

Appendix H:
Accident Study, Lochner Engineering, April 2015

Accident Study

Harbor Point Traffic Study

Harbor Point Traffic Study from Lee Street to Route 790

**City of Utica
Oneida County**

June 11, 2015

LOCHNER

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Introduction

The study area along Genesee Street is 1.13 km (0.7 miles) long and is located in the City of Utica, Oneida County, New York. The study period involves traffic accidents occurring between April 1, 2011 and March 11, 2014.

Genesee Street is an undivided North-South commercial drive with five lanes from Lee Street to the Mohawk River Bridge, with two lanes in each direction plus a median/left turn lane, and four lanes from the Mohawk River Bridge to the Thruway. There are turning lanes at select intersections along much of the study area. The study area of Genesee Street connects the New York State Thruway, Interstate 90, with the downtown of Utica. Genesee Street has commercial businesses lining both sides of the road.

Average daily traffic information along the study corridor was obtained from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer website and is compiled in the tables below:

Table 1: Average Daily Traffic Volume

Section	Section Length (miles)	Two-Way Average Daily Traffic (vpd)*
Lee St - Wurz Ave	0.12	27,700
Wurz Ave – I 90 Off Ramp	0.51	30,766

**Existing traffic volumes traffic count performed by Lochner Engineering*

Intersection	Two-Way Average Daily Traffic (vpd)
Lee St – Genesee St	26,661
Wurz Ave – Genesee St	28,304
I 90 Off Ramp – Genesee St	22,444
Wells Ave – Genesee St	22,313
Harbor Lock Rd – Genesee St	21,774

The study corridor consists of five intersections and multiple commercial driveways on either side of the road. The speed limit throughout the study segment is 35 mph. According to the NYSDOT Speed Count Average Weekday Report the 50th% speed is 38.4 mph in the northbound direction and 35.6 mph in the southbound direction, the 85th% speed is 43.7 mph and 42.3 mph, respectively. This indicates that there are a large number of vehicles exceeding the speed limits.

During the study period, there were 256 accidents, of which 46 were intersection accidents at the intersections mentioned above in Table 1, 57 were non-intersection accidents at the sections mentioned in the above Table 1, 30 were classified as unrelated to the roadway, and 123 were outside of the limits of the study area. Overall, the leading accident type was rear-end accidents at 48 percent, followed by overtakes at 11 percent, right angle accidents at 10 percent, left turn accidents at 9 percent, pedestrian accidents at 6 percent, right turn accidents and bicycle accidents at 3 percent and side-swipes at 1 percent and other uncategorized accidents at 9 percent. The following table breaks down the number of accidents per year at each intersection.

Table 2: Accidents by Year

Intersecting Street	Number of Accidents by Year			
	2011	2012	2013	2014*
Lee Street	2	3	3	0
Wurz Ave	10	8	11	1
I 90 Off Ramp	1	2	5	0
Wells Ave	0	0	0	0
Harbor Lock Road	0	0	0	0

Thru Section	Number of Accidents by Year			
	2011	2012	2013	2014*
Wurz Ave to the Mohawk River Bridge	9	9	12	4
Mohawk River Bridge to the I-90 Off Ramp	7	3	12	1

*Accidents only include records from January 1 to March 11, 2014.

The rear-end accidents that occurred on Genesee Street, had the predominant contributing factors being driver inattention, following too closely, and slippery pavement. Side-swipe accidents took place mainly at intersection approaches, with passing/improper lane use as the main contributing factor. Pedestrian accidents were more common among three intersections as a result of driver inattention and pedestrian error. Left turn and right angle accidents were mainly the result of failures to yield the right of way. The majority (85 percent) of all accidents occurred during the daytime hours of 6 AM to 7 PM. Overall, 63 percent of the accidents occurred on dry pavement conditions. None of the accidents during the study period resulted in any fatalities. As noted above the 85th percentile speed on Genesee Street is approximately 43 mph, compared to the posted speed of 35 mph. While not noted in any of the accident reports, speed could be a contributing factor in many of the accidents.

