections at a time in 2023. Some intersections have multiple cameras monitoring different approaches to the intersection. Locations were selected based upon a review of several factors including crash history of the intersection, engineering judgment, and community and elected official requests. Red light cameras generally tend to be sited on or adjacent to major, multi-lane, arterial streets which carry high volumes of vehicles and display a high frequency of red light running violations.

There are far more than 150 intersections in New York City where red light running frequently occurs. However, State law prohibits NYC DOT from having more than this number of active intersections at any one time.

Borough	Number of Red Light Camera Enforced Intersections*	Number of Individual Camera Locations
Bronx	20	29
Brooklyn	53	70
Manhattan	15	17
Queens	58	85
Staten Island	22	35

* Sums to greater than 150, as not all intersections are active at the same time. State law limits the number of active intersections to 150, but hardware can be installed at more than 150 intersections and activated in rotation.

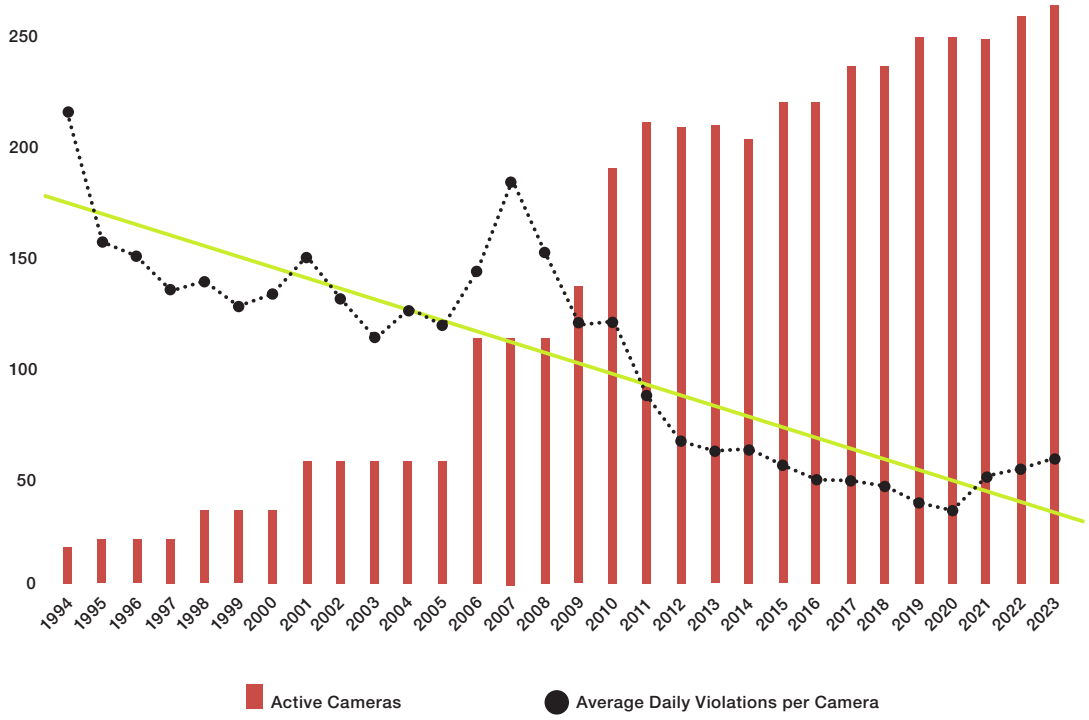
Red Light Cameras Deter Red Light Running

The purpose of the New York City Program is to deter motorists from running red lights. Accordingly, the more successful the Program is, the fewer red light violations should be observed over time.

In the first year of the Program, the average camera issued 30.8 NOLs daily. Over the next four years, those initial 18 cameras averaged 19.2 NOLs each day, a 38% decline. As the Program expanded to 30 cameras in 1998, 50 cameras in 2001, 100 in 2006, and 150+ in 2010, the number of NOLs issued at each camera has steadily declined resulting in an overall decline of 73%. This is an expected result and confirms that the consistent, predictable, citywide enforcement provided by red light cameras deters dangerous red light running.

However, with the onset of the Covid-19 pandemic in early 2020, the City has confronted a new epidemic of dangerous driving, including increased red light running behavior. In 2019, the average camera issued 5.3 NOLs per day, an 83% decrease from the first year of the Program following years of steady decline. Since then, each year (excluding 2020 which may have been an outlier due to pandemic era restrictions) has seen an increase culminating in 2023 when the average camera issued 8.18 NOLs each day—a 54% increase since the start of the pandemic alone. This increase has happened alongside a spike in traffic fatalities and indicates the need for more consistent enforcement and stronger sanctions, including the option of suspending the registration of vehicles with repeated offenses.

