Community District 8 Manhattan

Crashmapper Crash & Safety Analysis

Prepared by:
Craig Lader
Co-Chair – Transportation Committee
Community Board 8 Manhattan
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NYC Crash Mapper (www.crashmapper.org)

- Crashmapper is a website that visualizes NYC Open Data
- Allows data to be segregated by Community District, Borough, Council District & More
- Utilizes the Motor Vehicle Collisions dataset from NYPD/NYCDOT
- Based on incident reports filed by police officers
- Data is downloadable
- Data fields include:
  - Location (intersection, street segment)
  - Severity (injury, fatality, property damage)
  - Contributing factors (speeding, alcohol, etc.)
  - Collision Type (Motorist, Pedestrian, Cyclist)

Annual Totals – All Roadways (2016–2025)

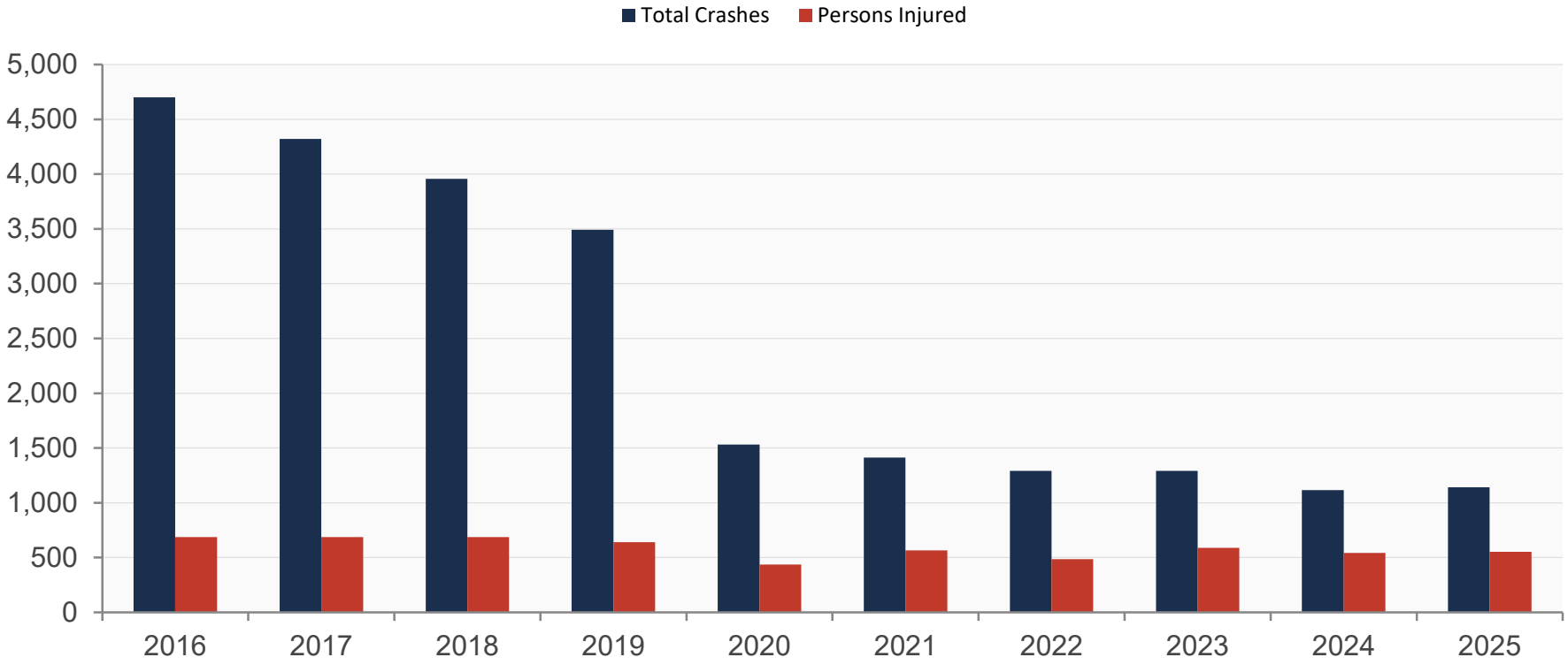
Year	Crashes	Persons Inj.	Cyclists Inj.	Cyclists Killed	Motorists Inj.	Motorists Killed	Peds Inj.	Peds Killed	Total Killed
2016	4,203	567	112	0	254	0	211	6	6
2017	3,750	543	102	0	260	0	184	4	4
2018	3,474	537	91	0	248	1	198	5	6
2019	3,059	501	106	0	237	0	158	2	2
2020	1,232	305	69	1	140	1	96	0	2
2021	1,153	413	93	1	204	1	95	4	6
2022	1,101	396	106	2	148	0	117	2	4
2023	1,103	472	104	0	207	1	135	2	3
2024	934	432	108	0	174	1	132	2	3
2025	995	463	118	0	201	1	135	4	5
Total	**21,004**	**4,629**	**1,009**	**4**	**2,073**	**6**	**1,461**	**31**	**41**

Key Findings

- **Crashes declined 76% from 2016–2025 (4,701 → 1,141), but persons injured fell only 20% (686 → 552).**
- **Injury rate per crash tripled — each crash is now 3× more likely to injure someone.**
- **Crashes classified as occurring on Crosstown Streets now drive the injury trend, with injury rate having nearly quadrupled even as the number of crashes fell**
- FDR Drive: highest injury rate of all categories accounts for disproportionate motorist injuries.
- PM peak (2:00–5:00 PM) sees the most crashes and highest injury rates; early AM hours (1–4 AM) show elevated injury rates per crash.
- September–October are the highest crash months; December sees the highest pedestrian injury share.
- Driver inattention/distraction is the #1 cited contributing factor— over 5× the next factor.
- Cyclist injuries have not declined despite falling crash counts — consistent with increased cycling activity post-pandemic.

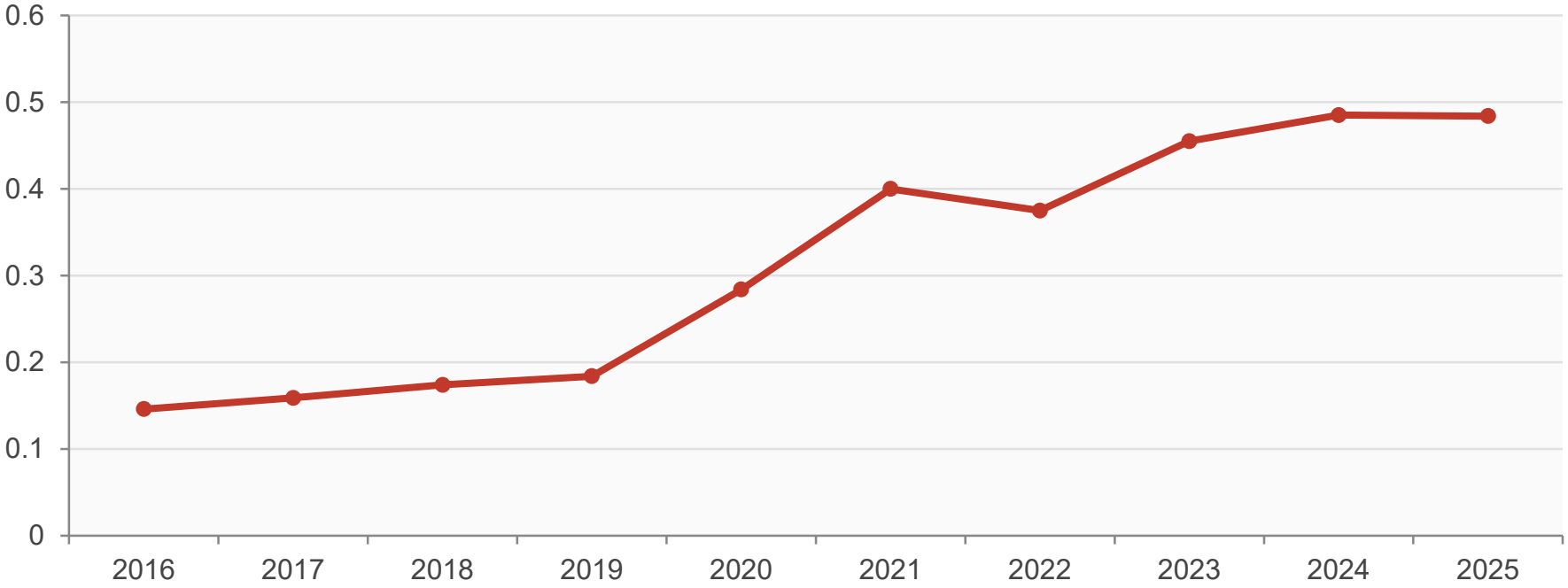
Annual Crashes vs. Persons Injured

Total crashes have fallen sharply; injuries remain elevated



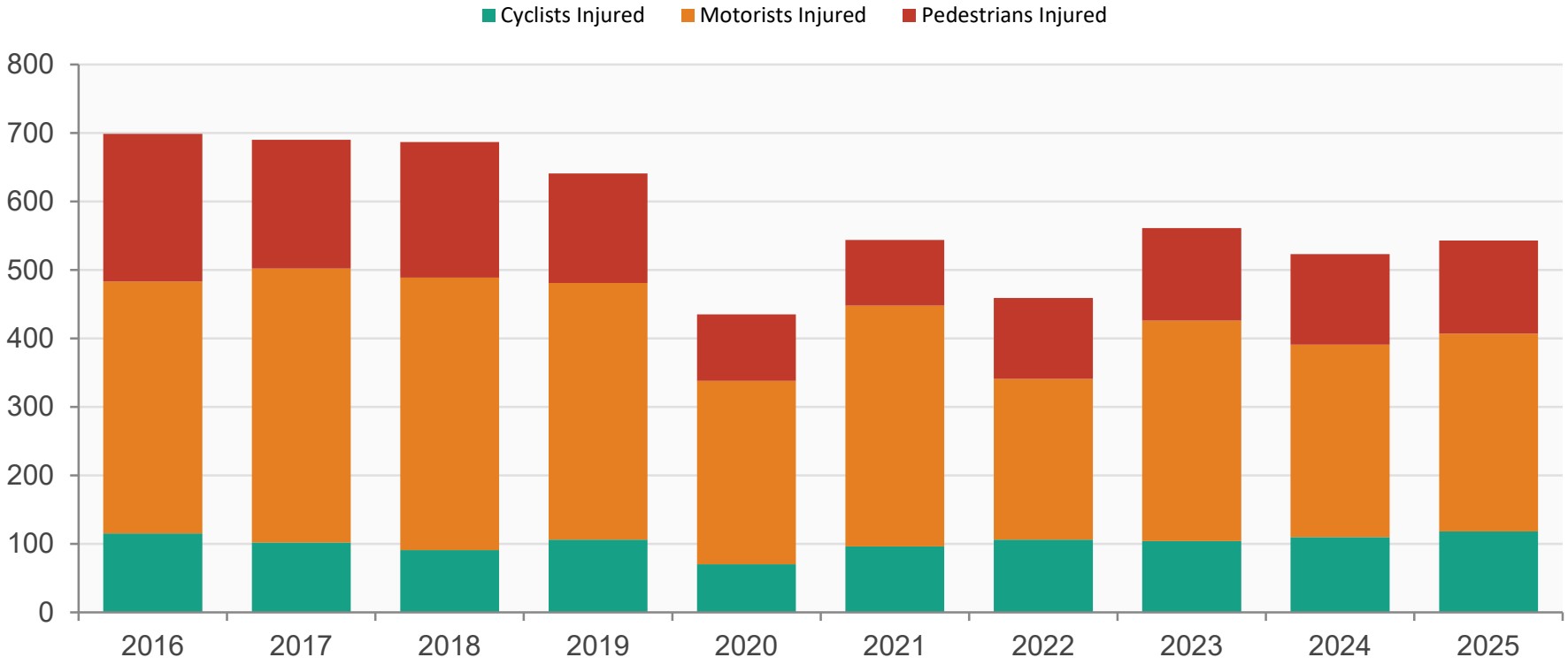
Injury Rate per Crash

Persons injured ÷ total crashes: even as crashes fell, each crash became more dangerous



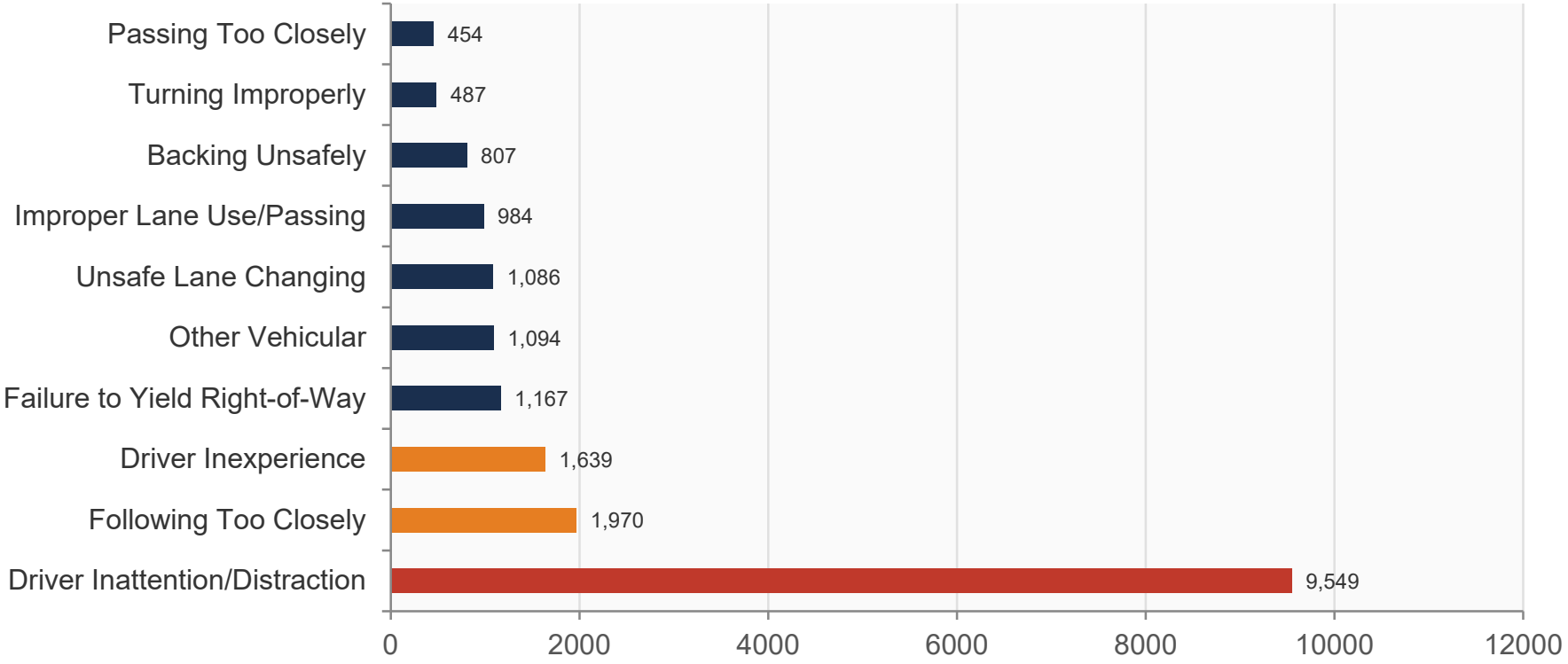
Injuries by Type — Annual Breakdown

Cyclist and pedestrian injuries have held steady as motorist injuries fluctuated



Top Contributing Factors – 2016 - 2025

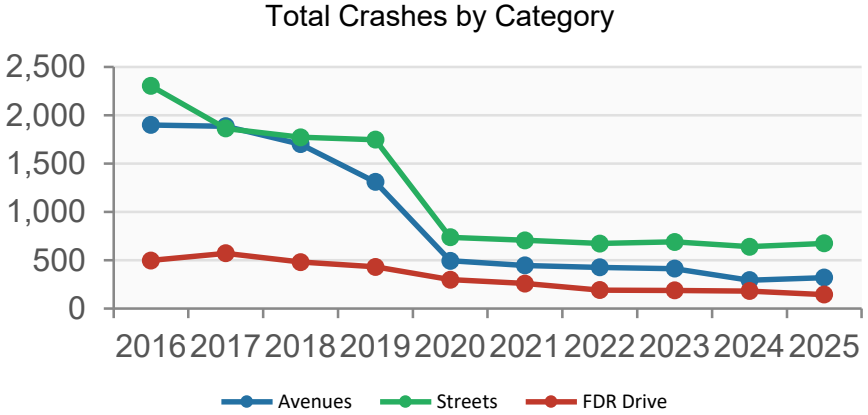
Based on police-reported contributing factors; Driver distraction dominates