The table on the next page compares the accident and injury rates for each intersection during the study period to statewide averages for similar highway intersections. Generally, the accident rates for the intersections within the study area are higher than the statewide averages.

Table 3: Intersection Accident/Injury Rates
(Accidents per Million Entering Vehicles, MEV)

Intersecting Street	# Legs	Traffic Control	Study Area All Types		Wet Road		Left Turn		Rear End		Over-taking		Right Angle		Right Turn		Side-swipe		Injury Rate		No. of Accidents Resulting in Injury
			Study	Avg	Study	Avg	Study	Avg	Study	Avg	Study	Avg	Study	Avg	Study	Avg	Study	Avg	Study	Avg	
Lee Street	4	Stop Signs	0.027	0.1	0.000	0.02	0.000	0.01	0.014	0.03	0.010	0.01	0.003	0.01	0.000	0.00	0.000	0.00	50%	29.58%	4
Wurz Ave	4	Signal	0.097	0.21	0.045	0.04	0.000	0.02	0.074	0.09	0.003	0.03	0.003	0.03	0.006	0.01	0.003	0.00	10%	30.16%	3
I-90 Off Ramp	3	Stop Signs	0.033	0.1	0.004	0.02	0.008	0.01	0.012	0.03	0.000	0.01	0.008	0.01	0.000	0.00	0.000	0.00	12.5%	29.58%	1
Wells Ave	3	Stop Signs	0.000	0.14	0.000	0.03	0.000	0.01	0.000	0.09	0.000	0.01	0.000	0.03	0.000	0.00	0.000	0.00	0%	30.16%	0
Harbor Lock Rd	4	Stop Signs	0.000	0.1	0.000	0.02	0.000	0.01	0.000	0.03	0.000	0.01	0.000	0.01	0.000	0.00	0.000	0.00	0%	29.58%	0

Table 4: Highway Segment Accident/Injury Rates
(Accidents per Million Vehicle Miles, MV/M)

Thru Section Limits	Study Area All Types	Wet Road	Fixed Object	Injury Rate	Number of Accidents Resulting in Injury
Wurz Ave – Bridge over the Mohawk River	0.360	0.106	0.042	20.6%	7
Bridge over the Mohawk River – I 90 Off Ramp	0.816	0.297	0.074	34.8%	8

Table 5: NYS Average Segment Accident/Injury Rate 1
(Accidents per Million Vehicle Miles, MV/M)

Urban Function Class	Statewide All Types	Wet Road	Fixed Object	Injury Rate
Undivided 4 Lanes	5.08	1.01	0.41	25.17%

Source of Statewide Averages: NYSDOT office of safety and security services highway repository for state wide accident averages 2011 - 2013
https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012_13AvrAccRate.pdf
https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012_13AvrAccCosSev.pdf

The following paragraphs identify and discuss data trends at the major intersections along Genesee Street in the study location in more detail.

Lee Street at North Genesee Street

This is a two-way stop sign controlled intersection with only right turns allowed into and out of Lee Street. Traffic traveling northbound on North Genesee Street can turn left onto Lee Street, while a southbound left turn is prohibited. Northbound Genesee Street is on a down-grade as it approaches Lee Street.

During this study period, there were eight accidents reported at or near the intersection. These included rear end accidents (4), overtake (3), and one accident where a vehicle struck a cyclist. The accident involving a cyclist was caused by the cyclist not traveling in the correct direction and utilizing a crosswalk and sidewalk and not the roadway.

Driver inattention and following too closely were the most common contributing factors cited for the rear-end accidents at this intersection.

Wurz Avenue at North Genesee Street

This is a four-way signalized intersection with Wurz Avenue. This portion of Genesee Street is divided with a median between northbound and southbound traffic. Traffic volumes in either direction along Genesee Street are relatively the same. The southbound approach consists of two through travel lanes and a left turn lane. Northbound traffic on Genesee Street consists of a left-turn lane, two through travel lanes, and a right-turn lane onto Wurz Avenue. Eastbound traffic volumes on Wurz Avenue are minimal compared to the volumes on the westbound Wurz Avenue approach.

