



NYC POLICE DEPT

017

TrafficStat

Report Covering: Jan 6, 2025 - Jan 12, 2025



Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|------------------------|--------------|------|--------|----------|--------|------|--------|---------|--------------|------|--------|----------|
| | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- | 2025 | 2024 | Change | % +/- |
| Collisions | 4 | 15 | -11 | -73.33% | 37 | 63 | -26 | -41.27% | 9 | 19 | -10 | -52.63% |
| Injury Collisions | 1 | 8 | -7 | -87.50% | 18 | 35 | -17 | -48.57% | 3 | 11 | -8 | -72.73% |
| Total Injuries | 1 | 10 | -9 | -90.00% | 22 | 43 | -21 | -48.84% | 3 | 13 | -10 | -76.92% |
| Motor Vehicle+ | 0 | 4 | -4 | -100.00% | 10 | 17 | -7 | -41.18% | 0 | 5 | -5 | -100.00% |
| Pedestrian | 1 | 4 | -3 | -75.00% | 8 | 13 | -5 | -38.46% | 3 | 4 | -1 | -25.00% |
| Traditional Bicycle | 0 | 2 | -2 | -100.00% | 2 | 11 | -9 | -81.82% | 0 | 4 | -4 | -100.00% |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 2 | 2 | 0 | 0.00% | 0 | 0 | 0 | *** |

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 | *** | 2 | 0 | 2 | *** | 0 | 0 | 0 | *** |
| VTL 511 | 2 | 3 | -1 | -33.33% | 6 | 7 | -1 | -14.29% | 3 | 4 | -1 | -25.00% |

Parking Summonses

| | | | | | | | | | | | | |
|----------------|---|---|----|----------|----|----|----|----------|---|----|-----|----------|
| Total Parkers* | 0 | 6 | -6 | -100.00% | 32 | 13 | 19 | 146.15% | 0 | 13 | -13 | -100.00% |
| Double Parkers | 0 | 0 | 0 | *** | 4 | 2 | 2 | 100.00% | 0 | 2 | -2 | -100.00% |
| Bus Stop | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 0 | 0 | 0 | *** |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Crosswalk | 0 | 0 | 0 | *** | 4 | 0 | 4 | *** | 0 | 0 | 0 | *** |
| Bicycle Lane | 0 | 1 | -1 | -100.00% | 0 | 1 | -1 | -100.00% | 0 | 1 | -1 | -100.00% |

Hazardous Summonses

| | | | | | | | | | | | | |
|----------------------|-----|----|----|---------|-----|-----|-----|---------|-----|-----|-----|----------|
| Total Hazardous* | 136 | 79 | 57 | 72.15% | 535 | 204 | 331 | 162.25% | 266 | 116 | 150 | 129.31% |
| Disobey Sign | 22 | 12 | 10 | 83.33% | 157 | 32 | 125 | 390.62% | 61 | 19 | 42 | 221.05% |
| Cell Phone | 1 | 1 | 0 | 0.00% | 3 | 1 | 2 | 200.00% | 2 | 1 | 1 | 100.00% |
| Texting | 4 | 2 | 2 | 100.00% | 12 | 2 | 10 | 500.00% | 7 | 2 | 5 | 250.00% |
| Speeding | 16 | 3 | 13 | 433.33% | 88 | 33 | 55 | 166.67% | 52 | 4 | 48 | 1200.00% |
| Red Light | 27 | 22 | 5 | 22.73% | 69 | 43 | 26 | 60.47% | 35 | 31 | 4 | 12.90% |
| Improper Turns | 25 | 14 | 11 | 78.57% | 92 | 24 | 68 | 283.33% | 44 | 16 | 28 | 175.00% |
| Right of Way to Peds | 34 | 12 | 22 | 183.33% | 76 | 21 | 55 | 261.90% | 47 | 19 | 28 | 147.37% |
| Safety Belts | 1 | 1 | 0 | 0.00% | 3 | 1 | 2 | 200.00% | 1 | 1 | 0 | 0.00% |
| Tinted Window | 2 | 2 | 0 | 0.00% | 10 | 5 | 5 | 100.00% | 3 | 2 | 1 | 50.00% |

Moving Summonses

| | | | | | | | | | | | | |
|------------------------|-----|-----|----|---------|-----|-----|-----|---------|-----|-----|-----|---------|
| Total Movers* | 175 | 101 | 74 | 73.27% | 621 | 276 | 345 | 125.00% | 311 | 152 | 159 | 104.61% |
| Livery/Taxi | 22 | 6 | 16 | 266.67% | 91 | 26 | 65 | 250.00% | 37 | 9 | 28 | 311.11% |
| Motorized Two-Wheeler+ | 4 | 13 | -9 | -69.23% | 6 | 49 | -43 | -87.76% | 4 | 28 | -24 | -85.71% |
| Traditional Bicycle | 59 | 14 | 45 | 321.43% | 113 | 26 | 87 | 334.62% | 73 | 15 | 58 | 386.67% |

*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 | 4 | 15 | -11 | -73.33% | 37 | 63 | -26 | -41.27% | 9 | 19 | -10 | -52.63% |
| Injury Collisions | 1 | 8 | -7 | -87.50% | 18 | 35 | -17 | -48.57% | 3 | 11 | -8 | -72.73% |
| Total Injuries | 1 | 10 | -9 | -90.00% | 22 | 43 | -21 | -48.84% | 3 | 13 | -10 | -76.92% |
| Car | 0 | 3 | -3 | -100.00% | 9 | 12 | -3 | -25.00% | 0 | 3 | -3 | -100.00% |
| SUV | 0 | 1 | -1 | -100.00% | 1 | 4 | -3 | -75.00% | 0 | 2 | -2 | -100.00% |
| Other MV | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 0 | 0 | 0 | *** |
| Pedestrian | 1 | 4 | -3 | -75.00% | 8 | 13 | -5 | -38.46% | 3 | 4 | -1 | -25.00% |
| Traditional Bicycle | 0 | 2 | -2 | -100.00% | 2 | 11 | -9 | -81.82% | 0 | 4 | -4 | -100.00% |
| E-bike | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 0 | 0 | 0 | *** |
| Stand-up Scooter | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% | 0 | 0 | 0 | *** |
| Moped | 0 | 0 | 0 | *** | 2 | 0 | 2 | *** | 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* | 175 | 101 | 74 | 73.27% | 621 | 276 | 345 | 125.00% | 311 | 152 | 159 | 104.61% |
| Livery/Taxi | 22 | 6 | 16 | 266.67% | 91 | 26 | 65 | 250.00% | 37 | 9 | 28 | 311.11% |
| E-bike | 0 | 7 | -7 | -100.00% | 0 | 12 | -12 | -100.00% | 0 | 7 | -7 | -100.00% |
| Stand-up Scooter | 3 | 1 | 2 | 200.00% | 3 | 3 | 0 | 0.00% | 3 | 2 | 1 | 50.00% |
| Moped | 0 | 2 | -2 | -100.00% | 1 | 18 | -17 | -94.44% | 0 | 5 | -5 | -100.00% |
| 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 | 1 | 3 | -2 | -66.67% | 2 | 16 | -14 | -87.50% | 1 | 14 | -13 | -92.86% |
| Traditional Bicycle | 59 | 14 | 45 | 321.43% | 113 | 26 | 87 | 334.62% | 73 | 15 | 58 | 386.67% |

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