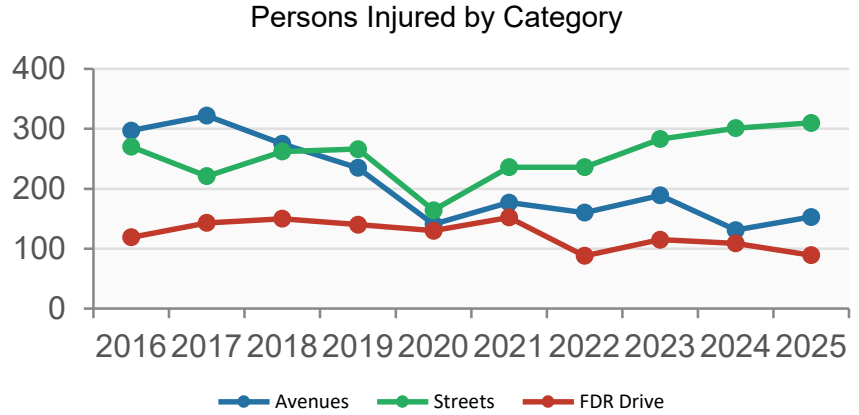


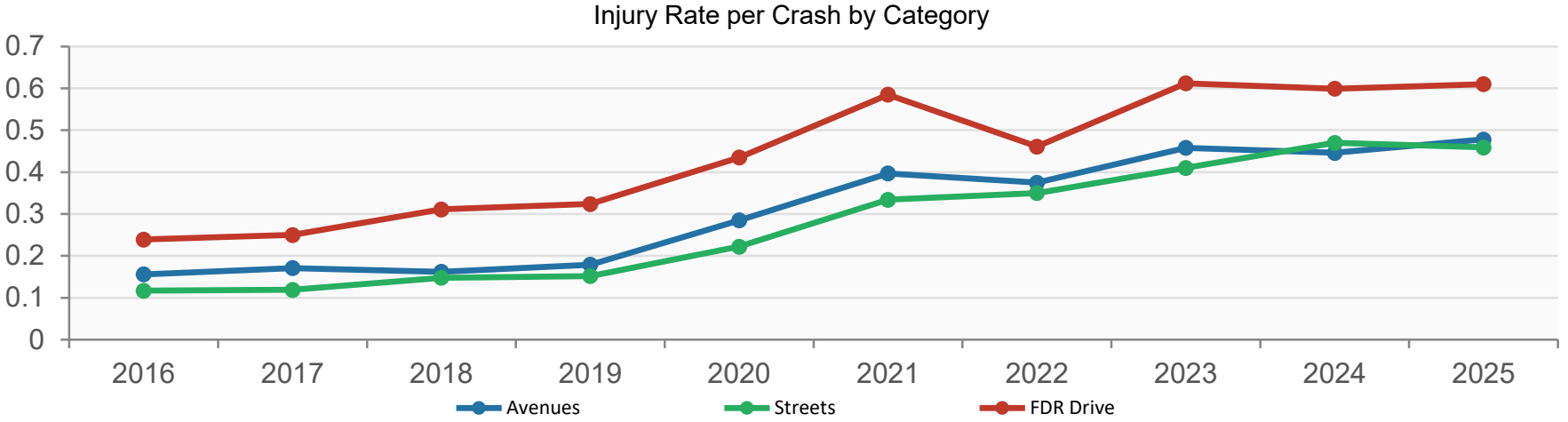
Note: Police-reported contributing factors are self-reported and compiled from NYC Crashmapper; 'Unspecified' excluded. Multiple factors may apply per crash.

Trends by Road Category

Cross Street Injuries have increased even as crashes decreased; FDR injury rate is exceedingly high







Annual Totals – Avenues (2016–2025)

Year	Crashes	Persons Inj.	Cyclists Inj.	Cyclists Killed	Motorists Inj.	Motorists Killed	Peds Inj.	Peds Killed	Total Killed
2016	1,900	297	64	—	142	—	98	5	5
2017	1,887	322	58	—	166	—	99	4	4
2018	1,701	275	51	—	126	—	98	1	1
2019	1,311	235	53	—	111	—	71	—	—
2020	494	141	35	1	68	1	38	—	2
2021	446	177	42	—	83	1	40	2	3
2022	427	160	46	1	58	—	46	1	2
2023	413	189	40	—	88	—	52	2	2
2024	294	131	29	—	60	—	35	2	2
2025	320	153	42	—	58	—	50	4	4
Total	**9,193**	**2,080**	**460**	**2**	**960**	**2**	**627**	**21**	**25**

Annual Totals - Cross Streets (2016–2025)

Year	Crashes	Persons Inj.	Cyclists Inj.	Cyclists Killed	Motorists Inj.	Motorists Killed	Peds Inj.	Peds Killed	Total Killed
2016	2,303	270	48	—	112	—	113	1	1
2017	1,863	221	44	—	94	—	85	—	—
2018	1,773	262	40	—	122	1	100	4	5
2019	1,748	266	53	—	126	—	87	2	2
2020	738	164	34	—	72	—	58	—	—
2021	707	236	51	1	121	—	55	2	3
2022	674	236	60	1	90	—	71	1	2
2023	690	283	64	—	119	1	83	—	1
2024	640	301	79	—	114	1	97	—	1
2025	675	310	76	—	143	1	85	—	1
Total	**11,811**	**2,549**	**549**	**2**	**1,113**	**4**	**834**	**10**	**16**

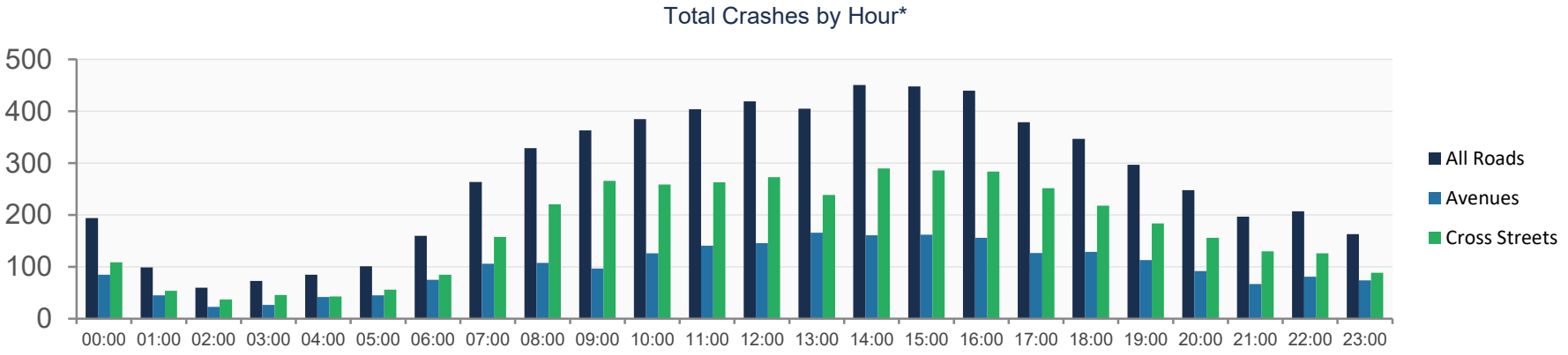
Recent Trends: 2020–2025

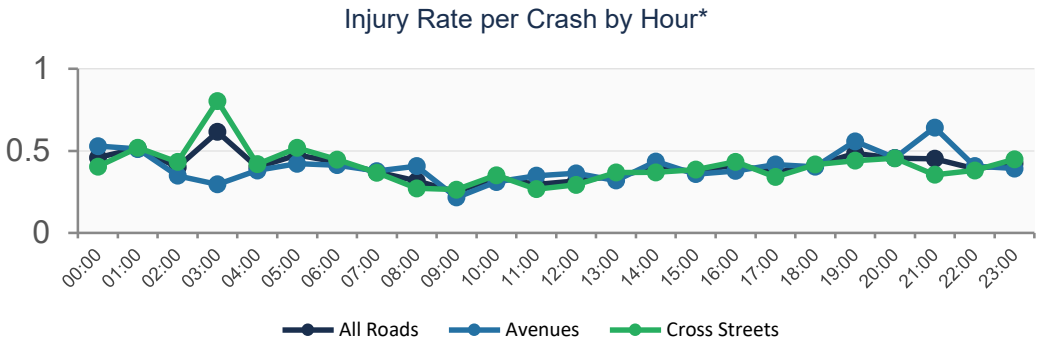
2020–2025 Snapshot: Key Observations

- Crashes continued declining through 2024 (1,531 → 1,116), with a slight uptick in 2025 (+25 crashes, +2.2%) — too early to call a trend.
- Injury rates rose sharply: from 0.28 injuries/crash (2020) to 0.48 (2025). The post-pandemic 'fewer but more dangerous crashes' pattern has persisted and is not improving.
- Cyclist injuries rose from 70 (2020) to 118 (2025) — a 69% increase over 6 years, despite stable-to-declining crash totals.
- Pedestrian injuries rose from 97 (2020) to 136 (2025) — a 40% increase over the period.
- E-bikes and e-scooters now appear in ~6–10% of crash records (up from ~4% in 2020).

Crashes by Hour of Day — 2020 to 2025

Highest crash rates in the mid-afternoon; highest injury rates in the evening and overnight periods





2PM — **peak crash hour**

451 crashes — PM commute + school pickup

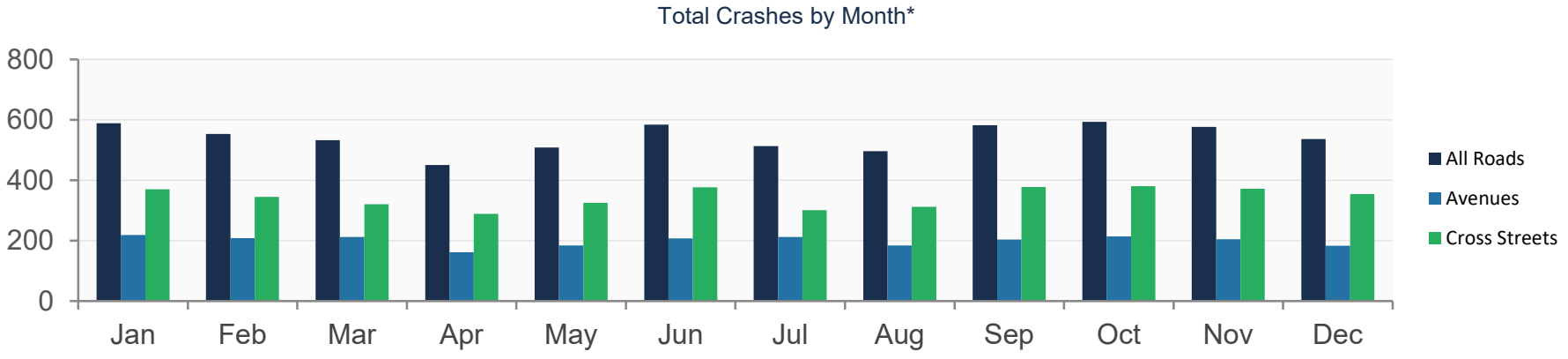
3AM — **highest injury rate/crash**

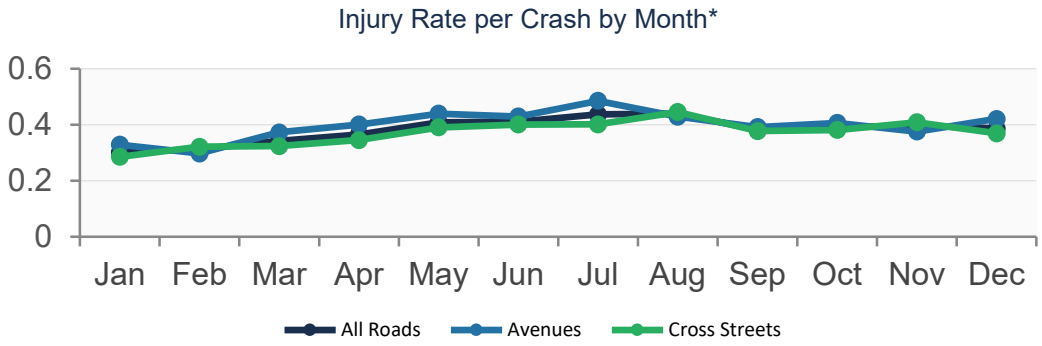
0.616 injuries/crash — late night severity

*Excludes FDR Drive

Crashes by Month — 2020 to 2025

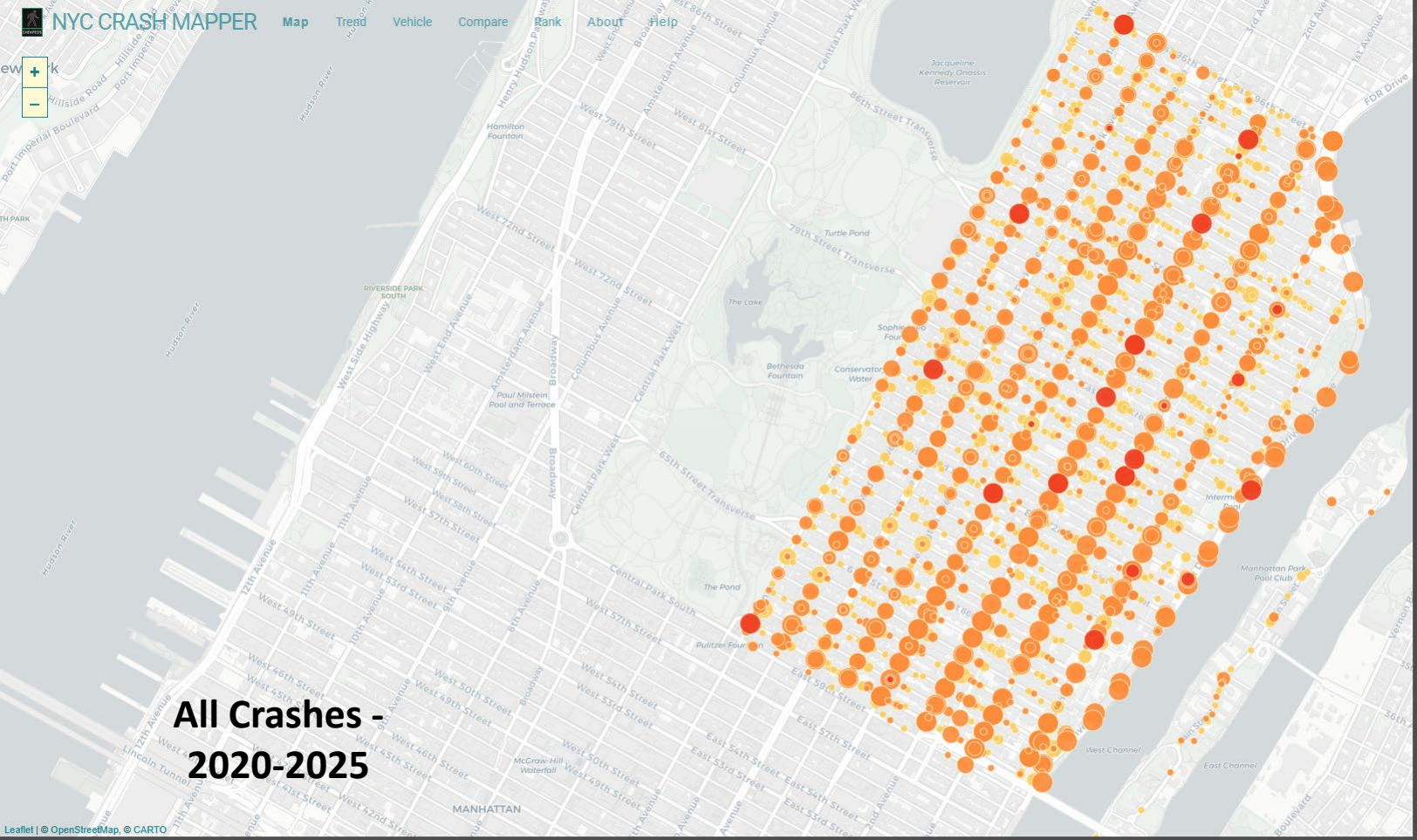
Injury rates highest during Summer, and continue into Autumn





Oct	highest crash month
Aug	highest injury rate (0.44)
Jun	peak cyclist injuries
Dec	peak pedestrian injuries

*Excludes FDR Drive



MAP OPTIONS

FILTER BY BOUNDARY

Choose a boundary type, then click an area on the map to filter crashes within that area.