The majority of accidents that occurred at this intersection were rear-ending accidents (23). This represents 76 percent of the accidents at this intersection. This was caused by drivers following too close and inattentive drivers. Twelve of the rear-end accidents occurred on the northbound approach to the intersection. Other accidents at this intersection include overtake (1), right angle collisions (2) right turn (1), side-swipe (1), pedestrian (1), and other (1, a large rock was in the road). Minimizing "stop-and-go traffic" conditions at the light would improve traffic flow and could reduce the number of rear-end accidents at this intersection. There were also a substantial amount of accidents that occurred with wet pavement conditions (47 percent), this may be indicative of drainage issues at this intersection.

Wells Avenue at North Genesee Street

This is a three-legged intersection controlled by a stop sign on Wells Avenue. Wells Avenue is a low volume road to the west of Genesee Street. There were no accidents associated with this intersection at Genesee Street. There were several accidents around the area caused by other factors such as vehicles turning into driveways along Genesee Street or rear ends due to traffic associated with driveways, but none influenced by the intersection of Wells Avenue at North Genesee Street.

Harbor Lock Road at North Genesee Street

Harbor Lock Road creates a four-legged intersection at North Genesee Street controlled by stop signs on Harbor Lock Road. Harbor Lock Road loops under North Genesee Street and does not outlet to any other road making it a very low volume road. There were no accidents reported at this intersection or an accident adjacent to the intersection which may have been caused by this intersection.

North Genesee Street from Wurz Avenue to the Bridge over the Mohawk River

This segment is on Genesee Street from Wurz Avenue to the bridge over the Mohawk River. The length of this segment is 0.28 miles. This segment of Genesee Street is lined on either side with commercial properties consisting of restaurants, gas stations, hotels, etc. Due to the nature of the businesses on either side of the road, there is a lot of traffic entering and exiting Genesee Street throughout this segment.

The majority of accidents along this thru section were rear-end accidents (10), followed by overtake (6), right angle collisions (6), fixed object (4), left turn (2) right turn (2), pedestrian (1), bicycle (1), and other (2). The accidents classified as other include debris that fell off of a vehicle causing the vehicle behind to swerve and the other case where a motorcyclist lost control and fell off of the bike.

Due to the commercial land use and the numerous driveways on either side of the road, vehicles often slow down behind vehicles entering a driveway or behind a vehicle which just entered Genesee Street from a driveway, thereby possibly resulting in many of the rear-end accidents. Vehicles attempting to bypass a vehicle slowing to a turn into a driveway may also be leading to the large number of side-swipe accidents. There were also a substantial amount of accidents that occurred with wet pavement conditions (30 percent), this may be indicative of drainage issues along this segment.

North Genesee Street from the Bridge over the Mohawk River thru the I-790/I-90 Off-ramp

This segment includes Genesee Street from the bridge over the Mohawk River to the I-790/I-90 off-ramp. The length of this segment is 0.08 miles. This segment of Genesee Street includes several hotels and commercial businesses on both sides of the road. Because of the commercial land use adjacent to Genesee Street in this section, there are a lot of vehicles making turns in and out of driveways. The lack of gaps in the opposing stream of Genesee Street traffic can delay motorist who are turning left across the opposing traffic. The lack of a separate left turn lane leads to rear ends and overtaking collisions involving the turning vehicles and overtaking vehicles.

Along this section of Genesee Street there were a total of 22 accidents. The majority of accidents were rear ends (10), followed by left turn (5), pedestrian (3), fixed object (2), right angle (1), and bicycle (1). The fixed object collisions included a vehicle trying to avoid collision and losing control and hitting a fixed object. The other was due to wet conditions where the vehicle ran into a snowbank. The pedestrian accidents are caused by driver and pedestrians not paying attention and pedestrians walking out in the road getting struck. One of the pedestrian

accidents involved the pedestrian being intoxicated. The majority of the accidents were associated with vehicles entering and exiting North Genesee Street.

