



NYC POLICE DEPT

005

TrafficStat

Report Covering: Apr 21, 2025 - Apr 27, 2025



Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|------------------------|--------------|------|--------|----------|--------|------|--------|---------|--------------|------|--------|---------|
| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- |
| Collisions | 10 | 14 | -4 | -28.57% | 50 | 56 | -6 | -10.71% | 201 | 213 | -12 | -5.63% |
| Injury Collisions | 5 | 1 | 4 | 400.00% | 17 | 11 | 6 | 54.55% | 77 | 66 | 11 | 16.67% |
| Total Injuries | 5 | 1 | 4 | 400.00% | 18 | 14 | 4 | 28.57% | 92 | 91 | 1 | 1.10% |
| Motor Vehicle+ | 1 | 0 | 1 | *** | 9 | 7 | 2 | 28.57% | 45 | 53 | -8 | -15.09% |
| Pedestrian | 0 | 1 | -1 | -100.00% | 2 | 2 | 0 | 0.00% | 26 | 17 | 9 | 52.94% |
| Traditional Bicycle | 4 | 0 | 4 | *** | 6 | 4 | 2 | 50.00% | 15 | 13 | 2 | 15.38% |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 1 | 1 | 0 | 0.00% | 6 | 8 | -2 | -25.00% |

Fatalities

| | | | | | | | | | | | | |
|------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| Motor Vehicle+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Pedestrian | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Arrests

| | | | | | | | | | | | | |
|---------|---|---|----|----------|---|---|----|----------|---|----|----|----------|
| DWI | 0 | 1 | -1 | -100.00% | 0 | 1 | -1 | -100.00% | 0 | 3 | -3 | -100.00% |
| VTL 511 | 0 | 0 | 0 | *** | 3 | 1 | 2 | 200.00% | 9 | 13 | -4 | -30.77% |

Parking Summonses

| | | | | | | | | | | | | |
|----------------|---|---|----|----------|----|----|-----|---------|-----|-----|-----|---------|
| Total Parkers* | 0 | 9 | -9 | -100.00% | 21 | 57 | -36 | -63.16% | 169 | 218 | -49 | -22.48% |
| Double Parkers | 0 | 0 | 0 | *** | 1 | 4 | -3 | -75.00% | 8 | 19 | -11 | -57.89% |
| Bus Stop | 0 | 3 | -3 | -100.00% | 2 | 3 | -1 | -33.33% | 3 | 6 | -3 | -50.00% |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Crosswalk | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 4 | 1 | 3 | 300.00% |
| Bicycle Lane | 0 | 0 | 0 | *** | 1 | 1 | 0 | 0.00% | 5 | 3 | 2 | 66.67% |

Hazardous Summonses

| | | | | | | | | | | | | |
|----------------------|----|----|----|----------|-----|-----|------|----------|-------|-------|------|---------|
| Total Hazardous* | 91 | 91 | 0 | 0.00% | 224 | 346 | -122 | -35.26% | 1,167 | 1,465 | -298 | -20.34% |
| Disobey Sign | 28 | 31 | -3 | -9.68% | 83 | 107 | -24 | -22.43% | 399 | 366 | 33 | 9.02% |
| Cell Phone | 0 | 0 | 0 | *** | 0 | 3 | -3 | -100.00% | 2 | 7 | -5 | -71.43% |
| Texting | 0 | 7 | -7 | -100.00% | 2 | 21 | -19 | -90.48% | 14 | 51 | -37 | -72.55% |
| Speeding | 7 | 1 | 6 | 600.00% | 12 | 5 | 7 | 140.00% | 64 | 46 | 18 | 39.13% |
| Red Light | 2 | 7 | -5 | -71.43% | 4 | 24 | -20 | -83.33% | 58 | 103 | -45 | -43.69% |
| Improper Turns | 44 | 29 | 15 | 51.72% | 98 | 127 | -29 | -22.83% | 426 | 593 | -167 | -28.16% |
| Right of Way to Peds | 8 | 6 | 2 | 33.33% | 16 | 23 | -7 | -30.43% | 134 | 137 | -3 | -2.19% |
| Safety Belts | 0 | 2 | -2 | -100.00% | 0 | 6 | -6 | -100.00% | 6 | 13 | -7 | -53.85% |
| Tinted Window | 1 | 6 | -5 | -83.33% | 3 | 10 | -7 | -70.00% | 40 | 68 | -28 | -41.18% |

