



NYC POLICE DEPT

113

TrafficStat

Report Covering: Dec 16, 2024 - Dec 22, 2024



Collisions

| | Week to Date | | | | 28 Day | | | | Year to Date | | | |
|------------------------|--------------|------|--------|---------|--------|------|--------|---------|--------------|-------|--------|---------|
| | 2024 | 2023 | Change | % +/- | 2024 | 2023 | Change | % +/- | 2024 | 2023 | Change | % +/- |
| Collisions | 14 | 24 | -10 | -41.67% | 106 | 125 | -19 | -15.20% | 1,511 | 1,781 | -270 | -15.16% |
| Injury Collisions | 10 | 4 | 6 | 150.00% | 50 | 47 | 3 | 6.38% | 717 | 773 | -56 | -7.24% |
| Total Injuries | 16 | 4 | 12 | 300.00% | 72 | 53 | 19 | 35.85% | 1,032 | 1,116 | -84 | -7.53% |
| Motor Vehicle+ | 11 | 3 | 8 | 266.67% | 54 | 37 | 17 | 45.95% | 799 | 917 | -118 | -12.87% |
| Pedestrian | 3 | 1 | 2 | 200.00% | 10 | 8 | 2 | 25.00% | 118 | 110 | 8 | 7.27% |
| Traditional Bicycle | 1 | 0 | 1 | *** | 2 | 1 | 1 | 100.00% | 31 | 27 | 4 | 14.81% |
| Motorized Two-Wheeler+ | 1 | 0 | 1 | *** | 6 | 7 | -1 | -14.29% | 84 | 62 | 22 | 35.48% |

Fatalities

| | | | | | | | | | | | | |
|------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 4 | 7 | -3 | -42.86% |
| Motor Vehicle+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 2 | 4 | -2 | -50.00% |
| Pedestrian | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 2 | 0 | 2 | *** |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 3 | -3 | -100.00% |

Arrests

| | | | | | | | | | | | | |
|---------|---|---|----|---------|----|----|----|---------|-----|-----|-----|---------|
| DWI | 0 | 0 | 0 | *** | 3 | 1 | 2 | 200.00% | 56 | 40 | 16 | 40.00% |
| VTL 511 | 4 | 6 | -2 | -33.33% | 34 | 24 | 10 | 41.67% | 511 | 577 | -66 | -11.44% |

Parking Summonses

| | | | | | | | | | | | | |
|----------------|----|----|----|----------|-----|-----|-----|----------|-------|-------|-----|----------|
| Total Parkers* | 39 | 48 | -9 | -18.75% | 110 | 123 | -13 | -10.57% | 3,135 | 2,139 | 996 | 46.56% |
| Double Parkers | 2 | 0 | 2 | *** | 5 | 3 | 2 | 66.67% | 137 | 133 | 4 | 3.01% |
| Bus Stop | 0 | 2 | -2 | -100.00% | 0 | 2 | -2 | -100.00% | 114 | 44 | 70 | 159.09% |
| Bus Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 48 | -48 | -100.00% |
| Crosswalk | 2 | 3 | -1 | -33.33% | 2 | 6 | -4 | -66.67% | 110 | 40 | 70 | 175.00% |
| Bicycle Lane | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Hazardous Summonses

| | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----------|-------|-----|-----|---------|--------|--------|-------|--------|
| Total Hazardous* | 308 | 192 | 116 | 60.42% | 1,133 | 970 | 163 | 16.80% | 15,535 | 10,682 | 4,853 | 45.43% |
| Disobey Sign | 94 | 41 | 53 | 129.27% | 342 | 217 | 125 | 57.60% | 3,514 | 2,196 | 1,318 | 60.02% |
| Cell Phone | 9 | 6 | 3 | 50.00% | 35 | 33 | 2 | 6.06% | 609 | 595 | 14 | 2.35% |
| Texting | 21 | 17 | 4 | 23.53% | 79 | 104 | -25 | -24.04% | 1,631 | 1,314 | 317 | 24.12% |
| Speeding | 38 | 15 | 23 | 153.33% | 120 | 89 | 31 | 34.83% | 1,901 | 1,248 | 653 | 52.32% |
| Red Light | 18 | 8 | 10 | 125.00% | 44 | 45 | -1 | -2.22% | 529 | 383 | 146 | 38.12% |
| Improper Turns | 8 | 14 | -6 | -42.86% | 26 | 66 | -40 | -60.61% | 470 | 399 | 71 | 17.79% |
| Right of Way to Peds | 11 | 7 | 4 | 57.14% | 34 | 22 | 12 | 54.55% | 237 | 204 | 33 | 16.18% |
| Safety Belts | 21 | 16 | 5 | 31.25% | 109 | 59 | 50 | 84.75% | 1,420 | 1,102 | 318 | 28.86% |
| Tinted Window | 23 | 2 | 21 | 1,050.00% | 74 | 32 | 42 | 131.25% | 798 | 420 | 378 | 90.00% |