I-90 Off-ramp at North Genesee Street

This is a three-legged intersection with the off-ramp of I-90 (Thruway) and Route I-790 sharing the same approach to Genesee Street. The ramp approach is stop sign controlled and includes separate right and left turn lanes.

The majority of accidents at this intersection are rear end accidents (3) caused by inattentive drivers looking at approaching Genesee Street traffic and rear-ending the vehicle in front of them that had not entered onto Genesee Street. Two of the right angle accidents involved vehicles making a left turn from the off-ramp onto northbound North Genesee Street. There are also two right-angle accidents involving vehicles turning right from the I-90 off-ramp onto southbound North Genesee Street. Intersection sight distance may have been a contributing factor to these accidents as turning vehicles had difficulty seeing the approach southbound vehicles. Guiderail and bridge rail associated with the structure carrying Genesee Street over Reall Creek impacts the sight distance to the left.

Improving intersection sight distance for vehicles entering Genesee Street could improve the conditions at this intersection.

Summary

After reviewing the accident reports for Genesee Street and the intersecting streets within the study area, a few trends became apparent. There is a trend of pedestrian accidents occurring where driveway and sidewalk crossings intersect. Accidents involving pedestrians were usually caused by drivers not seeing a pedestrian or not paying attention as a pedestrian walks out into the road and is struck. Pedestrian intoxication was also a factor in several of the pedestrian accidents. All cycling accidents occurred where the cyclist was not cycling in the direction of traffic. There is a trend of rear-end accidents which occurred during periods of heavy traffic at both intersection and driveway locations. Minimizing “stop-and-go” conditions by improving traffic flow and implementing access management strategies to reduce the number of driveways could reduce the number of rear end accidents.

While not noted in the accident reports, speed may be a contributing factor to many of the accidents as the 85th percentile speed is approximately 8 mph above the posted speed limit of 35 mph. Speed reductions through enforcement or the introduction of traffic calming measures may reduce the potential for accidents. The statewide injury average for a four lane undivided urban area is about 25 percent. Comparing that to the Genesee Street injury rates reveals that the majority of the study area is below the average. Higher rates compared to the statewide average were observed from the Mohawk River Bridge to the I-790/I-90 ramp, and the Lee Street intersection. A contributing factor to a higher injury rate along the section south of the I-790/I-90 ramp is partially due to the three pedestrian accidents which all involved injuries as well as a bicyclist accident. At the Lee Street intersection there were a total of only eight accidents but four involved injuries. Injuries occurred with a bicyclist traveling on the sidewalk across an intersection traveling the wrong direction, as well as with a motorcycle accident. The two other accidents where injuries took place were in rear end collisions.

Appendix A

**Accident History Reports
Accident Summary Sheets**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM 4/1/2011 TO: 3/11/2014			ROUTE NUMBER/STREET NAME: Genesee Street LOCATION: Lee Street MUNICIPALITY: Utica COUNTY: Oneida REFERENCE MARKERS / NODES:		PROJ. No. 10083 PIN: BY: JDM DATE: 2/23/2015												
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION	
4	11/9/2011	11	16:00	3	2	1	2	1	1	5	5	1	7	9	4	Rend	V1 rear-ended V2, which caused V2 to rear-end V3, all in slowing traffic.
5	9/26/2013	9	7:10	2	3	1	1	1	1	5	5	14	1	13	Ovtk	V1 did not see V2, tried to make lane change and collided.	
6	5/11/2011	5	20:10	2	2	3	2	1	1	5	5	2	1	13	Ovtk	Car in farthest left lane turned right, causing collision with motorcycle.	
9	5/24/2012	5	14:10	2	2	1	5	1	2	4	8	1	1	7	Blke	V1 failed to yield ROW to V2 (bike), and V2 was not traveling properly.	
10	6/10/2012	6	17:15	2	3	1	2	1	1	5	5	12	1	20	Rend	V2 saw V1 was about to hit him, so he sped up but was clipped on left back bur	
11	6/16/2012	6	20:27	2	2	3	2	1	1	3	5	3	1	7	Rend	V1 pulled out in front of V2 to make a left turn and was rear ended	
13	5/26/2013	5	14:08	2	3	1	3	1	2	1	1	12	1	20	Ovtk	V1 hit V2 when he moved from his lane to the left lane hitting V2	
15	8/28/2013	8	11:37	2	3	1		1	1	1	1	8	1	9	Rend	V1 was stopped and rear ended by V2	

