



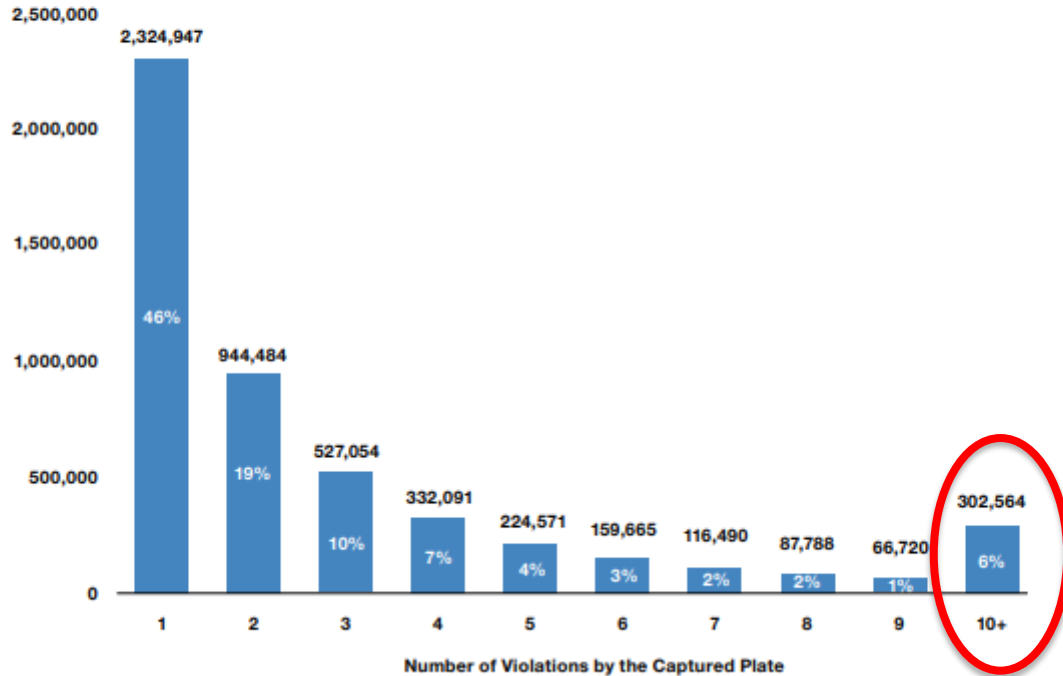
## Speed Camera Behavior Change Results

1

# Some General Speed Camera Results 2021

- Speeding violations down an average of 73% at camera locations during hours of operation
- Injuries down 14% in school speed zones
- In eight years of the program, majority of violators received no more than two notices of liability – but six 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)

## Repeat Violators, 2014 – 2021



# VISION ZERO

---

## Dangerous Vehicle Abatement Program (DVAP)

# 2

# DVAP Steps and Procedures

---

Any plate with 15+ speed camera or 5+ red light camera violations within previous 12 months qualifies for education class taught by DOT.

DOT mails notices monthly to registered owners to take a class within 45 days

- Owner could sign an affidavit designating another individual to take the class

If no participation within 45 days, case is reviewed by DOT Legal for possible referral to OATH Trials Division

If OATH rules against owner, DOT could issue warrant of seizure

Warrant allows Sheriff to impound car until class is taken

# Eligibility for Program

---

- First notices were sent out 11/1/21 to 80 respondents
- Each month respondents were chosen randomly from possible participants, with a higher percentage of notices going to plates with highest violations
- After the first six months, notices were only sent to registrations within the five boroughs
- No rental cars were included; commercial vehicles were

# DVAP by the Numbers

---

As of October 26, 2023:

- 2,355 Notices were mailed
- 1,388 respondents completed the course

DVAP classes are on-going until all cases have come to a complete end

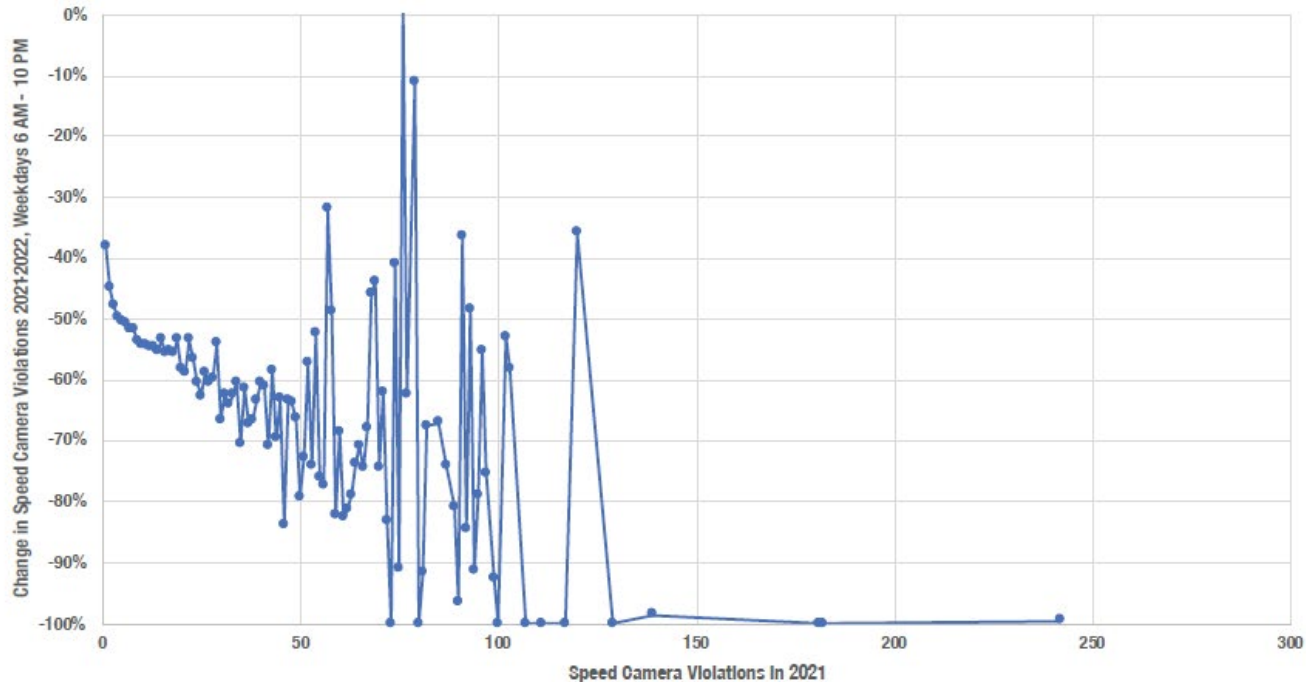


## The Analysis of the Program

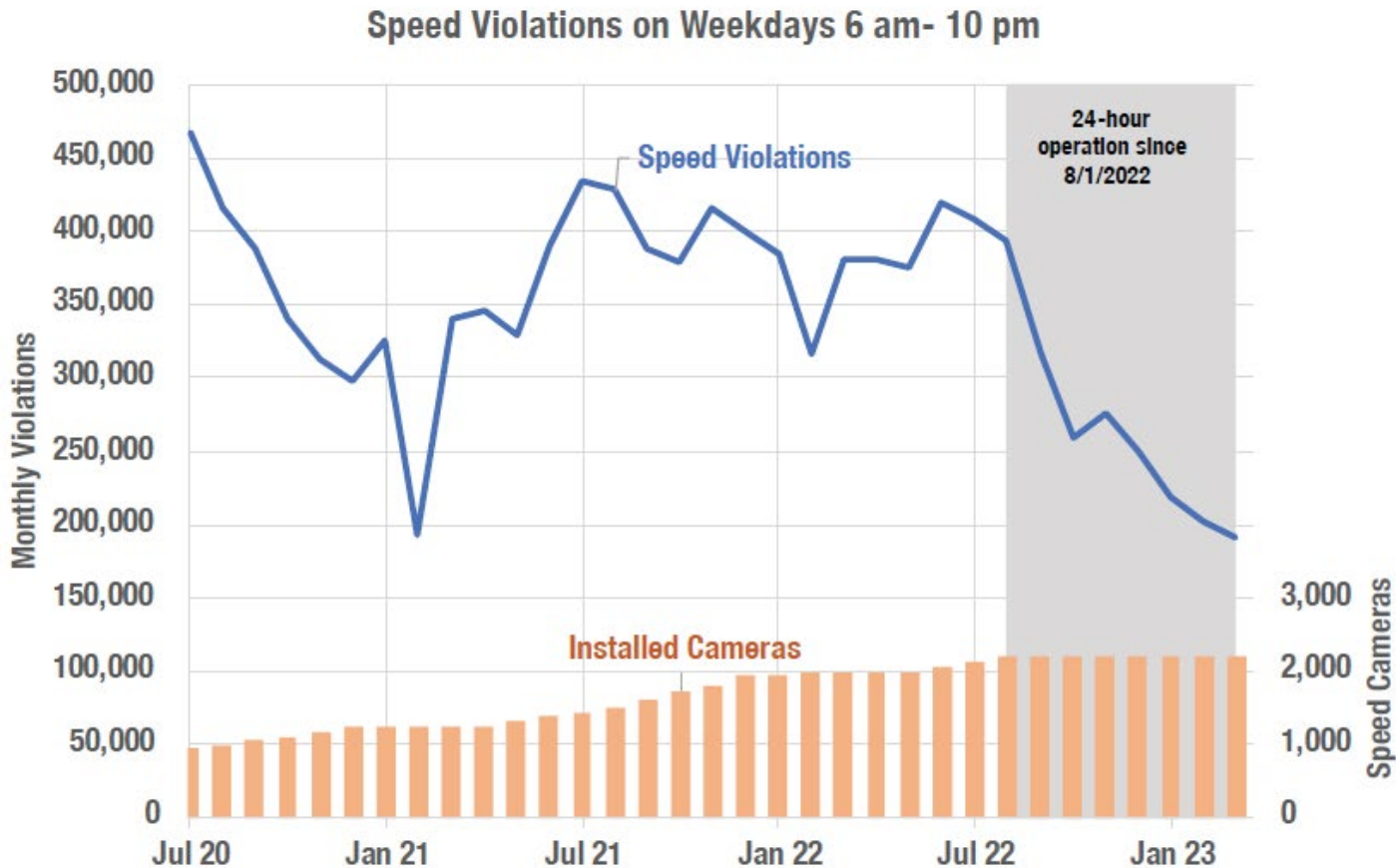
3



