Speed Camera Report 2025

NEW YORK CITY DOT

New York City Speed Camera Report Addendum 2024 and 2025

Speeding continues to be one of the most dangerous driving behaviors in New York City, accounting for about a quarter of traffic fatalities each year. From 2020 to 2025, more than 400 people were killed in crashes in New York City where speeding was a major factor. In 2013, the New York State Legislature decided to target this problem by enacting Section 1180-b of New York State's Vehicle and Traffic Law (VTL), which granted New York City the authority to pilot an automated speed enforcement program to deter speeding in 20 school speed zones. The first speed camera violation was issued in January 2014. Six months later, the pilot was expanded to a total of 140 school speed zones in support of the City's Vision Zero goal of eliminating traffic deaths and serious injuries.

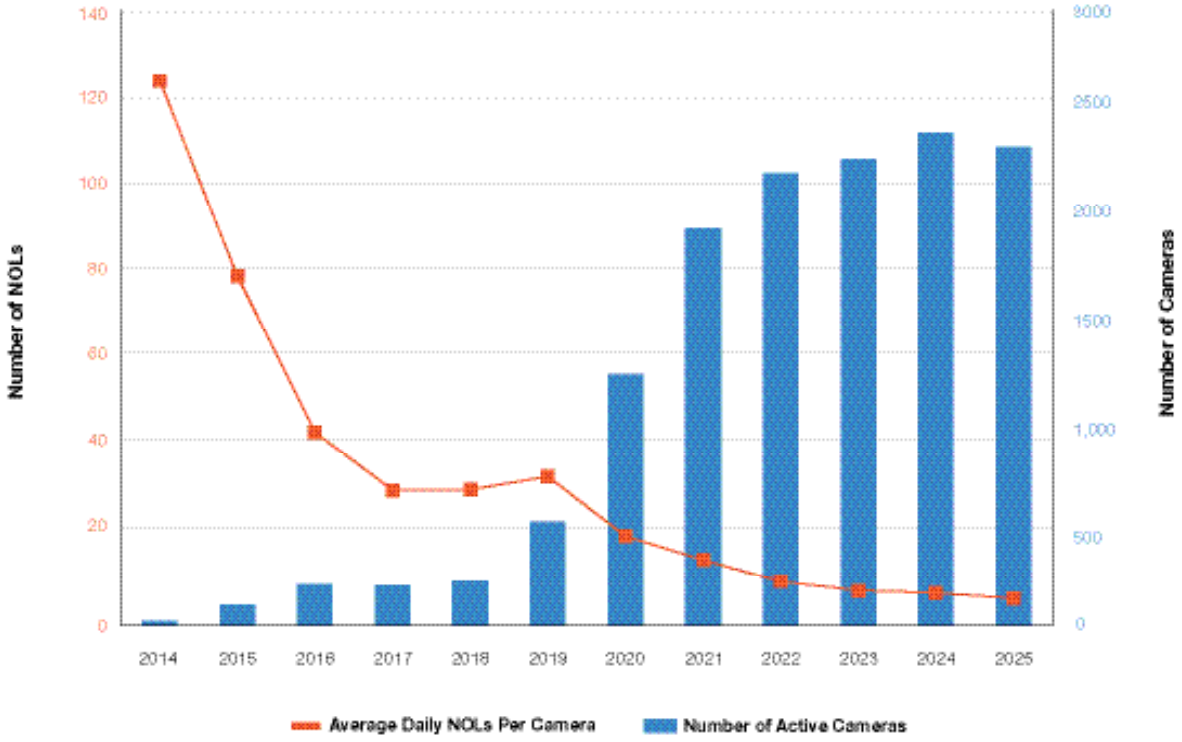
In 2019, the New York City Department of Transportation (NYC DOT) was given state authorization to expand this program to 750 school speed zones, with speed camera enforcement limited to weekdays between 6 AM and 10 PM. The legislation allowed cameras to be placed at any location within a quarter-mile radius of a school building. This change also codified into law NYC DOT's practice of using data to inform the siting of cameras, so that the program can most effectively deter dangerous speeding and prevent injury and death. NYC DOT completed installation of at least one camera in all 750 zones by June 2020 and, as of 2023, there were over 2,200 cameras operational in New York City.