ROUTE: Genesee Street

LOCATION: Lee Street

MUNICIPALITY: Utica

COUNTY: Oneida

PERIOD COVERED: 4/2011 to 3/2014

REFERENCE MARKERS: _____

REMARKS: _____

DATE: 2/23/2015

<u>Time of Year</u>	<u># Accidents</u>
Winter (Dec-Feb)	<u>0</u>
Spring (Mar-May)	<u>3</u>
Summer (Jun-Aug)	<u>3</u>
Fall (Sep-Nov)	<u>2</u>
Total	<u>8</u>

<u>Time of Day</u>	<u># Accidents</u>
6 AM - 10 AM	<u>1</u>
10 AM - 4 PM	<u>3</u>
4 PM - 7 PM	<u>2</u>
7 PM - 12 AM	<u>2</u>
12 AM - 6 AM	<u>0</u>
Unspecified	<u>0</u>
Total	<u>8</u>

<u>Accident Severity</u>	<u># Accidents</u>
Fatal (1)	<u>0</u>
Injury (2)	<u>4</u>
Property Damage (3)	<u>4</u>
Non-Reportable (0)	<u>0</u>
Total	<u>8</u>

<u>Light Condition</u>	<u># Accidents</u>
Daylight (1)	<u>6</u>
Dawn (2)	<u>0</u>
Dusk (3)	<u>2</u>
Dark-Road Lighted (4)	<u>0</u>
Dark-Road Unlighted (5)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Pavement</u>	<u># Accidents</u>
Dry (1)	<u>8</u>
Wet (2)	<u>0</u>
Mud (3)	<u>0</u>
Snow/Ice (4)	<u>0</u>
Slush (5)	<u>0</u>
Flooded (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Weather</u>	<u># Accidents</u>
Clear (1)	<u>6</u>
Cloudy (2)	<u>2</u>
Rain (3)	<u>0</u>
Snow (4)	<u>0</u>
Sleet/Hail (5)	<u>0</u>
Fog/Smog/Smoke (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Direction</u>	<u># Vehicles</u>	<u>Direction</u>	<u># Vehicles</u>
North (1)	<u>4</u>	Northeast (2)	<u>0</u>
East (3)	<u>1</u>	Southeast (4)	<u>1</u>
South (5)	<u>9</u>	Southwest (6)	<u>0</u>
West (7)	<u>0</u>	Northwest (8)	<u>1</u>
Total	<u>16</u>	Unspecified (0)	<u>0</u>

<u>Accident Type</u>	<u># Accidents</u>		
Rear End	<u>4</u>	Skidding	<u>0</u>
Overtake	<u>3</u>	Pedestrian	<u>0</u>
Right Angle	<u>0</u>	Bicycle	<u>1</u>
Left Turn	<u>0</u>	Parked Vehicle	<u>0</u>
Right Turn	<u>0</u>	Backing	<u>0</u>
Fixed Object	<u>0</u>	Run Off The Road	<u>0</u>
Head On	<u>0</u>	Animal	<u>0</u>
Sideswipe	<u>0</u>	Other	<u>0</u>
Overturn	<u>0</u>	Unspecified	<u>0</u>
Total	<u>8</u>		

<u>Vehicle Action</u>	<u># Accidents</u>
Going Straight Ahead (1)	9
Making Right Turn (2)	1
Making Left Turn (3)	1
Making U Turn (4)	0
Starting from Parking (5)	0
Starting in Traffic (6)	0
Slowing or Stopping (7)	1
Stopped in Traffic (8)	1
Entering Parked Position (9)	0
Total	16