# Plates with more violations in 2021 saw a larger percent drop in violations in 2022



# Speed Camera Violations: Trend from 2020 to 2023



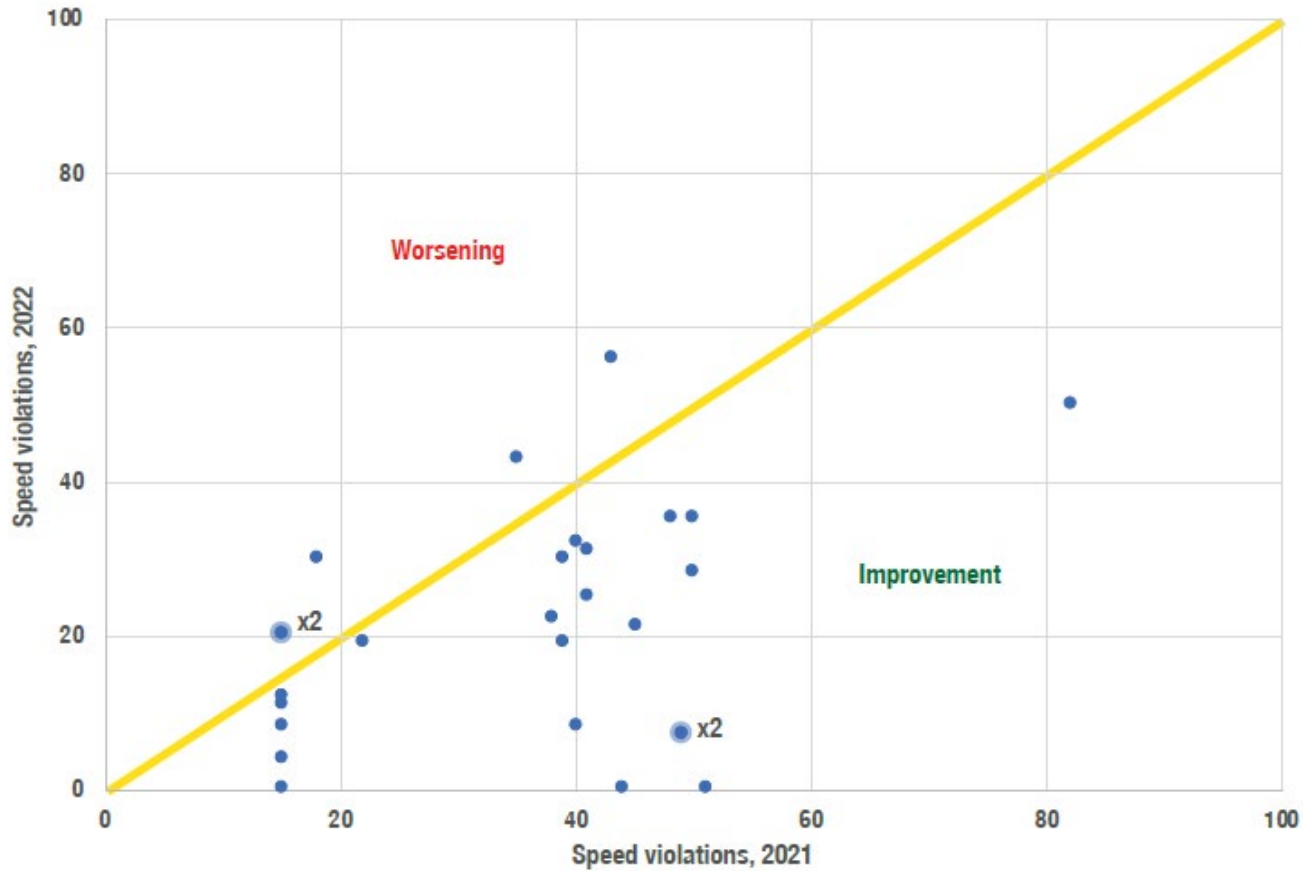
# DVAP vs. Control Group 12 Months

## Twelve-Month Before and After Analysis

	DVAP Course Participants (n=88)		Control Group (n=30)	
	Before	After	Before	After
Total Speed Violations	3120	1333	969	574
Avg. speed violations per person	35.5	15.1	32.3	19.1
Total red light violations	105	111	61	77
Avg. red light violations per person	1.2	1.3	2	2.6