In the summer of 2022, in response to an increase in speeding and fatalities brought on by the COVID-19 pandemic, particularly in the overnight hours, New York State granted authorization for speed camera violations to be issued 24 hours a day, seven days a week at all camera locations. This expansion has brought critical safety benefits for New Yorkers whenever they are out and about in the city, including decreases in speeding and injuries from speed-related crashes.

Overall, the speed camera program has proven effective and efficient in its goal of reducing both dangerous speeding and its consequences. Drivers have shown that they quickly change behavior after one or two violations. Since the start of the program, speeding at camera locations has dropped on average by 95 percent, meaning that cameras now issue 95 percent fewer violations per day. This report is submitted as an addendum to the comprehensive 2023 report to satisfy the reporting requirements of VTL section 1180-b, the authority by which the automated speed enforcement pilot was originally granted. This addendum report provides updated data and analysis for years 2024 and 2025.

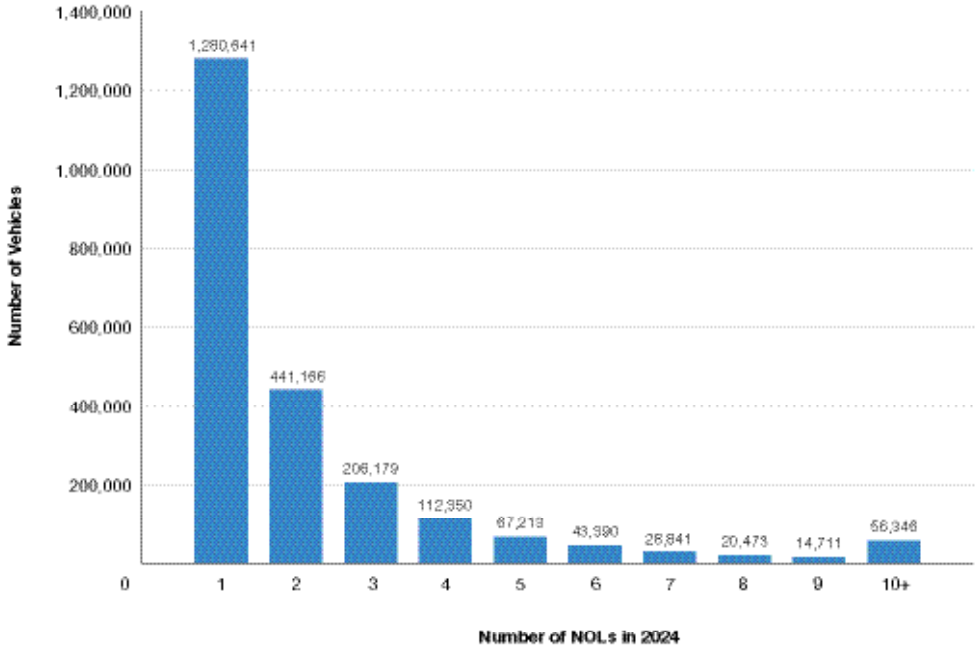
Results of Automated Speed Enforcement

Change in Daily Notices of Liability Per Camera

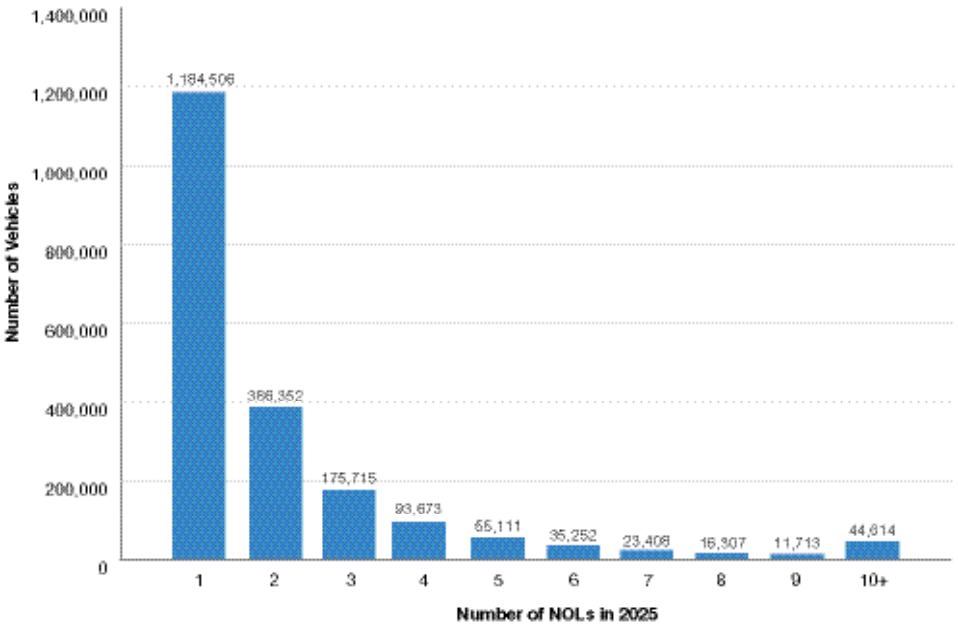


The number of average daily Notices of Liability (NOLs) has continued to decline with violations in camera zones falling by an average of 95 percent.

Number of Notices of Liability Issued to Vehicles in 2024



Number of Notices of Liability Issued to Vehicles in 2025



Of the vehicles that received any NOLs, 76% received no more than 1 or 2 in 2024 and 78% in 2025. While most drivers are deterred by speed cameras, a few extreme recidivists continue to violate receiving tens or even hundreds of violations each year.

Relative Risk of Being Involved in a Fatal or Severe Injury Crash

Number of Violations	Relative Risk	Number of Vehicles (2024)	Number of Vehicles (2025)
16+	2 times as likely	18,668	14,590
19+	3 times as likely	12,255	9,423
20+	4 times as likely	10,782	8,276
21+	5 times as likely	9,546	7,290
23+	10 times as likely	7,563	5,686
25+	15 times as likely	6,060	4,518
30+	50+ times as likely	3,742	2,794

Changes in Injuries in New School Speed Zones Added in 2023

	NEW CAMERA CORRIDORS*			CONTROL CORRIDORS**		
All Injuries	2022	2024	% Change	2022	2024	% Change
All Modes	498	458	-8.03	1266	1343	6.08
Pedestrian	101	89	-11.88	238	288	21.01
Cyclists	21	26	23.81	83	98	18.07
