



NYC POLICE DEPT

103

TrafficStat

Report Covering: Mar 10, 2025 - Mar 16, 2025



Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|------------------------|--------------|------|--------|---------|--------|------|--------|---------|--------------|------|--------|---------|
| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- |
| Collisions | 24 | 29 | -5 | -17.24% | 95 | 120 | -25 | -20.83% | 280 | 309 | -29 | -9.39% |
| Injury Collisions | 10 | 9 | 1 | 11.11% | 45 | 47 | -2 | -4.26% | 133 | 125 | 8 | 6.40% |
| Total Injuries | 15 | 13 | 2 | 15.38% | 55 | 64 | -9 | -14.06% | 162 | 171 | -9 | -5.26% |
| Motor Vehicle+ | 13 | 12 | 1 | 8.33% | 34 | 43 | -9 | -20.93% | 101 | 111 | -10 | -9.01% |
| Pedestrian | 2 | 1 | 1 | 100.00% | 18 | 16 | 2 | 12.50% | 53 | 43 | 10 | 23.26% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 2 | 1 | 1 | 100.00% | 5 | 3 | 2 | 66.67% |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 1 | 4 | -3 | -75.00% | 3 | 14 | -11 | -78.57% |

Fatalities

| | | | | | | | | | | | | |
|------------------------|---|---|---|-----|---|---|---|-----|---|---|---|-----|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** |
| Motor Vehicle+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** |
| 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 | 2 | 0 | 2 | *** | 3 | 2 | 1 | 50.00% | 6 | 3 | 3 | 100.00% |
| VTL 511 | 6 | 12 | -6 | -50.00% | 24 | 38 | -14 | -36.84% | 70 | 112 | -42 | -37.50% |

Parking Summonses

| | | | | | | | | | | | | |
|----------------|-----|-----|----|----------|-----|-----|------|---------|-----|-------|------|----------|
| Total Parkers* | 124 | 131 | -7 | -5.34% | 311 | 510 | -199 | -39.02% | 914 | 1,402 | -488 | -34.81% |
| Double Parkers | 3 | 3 | 0 | 0.00% | 5 | 26 | -21 | -80.77% | 26 | 71 | -45 | -63.38% |
| Bus Stop | 0 | 3 | -3 | -100.00% | 1 | 22 | -21 | -95.45% | 16 | 63 | -47 | -74.60% |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 10 | -10 | -100.00% |
| Crosswalk | 1 | 5 | -4 | -80.00% | 8 | 20 | -12 | -60.00% | 31 | 38 | -7 | -18.42% |
| Bicycle Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Hazardous Summonses

| | | | | | | | | | | | | |
|----------------------|-----|-----|-----|---------|-----|-----|------|---------|-------|-------|------|---------|
| Total Hazardous* | 147 | 178 | -31 | -17.42% | 735 | 902 | -167 | -18.51% | 1,963 | 2,581 | -618 | -23.94% |
| Disobey Sign | 44 | 69 | -25 | -36.23% | 147 | 342 | -195 | -57.02% | 332 | 890 | -558 | -62.70% |
| Cell Phone | 5 | 1 | 4 | 400.00% | 18 | 17 | 1 | 5.88% | 80 | 65 | 15 | 23.08% |
| Texting | 15 | 19 | -4 | -21.05% | 101 | 83 | 18 | 21.69% | 283 | 254 | 29 | 11.42% |
| Speeding | 4 | 1 | 3 | 300.00% | 45 | 38 | 7 | 18.42% | 152 | 134 | 18 | 13.43% |
| Red Light | 8 | 9 | -1 | -11.11% | 106 | 94 | 12 | 12.77% | 267 | 255 | 12 | 4.71% |
| Improper Turns | 5 | 5 | 0 | 0.00% | 68 | 50 | 18 | 36.00% | 190 | 154 | 36 | 23.38% |
| Right of Way to Peds | 24 | 29 | -5 | -17.24% | 68 | 64 | 4 | 6.25% | 181 | 165 | 16 | 9.70% |
| Safety Belts | 9 | 6 | 3 | 50.00% | 66 | 60 | 6 | 10.00% | 228 | 226 | 2 | 0.88% |
| Tinted Window | 6 | 5 | 1 | 20.00% | 23 | 13 | 10 | 76.92% | 46 | 58 | -12 | -20.69% |