- Citywide
- Borough
- Community Board 108 ×
- City Council District
- Neighborhood (NTA)
- NYPD Precinct
- Assembly District
- Senate District
- Intersection
- Custom

FILTER BY CRASH TYPE

- Cyclist Fatality
- Cyclist Injury
- Motorist Fatality
- Motorist Injury
- Pedestrian Fatality
- Pedestrian Injury
- No Injury / Fatality

FILTER BY VEHICLE TYPE INVOLVED

- Car
- SUV
- Truck
- Bus-Van
- Motorcycle/Moped
- E-Bike-Scoot
- Bicycle
- Other / Unspecified

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FROM JAN, 2020 – DEC, 2025

7,831 TOTAL CRASHES

FATALITIES

Cyclist	Ped	Motorist	Unknown	Total
4	14	8	0	26

INJURIES

Cyclist	Ped	Motorist	Unknown	Total
606	723	1,757	102	3,188

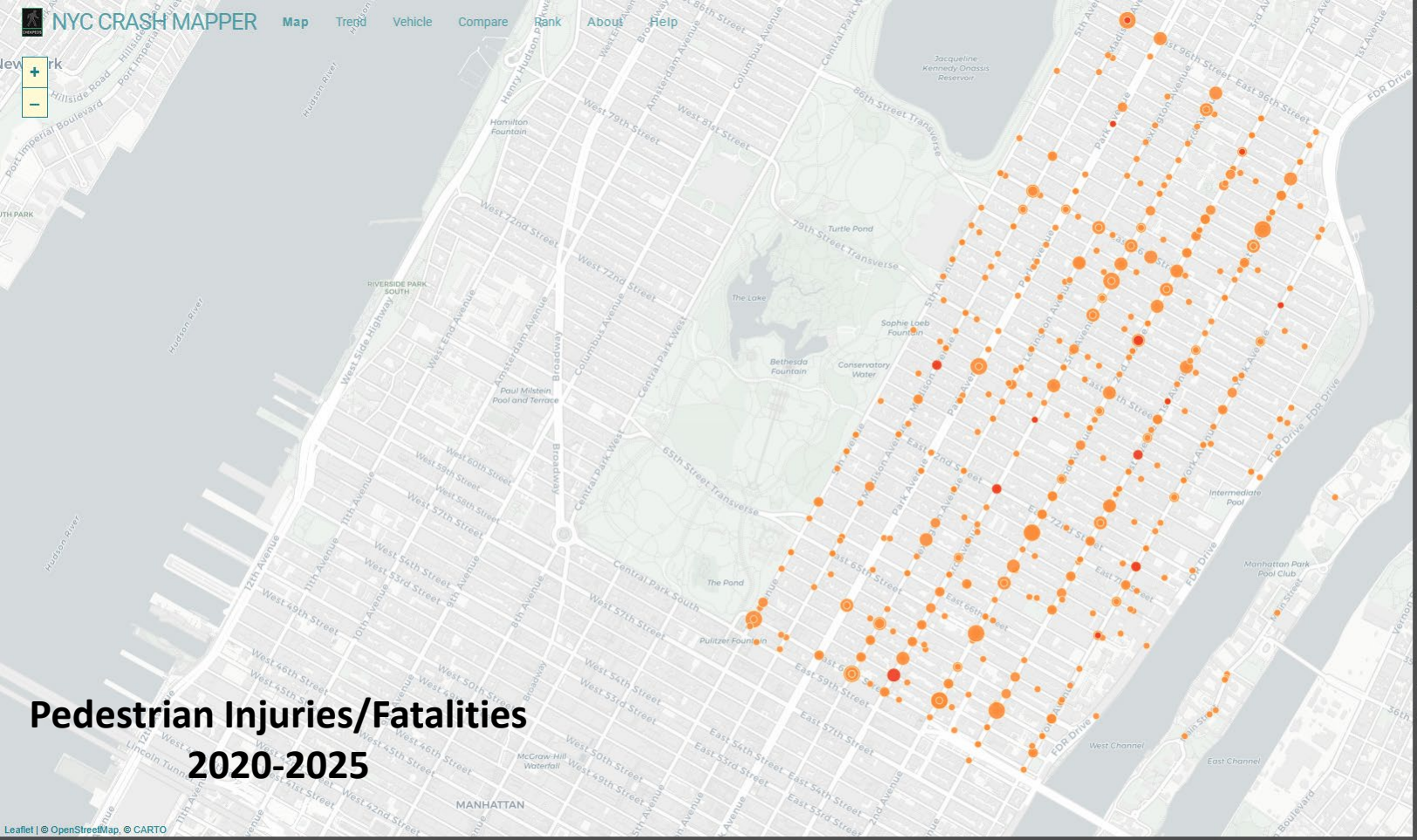
CONTRIBUTING FACTORS

6,230	Unspecified
3,704	Driver Inattention / Distraction
771	Following Too Closely

LEGEND

Fatality
Injury
None

> 8
5
3
<=2



MAP OPTIONS

FILTER BY DATE RANGE

Start Year: 2020

Start Month: January

End Year: 2025

End Month: December

FILTER BY BOUNDARY

Choose a boundary type, then click an area on the map to filter crashes within that area.

Citywide | Borough | Community Board 108 | City Council District | Neighborhood (NTA) | NYPD Precinct | Assembly District | Senate District | Intersection | Custom

FILTER BY CRASH TYPE

Cyclist Fatality | Cyclist Injury | Motorist Fatality | Motorist Injury | Pedestrian Fatality | Pedestrian Injury | No Injury / Fatality

FROM JAN, 2020 – DEC, 2025

728 TOTAL CRASHES

FATALITIES				
1	14	0	0	15
Cyclist	Ped	Motorist	Unknown	Total

INJURIES				
3	723	13	0	739
Cyclist	Ped	Motorist	Unknown	Total

CONTRIBUTING FACTORS

292	Driver Inattention / Distraction
143	Unspecified
131	Failure to Yield Right-of-Way

LEGEND

Fatality
Injury
None

>8
5
3
<=2

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MAP OPTIONS

FILTER BY DATE RANGE

Start Year: 2020

Start Month: January

End Year: 2025

End Month: December

FILTER BY BOUNDARY

Choose a boundary type, then click an area on the map to filter crashes within that area.

Citywide | Borough | Community Board (108) | City Council District | Neighborhood (NTA) | NYPD Precinct | Assembly District | Senate District | Intersection | Custom

FILTER BY CRASH TYPE

Cyclist Fatality | Cyclist Injury | Motorist Fatality | Motorist Injury | Pedestrian Fatality | Pedestrian Injury | No Injury / Fatality

FROM JAN, 2020 – DEC, 2025

603 TOTAL CRASHES

FATALITIES				
4	1	0	0	5
Cyclist	Ped	Motorist	Unknown	Total

INJURIES				
606	2	3	1	612
Cyclist	Ped	Motorist	Unknown	Total

CONTRIBUTING FACTORS

409	Unspecified
374	Driver Inattention / Distraction
64	Failure to Yield Right-of-Way

LEGEND

Fatality
Injury
None

>8
5
3
<=2

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MAP OPTIONS

FILTER BY DATE RANGE

Start Year: 2020

Start Month: January

End Year: 2025

End Month: December

FILTER BY BOUNDARY

Choose a boundary type, then click an area on the map to filter crashes within that area.

Citywide | Borough | Community Board 108 | City Council District | Neighborhood (NTA) | NYPD Precinct | Assembly District | Senate District | Intersection | Custom

FILTER BY CRASH TYPE

Cyclist Fatality | Cyclist Injury | Motorist Fatality | Motorist Injury | Pedestrian Fatality | Pedestrian Injury | No Injury / Fatality

FROM JAN, 2020 – DEC, 2025

1,253 TOTAL CRASHES

FATALITIES				
0	1	8	0	9
Cyclist	Ped	Motorist	Unknown	Total

INJURIES				
2	11	1,757	0	1,770
Cyclist	Ped	Motorist	Unknown	Total

CONTRIBUTING FACTORS

1,096	Unspecified
625	Driver Inattention / Distraction
225	Following Too Closely

LEGEND

Fatality | Injury | None

> 8 | 5 | 3 | <=2

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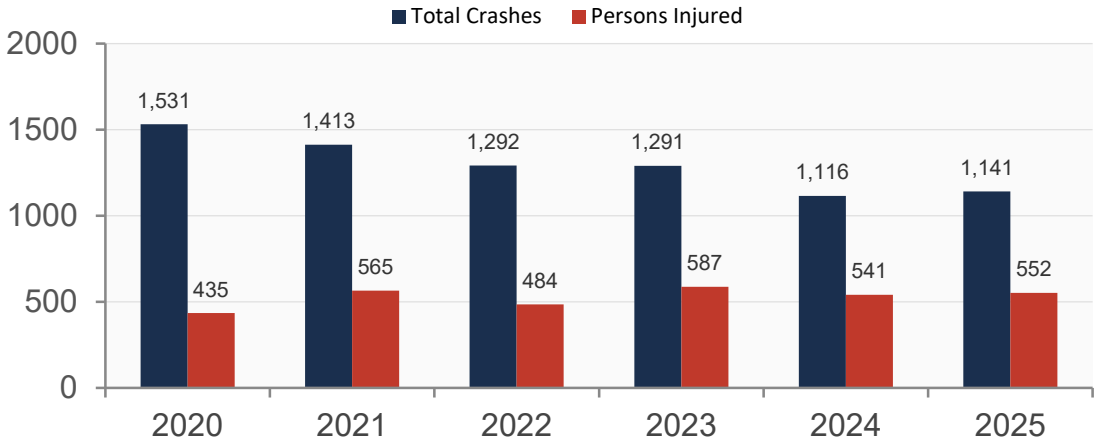
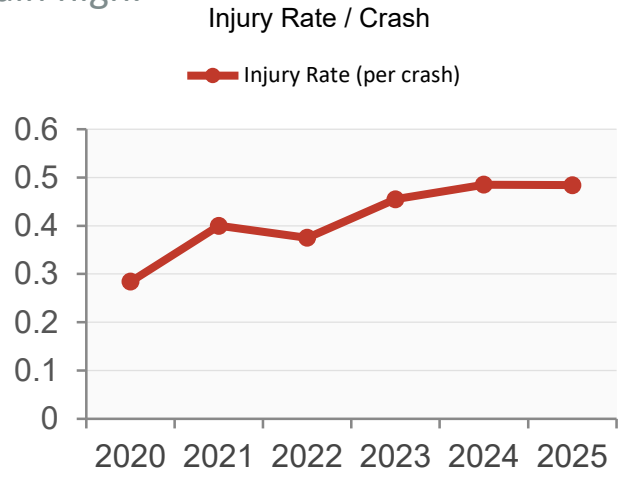
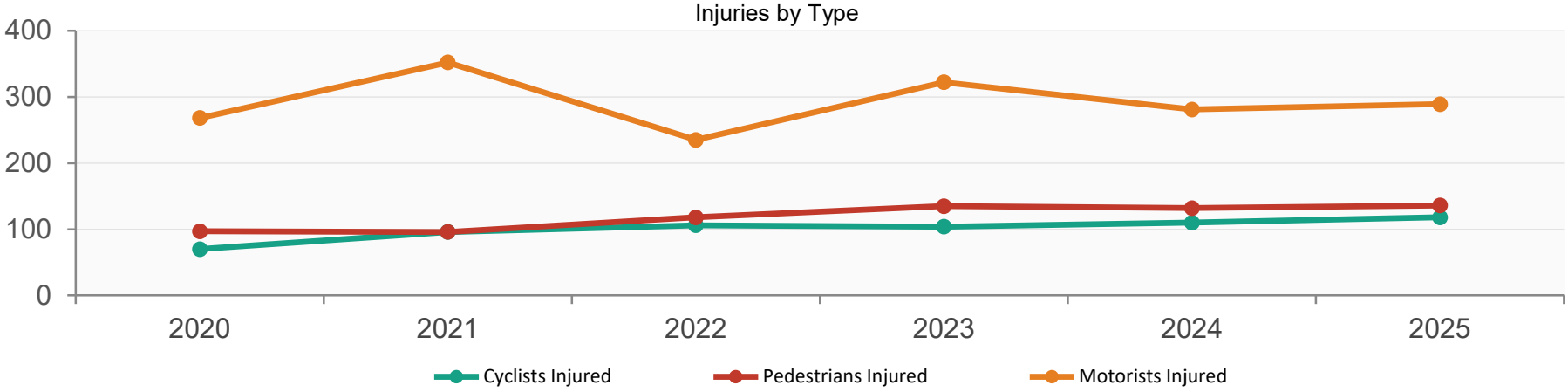
2020–2025: Crashes, Injuries & Injury Rate

Total crashes have fallen sharply; injuries have not. Injury rates remain high.

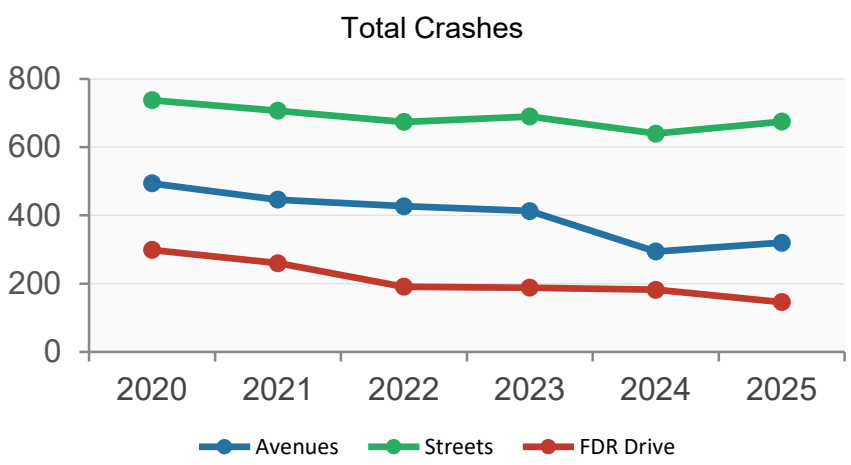


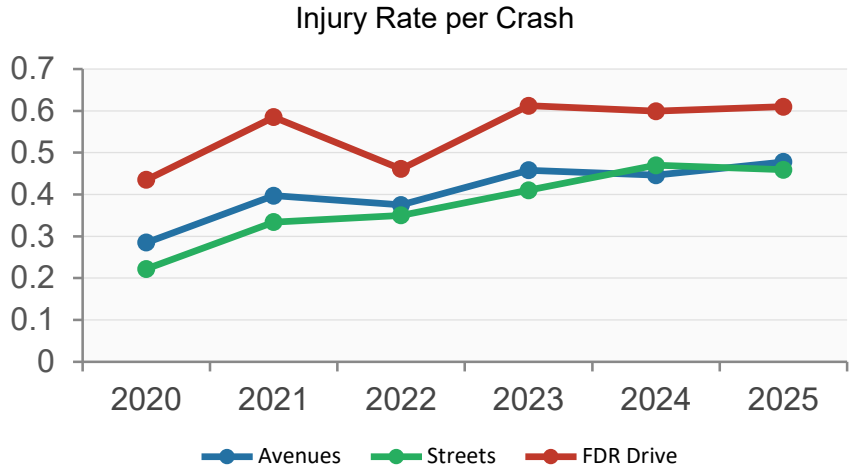




2020–2025: Trends by Road Category

Injury rates rising across all categories, most sharply on Streets





FDR Drive: High Injury Rates

- Injury rate peaked at 0.61 (2023) and remains near 0.61 in 2025 — no improvement despite declining crash counts.
- FDR crashes fell 51% from 2020→2025 (299→146), yet injuries remain disproportionate: 89 persons injured from only 146 crashes.