Motor Vehicle Occupants	348	317	-8.91	828	847	2.29
Other Motorized	28	26	-7.14	117	110	-5.98

* Locations within 0.25 miles of a speed camera on the same corridor as a speed camera.
** Locations on the same corridor as a speed camera, but further than 0.25 miles away from a speed camera.

Changes in Injuries in New School Speed Zones Added in 2024

	NEW CAMERA CORRIDORS*			CONTROL CORRIDORS**		
All Injuries	2023	2025	% Change	2023	2025	% Change
All Modes	1867	1736	-7.02	4298	4212	-2.00
Pedestrian	379	392	3.43	878	940	7.06
Cyclists	126	130	3.17	295	316	7.12
Motor Vehicle Occupants	1124	1055	-6.14	2565	2612	1.83
Other Motorized	238	159	-33.19	560	344	-38.57

* Locations within 0.25 miles of a speed camera on the same corridor as a speed camera.
** Locations on the same corridor as a speed camera, but further than 0.25 miles away from a speed camera.

NYC DOT analysis indicates that corridors with speed cameras continue to show safety benefits although those benefits have become less dramatic as speed cameras have become ubiquitous and driving culture has changed to reduce the overall incidence of speeding.

Number, Type, and Severity of Crashes, Fatalities, Injuries, and Property Damages

	All school speed zones (2024)	Camera school speed zones (2024)	All school speed zones (2025)	Camera school speed zones (2025)
Injuries	36,810	26,913	35,730	25,428
Fatalities	144	98	118	78
Injury Crashes	28,223	20,647	27,631	19,534
Property Damage Crashes	37,919	27,620	37,533	26,407
Pedestrian Injuries	7,983	5,838	7,832	5,518
Bicyclist Injuries	3,219	2,278	3,333	2,228
Motor Vehicle Occupant Injuries	21,219	15,573	21,046	15,225
Other Motorized Injuries	4,389	3,224	3,519	2,457
Severe Injury*	2,177	1,575	2,169	1,539
Moderate Injury**	5,847	4,199	5,748	4,008
Slight Injury***	28,159	20,664	27,177	19,412

* 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.
** Moderate injuries include visible injuries such as a “lump” on the head, abrasions, and minor lacerations.
*** Slight injuries include hysteria, nausea, momentary unconsciousness, and complaint of pain without visible signs of injury

Violations by Speed Over Limit

Speed of Vehicle	All school speed zones (2024)	Camera school speed zones (2024)	All school speed zones (2025)	Camera school speed zones (2025)
>=11 And <=20	5,112,685	97.5%	4,364,296	97.7%
>=21 And <=30	115,785	2.2%	89,879	2.0%
>=31 And <=40	10,992	0.2%	8,515	0.2%
>=41	2,765	0.05%	2,084	0.05%
TOTAL	5,242,227	100%	4,464,774	100%

These figures include the violations that were captured by speed vans.

