



NYC POLICE DEPT

022

TrafficStat



Report Covering: Mar 30, 2026 - Apr 5, 2026

Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|------------------------|--------------|------|--------|----------|--------|------|--------|----------|--------------|------|--------|----------|
| | 2026 | 2025 | Change | % +/- | 2026 | 2025 | Change | % +/- | 2026 | 2025 | Change | % +/- |
| Collisions | 1 | 1 | 0 | 0.00% | 4 | 7 | -3 | -42.86% | 8 | 12 | -4 | -33.33% |
| Injury Collisions | 0 | 1 | -1 | -100.00% | 0 | 3 | -3 | -100.00% | 0 | 5 | -5 | -100.00% |
| Total Injuries | 2 | 3 | -1 | -33.33% | 4 | 12 | -8 | -66.67% | 7 | 16 | -9 | -56.25% |
| Motor Vehicle+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| Pedestrian | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Traditional Bicycle | 0 | 3 | -3 | -100.00% | 1 | 11 | -10 | -90.91% | 3 | 13 | -10 | -76.92% |
| Motorized Two-Wheeler+ | 2 | 0 | 2 | *** | 3 | 1 | 2 | 200.00% | 4 | 2 | 2 | 100.00% |

Fatalities

| | | | | | | | | | | | | |
|------------------------|---|---|---|-----|---|---|---|-----|---|---|---|-----|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Motor Vehicle+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Pedestrian | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| 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 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| VTL 511 | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |

Parking Summonses

| | | | | | | | | | | | | |
|----------------|---|---|---|-----|---|---|---|-----|---|---|---|-----|
| Total Parkers* | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Double Parkers | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Bus Stop | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Crosswalk | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Bicycle Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Hazardous Summonses

| | | | | | | | | | | | | |
|----------------------|----|----|----|----------|----|----|-----|----------|-----|-----|-----|----------|
| Total Hazardous* | 16 | 24 | -8 | -33.33% | 47 | 84 | -37 | -44.05% | 231 | 255 | -24 | -9.41% |
| Disobey Sign | 8 | 7 | 1 | 14.29% | 22 | 15 | 7 | 46.67% | 98 | 52 | 46 | 88.46% |
| Cell Phone | 3 | 0 | 3 | *** | 11 | 0 | 11 | *** | 16 | 2 | 14 | 700.00% |
| Texting | 0 | 3 | -3 | -100.00% | 3 | 7 | -4 | -57.14% | 9 | 30 | -21 | -70.00% |
| Speeding | 2 | 9 | -7 | -77.78% | 3 | 39 | -36 | -92.31% | 74 | 87 | -13 | -14.94% |
| Red Light | 0 | 4 | -4 | -100.00% | 0 | 15 | -15 | -100.00% | 3 | 29 | -26 | -89.66% |
| Improper Turns | 1 | 1 | 0 | 0.00% | 6 | 7 | -1 | -14.29% | 16 | 38 | -22 | -57.89% |
| Right of Way to Peds | 1 | 0 | 1 | *** | 1 | 1 | 0 | 0.00% | 14 | 3 | 11 | 366.67% |
| Safety Belts | 1 | 0 | 1 | *** | 1 | 0 | 1 | *** | 1 | 0 | 1 | *** |
| Tinted Window | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 11 | -11 | -100.00% |

Moving Summonses

| | | | | | | | | | | | | |
|------------------------|----|----|-----|----------|----|----|-----|----------|-----|-----|-----|----------|
| Total Movers* | 18 | 27 | -9 | -33.33% | 75 | 95 | -20 | -21.05% | 270 | 315 | -45 | -14.29% |
| Livery/Taxi | 0 | 12 | -12 | -100.00% | 0 | 36 | -36 | -100.00% | 19 | 65 | -46 | -70.77% |
| Motorized Two-Wheeler+ | 1 | 7 | -6 | -85.71% | 27 | 20 | 7 | 35.00% | 30 | 35 | -5 | -14.29% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 6 | -6 | -100.00% |

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



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Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|--------------------------|--------------|------|--------|----------|--------|------|--------|----------|--------------|------|--------|----------|
| | 2026 | 2025 | Change | % +/- | 2026 | 2025 | Change | % +/- | 2026 | 2025 | Change | % +/- |
| Collisions | 1 | 1 | 0 | 0.00% | 4 | 7 | -3 | -42.86% | 8 | 12 | -4 | -33.33% |
| Injury Collisions | 0 | 1 | -1 | -100.00% | 0 | 3 | -3 | -100.00% | 0 | 5 | -5 | -100.00% |
| Total Injuries | 2 | 3 | -1 | -33.33% | 4 | 12 | -8 | -66.67% | 7 | 16 | -9 | -56.25% |
| Car | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| 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 | 0 | 0 | *** |
| Traditional Bicycle | 0 | 3 | -3 | -100.00% | 1 | 11 | -10 | -90.91% | 3 | 13 | -10 | -76.92% |
| E-bike | 1 | 0 | 1 | *** | 2 | 1 | 1 | 100.00% | 3 | 1 | 2 | 200.00% |
| Stand-up Scooter | 1 | 0 | 1 | *** | 1 | 0 | 1 | *** | 1 | 1 | 0 | 0.00% |
| 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 | *** |

Fatalities

| | | | | | | | | | | | | |
|--------------------------|---|---|---|-----|---|---|---|-----|---|---|---|-----|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| 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 | 0 | 0 | *** |
| 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* | 18 | 27 | -9 | -33.33% | 75 | 95 | -20 | -21.05% | 270 | 315 | -45 | -14.29% |
| Livery/Taxi | 0 | 12 | -12 | -100.00% | 0 | 36 | -36 | -100.00% | 19 | 65 | -46 | -70.77% |
| E-bike | 1 | 6 | -5 | -83.33% | 26 | 17 | 9 | 52.94% | 26 | 17 | 9 | 52.94% |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 0 | 1 | -1 | -100.00% |
| Moped | 0 | 1 | -1 | -100.00% | 0 | 2 | -2 | -100.00% | 3 | 16 | -13 | -81.25% |
| 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 | *** | 1 | 0 | 1 | *** | 1 | 1 | 0 | 0.00% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 6 | -6 | -100.00% |

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