10 Highest Crash Frequency Cross Streets (2020–2025)

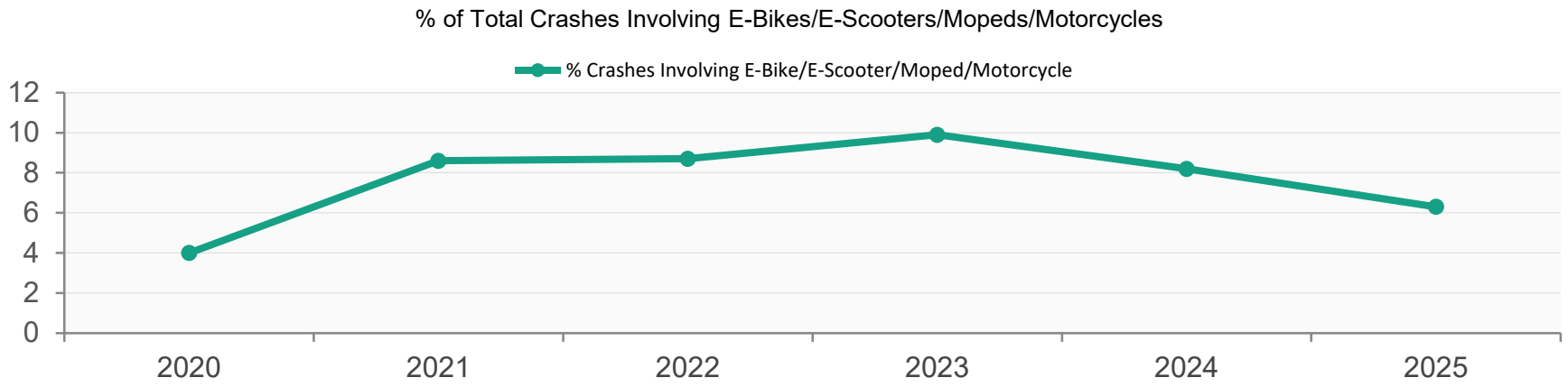
Lower 60s, Major Cross Streets dominate

Street	Crashes	Persons Inj.	Inj. Rate	Ped. Inj.	Ped Rank	Cyclist Inj.	Bike Rank
E. 62 ST	236	86	0.36	20	**#3**	8	#8
E. 60 ST	235	105	0.45	20	#4	32	**#1**
E. 63 ST	222	89	0.40	21	**#2**	18	**#3**
E. 86 ST	181	89	0.49	36	**#1**	20	**#2**
E. 61 ST	179	61	0.34	12	#8	15	#6
E. 79 ST	160	65	0.41	19	#5	16	#4
E. 96 ST	150	55	0.37	10	#9	4	#10
E. 72 ST	141	49	0.35	17	#7	16	#5
E. 66 ST	122	39	0.32	9	#10	10	#7
E. 77 ST	118	49	0.41	19	#6	8	#9

Color guide: Red = top 3 by that injury type | Amber = top 4–6 | Teal = top 3 cyclist | Injury rate highlighted red if ≥ 0.45
Ranked by total crashes; right columns show relative standing by injury type (1 = highest)

Emerging Vehicle Types: E-Bikes, E-Scooters & Mopeds

Share of crash records has grown since 2020 — role in injury trends is uncertain



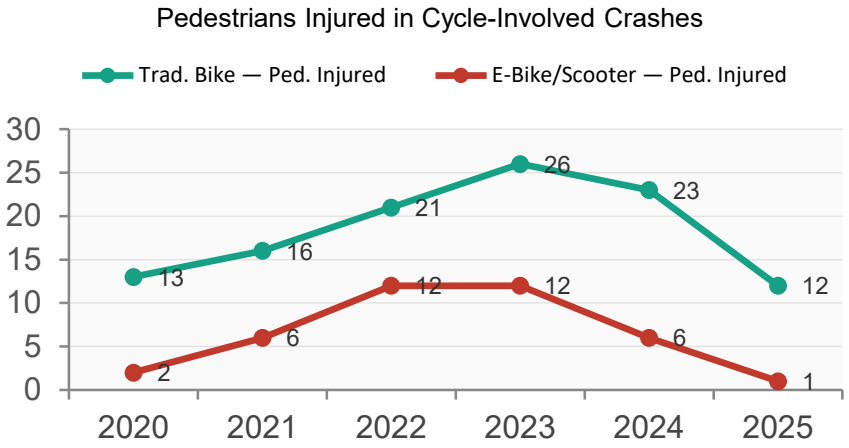
What the data shows:

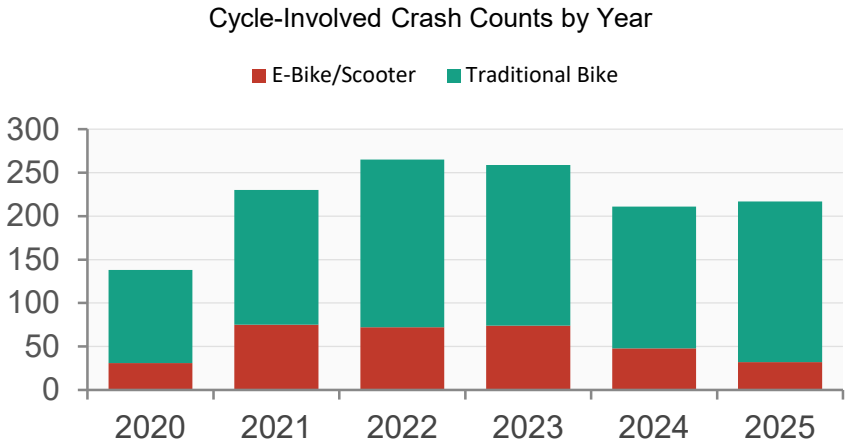
- These vehicle types appeared in ~4% of 2020 crash records and rose to ~10% by 2023, before easing slightly to 6.3% in 2025.
- E-Bike involvement specifically: 0 records in 2020 data → 188 records by 2025 period (from near-zero). This likely reflects both growth in e-bike use and possible improved police reporting.

What remains uncertain:

- Whether higher injury rates on streets/avenues are causally linked to more e-bikes cannot be determined from this data alone, as the . number of e-bike trips is not available for comparison.
- Vehicle type reporting in police records is inconsistent — some e-bikes may be classified as 'Bike' or 'Motorcycle' across different years, limiting trend analysis.

Pedestrian Injuries in Cycle-Involved Crashes





- Pedestrian injuries in cycle-involved crashes peaked at 26 in 2023 (vs. 13 in 2020 — a 100% increase). They declined to 12 in 2025, but it is too early to call this a trend.
- E-bike/scooter crashes injuring pedestrians: peaked at 12 in both 2022 and 2023, then fell to 1 in 2025. Unknown if the 2025 drop reflects under-reporting or an actual reduction.
- Traditional bike crashes are rising: 185 in both 2021 and 2025 (vs. 107 in 2020). Cyclist injuries from traditional bike crashes rose from 57 (2020) to 117 (2025) — a 105% increase.
- 2nd Ave. leads all streets for pedestrian injuries in cycle-involved crashes (18 total), followed by 1st Ave. (10).

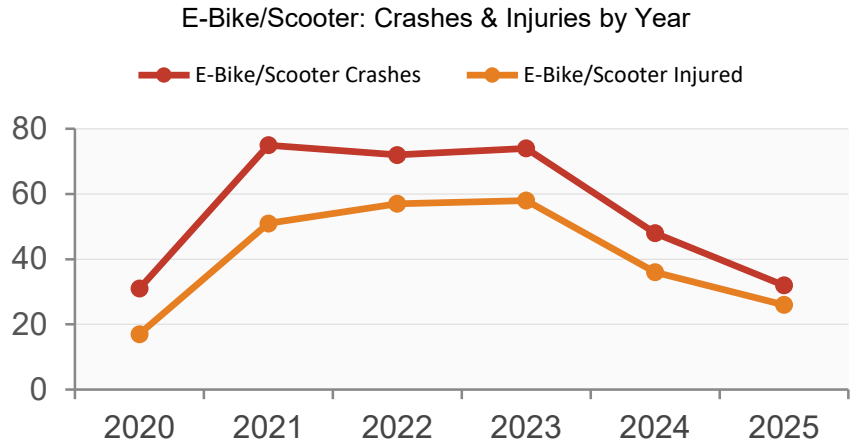
E-Bike & E-Scooter: Injury Profile vs. Traditional Bikes

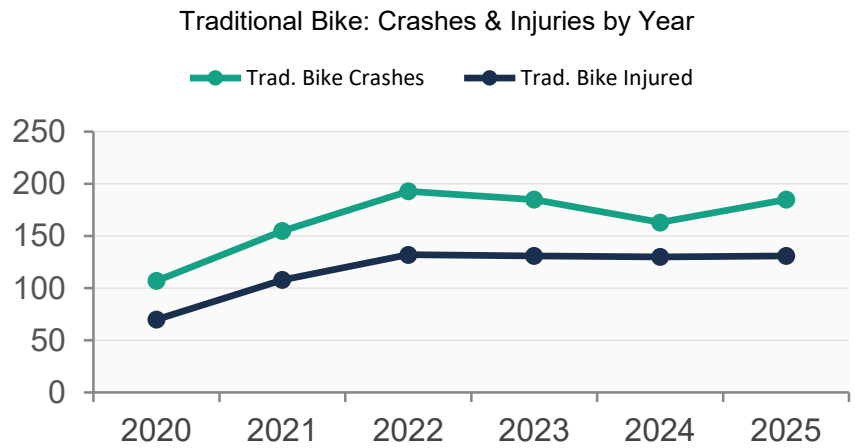
0.74
injuries per crash
E-Bike/Scooter Injury Rate

0.71
injuries per crash
Traditional Bike Injury Rate

0.41
injuries per crash
All Crashes Injury Rate

32
vs 31 in 2020
E-Bike Crashes Per Yr (2025)



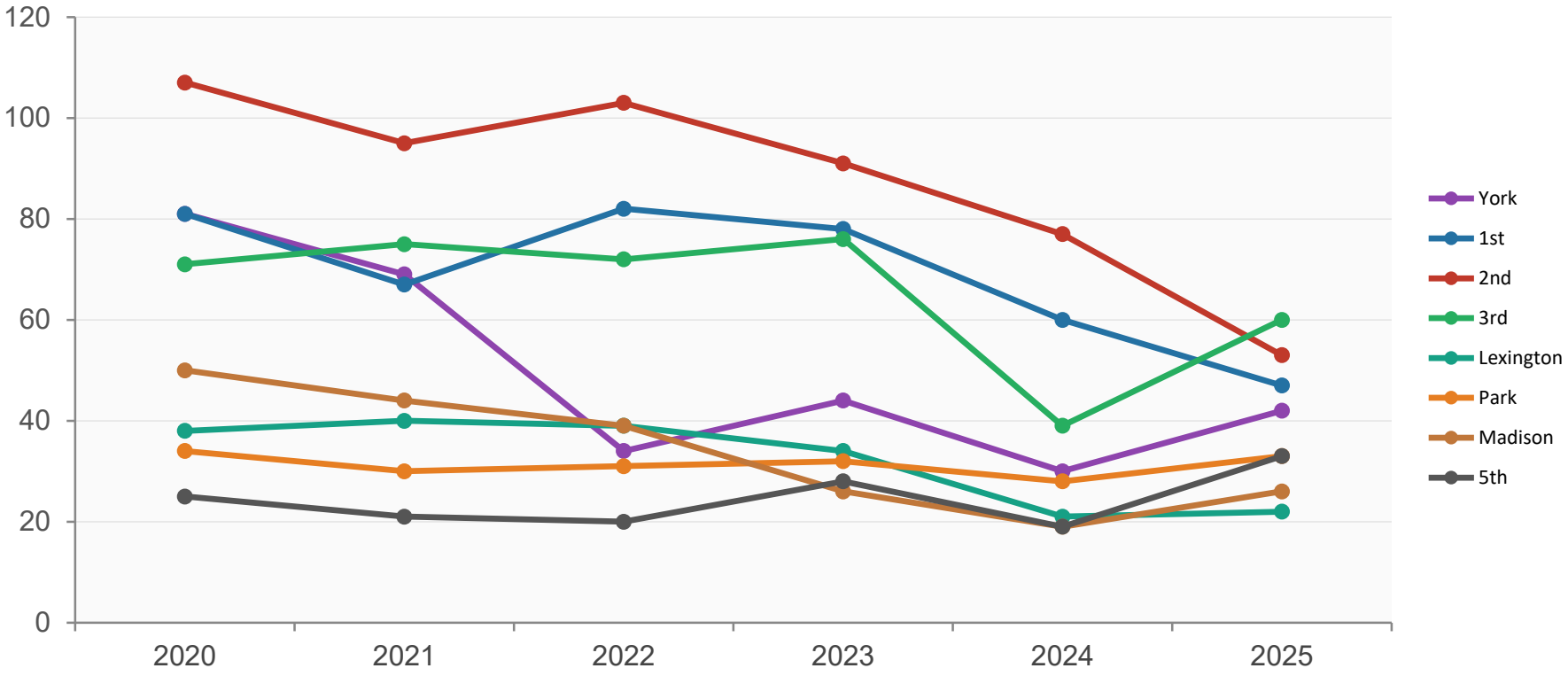


- Traditional bikes continue to make up the majority of bike-involved crashes by orders of magnitude of 2x – 3x (more in 2025)
- E-bike/scooter injury rate (0.74/crash) is 80% higher than all crashes combined (0.41).
- 'Failure to Yield Right-of-Way' (35 instances) and 'Traffic Control Disregarded' (21) are proportionally far higher for e-bike crashes than for all crashes.
- Traditional bike injuries grew steadily: 57 cyclist injuries (2020) → 117 (2025), a 105% increase, while e-bike crashes declined from 2023 peak.
- Data limitation: Police reporting of e-bikes vs. traditional bikes vs. mopeds is inconsistent, and may understate actual e-bike injuries

Avenue Analysis

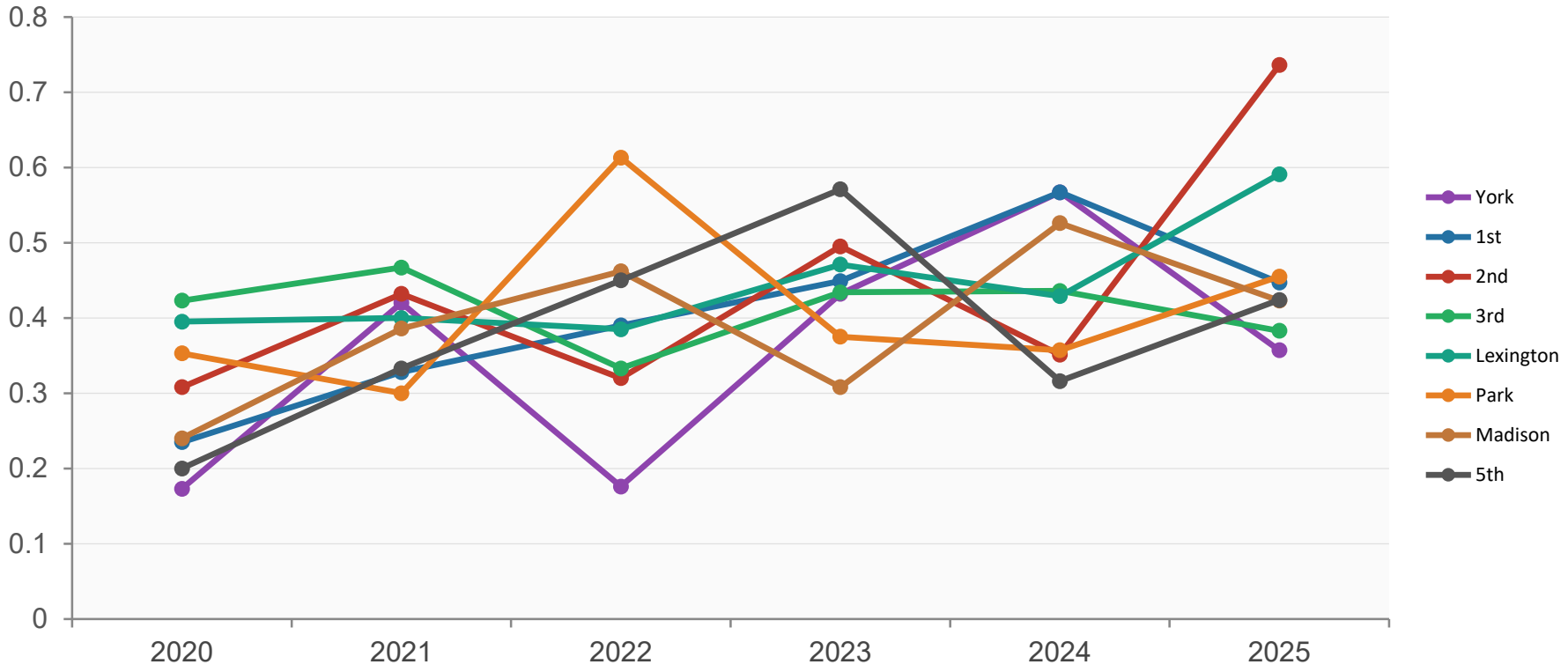
Avenues: Annual Crashes (2020–2025)

