

DCAS Expands Intelligent Speed Assistance (ISA) Program

By Keith T. Kerman



In the United States, speed plays a major role in traffic fatalities. As per the National Highway Transportation Safety Administration (NHTSA), speeding plays a role in at least 29% of traffic fatalities each year, over 11,000 [deaths](#).

Through Vision Zero, NYC is taking many steps to address speeding including lowering the speed limit to 25 MPH or less, re-designing roadways to limit speeds and calm traffic through our New York City Department of Transportation (DOT); expanding the use of speed cameras; and enforcement measures through the

New York Police Department (NYPD). In 2014, NYC lowered the speed limit citywide from 30 miles per hour (MPH) to 25 MPH. Sammy's Law, passed by NY State in 2024, allows the city to reduce speed limits even further to 20 MPH in high-risk locations.

All of these measures are critical to taking on the risks of speeding. But what if vehicles were designed so they wouldn't speed in the first place? That is Intelligent Speed Assistance (ISA).

What is ISA? ISA is technology that uses telematics to monitor vehicle locations with mapping of speed limits. When a vehicle attempts to speed beyond the speed limit in any location, ISA will prevent the engine computer of a vehicle from sending a signal to the vehicle accelerator. ISA can be set at the speed limit, above or below. DCAS gives most employees in our program an 11 MPH buffer above the speed limit which matches the buffer for DOT speed camera tickets.

The DCAS ISA program does not brake a vehicle, which can be a startling experience for a driver. This ISA prevents further acceleration once the speed limit has been matched or exceeded. There is also a button that allows the driver to suspend ISA operation for 15 seconds at a time to address unexpected situations.

In 2022, DCAS launched an initial [pilot](#) of 50 ISA units. In December of the same year, DCAS published initial [findings](#) that showed vehicles were staying within speed limits through the system and that risky driving was being reduced.

DCAS has since expanded the system to 700 vehicles, the largest project in the world. Over 21 different agencies and 23 types of vehicles, including trucks and school buses, are participating in the program. Over 6 million miles have now been driven using ISA by the fleet. At one agency, the Agency for Children Services, the entire fleet now uses ISA.

DCAS has an 11-year partnership with the US Department of Transportation Volpe Center to study safe and clean vehicle design. DCAS and Volpe partnered on a control group [study](#) of ISA to determine its benefits. The study found a 68% reduction in speeding across the units installed with ISA. As importantly, there was a 50% reduction in speeding even with high-risk units with a history of speeding violations. ISA was able to slow down even those drivers most bent on dangerous speeding.

The use of ISA to address "super speeders" has now gained national attention. The states of [Virginia](#) and Georgia, and Washington DC have passed laws to install ISA on high-risk drivers as a law enforcement tool. [New York State](#) and others are looking at similar legislation.

Having led the way, DCAS is now taking it further. On October 8th, at the 10th Annual Fleet Safety Forum, DCAS [announced](#) that ISA would now be installed as a standard feature on all civilian light, medium, and heavy-duty trucks that are purchased going forward. The program will transition ISA to over 7,000 cars and trucks and be the largest ISA rollout in the world to date. The program would not include lights and sirens vehicles or specialized emergency trucks. DCAS prepared a training [video](#) for fleet operators to review how the system works.

Excessive speed is one of the greatest dangers in the roadway transportation system and one we have all experienced personally. Over decades, many approaches have been pursued to reduce the carnage that speeding has caused. ISA may offer the most effective mechanism yet, re-designing the vehicle so it can't and won't speed in the first place. We look forward to working with all agencies to implement this critical initiative.

We will have much more to report from the 10th Annual Fleet Safety Forum in future newsletters.