Adjudication of Speed Camera Violations

Most notices of liability issued are uncontested. Among those that were contested and adjudicated at a hearing in 2025, more than 80% were upheld. Overall, more than 99.5% of all NOLs result in conviction.

	Speed Camera NOLs Issued	Hearings Requested	Number Finally Adjudicated	Percentage of NOLs Contested
2024	5,194,823	147,858	4,588,864	2.82%
2025	4,442,229	129,049	3,778,696	2.87%

Adjudication Outcomes	Speed Camera Violations (2024)	Percent of Total Violations Adjudicated (2024)	Speed Camera Violations (2025)	Percent of Total Violations Adjudicated (2025)
Total adjudicated at hearing	131,386	100%	102,802	100%
Number found guilty by hearing	108,873	83%	86,323	84%
Number found not guilty by hearing	17,366	13%	15,718	15%
Number found guilty with reduction by hearing	5,147	4%	761	0.7%

Revenues and Expenses

In total, from January 2014 through June 2025, the City of New York has spent or committed to spending nearly $3.6 billion in capital and expense funds in furtherance of Vision Zero. Of that amount, over $900 million has been spent on the speed camera program.

In calendar year 2025, the City of New York collected $253,915,514 in fines from 4,483,711 speed camera notices of liability (some of which were issued in 2024 but paid in 2025). In calendar year 2024, it collected $278,828,101 from 5,282,045 notices of liability. In fiscal year 2024 the total expenses for the speed camera program amounted to $131,141,746 and in fiscal year 2025, expenses totaled $125,972,807.

Calendar Year	Number of Fines Imposed	Amount Paid in Fees After First Notice of Liability Issuance
2024	5,282,045	$278,828,101
2025	4,483,711	$253,915,514

Speed Camera Program Summary (Fiscal Year 2014-2025)	
Program Summary	$641,708,448
(Fiscal Year 2014-2025)	$185,799,467
DOT Staffing	$74,153,093
DOF Staffing	$14,152,975
Total Costs	$915,813,983
Speed Camera Revenue	$1,618,285,788
Net Revenue	$702,471,805

	Number of Active Cameras	Number of Events	NOLs Issued	Percent Change (NOLs)	Percent of Events issuing NOLs	Average # Events per Camera	Avg NOLs per camera	Average Daily NOLs Per Camera	Percent Change Daily NOLs Per Camera
2014	21	309,026	257,956	-	83.47	14,716	12,284	124	-
2015	101	1,017,702	917,382	255.64	90.14	10,076	9,083	79.6	-35.8
2016	198	1,387,833	1,218,736	32.85	87.82	7,009	6,155	44.1	-44.6
2017	197	1,329,354	1,123,801	-7.79	84.54	6,748	5,705	30.9	-29.9
2018	218	1,158,404	945,339	-15.88	81.61	5,314	4,336	31	0.3
2019	509	2,792,958	2,303,478	143.67	82.47	5,487	4,525	34	9.7
2020	1,227	5,631,780	4,381,997	90.23	77.81	4,590	3,571	20.4	-40.0
2021	1,938	6,124,625	4,358,859	-0.53	71.17	3,160	2,249	15	-26.5
2022	2,207	9,061,040	5,741,248	31.71	63.36	4,106	2,601	10	-33.3
2023	2,277	10,718,867	5,918,823	3.09	55.22	4,707	2,599	8	-20.0
2024	2,402	9,320,920	5,194,823	-12.23	55.73	3,880	2,163	7.4	-7.5
2025	2,335	7,878,053	4,442,229	-14.49	56.39	3,374	1,902	6.2	-16.2

Since the 2023 peak of nearly 6 million issued notices of violations, the total number of violations issued has declined each year.