Moving Summonses

| | | | | | | | | | | | | |
|------------------------|-----|-----|-----|---------|-----|-------|------|---------|-------|-------|------|---------|
| Total Movers* | 202 | 231 | -29 | -12.55% | 849 | 1,042 | -193 | -18.52% | 2,217 | 2,884 | -667 | -23.13% |
| Livery/Taxi | 7 | 20 | -13 | -65.00% | 37 | 57 | -20 | -35.09% | 99 | 169 | -70 | -41.42% |
| Motorized Two-Wheeler+ | 101 | 30 | 71 | 236.67% | 337 | 158 | 179 | 113.29% | 767 | 347 | 420 | 121.04% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 4 | 0 | 4 | *** | 10 | 4 | 6 | 150.00% |

*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 | 24 | 29 | -5 | -17.24% | 95 | 120 | -25 | -20.83% | 280 | 309 | -29 | -9.39% |
| Injury Collisions | 10 | 9 | 1 | 11.11% | 45 | 47 | -2 | -4.26% | 133 | 125 | 8 | 6.40% |
| Total Injuries | 15 | 13 | 2 | 15.38% | 55 | 64 | -9 | -14.06% | 162 | 171 | -9 | -5.26% |
| Car | 6 | 10 | -4 | -40.00% | 20 | 31 | -11 | -35.48% | 67 | 76 | -9 | -11.84% |
| SUV | 7 | 2 | 5 | 250.00% | 13 | 9 | 4 | 44.44% | 33 | 29 | 4 | 13.79% |
| Other MV | 0 | 0 | 0 | *** | 1 | 3 | -2 | -66.67% | 1 | 6 | -5 | -83.33% |
| Pedestrian | 2 | 1 | 1 | 100.00% | 18 | 16 | 2 | 12.50% | 53 | 43 | 10 | 23.26% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 2 | 1 | 1 | 100.00% | 5 | 3 | 2 | 66.67% |
| E-bike | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 2 | 2 | 0 | 0.00% |
| Moped | 0 | 0 | 0 | *** | 1 | 2 | -1 | -50.00% | 1 | 9 | -8 | -88.89% |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 0 | 3 | -3 | -100.00% |
| 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 | *** | 1 | 0 | 1 | *** |
| Car | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| SUV | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** |
| 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* | 202 | 231 | -29 | -12.55% | 849 | 1,042 | -193 | -18.52% | 2,217 | 2,884 | -667 | -23.13% |
| Livery/Taxi | 7 | 20 | -13 | -65.00% | 37 | 57 | -20 | -35.09% | 99 | 169 | -70 | -41.42% |
| E-bike | 24 | 4 | 20 | 500.00% | 24 | 31 | -7 | -22.58% | 58 | 47 | 11 | 23.40% |
| Stand-up Scooter | 0 | 2 | -2 | -100.00% | 0 | 2 | -2 | -100.00% | 2 | 2 | 0 | 0.00% |
| Moped | 77 | 23 | 54 | 234.78% | 304 | 118 | 186 | 157.63% | 690 | 278 | 412 | 148.20% |
| Motorcycle | 0 | 1 | -1 | -100.00% | 8 | 5 | 3 | 60.00% | 16 | 15 | 1 | 6.67% |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Other Device | 0 | 0 | 0 | *** | 1 | 2 | -1 | -50.00% | 1 | 5 | -4 | -80.00% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 4 | 0 | 4 | *** | 10 | 4 | 6 | 150.00% |

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