<u>Vehicle Action</u>	<u># Accidents</u>
Parked (10)	0
Avoiding Object in Roadway (11)	0
Changing Lanes (12)	2
Passing (13)	0
Merging (14)	1
Backing (15)	0
Making Right Turn on Red (16)	0
Making Left Turn on Red (17)	0
Police Pursuit (18)	0
Other (20)	0

Apparent Contributing Factors

<u>Human</u>	<u># Accidents</u>
Alcohol Involved (2)	0
Backing Unsafely (3)	0
Driver Inattention (4)	5
Driver Inexperience (5)	0
Drugs (illegal) (6)	0
Failure to Yield Right of Way (7)	2
Fell Asleep (8)	0
Following Too Closely (9)	2
Illness (10)	0
Lost Consciousness (11)	0
Passenger Distraction (12)	0
Passing/Lane Usage Improper (13)	2
Pedestrian's/Bicyclist's Error (14)	0
Physical Disability (15)	0
Prescription Medication (16)	0
Traffic Control Disregarded (17)	0
Turning Improperly (18)	1

<u>Human</u>	<u># Accidents</u>
Unsafe Speed (19)	0
Unsafe Lane Changing (20)	2
Fatigued/Drowsy (21)	0
Cell Phone (handheld) (22)	0
Cell Phone (hands-free) (23)	0
Other Electronic Device (24)	0
Outside Car Distraction (25)	0
Reaction to Uninvolved Vehicle (26)	0
Failure to Keep Right (27)	0
Aggressive Driving/Road Rage (28)	0
Passing Too Closely (29)	0
Vehicle Vandalism (30)	0
Texting (31)	0
Using On Board Navigation Device (32)	0
Eating or Drinking (33)	0
Listening/Using Headphones (34)	0

<u>Vehicle</u>	<u># Accidents</u>
Acceleration Defective (41)	0
Brakes Defective (42)	0
Headsignals Defective (43)	0
Other Signals Defective (44)	0
Oversized Vehicle (45)	0
Steering Failure (46)	0
Tire Failure/Inadequate (47)	0
Tow Hitch Defective (48)	0
Windshield Inadequate (49)	0
Driverless/Runaway Vehicle (50)	0
Tinted Windows (51)	0
Other Vehicular (60)	0

<u>Environment</u>	<u># Accidents</u>
Animal's Action (61)	0
Glare (62)	0
Lane Marking Improper/Inadequate (63)	0
Obstruction/Debris Defective/Improper (64)	0
Pavement Defective (65)	0
Pavement Slippery (66)	0
Shoulders Improper/Non-Working (67)	0
Traffic Control Device (68)	0
View Obstructed/Limited (69)	0