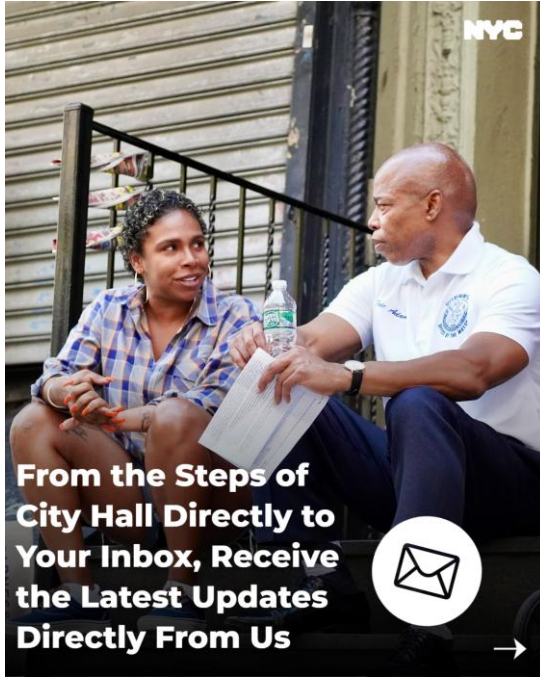


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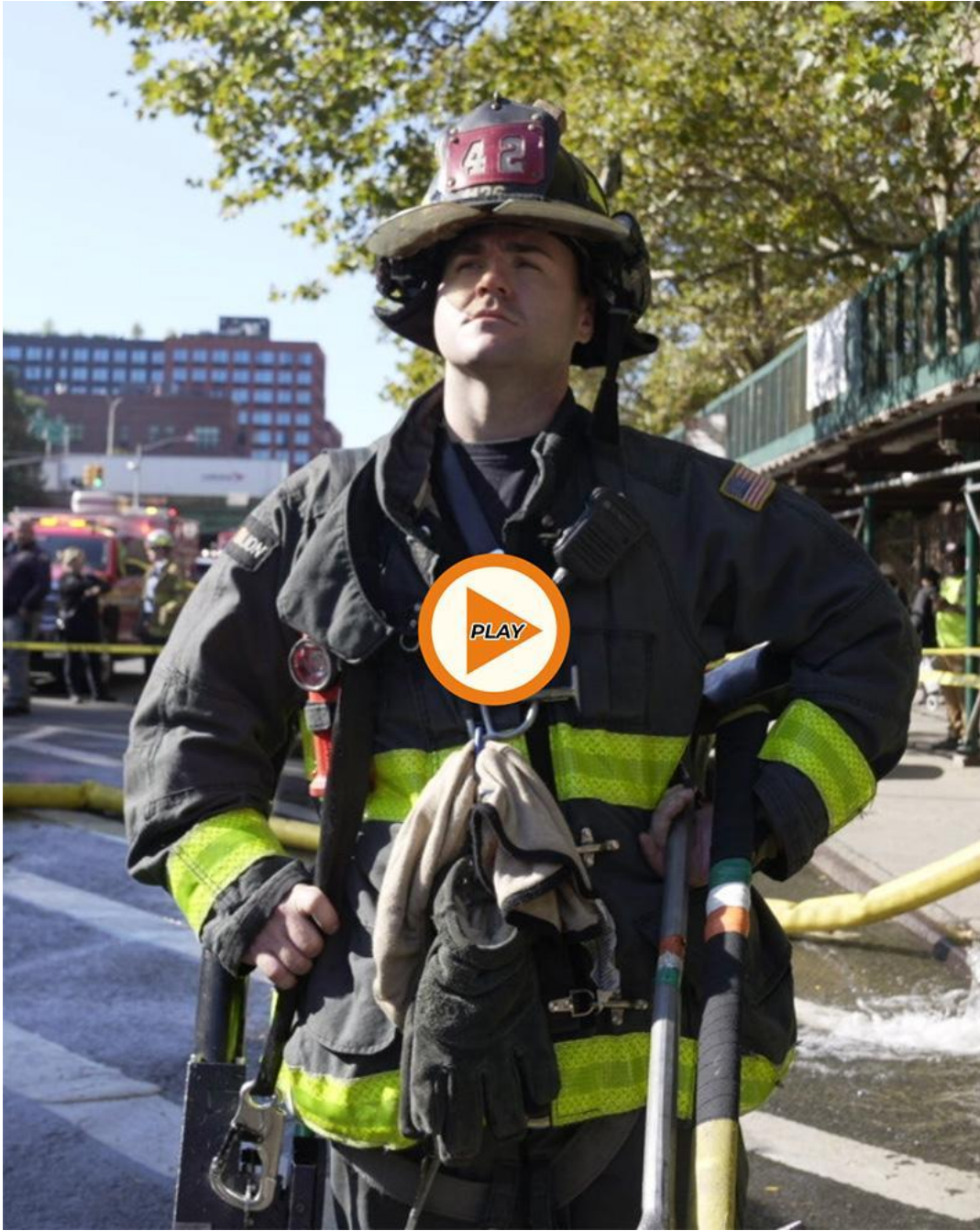


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Week in Review | September 27 - October 3



If you want to know what someone cares about, look at their budget. We have spent billions of dollars to help working-class families thrive and even save money, too! Every cent makes a difference, and we continued our investments last week:

- Announcing our [\\$93 billion September Capital Commitment Plan](#), which invests even more in affordable housing, public safety, education, and more.

- Investing an [additional \\$1.8 billion to speed up the development of affordable housing](#), increasing the total units developed by 25% for Fiscal Year 2026.
 - Extending our 'Big Apple Connect' program for three more years to continue providing [330,000 NYCHA residents with free high-speed internet](#).
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[NYC Fleet Newsletter 508, September 30, 2025](#): FY25 Fleet Fuels Report: Fossil Fuel Use Down 67% Since FY13

[NYC Fleet Newsletter 507, September 24, 2025](#): DCAS Receives National Safety Recognition

[NYC Fleet Newsletter 506, September 17, 2025](#): Fleet Spotlight: Alex Kipp and the Conflicts of Interest Board

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