

NYC POLICE DEPT



TrafficStat



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

| | | | | C | Collisions | | | | | | | |
|------------------------|--------------|------|--------|----------|------------|--------|--------|----------|--------------|-------|---------------------|--|
| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change % +/- | |
| Collisions | 6 | 11 | -5 | -45.45% | 32 | 34 | -2 | -5.88% | 126 | 130 | -4 -3.08% | |
| Injury Collisions | 1 | 7 | -6 | -85.71% | 11 | 17 | -6 | -35.29% | 49 | 54 | -5 -9.26% | |
| Total Injuries | 1 | 8 | -7 | -87.50% | 14 | 19 | -5 | -26.32% | 61 | 69 | -8-11.59% | |
| Motor Vehicle+ | 0 | 4 | -4 | -100.00% | 8 | 7 | 1 | | 31 | 40 | -9-22.50% | |
| Pedestrian | 1 | 2 | -1 | -50.00% | 2 | 7 | -5 | -71.43% | 9 | 13 | -4-30.77% | |
| Traditional Bicycle | 0 | 2 | -2 | -100.00% | 3 | 3 | 0 | | 17 | 11 | 6 54.55% | |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 1 | 2 | -1 | -50.00% | 4 | 5 | -1-20.00% | |
| Fatalities 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 | 1 | 0 | 1 | *** | 1 | 1 | 0 | 0.00% | 6 | 2 | 4200.00% | |
| VTL 511 | 3 | 1 | 2 | | 12 | 4 | 8 | 200.00% | 38 | 52 | -14 -26.92% | |
| | | | | Parkin | g Summo | onses | | | | | | |
| Total Parkers* | 19 | 14 | 5 | 35.71% | 62 | 92 | -30 | -32.61% | 305 | 367 | -62 -16.89 % | |
| Double Parkers | 2 | 1 | 1 | 100.00% | 5 | 21 | -16 | -76.19% | 24 | 77 | -53 -68.83 % | |
| Bus Stop | 0 | 1 | | -100.00% | 0 | 2 | -2 | -100.00% | 6 | 6 | 0 0.00% | |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 *** | |
| Crosswalk | 2 | 0 | 2 | *** | 4 | 0 | 4 | *** | 19 | 2 | 17 850.00% | |
| Bicycle Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 *** | |
| | | | | Hazardo | us Sumn | nonses | | | | | | |
| Total Hazardous* | 31 | 70 | -39 | -55.71% | 232 | 239 | -7 | -2.93% | 990 | 1,028 | -38 -3.70 % | |
| Disobey Sign | 11 | 13 | -2 | -15.38% | 63 | 55 | 8 | 14.55% | 285 | 351 | -66 -18.80% | |
| Cell Phone | 4 | 4 | 0 | 0.00% | 19 | 12 | 7 | 58.33% | 36 | 36 | 0 0.00% | |
| Texting | 1 | 4 | -3 | -75.00% | 25 | 9 | 16 | 177.78% | 89 | 53 | 36 67.92% | |
| Speeding | 0 | 5 | | -100.00% | 0 | 5 | | -100.00% | 53 | 52 | 1 1.92% | |
| Red Light | 4 | 14 | -10 | -71.43% | 29 | 47 | -18 | -38.30% | 137 | 125 | 12 9.60% | |
| Improper Turns | 1 | 1 | 0 | 0.00% | 8 | 9 | -1 | -11.11% | 26 | 54 | -28 -51.85% | |
| Right of Way to Peds | 5 | 11 | -6 | | 30 | 21 | 9 | 42.86% | 113 | 88 | 25 28.41% | |
| Safety Belts | 0 | 1 | | -100.00% | 7 | 10 | -3 | -30.00% | 36 | 38 | -2 -5.26% | |
| Tinted Window | 4 | 4 | 0 | 0.00% | 20 | 12 | 8 | 66.67% | 82 | 61 | 21 34.43% | |
| | | | | Movin | g Summo | onses | | | | | | |
| Total Movers* | 47 | 83 | -36 | -43.37% | 299 | 315 | -16 | -5.08% | 1,277 | 1,301 | -24 -1.84 % | |
| Livery/Taxi | 4 | 9 | -5 | -55.56% | 26 | 40 | -14 | -35.00% | 107 | 164 | -57 -34.76% | |
| Motorized Two-Wheeler+ | 3 | 22 | -19 | -86.36% | 31 | 102 | -71 | -69.61% | 132 | 229 | -97 -42.36% | |
| Traditional Bicycle | 0 | 0 | 0 | *** | 4 | 3 | 1 | 33.33% | 19 | 6 | 13 216.67% | |



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|----------------------------|--------------|------|--------|----------|------------|------|--------|----------|--------------|-------|--------|----------|--|
| | Week to Date | | | | 28 Day | | | | Year to Date | | | | |
| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | |
| Collisions | 6 | 11 | -5 | -45.45% | 32 | 34 | -2 | -5.88% | 126 | 130 | -4 | -3.08% | |
| Injury Collisions | 1 | 7 | -6 | -85.71% | 11 | 17 | -6 | -35.29% | 49 | 54 | -5 | -9.26% | |
| Total Injuries | 1 | 8 | -7 | -87.50% | 14 | 19 | -5 | -26.32% | 61 | 69 | -8 | -11.59% | |
| Car | 0 | 4 | -4 | -100.00% | 4 | 5 | -1 | -20.00% | 17 | 23 | -6 | -26.09% | |
| SUV | 0 | 0 | 0 | *** | 3 | 2 | 1 | 50.00% | 10 | 16 | -6 | -37.50% | |
| Other MV | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 4 | 1 | 3 | 300.00% | |
| Pedestrian | 1 | 2 | -1 | -50.00% | 2 | 7 | -5 | -71.43% | 9 | 13 | -4 | -30.77% | |
| Traditional Bicycle | 0 | 2 | -2 | -100.00% | 3 | 3 | 0 | 0.00% | 17 | 11 | 6 | 54.55% | |
| E-bike | 0 | 0 | 0 | *** | 1 | 1 | 0 | 0.00% | 2 | 2 | 0 | 0.00% | |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 2 | -2 | -100.00% | |
| Moped | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 1 | 1 | 0 | 0.00% | |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | |
| 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* | 47 | 83 | -36 | -43.37% | 299 | 315 | -16 | -5.08% | 1,277 | 1,301 | -24 | -1.84% | |
| Livery/Taxi | 4 | 9 | -5 | -55.56% | 26 | 40 | -14 | -35.00% | 107 | 164 | -57 | -34.76% | |
| E-bike | 0 | 0 | 0 | *** | 5 | 0 | 5 | *** | 18 | 0 | 18 | *** | |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | |
| Moped | 2 | 22 | -20 | -90.91% | 21 | 99 | -78 | -78.79% | 101 | 223 | -122 | -54.71% | |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | |
| Other Device | 1 | 0 | 1 | *** | 5 | 3 | 2 | 66.67% | 12 | 5 | 7 | 140.00% | |
| Traditional Bicycle | 0 | 0 | 0 | *** | 4 | 3 | 1 | 33.33% | 19 | 6 | 13 | 216.67% | |