N.Y.C COLLISIONS ANALYSIS

Total Collisions
238K

Total Fatalities
635

Total Injuries
116K

Month
All

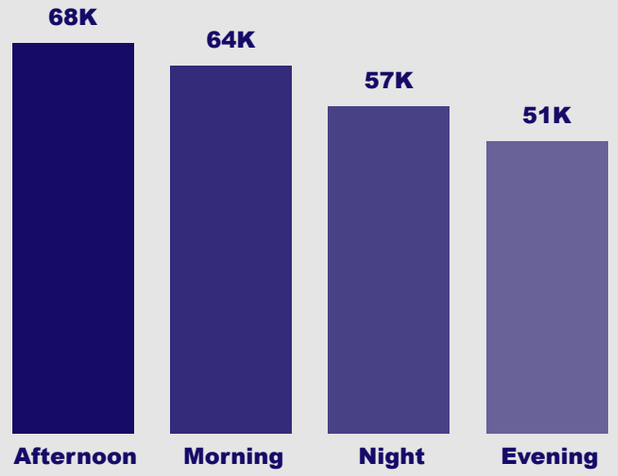
Borough
All

Vehicle Type
All

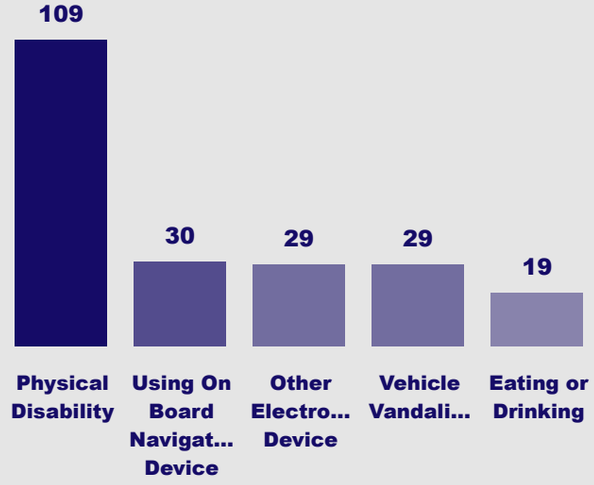
Time of Day
All

Contributing Factor
All

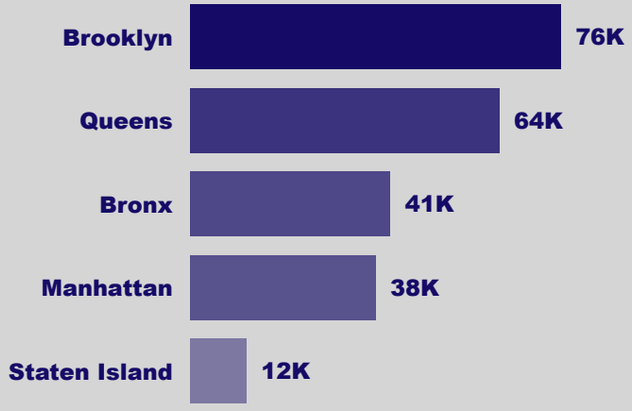
Collisions by Time of Day



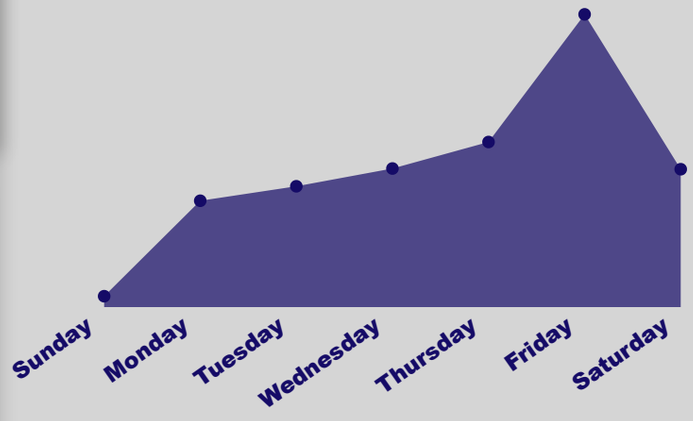
Top 5 Contributing Factor by Vehicle Type