Notable decreases on 1st/2nd/3rd Avenues



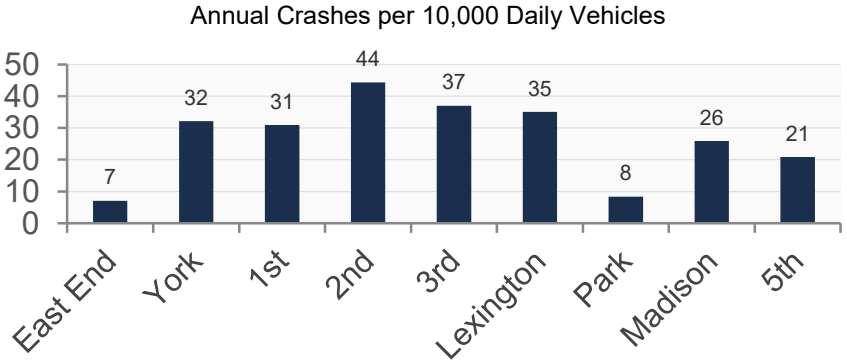
Avenues: Injury Rate per Crash (2020–2025)

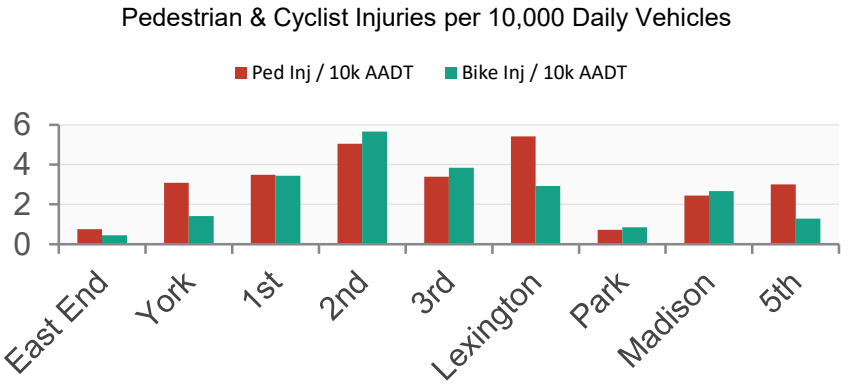
Overall trend is showing a general increase; 2nd Avenue nearly doubling in 2025 is noteworthy



Avenues: Crashes & Injuries per 10,000 Daily Vehicle Trips

Controlling for traffic volume reveals which avenues are disproportionately dangerous





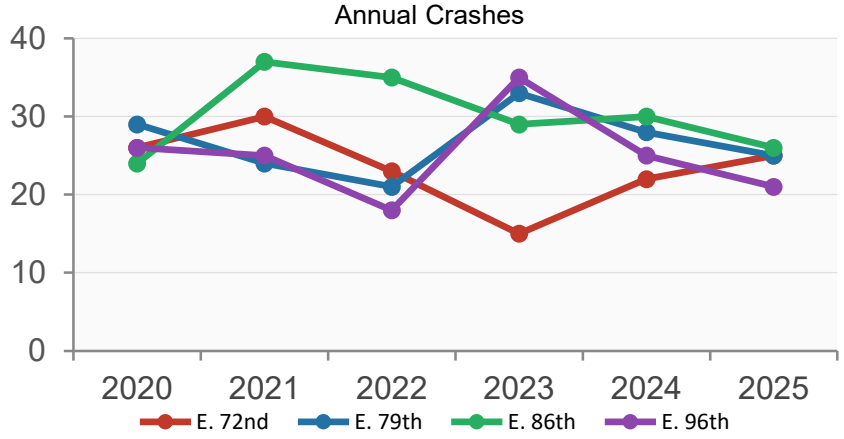
- 2nd Ave: highest crashes/10k (44.3) AND highest cyclist injuries/10k (5.7) of all avenues — disproportionate to its traffic volume.
- Lexington Ave: highest pedestrian injuries/10k (5.4) — nearly 1.7× the rate of 1st, 2nd, or 3rd Ave despite lower AADT.
- Park Ave: lowest crash rate per 10k AADT (8.3) and lowest ped/bike injury rates.
- York Ave: 32 crashes/10k AADT — higher than 1st Ave (31) and approaching 3rd Ave (37) despite carrying less traffic than any of the major avenues.

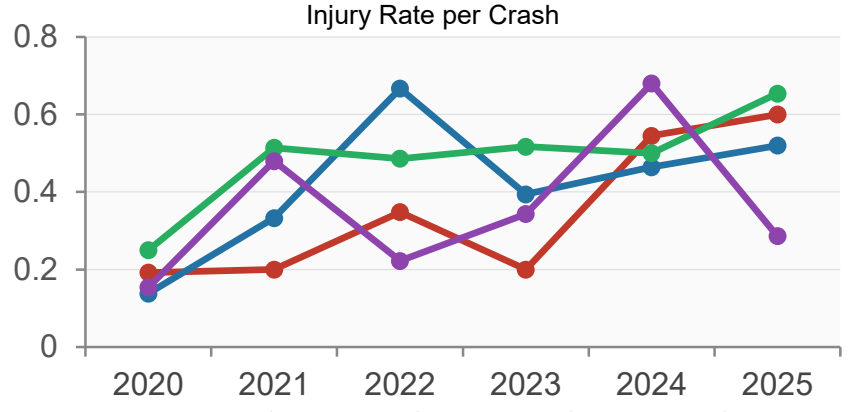
Note: AADT figures are point measurements (single count location per avenue) and may not reflect the full corridor. Use directional comparisons, not absolute precision.

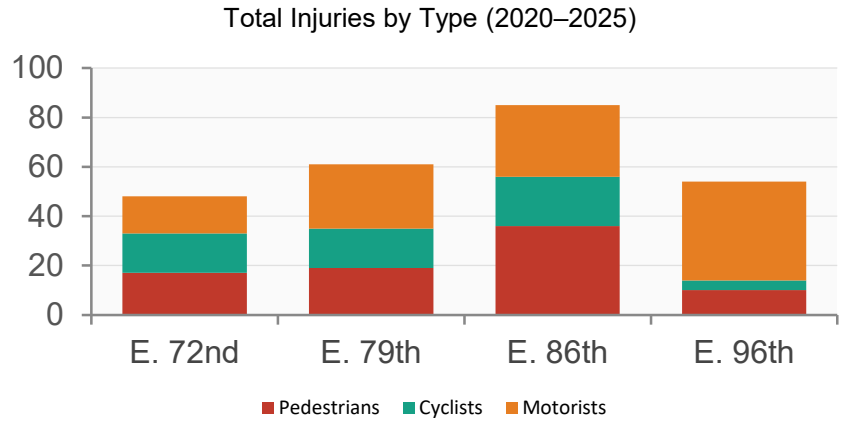
Cross Street Analysis

Major Crosstown Streets: E. 72nd · 79th · 86th · 96th

East 86th St. is especially dangerous for pedestrians; E. 72nd Street high crash rate is notable



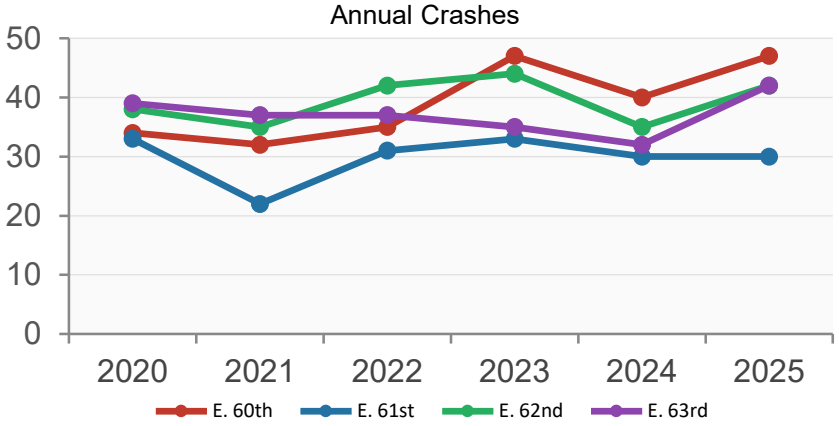


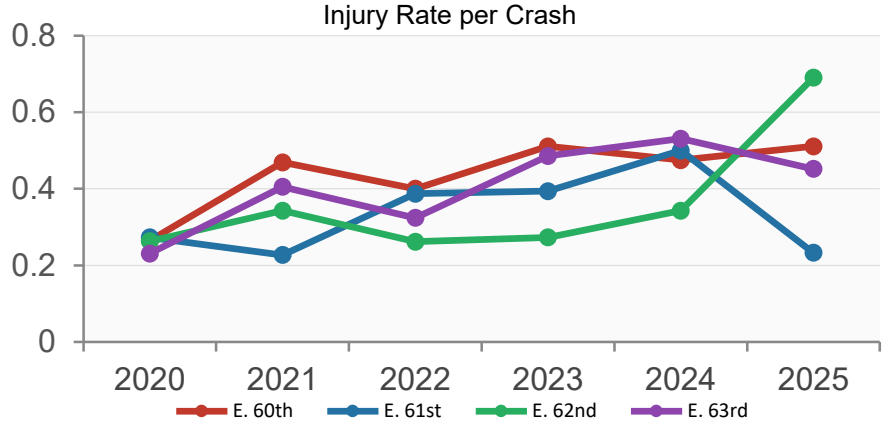


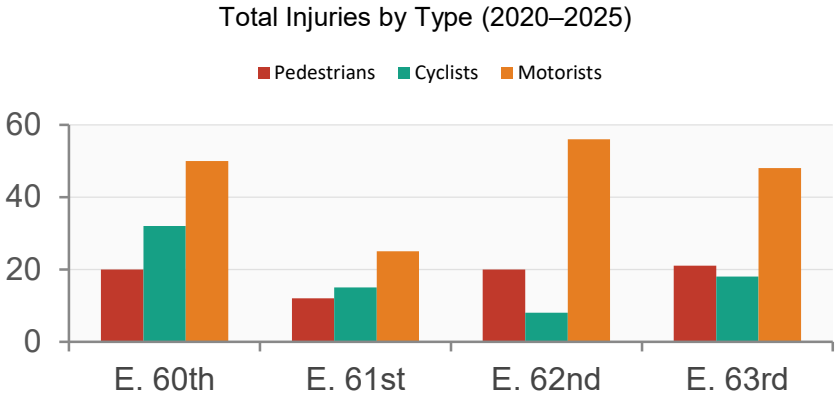
Street	AADT	Crashes Per Year	Crashes Per 10K AADT	Ped Crash Rate Per 10k AADT	Bike Crash Rate Per 10k AADT	Inj. Rate
E. 72nd	9,022	23.5	26.1	3.10	2.99	0.35
E. 79th	13,358	26.7	20.0	2.40	2.02	0.41
E. 86th	10,771	30.2	28.0	5.57	3.06	0.49
E. 96th	18,430	25.0	13.6	0.92	0.38	0.37

East 60th through E. 63rd Streets

The most dangerous section of cross streets in CB8



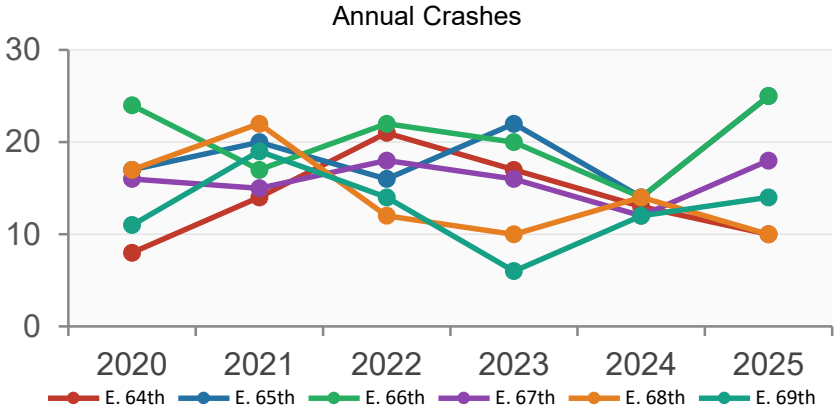


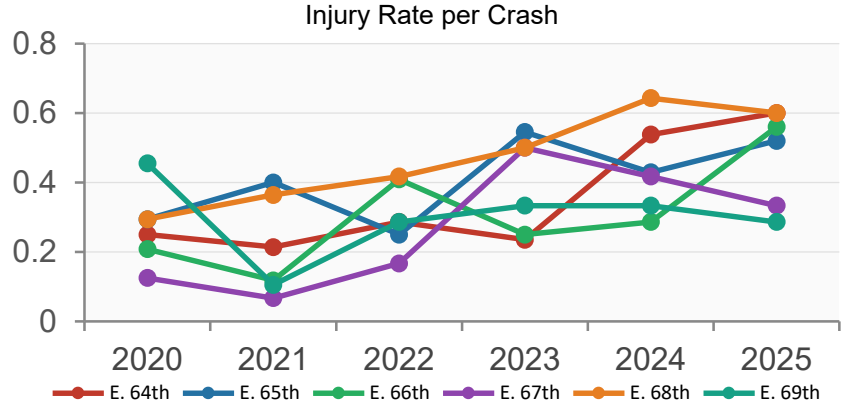


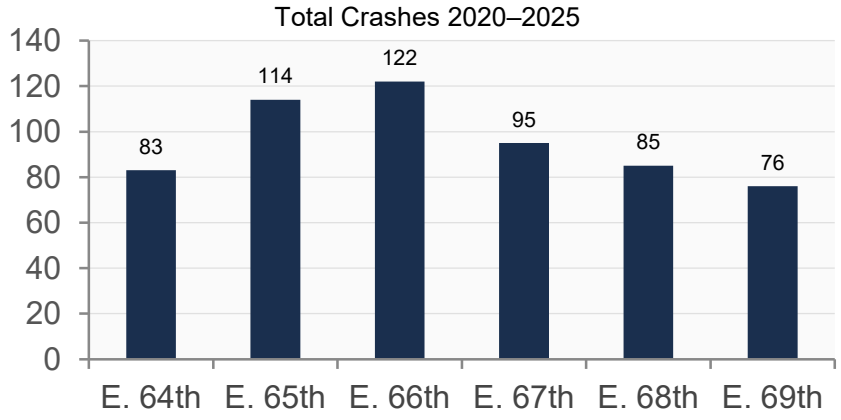
Street	AADT	Crashes /10k AADT	Ped/ 10k AADT	Bike/ 10k AADT	Inj. Rate
E. 60th	8,010	48.9	4.12	6.61	0.45
E. 61st	7,131	41.8	2.80	3.50	0.34
E. 62nd	7,349	53.5	4.49	1.76	0.36
E. 63rd	9,096	40.7	3.84	3.29	0.40