Change in Daily Average NOLs per Camera



Note: Some of the early year-to-year fluctuations in the number of NOLs issued can be attributed to years in which the Program was expanded and new sites were installed.

The proven success of red light cameras in enhancing public safety throughout the five boroughs has led to the City's continued interest in additional expansion and never has that interest been more urgent. While the Program has been very effective in reducing unsafe driving in areas where cameras are installed, the statutory cap of 150 intersections prevents a broader application of this important public safety initiative. The Program is most effective at deterring red light violations when motorists expect consistent enforcement across the City. An increase in the total number of red light cameras allowed will make this public safety tool substantially more effective at providing that consistent, widespread enforcement.

Red Light Cameras
Prevent Serious Red Light-Related Crashes

A core tenet of Vision Zero is the goal of reducing all traffic fatalities and severe injuries to zero. To further this goal NYC DOT evaluates the success of a project by focusing specifically on crashes which result in death or severe injury. Individuals who have been severely injured typically depart the crash scene in an ambulance and often experience life-changing injuries (e.g. skull fractures and internal bleeding). Red light cameras can prevent many fatal and serious injury crashes by increasing motorist compliance with traffic signals.

In compliance with VTL §1111-a(m), NYC DOT has analyzed the number, type, and severity of crashes at intersections where red light cameras are operating organized into three time periods: (1) the three years preceding the installation of the camera, (2) the reporting year, and (3) the three years prior to the reporting year. The data excludes cameras for which an exact date of activation is not known, in order to maintain accuracy of the period of time three years prior to the installation of the camera.

All data utilized for this analysis originates in motor vehicle collision reports (MV-104) compiled by police officers at crash scenes. Prior to 2017, the individual hard copy crash reports were sent by the New York City Police Department (NYPD) to the New York State Department of Motor Vehicles (NYS DMV) and New York State Department of Transportation (NYS DOT), who entered the information into electronic databases and performed their own quality control and analysis. These reports were then provided to NYC DOT. Since 2017, this crash report data has been transmitted by the NYPD directly to NYC DOT, who map the crashes, categorize traffic injuries by severity, and identify any errors. Although the data from these police generated reports originates in the same location, minor differences in categorization and analysis can lead to some inconsistencies when comparing recent data to data prior to 2017.

Right- Angle Collisions

The goal of the Program is to deter drivers from violating traffic signals, and thereby prevent serious crashes which are associated with red light running—specifically right angle or T-bone collisions, where the front of one vehicle impacts the side of another. Right angle crashes are particularly dangerous because the sides of vehicles have relatively little space to absorb the force of impact and shield occupants, unlike the fronts and rears of vehicles, which have substantial crumple zones. In addition, a vehicle which is involved in this type of crash may spin out of control or roll over, leading to secondary impacts.

The Program has been effective at reducing serious right-angle crashes, even at a time when the numbers of motor vehicles, bicycles, and pedestrians in New York City have increased. NYC DOT compiled data for the three years prior to the installation of each red light camera, and compared the average of those years to the most recent year available, 2023. The data showed that right angle collisions causing injury declined at camera locations by about 65%, from an average of 232 per year before installation to 82 in 2023.

The following chart compares the number of right-angle collisions which occurred at red light camera-enforced intersections during the three years prior to a camera's installation, as compared to the time periods of 2020-2022 and 2023.

Right Angle Injury Collisions at Intersections with Red Light Camera (RLC) Enforcement

	Bronx	Brooklyn	Manhattan	Queens	Staten Island	Citywide
Three Years Prior to RLC Installation at Intersection	96	312	21	223	44	696
Average per year	*32*	*104*	*7*	*74*	*15*	*232*
2020–2022	29	135	8	72	28	272
Average per year	*10*	*45*	*2.6*	*24*	*9*	*91*
2023	12	39	4	18	9	82
Total Change*	-20	-65	-3	-56	-6	-150
Percent Change	-63%	-63%	-43%	-76%	-40%	-65%

* Change is calculated as difference between 2023 and the average per year within the three years prior to camera installation.

Rear-End Collisions

Drivers who do not expect traffic signals to be enforced are more likely to run red lights and are also more likely to collide with a car in front of them where the driver is complying with the law. Some studies which evaluate the initial period following camera installation find that rear-end crashes may rise even as severe injuries fall, particularly in the weeks and months immediately after camera enforcement commences at the site.