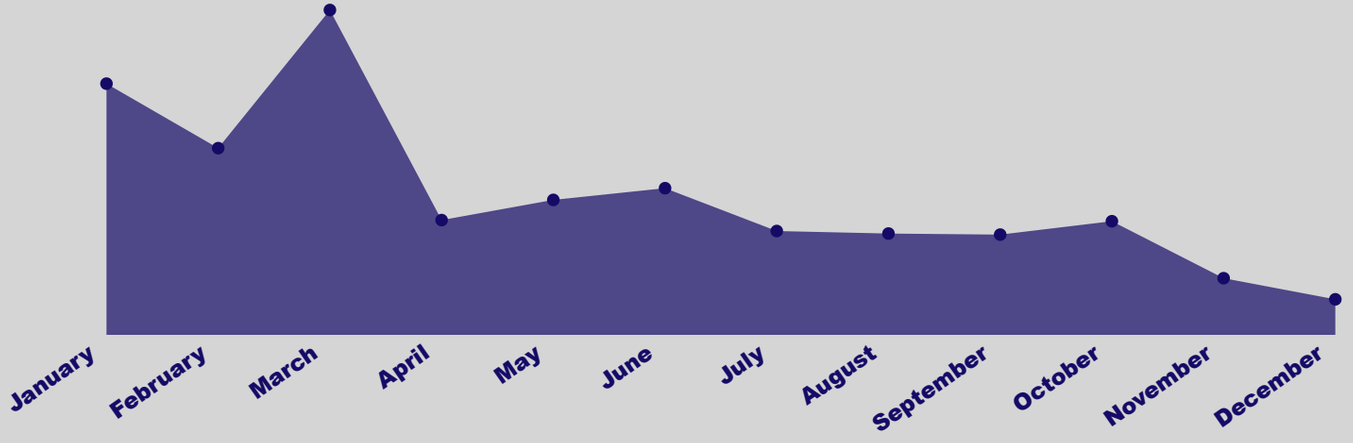
Collision by Borough



Weekly Collisions Trends



Monthly Collision Trends



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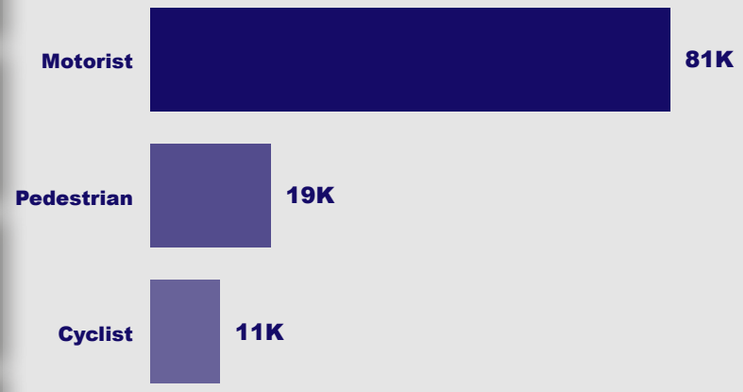
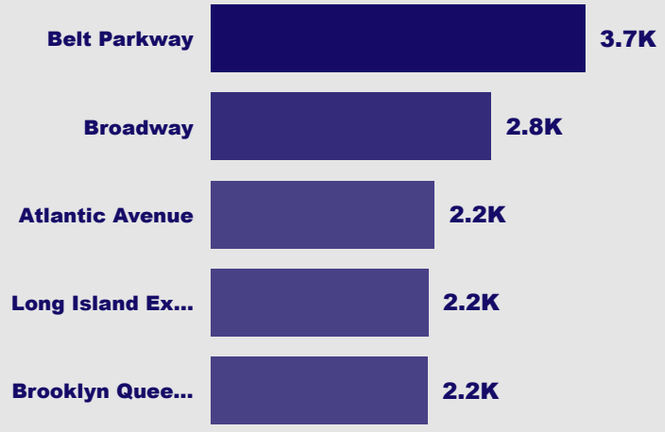
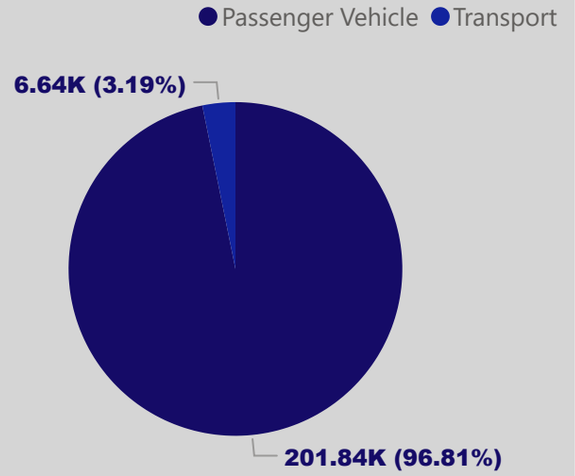
Total Injuries Breakdown



