



# NYC POLICE DEPT

022

TrafficStat

Report Covering: Oct 12, 2026 - Oct 18, 2026



## Collisions

|                        | Week to Date |      |        |         | 28 Day |      |        |         | Year to Date |      |        |         |
|------------------------|--------------|------|--------|---------|--------|------|--------|---------|--------------|------|--------|---------|
|                        | 2026         | 2025 | Change | % +/-   | 2026   | 2025 | Change | % +/-   | 2026         | 2025 | Change | % +/-   |
| Collisions             | 6            | 8    | -2     | -25.00% | 18     | 23   | -5     | -21.74% | 168          | 174  | -6     | -3.45%  |
| Injury Collisions      | 3            | 5    | -2     | -40.00% | 12     | 14   | -2     | -14.29% | 114          | 116  | -2     | -1.72%  |
| Total Injuries         | 3            | 7    | -4     | -57.14% | 12     | 17   | -5     | -29.41% | 125          | 133  | -8     | -6.02%  |
| Motor Vehicle+         | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 7            | 5    | 2      | 40.00%  |
| Pedestrian             | 1            | 0    | 1      | ***     | 2      | 3    | -1     | -33.33% | 31           | 22   | 9      | 40.91%  |
| Traditional Bicycle    | 2            | 7    | -5     | -71.43% | 6      | 12   | -6     | -50.00% | 70           | 82   | -12    | -14.63% |
| Motorized Two-Wheeler+ | 0            | 0    | 0      | ***     | 4      | 2    | 2      | 100.00% | 17           | 24   | -7     | -29.17% |

## Fatalities

|                        |   |   |   |     |   |   |   |     |   |   |    |          |
|------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities       | 0 | 0 | 0 | *** | 2 | 0 | 2 | *** | 2 | 1 | 1  | 100.00%  |
| Motor Vehicle+         | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 0 | 0  | ***      |
| Pedestrian             | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 1 | 0 | 1  | ***      |
| Traditional Bicycle    | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 1 | 0 | 1  | ***      |
| Motorized Two-Wheeler+ | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |

## Arrests

|         |   |   |   |     |   |   |   |     |   |   |    |          |
|---------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| DWI     | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 3 | -3 | -100.00% |
| VTL 511 | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 4 | -4 | -100.00% |

## Parking Summonses

|                |   |   |   |     |   |   |   |     |   |   |   |     |
|----------------|---|---|---|-----|---|---|---|-----|---|---|---|-----|
| Total Parkers* | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 5 | 0 | 5 | *** |
| 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*     | 21 | 4 | 17 | 425.00% | 58 | 45 | 13 | 28.89%   | 637 | 664 | -27 | -4.07%  |
| Disobey Sign         | 3  | 0 | 3  | ***     | 5  | 3  | 2  | 66.67%   | 168 | 171 | -3  | -1.75%  |
| Cell Phone           | 0  | 0 | 0  | ***     | 1  | 0  | 1  | ***      | 28  | 3   | 25  | 833.33% |
| Texting              | 0  | 0 | 0  | ***     | 0  | 1  | -1 | -100.00% | 9   | 45  | -36 | -80.00% |
| Speeding             | 1  | 0 | 1  | ***     | 3  | 8  | -5 | -62.50%  | 104 | 162 | -58 | -35.80% |
| Red Light            | 0  | 0 | 0  | ***     | 15 | 6  | 9  | 150.00%  | 63  | 49  | 14  | 28.57%  |
| Improper Turns       | 12 | 0 | 12 | ***     | 18 | 22 | -4 | -18.18%  | 201 | 178 | 23  | 12.92%  |
| Right of Way to Peds | 1  | 0 | 1  | ***     | 12 | 0  | 12 | ***      | 58  | 19  | 39  | 205.26% |
| Safety Belts         | 0  | 0 | 0  | ***     | 0  | 0  | 0  | ***      | 1   | 5   | -4  | -80.00% |
| Tinted Window        | 4  | 3 | 1  | 33.33%  | 4  | 3  | 1  | 33.33%   | 4   | 23  | -19 | -82.61% |

## Moving Summonses

|                        |    |   |    |          |    |    |    |        |     |     |     |         |
|------------------------|----|---|----|----------|----|----|----|--------|-----|-----|-----|---------|
| Total Movers*          | 31 | 8 | 23 | 287.50%  | 71 | 51 | 20 | 39.22% | 736 | 761 | -25 | -3.29%  |
| Livery/Taxi            | 0  | 0 | 0  | ***      | 0  | 0  | 0  | ***    | 35  | 106 | -71 | -66.98% |
| Motorized Two-Wheeler+ | 0  | 2 | -2 | -100.00% | 20 | 12 | 8  | 66.67% | 147 | 59  | 88  | 149.15% |
| Traditional Bicycle    | 1  | 0 | 1  | ***      | 12 | 0  | 12 | ***    | 12  | 13  | -1  | -7.69%  |