East 64th through East 69th Streets

Fewer crashes, but rates still high in relation to AADT



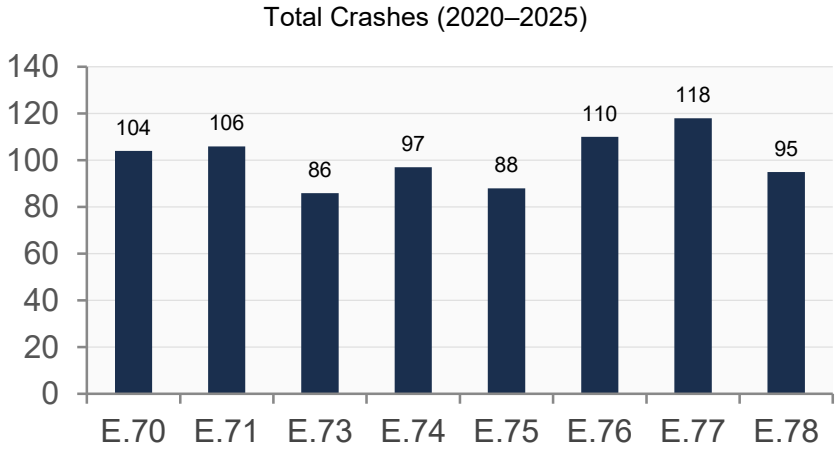


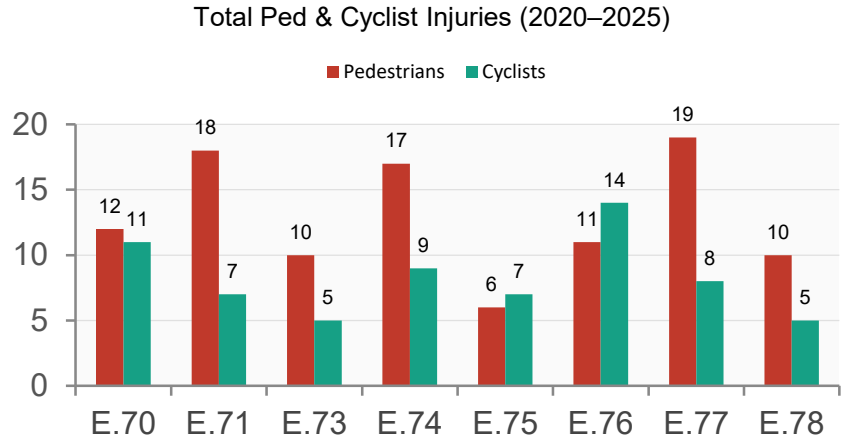


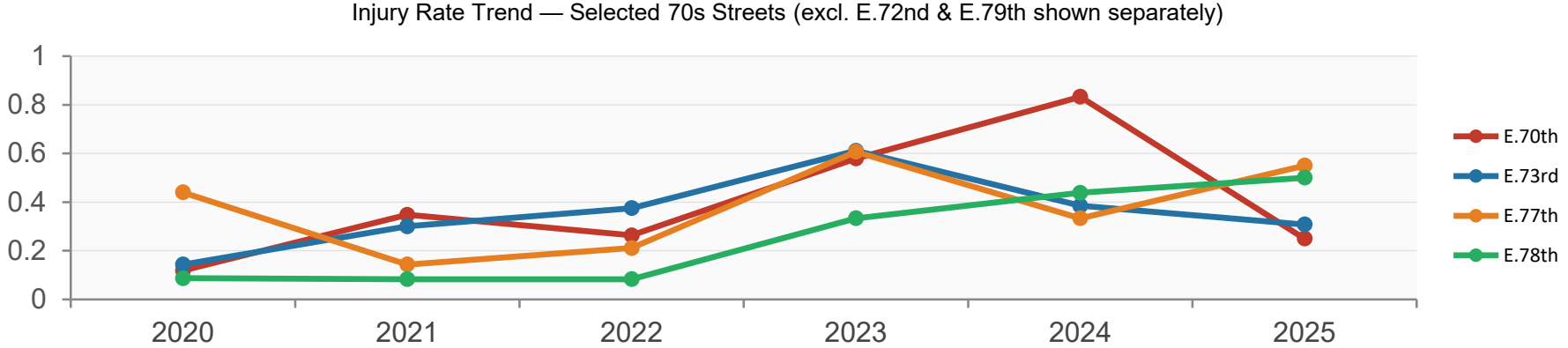
Street	AADT	Crash/ 10k AADT	Ped/ 10k AADT	Bike/ 10k AADT	Injury Rate
E. 64th	3,778	36.5	3.44	3.97	0.34
E. 65th	4,588	41.4	3.71	5.45	0.42
E. 66th	3,271	**62.1**	4.59	5.20	0.32
E. 67th	3,186	49.6	4.71	4.08	0.26
E. 68th	3,203	44.3	7.80	4.68	0.45
E. 69th	N/A	—	—	—	0.28

East 70s Streets (excl. 72nd & 79th)

East 77th Street has highest number of pedestrian injuries, followed by 71st and 74th Streets

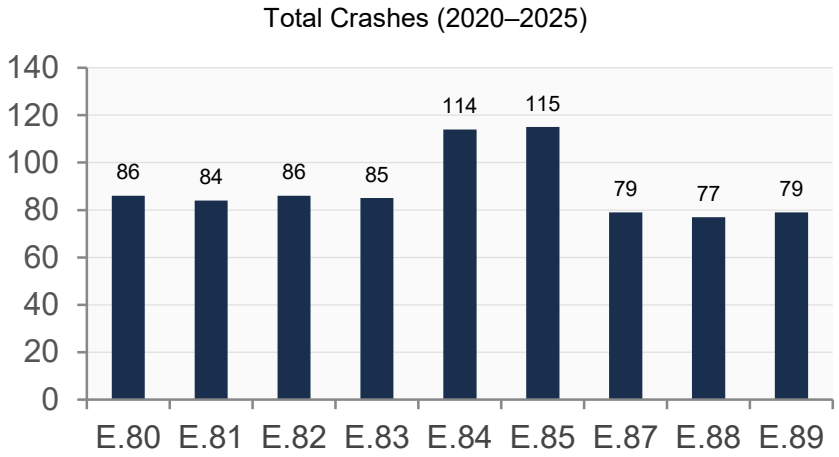


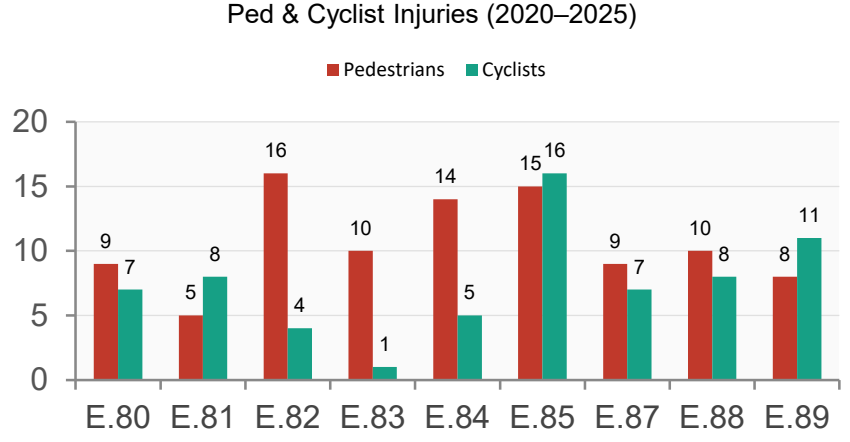


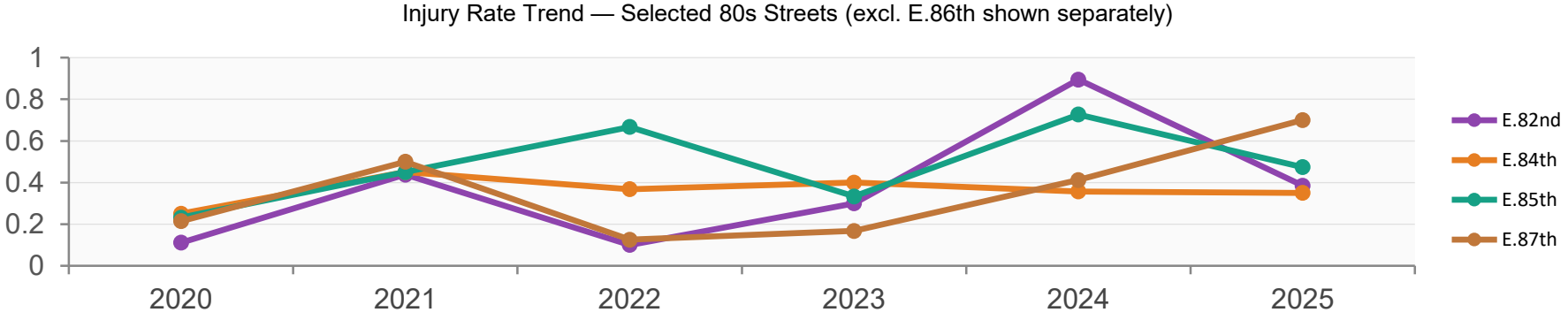


East 80s Streets (excl. 86th)

East 84th/85th Streets much higher than other streets in the 80s, with the exception of 82nd St.

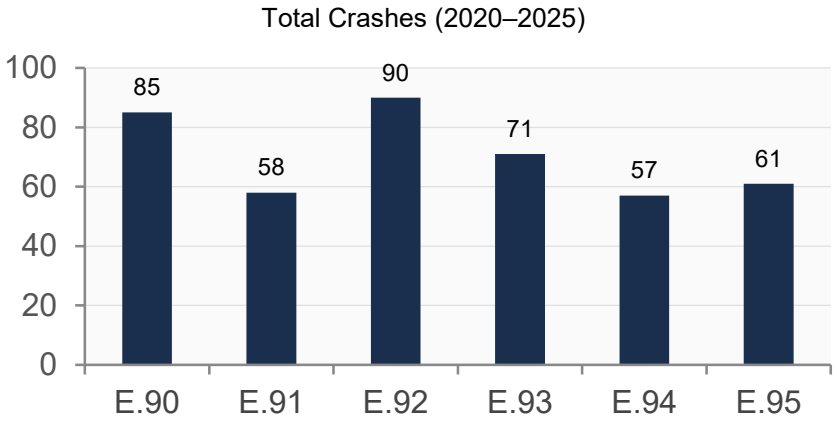


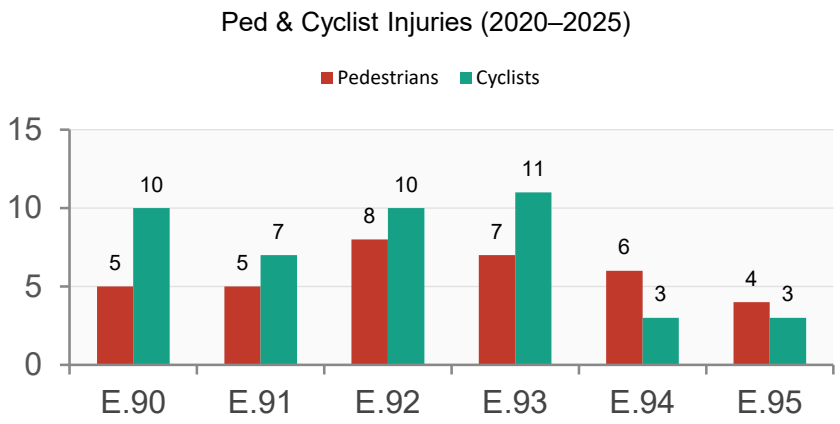




East 90s Streets (excl. 96th)

More cyclist injuries than pedestrian injuries

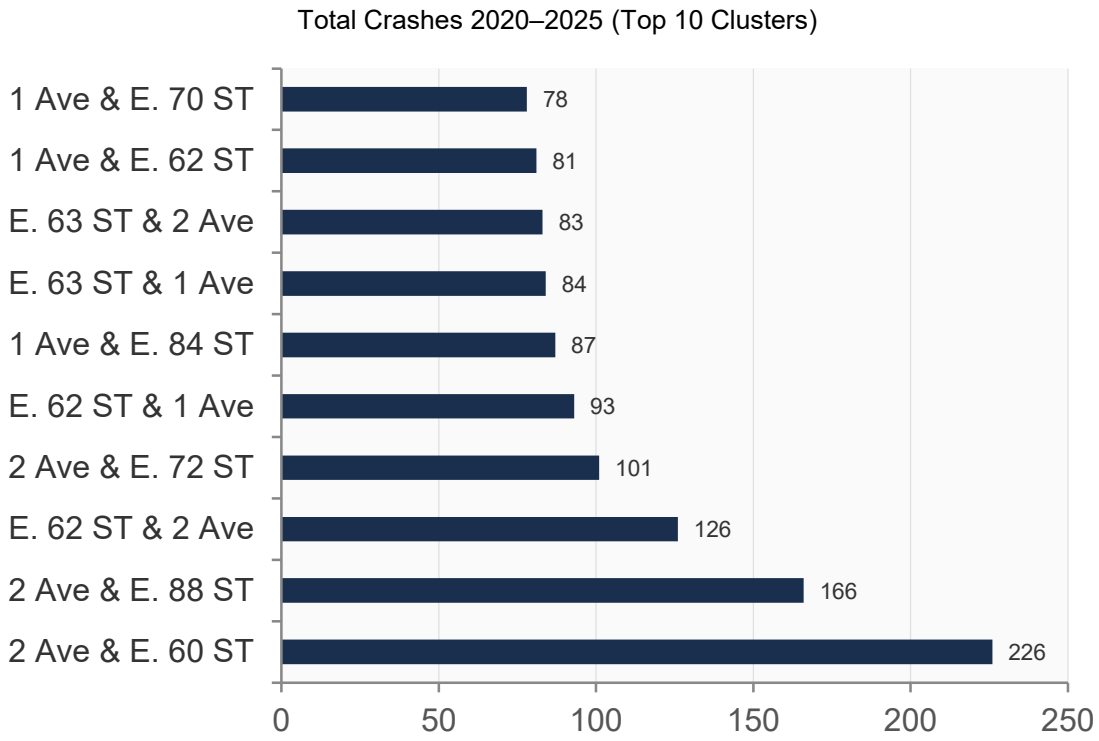


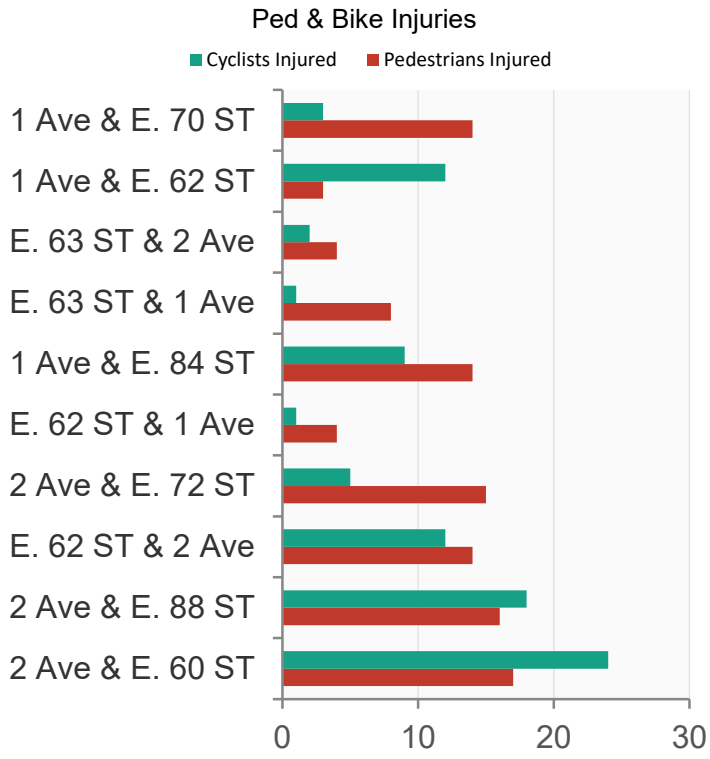


Hotspot Intersections for Crashes

Top Hotspot Intersections

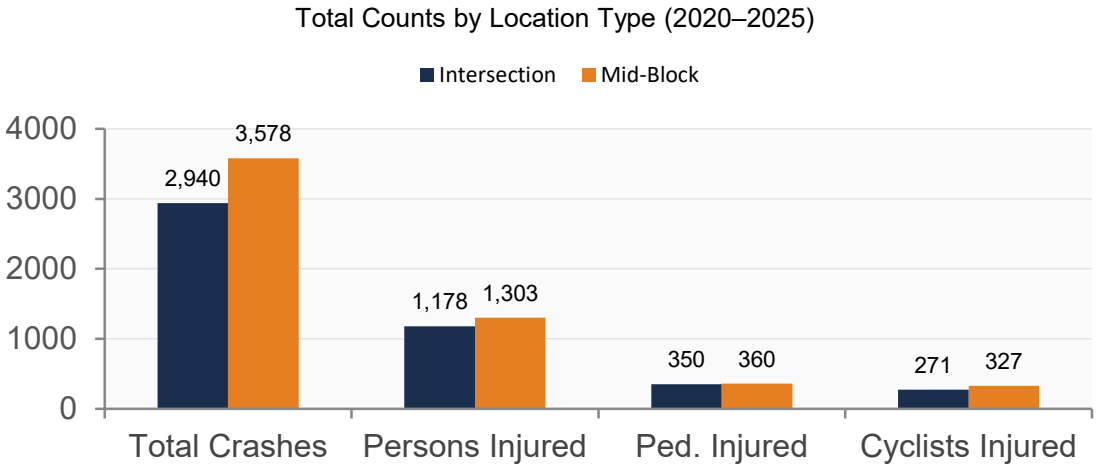
2nd Ave. @ E. 60th St. is highest, followed by 2nd Ave. @ 88th St.