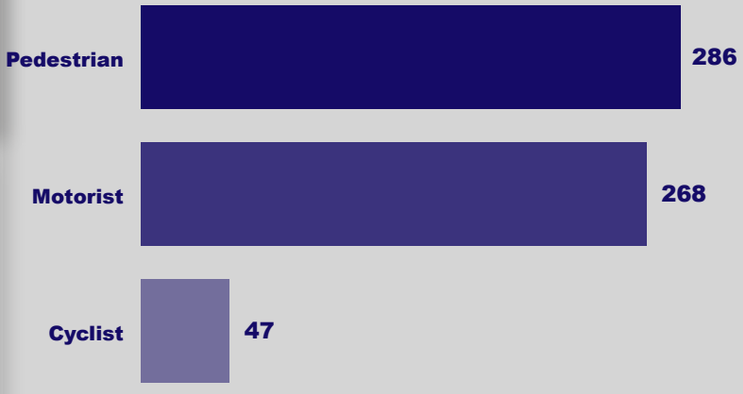
Top 5 Collisions by Street Name



Top 2 Collisions by Vehicle Type



Total Fatalities Breakdown



Street Name	Collisions Per Street	% Collisions Per Street
Belt Parkway	3728	1.56%
Broadway	2794	1.17%
Atlantic Avenue	2230	0.94%
Long Island Expressway	2165	0.91%
Brooklyn Queens Expressway	2159	0.91%
Fdr Drive	1899	0.80%
3 Avenue	1732	0.73%
Grand Central Pkwy	1639	0.69%
Cross Island Parkway	1579	0.66%
Major Deegan Expressway	1566	0.66%
Flatbush Avenue	1543	0.65%
Total	238421	100.00%

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INSIGHTS

1.Monthly Trends Show a Drop in Accidents

Sharp decline in collisions between **March and April** , likely due to COVID-19 lockdowns . **March** had the highest percentage of collisions, **December** had the lowest.

Collisions rise early in the year, peak around March, and decline toward year-end.

2.Time of day

Most accidents occurred in the **Afternoon(68k**) and **Morning(64k)** (peak accident periods), likely due to rush hours, school runs, and work commutes. Accidents reduce progressively toward the **evening**, suggesting less road congestion or reduced activity.

Night collisions(57k) are still significant, possibly due to visibility issues or fatigued driving.

3.Day of the week

Friday had the highest collision frequency which reflects increased commuting, social activities, or end-of-week fatigue.

Sunday had the least.

4.Most Accident-Prone Street

Belt Parkway had the most accidents **(3.7K)**

This represents around **1.56%** of all reported accidents — highest for a single street.

5.Most Common Contributing Factor (Vehicle 1) and Fatal Accidents

Physical Disability was the top contributing factor reported for vehicle 1(**109 incidents)** in non-fatal cases, followed by U**sing Navigation Device, other electronic device, vehicle vandalism and Eating/Drinking.**

For fatalities **motorists** and **pedestrians** were highly affected.

6.Vehicle type

Passenger vehicles were involved in the vast majority of collisions(**96.81%)**, indicating high usage on NYC roads, possibly more individual trips than commercial transport. **Transport vehicle**s was over **(3%).**

7.Borough Breakdown

Brooklyn had the highest number of collisions(**76k)**, possibly due to higher population density, more road networks or traffic congestion.

Staten Island reports the fewest **(12k)**.

RECOMMENDATIONS

1.Targeted Awareness Campaigns

Educate drivers on the dangers of distractions (especially mobile navigation and devices).

Promote cyclist and pedestrian safety, especially in high-risk areas.

2.Street-Level Interventions

Investigate **Belt Parkway** and **Broadway** for engineering redesigns, better signage, and stricter enforcement.

Introduce **smart traffic systems** or speed control on high-incident streets.

3.Time-Specific Patrols

Increase traffic monitoring during **morning and afternoon peaks**, and especially on **Fridays**.

4.Vehicle-Specific Measures

Require better safety compliance for **passenger vehicles**, given their overwhelming involvement in accidents.

5.Data-Driven Urban Planning

Use the trends to redesign road usage policies, improve pedestrian pathways and add bike lanes in high-collision zones.

CONCLUSION

This NYC collision data analysis reveals clear **patterns in timing, location, and type of road users** affected. By using data to target **specific times**, **streets**, and **behaviors**, city authorities can reduce both injuries and fatalities. Data-driven traffic policy is essential for creating **safer urban mobility systems.**