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



# NYC POLICE DEPT

022

TrafficStat

Report Covering: Oct 12, 2026 - Oct 18, 2026



## Collisions

|                          | Week to Date |      |        |         | 28 Day |      |        |         | Year to Date |      |        |         |
|--------------------------|--------------|------|--------|---------|--------|------|--------|---------|--------------|------|--------|---------|
|                          | 2026         | 2025 | Change | % +/-   | 2026   | 2025 | Change | % +/-   | 2026         | 2025 | Change | % +/-   |
| Collisions               | 6            | 8    | -2     | -25.00% | 18     | 23   | -5     | -21.74% | 168          | 174  | -6     | -3.45%  |
| Injury Collisions        | 3            | 5    | -2     | -40.00% | 12     | 14   | -2     | -14.29% | 114          | 116  | -2     | -1.72%  |
| Total Injuries           | 3            | 7    | -4     | -57.14% | 12     | 17   | -5     | -29.41% | 125          | 133  | -8     | -6.02%  |
| Car                      | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 3            | 3    | 0      | 0.00%   |
| SUV                      | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 0            | 0    | 0      | ***     |
| Other MV                 | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 4            | 2    | 2      | 100.00% |
| Pedestrian               | 1            | 0    | 1      | ***     | 2      | 3    | -1     | -33.33% | 31           | 22   | 9      | 40.91%  |
| Traditional Bicycle      | 2            | 7    | -5     | -71.43% | 6      | 12   | -6     | -50.00% | 70           | 82   | -12    | -14.63% |
| E-bike                   | 0            | 0    | 0      | ***     | 1      | 1    | 0      | 0.00%   | 6            | 10   | -4     | -40.00% |
| Stand-up Scooter         | 0            | 0    | 0      | ***     | 1      | 1    | 0      | 0.00%   | 9            | 14   | -5     | -35.71% |
| Moped                    | 0            | 0    | 0      | ***     | 1      | 0    | 1      | ***     | 1            | 0    | 1      | ***     |
| Motorcycle               | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 0            | 0    | 0      | ***     |
| Off Road (Dirt Bike/ATV) | 0            | 0    | 0      | ***     | 1      | 0    | 1      | ***     | 1            | 0    | 1      | ***     |
| Other Device             | 0            | 0    | 0      | ***     | 0      | 0    | 0      | ***     | 0            | 0    | 0      | ***     |

## Fatalities

|                          |   |   |   |     |   |   |   |     |   |   |    |          |
|--------------------------|---|---|---|-----|---|---|---|-----|---|---|----|----------|
| Total Fatalities         | 0 | 0 | 0 | *** | 2 | 0 | 2 | *** | 2 | 1 | 1  | 100.00%  |
| 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 | *** | 1 | 0 | 1 | *** | 1 | 0 | 1  | ***      |
| Traditional Bicycle      | 0 | 0 | 0 | *** | 1 | 0 | 1 | *** | 1 | 0 | 1  | ***      |
| E-bike                   | 0 | 0 | 0 | *** | 0 | 0 | 0 | *** | 0 | 1 | -1 | -100.00% |
| 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*            | 31 | 8 | 23 | 287.50%  | 71 | 51 | 20 | 39.22%   | 736 | 761 | -25 | -3.29%   |
| Livery/Taxi              | 0  | 0 | 0  | ***      | 0  | 0  | 0  | ***      | 35  | 106 | -71 | -66.98%  |
| E-bike                   | 0  | 0 | 0  | ***      | 20 | 7  | 13 | 185.71%  | 137 | 27  | 110 | 407.41%  |
| Stand-up Scooter         | 0  | 0 | 0  | ***      | 0  | 0  | 0  | ***      | 0   | 1   | -1  | -100.00% |
| Moped                    | 0  | 2 | -2 | -100.00% | 0  | 5  | -5 | -100.00% | 5   | 27  | -22 | -81.48%  |
| 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  | ***      | 5   | 4   | 1   | 25.00%   |
| Traditional Bicycle      | 1  | 0 | 1  | ***      | 12 | 0  | 12 | ***      | 12  | 13  | -1  | -7.69%   |

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