This has not been the experience in New York City. Red light cameras have not led to an increase in serious rear-end collision crashes. In fact, such crashes have decreased at intersections with red light cameras. NYC DOT found that in the three years prior to red light camera installation, there was an annual average of 455 rear-end collisions with injuries at those intersections. In 2023, this figure had fallen to 234—a decrease of 49%.

The following table compares the number of rear-end collisions which have occurred at camera enforced intersections during the three years prior to each red light camera's installation, as compared to 2020-2022 and to 2023.

Rear-End Injury Collisions at Intersections with Red Light Camera (RLC) Enforcement

	Bronx	Brooklyn	Manhattan	Queens	Staten Island	Citywide
Three Years Prior to RLC Installation at Intersection	132	496	97	494	147	1,366
Average per year	*44*	*165*	*32*	*165*	*49*	*455*
2020–2022	88	268	32	244	54	686
Average per year	*29*	*89*	*11*	*81*	*18*	*229*
2023	27	75	15	94	23	234
Total Change*	-17	-90	-17	-71	-26	-221
Percent Change	-39%	-55%	-53%	-43%	-53%	-49%

* Change is calculated as difference between 2023 and the average per year during the three years prior to camera installation.

Severity of Injury Collisions and Injuries

Red light cameras are not intended to prevent collisions unrelated to the violation of a traffic signal. Injuries sustained in traffic crashes unrelated to traffic signals, such as when pedestrians are struck by turning drivers who have a green light but fail to yield the right of way, are not affected by red light cameras. The following table aggregates by borough the number and severity of all injury collisions which occurred at camera enforced intersections in 2023.

Previous years' versions of this report have included comparisons with earlier years. However, starting in 2019, the National Highway Traffic Safety Administration (NHTSA) mandated that all jurisdictions follow the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition guidelines for collecting Serious Injury crash data in order to standardize what is being collected across the country. Accordingly, the NYS DMV changed its definition of severe, "A"-type injuries. As a result of this change, some injuries not previously attributed to the serious injury classification are now included and accurate comparisons cannot be made between 2023 injury severity data and that of years before 2019 when most red light cameras were originally installed. For this reason, only severity data from 2023 is shown in this report.

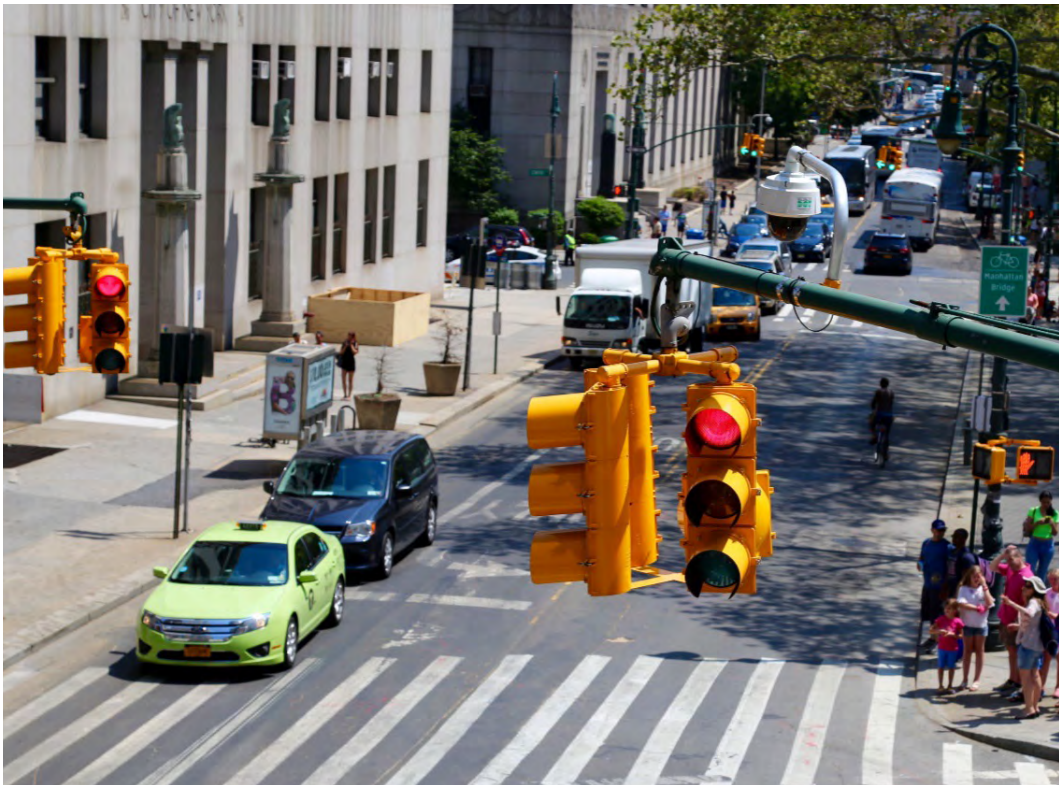
Severity of Injuries in Collisions at Intersections with Red Light Camera (RLC) Enforcement, 2023