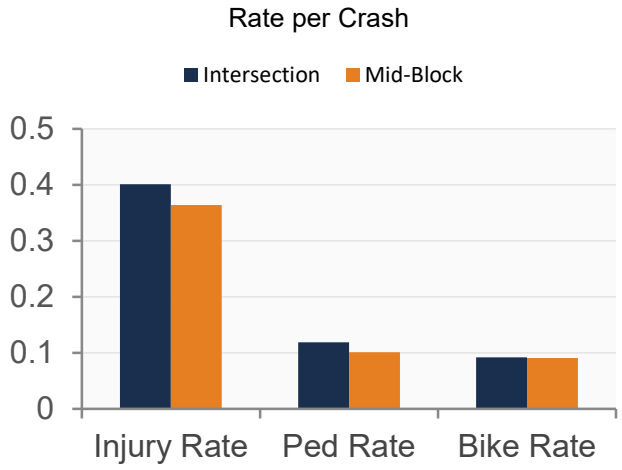




Intersection vs. Mid-Block

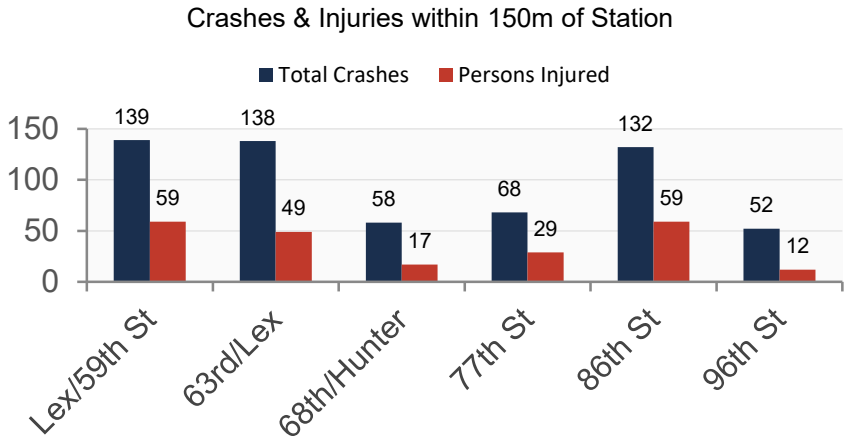
Intersection crashes are more injurious per crash; mid-block crashes are more numerous but slightly less severe

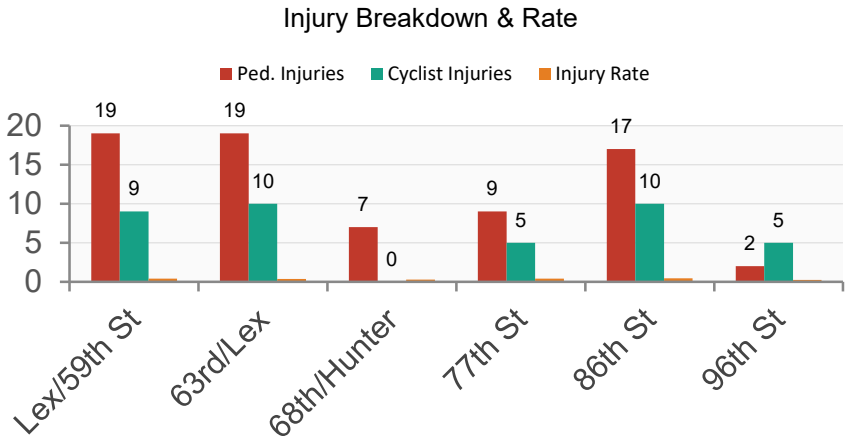




- Mid-block crashes (3,578): More numerous overall.
- Mid-block cyclist injury rate is nearly identical to intersections (0.091 vs. 0.092) — suggests dooring, sidewalk conflicts, and delivery vehicle interactions are significant mid-block hazards.
- Key caveat: This analysis uses approximate intersection grids — crashes recorded 30–50m from an intersection may still be functionally intersection-related (blocking, backup, weaving). The true intersection share is likely higher.
- E. 60th, 62nd and 63rd. Streets have the highest mid-block crash counts

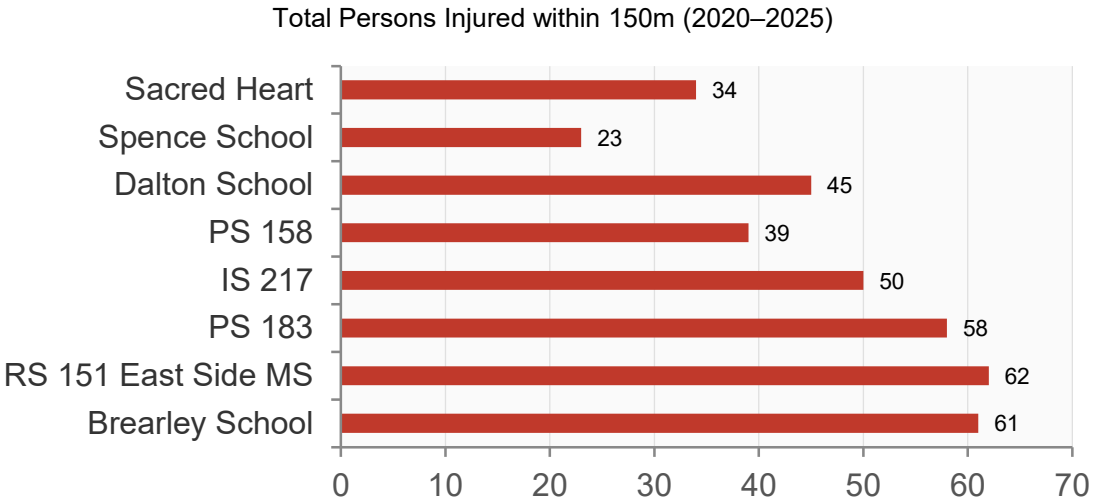
Crashes Near Subway Station Entrances (150m radius)

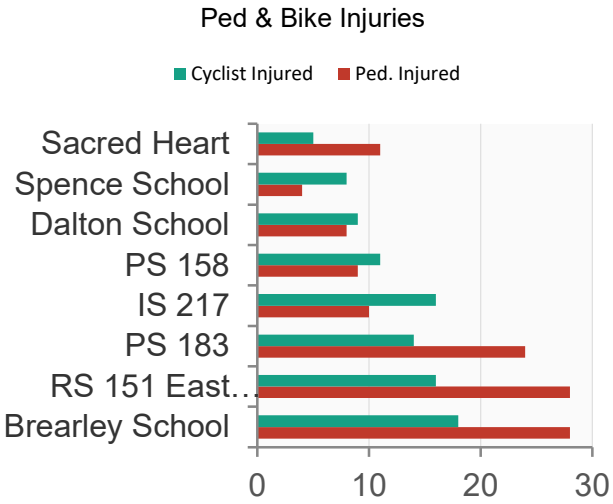




- **Lex/59th St. (139 crashes, rate 0.42): The district's busiest subway node. High pedestrian injury count (19) reflects the complex 5-line transfer hub with multiple street-level entrances across several blocks.**
- 86th St. (132 crashes, rate 0.45): 2nd highest volume and injury rate.
- 77th St. (68 crashes, rate 0.426): Modest crash count but high injury rate — comparable to the much busier 59th/86th stations.
- 96th St. (52 crashes, rate 0.231): Lowest injury rate of all stations

Crashes Near Schools (150m radius, 2020–2025)

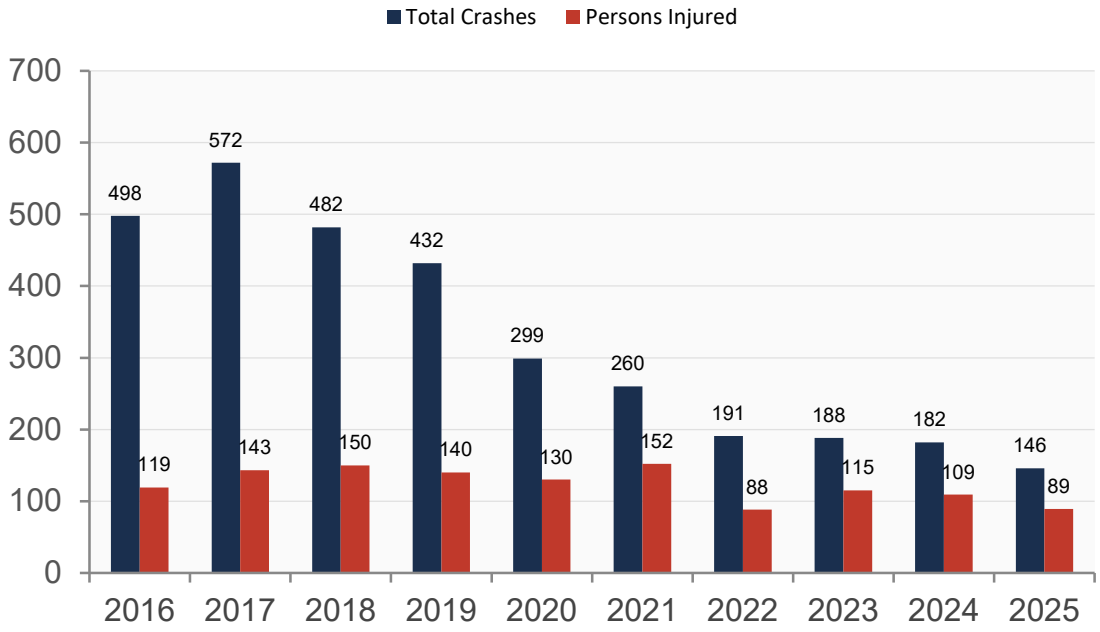


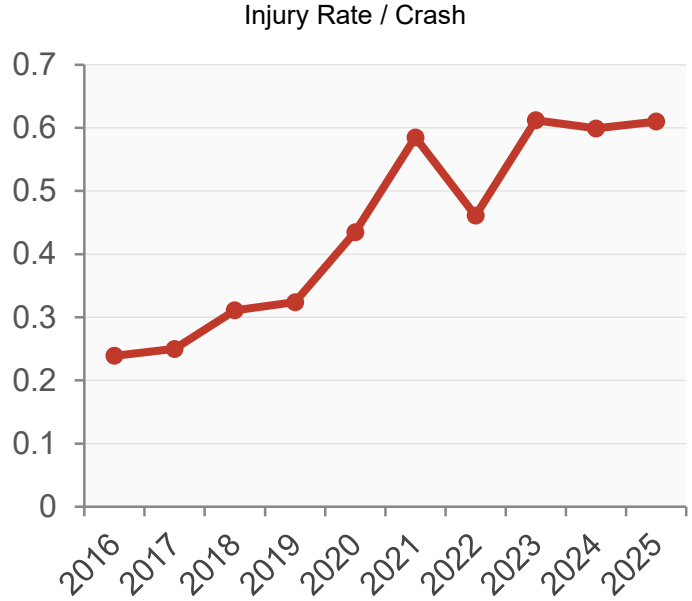


FDR Drive Spotlight

FDR Drive: 10-Year Trend Overview (2016–2025)

Crashes have declined dramatically; injury rate has tripled; the FDR is getting safer by volume but more severe by impact

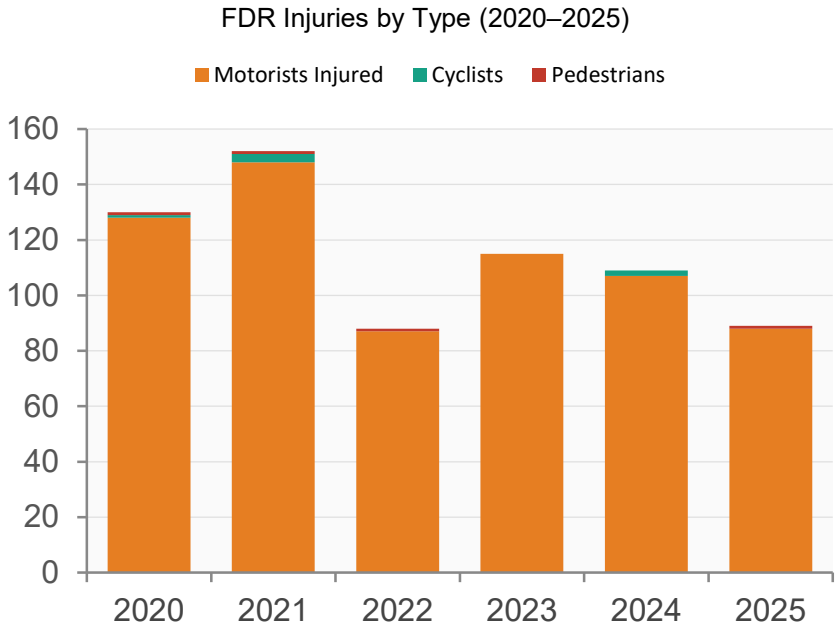


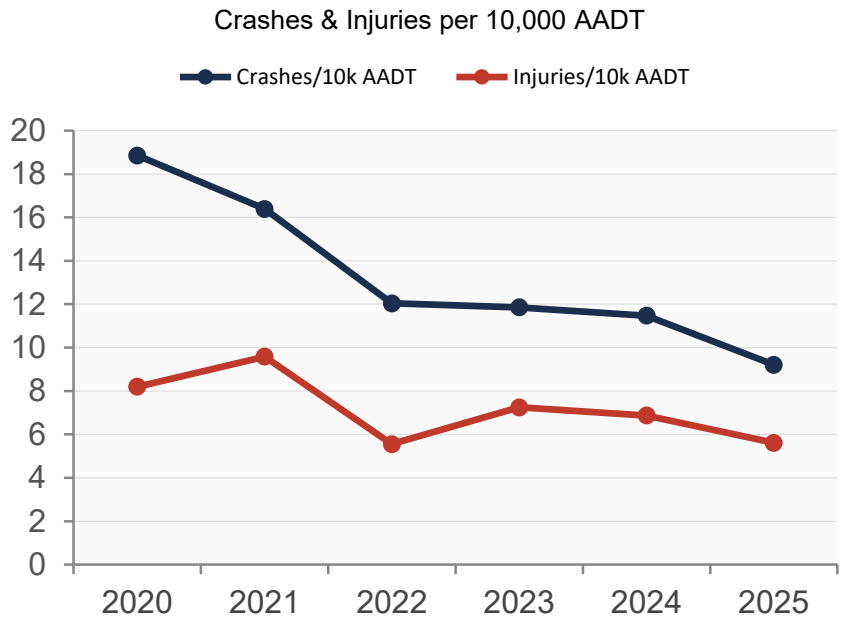


- FDR crash rate per 10k AADT is relatively low (1.5–3.1 range) compared to cross streets
- **When crashes do occur, they are more severe: 2025 injury rate of 0.61 means over 6 of every 10 crashes injures someone.**

FDR Drive: Injury Profile & AADT-Adjusted Rates

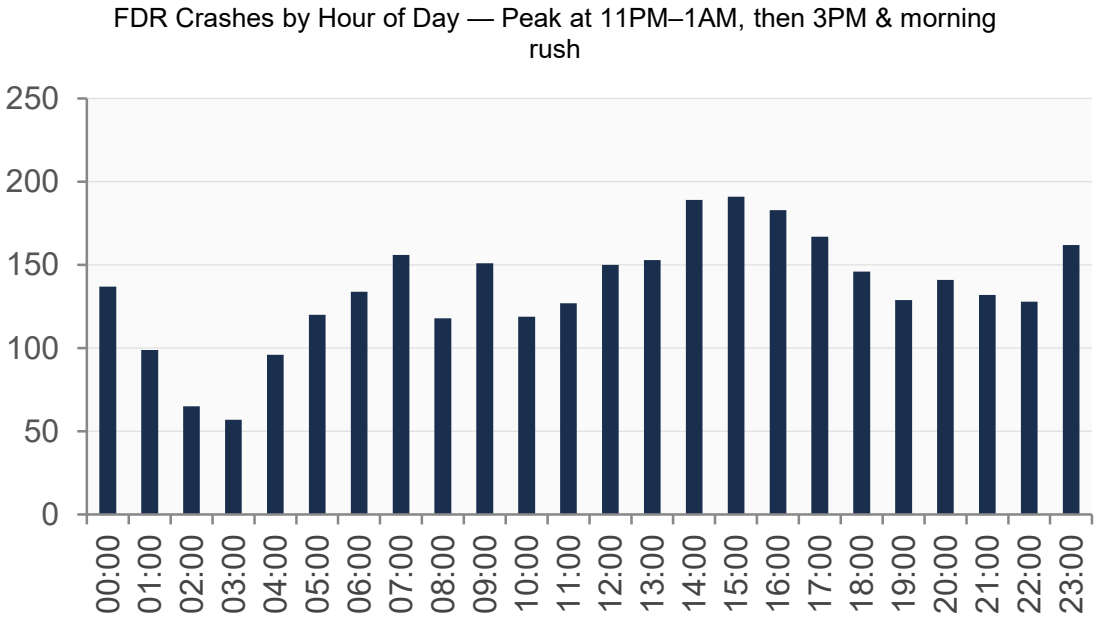
When crashes do occur at FDR speeds, they are far more likely to injure occupants.