Moving Summonses

| | | | | | | | | | | | | |
|------------------------|----|----|----|---------|-----|-----|------|---------|-------|-------|------|---------|
| Total Movers* | 99 | 98 | 1 | 1.02% | 245 | 434 | -189 | -43.55% | 1,423 | 1,882 | -459 | -24.39% |
| Livery/Taxi | 4 | 8 | -4 | -50.00% | 15 | 45 | -30 | -66.67% | 157 | 184 | -27 | -14.67% |
| Motorized Two-Wheeler+ | 2 | 0 | 2 | *** | 2 | 40 | -38 | -95.00% | 42 | 223 | -181 | -81.17% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 12 | 11 | 1 | 9.09% |

*Total Parkers, Total Hazardous and Total Movers include other violations which are not shown in this table



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| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- |
| Collisions | 10 | 14 | -4 | -28.57% | 50 | 56 | -6 | -10.71% | 201 | 213 | -12 | -5.63% |
| Injury Collisions | 5 | 1 | 4 | 400.00% | 17 | 11 | 6 | 54.55% | 77 | 66 | 11 | 16.67% |
| Total Injuries | 5 | 1 | 4 | 400.00% | 18 | 14 | 4 | 28.57% | 92 | 91 | 1 | 1.10% |
| Car | 1 | 0 | 1 | *** | 6 | 4 | 2 | 50.00% | 26 | 23 | 3 | 13.04% |
| SUV | 0 | 0 | 0 | *** | 3 | 3 | 0 | 0.00% | 17 | 27 | -10 | -37.04% |
| Other MV | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 2 | 3 | -1 | -33.33% |
| Pedestrian | 0 | 1 | -1 | -100.00% | 2 | 2 | 0 | 0.00% | 26 | 17 | 9 | 52.94% |
| Traditional Bicycle | 4 | 0 | 4 | *** | 6 | 4 | 2 | 50.00% | 15 | 13 | 2 | 15.38% |
| E-bike | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 2 | 4 | -2 | -50.00% |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 1 | 0 | 0.00% |
| Moped | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 2 | 2 | 0 | 0.00% |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 1 | 0 | 0.00% |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Other Device | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Fatalities

| | | | | | | | | | | | | |
|--------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| Car | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| SUV | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Other MV | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Pedestrian | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| E-bike | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Moped | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Other Device | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Moving Summonses

| | | | | | | | | | | | | |
|--------------------------|----|----|----|---------|-----|-----|------|----------|-------|-------|------|---------|
| Total Movers* | 99 | 98 | 1 | 1.02% | 245 | 434 | -189 | -43.55% | 1,423 | 1,882 | -459 | -24.39% |
| Livery/Taxi | 4 | 8 | -4 | -50.00% | 15 | 45 | -30 | -66.67% | 157 | 184 | -27 | -14.67% |
| E-bike | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 16 | 3 | 13 | 433.33% |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 16 | -15 | -93.75% |
| Moped | 0 | 0 | 0 | *** | 0 | 38 | -38 | -100.00% | 16 | 175 | -159 | -90.86% |
| Motorcycle | 1 | 0 | 1 | *** | 1 | 0 | 1 | *** | 1 | 1 | 0 | 0.00% |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Other Device | 1 | 0 | 1 | *** | 1 | 2 | -1 | -50.00% | 8 | 28 | -20 | -71.43% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 12 | 11 | 1 | 9.09% |

*Total Parkers, Total Hazardous and Total Movers include other violations which are not shown in this table