	Bronx	Brooklyn	Manhattan	Queens	Staten Island	Citywide
Severe Injury[7]	10	26	9	19	3	67
Moderate Injury[8]	20	52	19	44	18	153
Slight Injury[9]	134	477	55	366	91	1123

7. Injury severity classification is determined by NYS DMV and NYS DOT. Severe injuries include skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, and unable to leave the scene without assistance.

8. Moderate injuries include visible injuries such as a "lump" on the head, abrasions, and minor lacerations.

9. Slight injuries include hysteria, nausea, momentary unconsciousness, and complaint of pain without visible signs of injury.



Adjudication

Each NOL outlines how individuals may request a hearing online, by mail or in person to contest a violation believed to be issued in error. The rate of these hearing requests has declined over the years. For the first several years of the Program, approximately 5% of individuals who received an NOL requested a hearing to contest the violation. In 2022, 3.7% of NOLs resulted in a request for a hearing; the other 96.3% of NOLs went to individuals who declined their opportunity for a hearing and are responsible for paying the violation after the NOL was issued. Given the lag between receiving a violation and requesting and adjudicating a hearing, this report focuses on 2022 as this data is more complete.

Pursuant to VTL §1111-a and Section 19-210 of the New York City Administrative Code, the New York City Department of Finance (NYC DOF) is authorized to conduct hearings, either online, by mail or in person, in any of NYC DOF's five Borough Business Centers. Once the Administrative Law Judge (ALJ) determines the NOL presents a prima facie case, the ALJ will conduct a hearing on the merits of any defense presented. The ALJs review witness statements, as well as other types of documentary evidence, to afford the vehicle owner the opportunity to refute the basis for the violation. ALJs are even permitted to consider hearsay evidence, and other evidence which may not be admissible in a traditional court of law, in order to provide a vehicle owner with the opportunity to establish a meritorious defense.

In 2022, there were 16,447 hearings conducted on contested NOLs. Of those hearings, 87% were upheld with a ruling of either guilty or guilty with reduction. NOLs were dismissed by an ALJ at only 13% of hearings, which represents 0.38% of all NOLs issued, or less than four in one thousand. In calendar year 2022, red light camera violators paid $33,860,848.57 on 570,103 notices of liability. At the time of this report, 30% of outstanding hearings had not been finally adjudicated.

	Total	Percent of Total Violations Issued
Red Light Camera Violations Issued in 2022	632,809	100%
Red Light Camera Hearings Requested in 2022	23,349	3.7%
		Percent of Challenged Violations
NOL Upheld at Hearing in 2022*	14,258	87%
NOL Dismissed at Hearing in 2022	2,189	13%

*The number of hearings upheld and dismissed does not total the total number of hearing requests because not all hearings have yet been adjudicated

Revenue and Expenses

Red Light Camera Program (Inception–June 2022)

Program Costs	December 1993 to June 2021	$229,829,938
Capital Costs	Inception to June 2023	$32,250,363
NYC DOT Staffing	December 1993 to June 2023	$30,622,224
NYC DOF Staffing	July 1996 to June 2023	$9,583,064
Total Expenses	Inception to June 2023	$302,285,589
Revenues	Inception to June 2023	$665,920,329
Net Revenues	Inception to June 2023	$363,634,740

Annual expense and revenue breakdowns for fiscal years 2014 through 2023 may be found in the appendix.