Moving Summonses

| | | | | | | | | | | | | |
|------------------------|-----|-----|-----|---------|-------|-------|------|---------|--------|--------|-------|--------|
| Total Movers* | 417 | 267 | 150 | 56.18% | 1,609 | 1,342 | 267 | 19.90% | 21,069 | 13,951 | 7,118 | 51.02% |
| Livery/Taxi | 11 | 13 | -2 | -15.38% | 93 | 44 | 49 | 111.36% | 816 | 524 | 292 | 55.73% |
| Motorized Two-Wheeler+ | 25 | 28 | -3 | -10.71% | 92 | 227 | -135 | -59.47% | 3,203 | 2,166 | 1,037 | 47.88% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 21 | 19 | 2 | 10.53% |

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

The above statistics have been modified to reflect Precinct boundary changes due to the creation of the 116 Precinct in December 2024.



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|--------------------------|--------------|------|--------|----------|--------|------|--------|----------|--------------|-------|--------|---------|
| | 2024 | 2023 | Change | % +/- | 2024 | 2023 | Change | % +/- | 2024 | 2023 | Change | % +/- |
| Collisions | 14 | 24 | -10 | -41.67% | 106 | 125 | -19 | -15.20% | 1,511 | 1,781 | -270 | -15.16% |
| Injury Collisions | 10 | 4 | 6 | 150.00% | 50 | 47 | 3 | 6.38% | 717 | 773 | -56 | -7.24% |
| Total Injuries | 16 | 4 | 12 | 300.00% | 72 | 53 | 19 | 35.85% | 1,032 | 1,116 | -84 | -7.53% |
| Car | 10 | 1 | 9 | 900.00% | 35 | 20 | 15 | 75.00% | 520 | 587 | -67 | -11.41% |
| SUV | 1 | 1 | 0 | 0.00% | 17 | 16 | 1 | 6.25% | 263 | 294 | -31 | -10.54% |
| Other MV | 0 | 1 | -1 | -100.00% | 2 | 1 | 1 | 100.00% | 16 | 36 | -20 | -55.56% |
| Pedestrian | 3 | 1 | 2 | 200.00% | 10 | 8 | 2 | 25.00% | 118 | 110 | 8 | 7.27% |
| Traditional Bicycle | 1 | 0 | 1 | *** | 2 | 1 | 1 | 100.00% | 31 | 27 | 4 | 14.81% |
| E-bike | 1 | 0 | 1 | *** | 1 | 0 | 1 | *** | 5 | 5 | 0 | 0.00% |
| Stand-up Scooter | 0 | 0 | 0 | *** | 3 | 1 | 2 | 200.00% | 23 | 7 | 16 | 228.57% |
| Moped | 0 | 0 | 0 | *** | 2 | 0 | 2 | *** | 32 | 18 | 14 | 77.78% |
| Motorcycle | 0 | 0 | 0 | *** | 0 | 6 | -6 | -100.00% | 21 | 29 | -8 | -27.59% |
| Off Road (Dirt Bike/ATV) | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 3 | 3 | 0 | 0.00% |
| Other Device | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** |

Fatalities

| | | | | | | | | | | | | |
|--------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 4 | 7 | -3 | -42.86% |
| Car | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 2 | 4 | -2 | -50.00% |
| 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 | *** | 2 | 0 | 2 | *** |
| 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 | 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 | *** |

Moving Summonses

| | | | | | | | | | | | | |
|--------------------------|-----|-----|-----|----------|-------|-------|------|----------|--------|--------|-------|---------|
| Total Movers* | 417 | 267 | 150 | 56.18% | 1,609 | 1,342 | 267 | 19.90% | 21,069 | 13,951 | 7,118 | 51.02% |
| Livery/Taxi | 11 | 13 | -2 | -15.38% | 93 | 44 | 49 | 111.36% | 816 | 524 | 292 | 55.73% |
| E-bike | 0 | 5 | -5 | -100.00% | 0 | 13 | -13 | -100.00% | 123 | 64 | 59 | 92.19% |
| Stand-up Scooter | 2 | 0 | 2 | *** | 3 | 2 | 1 | 50.00% | 40 | 19 | 21 | 110.53% |
| Moped | 19 | 18 | 1 | 5.56% | 53 | 191 | -138 | -72.25% | 2,669 | 1,961 | 708 | 36.10% |
| Motorcycle | 0 | 0 | 0 | *** | 14 | 7 | 7 | 100.00% | 201 | 76 | 125 | 164.47% |
| Off Road (Dirt Bike/ATV) | 2 | 0 | 2 | *** | 9 | 0 | 9 | *** | 9 | 5 | 4 | 80.00% |
| Other Device | 2 | 5 | -3 | -60.00% | 13 | 14 | -1 | -7.14% | 161 | 41 | 120 | 292.68% |
| Traditional Bicycle | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 21 | 19 | 2 | 10.53% |

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

The above statistics have been modified to reflect Precinct boundary changes due to the creation of the 116 Precinct in December 2024.