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM 4/1/2011 TO: 3/11/2014				ROUTE NUMBER/STREET NAME: Genesee Street LOCATION: Wurz Intersection MUNICIPALITY: Utica COUNTY: Oneida REFERENCE MARKERS / NOTES:										PROJ. No. 10083 FILE: BY: JDM DATE: 2/23/2015					
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION			
19	5/9/2011	5	12:00	2	3	1	1	1	1	1	7	1	8	4	9	Rend	V1 stopped at a red light was rear ended by V2		
20	5/16/2011	5	16:05	2	3	1	3	2	3	1	1	1	8	4	9	Rend	V1 rear-ended V2 due to negligence		
22	6/7/2011	6	13:30	1	3	1	1	1	1	1		1		64		Other	V1 struck a large rock in the road		
25	7/20/2011	7	16:35	2	3	1	1	1	1	1	1	1	7	9		Rend	V2 slowed down due to traffic and V1 rear ended V2		
27	8/15/2011	8	17:08	2	2	4	1	2	3	7	7	1	8	9	4	Rend	V2 rear ended V1 at a stop light		
29	10/14/2011	10	22:35	2	3	4	2	2	3	1	1	1	8	4	9	Rend	V1 Rear ended V2 at a stop light		
30	10/19/2011	10	18:40	2	3	3	1	1	1	3	1	3	1	5	7	4	Rang	V1 was making a left at the light and V2 struck him	
32	10/27/2011	10	16:38	2	2	1	1	2	3	1	1	1	8	9	4	Rend	V1 Rear ended V2 at a stop light		
33	12/16/2011	12	17:15	2	3	4	2	2	3	1	1	7	5	9		Rend	V1 Rear ended V2 at a stop light		
34	12/22/2011	12	19:15	2	3	4	2	2	3	1	1	7	7	9		Rend	V1 Rear ended V2 at a stop light		
36	2/9/2012	2	14:00	2	3	1	1	1	1	5	5	1	6	9	4	Rend	V2 rear ended V1 at a stop light		
37	3/15/2012	3	12:15	2	3	1	1	1	2	5	5	1	8	9	4	Rend	V2 rear ended V1 at a stop light		
41	4/11/2012	4	6:53	2	2	1	1	2	2	1	1	1	8	9	19	Rend	V2 rear ended V1 at a stop light		
43	4/22/2012	4	18:00	2	3	1	1	2	3	1	1	7	7	47	9	Rend	V1 Rear ended V2 at a stop light		
45	6/10/2012	6	19:45	2	3	3	1	1	1	5	5	12	7	9	20	Rend	V1 Rear ended V2 at a stop light		
48	7/17/2012	7	10:05	2	1	1	1	1	1	1	1	14	1	20	4	Side	V2 sideswiped V1 while try trying to pass		
50	10/16/2012	10	14:35	2	3	1	1	1	2	7	7	2	2	20	4	13	4	Rtrm	V1 hit V2 while trying to make a Right turn
52	12/10/2012	12	8:45	2	3	1	1	2	2	7	7	1	8	9	4	Rend	V1 rear ended V2 when V2 stopped in traffic		

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM <u>4/1/2011</u> TO: <u>3/1/2014</u>			ROUTE NUMBER/STREET NAME: <u>Genesee Street</u>		PROJ. No. <u>10083</u>													
			LOCATION: <u>Wurz Intersection</u>		FILE:													
			MUNICIPALITY: <u>Utica</u>	COUNTY: <u>Oneida</u>	BY: <u>JDM</u>													
			REFERENCE MARKERS / NOTES:		DATE: <u>2/23/2015</u>													
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION		
56	2/7/2013	2	14:43	2	3	1	1	1	1	2	5	5	1	7	9	4	Rend	V2 Stopped at the light and was rear ended by V1
58	4/11/2013	4	10:31	2	3	1	1	2	2	1	1	12	7	9	20	Ovbk	V1 was changing lanes and struck V2	
59	5/3/2013	5	8:15	2	3	1	1	1	1	7	7	1	6	9	4	Rend	V1 was stopped at the light and rear ended by V2	
60	5/16/2013	5	12:45	2	3	1	1	1	1	1	1	1	1	9	4	Rend	V2 was stopped at the light and rear ended by V1	
61	7/10/2013	7	17:36	2	3	1	1	1	1	1	1	6	8	80		Rend	V1 was stopped at the light and rear ended by V2	
63	8/17/2013	8	11:39	2	3	1	1	1	1	1	1	1	7	9	4	Rend	V2 was stopped at the light and rear ended by V1	
64	9/12/2013	9	18:06	2	3	1	1	2	3	1	1	1	8	4	9	Rend	V1 was stopped at the light and rear ended by V2	
65	10/15/2013	10	10:10	2	3	1	1	1	2	7	7	7	7	4		Rend	V2 Stopped in traffic and was rear ended by V1	
67	11/18/2013	11	20:24	2	3	4	1	2	3	3		3		69		Ped	V1 made a left turn at the light and struck a pedestrian	
69	12/12/2013	12	18:03	2	3	4	1	2	2	1	1	8	7	26		Rend	V1 Rear ended V2 when V2 stopped for an emergency Vehicle	
70	12/27/2013	12	17:04	2	3	4	1	2	2	5	5	1	3	17		Rang	V1 ran a red light and struck V2 turning at the light	
72	3/6/2014	3	10:00	2	3	1	1	1	1	7	7	1	8	9	4	Rend	V1 was stopped at a light and rear ended by V2	