### Control Group

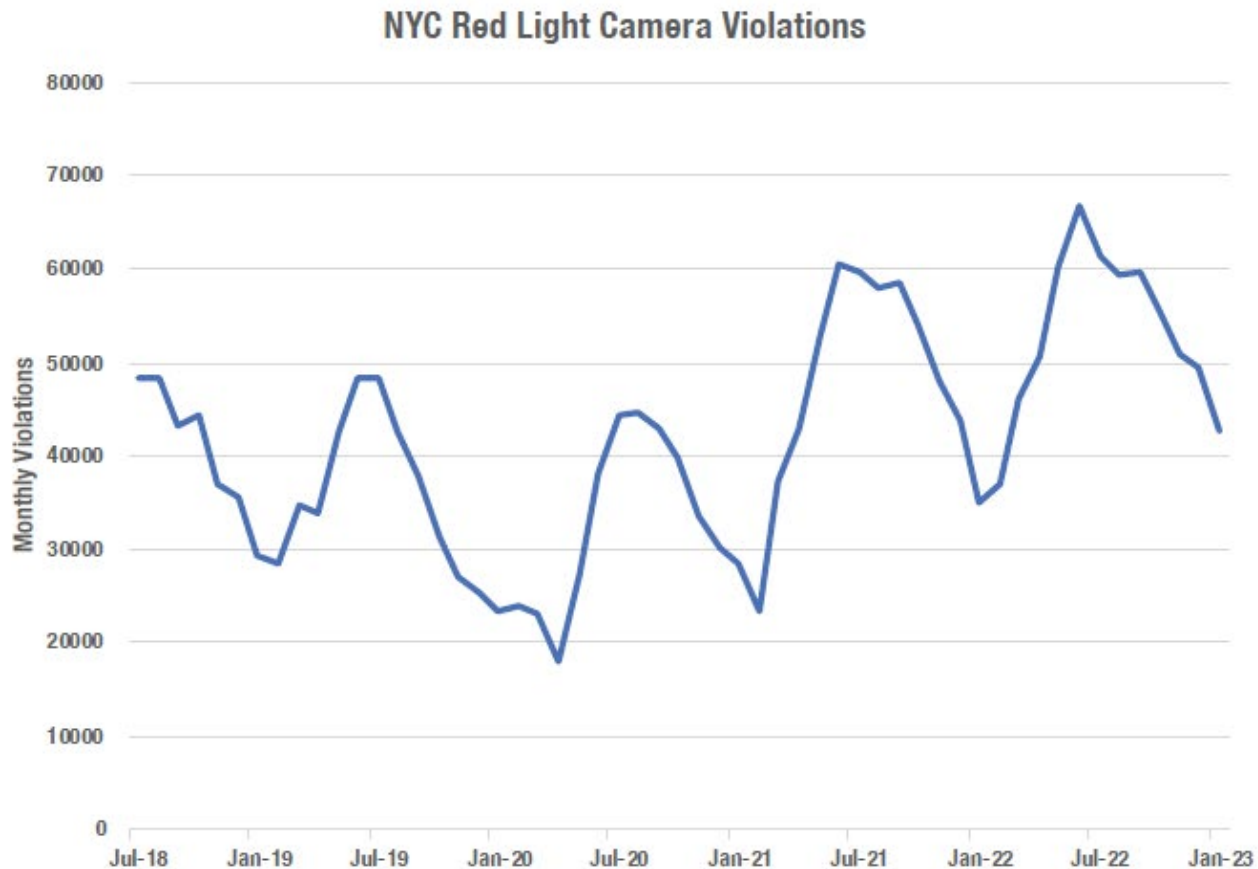


# DVAP vs. Control Group 6 Months

## Six-Month Before and After Analysis

	DVAP Course Participants (n=322)		Control Group (n=100)	
	Before	After	Before	After
Total Speed Violations	7722	2464	1639	948
Avg. speed violations per person	24	7.7	16.4	9.5
Total red light violations	418	268	166	72
Avg. red light violations per person	1.3	0.8	1.7	0.7

## Red Light Camera Violations: Trend from 2018 to 2023



# Implementation Challenges

- There are numerous legal impediments to seizing vehicle through the DVAP program.  
Contrary to popular perception, DVAP law was not written with car seizures paramount – it was an education program – and all vehicles are returned upon class completion
- The DVAP Program is designed to compel risky drivers to undergo additional education on safe driving, but the program alone does not prevent these drivers from getting behind the wheel.  
There are problems with conflating the plate and the person when evaluating the effectiveness of DVAP
- The Use of Multiple Database Systems by the Numerous Government Entities Involved in DVAP Administration Complicates Program Management



# Recommendations

1. Advocate at the State level for new laws that remove the most dangerous drivers from our streets.

For example, the City of New York supports Senate Bill 451/Assembly Bill 7621, legislation that would allow the DMV to suspend the registration of any vehicle with five or more finally-adjudicated red light camera violations within 12 months.

2. Explore opportunities to expand driver education to driver populations more likely to benefit, including inexperienced new and young drivers.

This could include a classroom length version of the DVAP curriculum in high schools and colleges; an expansion of the agency's adjunct presentation addressing speed as part of local driving school curriculums

# Thank You

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



Slow down.



Kim Wiley-Schwartz  
A/C Education and Outreach

[kwileyschwartz@dot.nyc.gov](mailto:kwileyschwartz@dot.nyc.gov)



**VISION ZERO**   
Building a Safer City