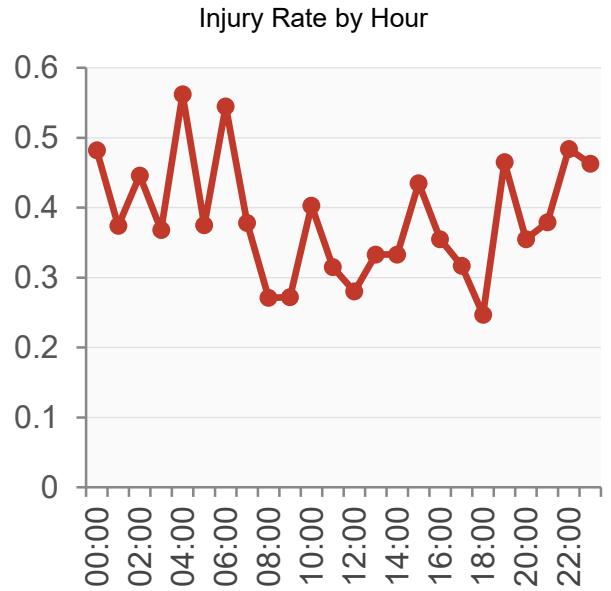




FDR Drive: Time-of-Day & Monthly Crash Patterns

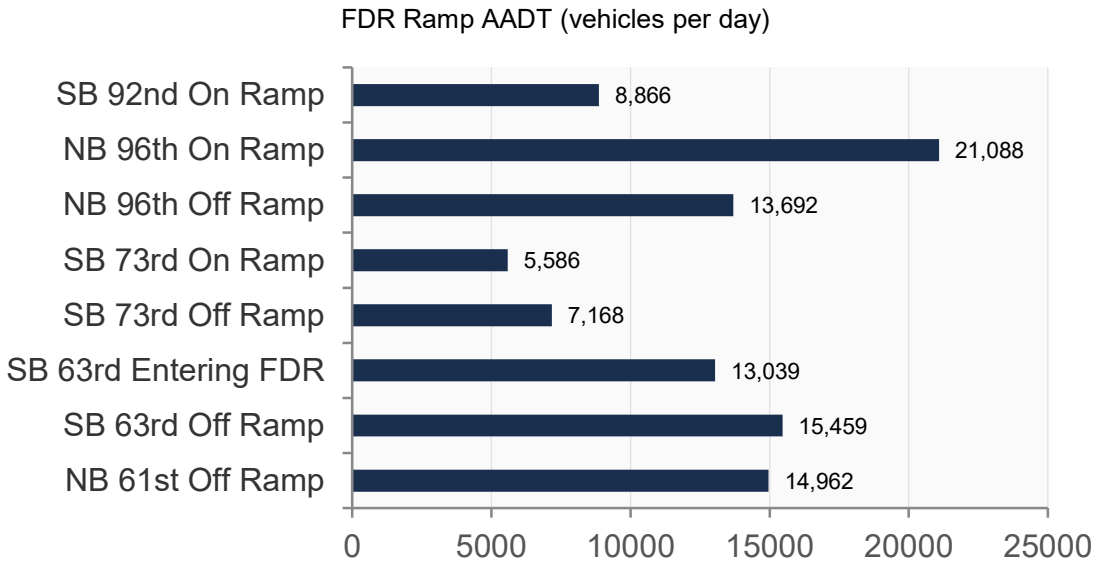
Late-night (11PM hour) has most crashes overall; injury rates highest during overnight period





FDR Drive: Ramp Locations & Intersection Context

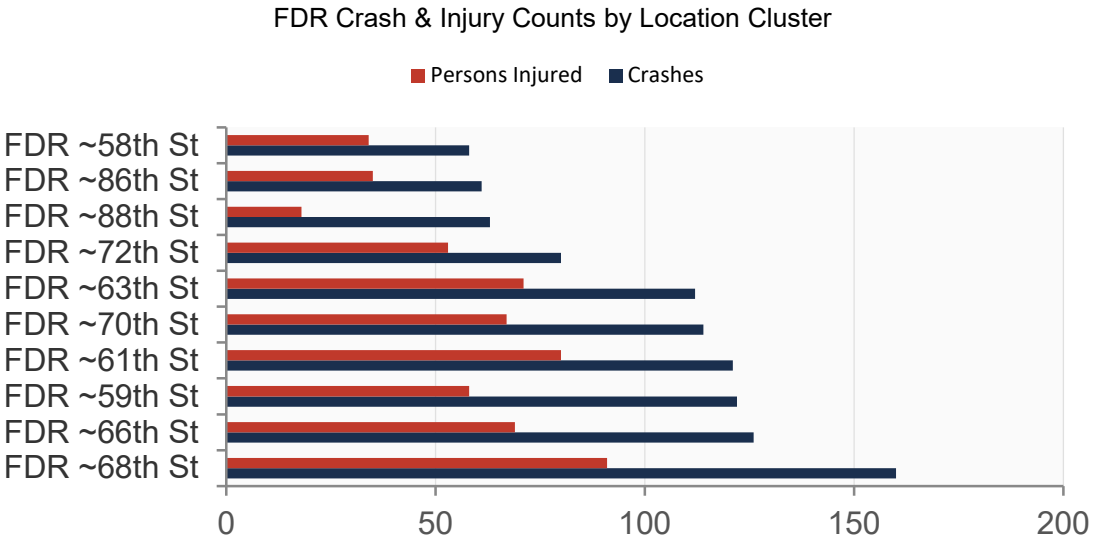
N/B FDR Drive entrance ramp at 96th Street major cause of congestion;

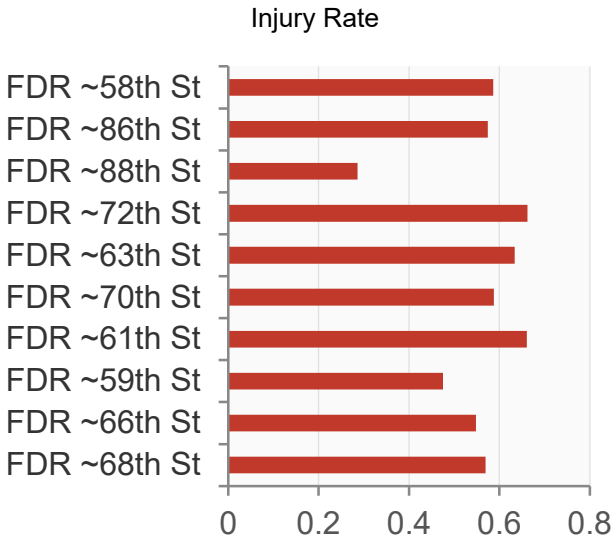


Metric	2020	2025	Change
Total Crashes	299	146	**−51%**
Persons Injured	130	89	**−32%**
Injury Rate	0.44	0.61	**+40%**
Crashes/ 10k AADT	3.14	1.53	**−51%**
Injuries/ 10k AADT	1.37	0.94	**−32%**
Fatalities	0	1	—

FDR Drive: Crash Hotspot Clusters by Location

Hotspots align with on/off ramps and tunnel segments





Each cluster represents a ~40m radius section of the FDR; concentrated in the lower (60s–73rd St.) stretch

- 72nd St. cluster: highest injury rate on FDR (0.66) despite not being the highest-volume. The S/B 73rd St. off-ramp (7,168 AADT) and on-ramp (5,586) create weaving/merging conflict.
- 61st–63rd St. cluster: five overlapping clusters with 100–160 crashes each
- ~86th–88th St. cluster (63 crashes, rate 0.574): second concentration zone, corresponding to the S/B 92nd St. on-ramp backups

Sammy’s Law

Sammy’s Law - Background

Oct 2013 — **Sammy Cohen Eckstein is killed**

Sammy, 12, is struck and killed by a speeding van on Prospect Park West while retrieving a soccer ball.

2014 — **Vision Zero**

The city simultaneously adopts Vision Zero and lowers the default speed limit from 30 mph to 25 mph. It is the last time NYC has authority to set its own speed limits — until Sammy's Law.

2020 — **Legislation first introduced**

Then State Senator Brad Hoylman-Sigal introduces Sammy's Law, which would give NYC the authority to set speed limits below the state-mandated 25 mph floor

Apr 2024 — **Sammy's Law signed into law**

Included in the NYS FY2025 budget, the law grants NYC authority to reduce limits to 20 mph on most streets. Community boards must receive 60-day notice before implementation.

Oct 2024 — **First implementation of Sammy’s Law**

NYC DOT installs 20 mph signs on Prospect Park West — the exact block where Sammy was killed. Lower Manhattan below Canal Street becomes the first Regional Slow Zone. By end of 2025, 250 locations citywide have reduced speed limits.

Mar 2026 — **Sammy’s Law expanded**

Mayor Mamdani announces 15 mph slow zones at all ~2,300 eligible school locations in NYC. Nine community boards have passed resolutions demanding full neighborhood slow zones. Implementation is ongoing.

Sammy's Law - Details

NYS Vehicle & Traffic Law §1180-c

A 20 mph with signage

NYCDOT may reduce the speed limit to 20 mph on any individual street with proper posted signage, without requiring further state legislative action.

B 10 mph on redesigned streets

On “shared streets” and “open streets” that have undergone significant upgrades, speed limits may be further reduced to 10 mph. Not currently applicable to any streets in CB8

C 15 mph near schools

School slow zones now set at 15 mph (reduced from 20 mph in March 2026). All ~2,300 eligible NYC school locations are eligible for potential implementation.

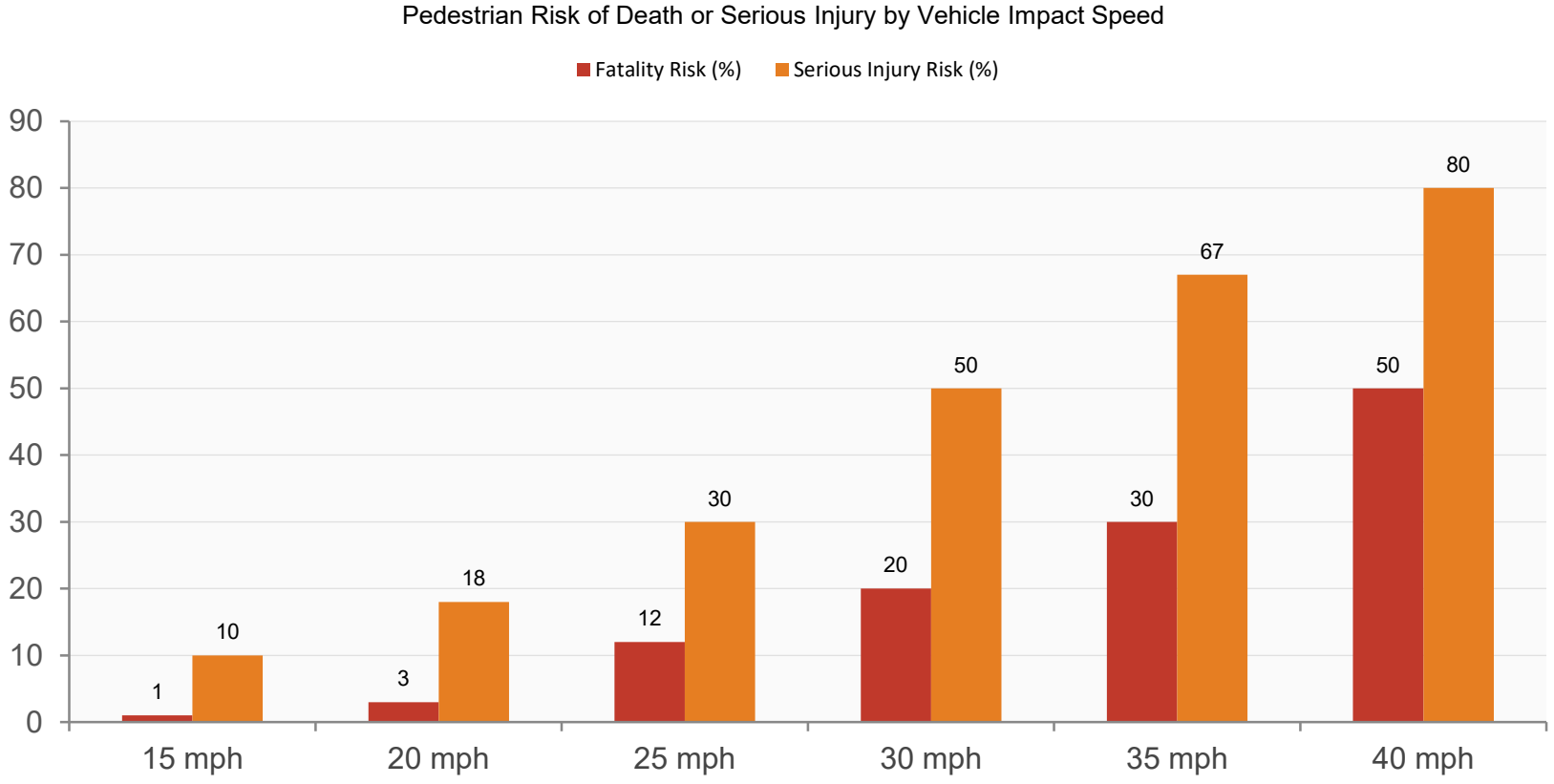
D Regional Slow Zones

An entire geographic area can be designated as a slow zone at 20 mph — not just individual streets. Manhattan CB1 was the first; Community boards may request their full district be designated, as 9 have already done.

Streets with 3+ motor vehicle travel lanes in the SAME direction outside Manhattan stay at 25 mph.
In Manhattan, including all of CB8, this restriction does NOT apply.

Impacts of Reduced Speeds on Pedestrian Safety

Significantly lower risk of death or serious injury at lower speeds



Sources: AAA Foundation for Traffic Safety; IIHS (2024); FHWA Pedestrian Safety Study; NYC DOT Vision Zero data

NYCDOT Proposed School Zone Speed Reductions – CB8

1. **Saint David's School, located at East 89th Street (between Madison and Fifth Avenues)**

2. **Dalton School, located at East 89th Street (between Lexington and Park Avenues)**

3. **The Hewitt School - Lower School, located at East 76th Street (between Fifth and Madison Avenues)**