Appendix

	Active Cameras	Observed Events	Events/Day	Events/Week	Events/Month	% Change in Events from previous year	Events/Camera/Day	NOLs Issued	NOLs/Camera/Day#	Hearing Requests	% of Hearings Guilty or Guilty with Reduction
1994		438,622	1,202	8,435	36,552	NA	80.11	168,479	30.8	8,103	86%
1995	18	381,601	1,046	7,339	31,800	-13	58.08	146,812	22.3	7,908	87%
1996	18	319,720	874	6,149	26,643	-16.2	48.53	140,751	21.4	7,748	89%
1997	18	258,424	708	4,970	21,535	-19.2	39.33	119,397	19.2	5,968	89%
1998	30	417,747	1,145	8,034	34,812	61.7	47.69	215,242	19.7	7,799	88%
1999	30	391,693	1,073	7,533	32,641	-6.2	35.77	198,324	18.1	7,832	85%
2000	30	414,030	1,131	7,962	34,503	5.7	37.71	207,260	18.9	6,967	84%
2001	50	453,005	1,241	8,712	37,750	9.4	42.5	226,642	21.3	6,898	84%
2002	50	492,678	1,350	9,475	41,057	8.8	27.07	338,572	18.59	9,506	84%
2003	50	444,529	1,218	8,549	37,044	-9.8	24.42	292,614	16.08	11,323	85%
2004	50	455,048	1,243	8,751	37,921	2.37	24.93	325,024	17.81	8,739	85%
2005	50	409,489	1,122	7,875	34,124	-10.0	22.58	306,117	16.82	8,690	86%
2006	100	554,846	1,520	10,670	46,237	35.5	29.41	384,993	20.41	8,376	88%
2007	100	1,248,896	3,422	24,017	104,075	125.1	34.53	947,341	26.19	20,813	92%
2008	100	1,094,847	2,991	21,055	91,237	-12.3	29.91	791,734	21.63	22,990	92%
2009	121	1,057,463	2,897	20,336	88,122	-3.41	23.91	745,241	16.85	17,824	92%
2010	169	1,455,540	3,988	27,991	121,295	37.6	23.62	1,053,268	17.08	25,414	96%
2011	188	1,167,969	3,200	22,461	97,331	-19.8	17.49	821,483	12.3	27,376	94%
2012	186	908,801	2,483	17,477	75,733	-22.1	13.37	634,088	9.33	11,266	94%
2013	187	839,881	2,301	16,152	69,990	-7.58	12.49	583,778	8.68	15,531	89%
2014	181	802,336	2,198	15,430	66,863	-4.5	12.14	579,318	8.77	16,596	88%
2015	196	678,020	1,858	13,039	56,502	-15.5	9.48	555,025	7.76	15,346	91%
2016	196	561,335	1,538	10,795	46,778	-17.2	7.85	488,007	6.82	8,385	90%
2017	211	1,022,846	2,802	19,670	85,237	82.2	13.28	518,911	6.74	11,951	92%
2018	211	1,001,065	2,743	19,251	83,422	-2.1	13.00	490,124	6.36	11,506	92%
2019	223	892,445	2,445	17,162	74,370	-10.9	10.96	431,472	5.30	11,649	89%
2020	223	869,262	2,382	16,717	72,439	-2.6	10.68	389,554	4.79	12,054	87%
2021	222	1,181,638	3,237	22,724	98,470	35.9	14.58	567,488	7.00	16,962	85%
2022	231	1,261,048	3,455	24,251	105,087	6.7	14.96	632,841	7.51	23,349	88%
2023	236	1,448,987	3,970	27,865	120,749	15	16.82	704,684	8.18	-	-

	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23
Program Costs	$5,296,726	$5,276,159	$5,699,906	$7,587,608	$4,949,866	$4,110,121	$3,692,876	$8,957,708	$11,900,353	$13,624,738
Capital Costs	$3,134,170	$112,066-	$1,809,672	-	-	-	-	-	-	-
NYC DOT Staffing	$614,681	$1,154,182	$1,099,695	$1,322,893	$911,105	$816,957	$635,450	$952,729	$973,080	$1,347,289
NYC DOF Staffing	$147,146	$330,616	$368,400	$406,955	$381,137	$350,175	$198,955	$185,822	$234,600	$372,530
Total Expenses	$9,304,788	$6,760,957	$9,170,697	$9,317,456	$6,242,108	$5,277,253	$4,527,281	$10,096,259	$13,108,033	$15,344,556
Revenues	$27,549,715	$ 29,456,820	$ 25,937,549	$23,868,446	$22,805,934	$20,087,457	$14,122,613	$18,124,430	$22,407,325	$35,729,136
Net Revenue	$18,244,927	$ 22,695,863	$ 16,766,852	$14,550,990	$16,563,826	14,810,204	$9,595,332	$8,028,171	$9,299,292	$20,385,180