ROUTE: Genesee StreetLOCATION: Wurz IntersectionMUNICIPALITY: UticaCOUNTY: OneidaPERIOD COVERED: 4/2011 to 3/2014

REFERENCE MARKERS: _____

REMARKS: _____

DATE: 2/23/2015**Time of Year** **# Accidents**

Winter (Dec-Feb)	<u>7</u>
Spring (Mar-May)	<u>9</u>
Summer (Jun-Aug)	<u>7</u>
Fall (Sep-Nov)	<u>7</u>
Total	<u>30</u>

Time of Day **# Accidents**

6 AM - 10 AM	<u>3</u>
10 AM - 4 PM	<u>12</u>
4 PM - 7 PM	<u>11</u>
7 PM - 12 AM	<u>4</u>
12 AM - 6 AM	<u>0</u>
Unspecified	<u>0</u>
Total	<u>30</u>

Accident Severity **# Accidents**

Fatal (1)	<u>1</u>
Injury (2)	<u>3</u>
Property Damage (3)	<u>26</u>
Non-Reportable (0)	<u>0</u>
Total	<u>30</u>

Light Condition **# Accidents**

Daylight (1)	<u>21</u>
Dawn (2)	<u>0</u>
Dusk (3)	<u>2</u>
Dark-Road Lighted (4)	<u>7</u>
Dark-Road Unlighted (5)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>30</u>

Pavement **# Accidents**

Dry (1)	<u>16</u>
Wet (2)	<u>14</u>
Mud (3)	<u>0</u>
Snow/Ice (4)	<u>0</u>
Slush (5)	<u>0</u>
Flooded (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>30</u>

Weather **# Accidents**

Clear (1)	<u>12</u>
Cloudy (2)	<u>9</u>
Rain (3)	<u>9</u>
Snow (4)	<u>0</u>
Sleet/Hail (5)	<u>0</u>
Fog/Smog/Smoke (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>30</u>

Direction **# Vehicles** **Direction** **# Vehicles**

North (1)	<u>32</u>	Northeast (2)	<u>0</u>
East (3)	<u>2</u>	Southeast (4)	<u>0</u>
South (5)	<u>10</u>	Southwest (6)	<u>0</u>
West (7)	<u>14</u>	Northwest (8)	<u>0</u>
Total	<u>58</u>	Unspecified (0)	<u>0</u>

Accident Type **# Accidents**

Rear End	<u>23</u>	Skidding	<u>0</u>
Overtake	<u>1</u>	Pedestrian	<u>1</u>
Right Angle	<u>2</u>	Bicycle	<u>0</u>
Left Turn	<u>0</u>	Parked Vehicle	<u>0</u>
Right Turn	<u>1</u>	Backing	<u>0</u>
Fixed Object	<u>0</u>	Run Off The Road	<u>0</u>
Head On	<u>0</u>	Animal	<u>0</u>
Sideswipe	<u>1</u>	Other	<u>0</u>
Overtake	<u>0</u>	Unspecified	<u>0</u>
Total	<u>29</u>		

<u>Vehicle Action</u>	<u># Accidents</u>
Going Straight Ahead (1)	21
Making Right Turn (2)	2
Making Left Turn (3)	3
Making U Turn (4)	0
Starting from Parking (5)	1
Starting in Traffic (6)	3
Slowing or Stopping (7)	13
Stopped in Traffic (8)	12
Entering Parked Position (9)	0
Total	58

<u>Vehicle Action</u>	<u># Accidents</u>
Parked (10)	0
Avoiding Object in Roadway (11)	0
Changing Lanes (12)	2
Passing (13)	0
Merging (14)	1
Backing (15)	0
Making Right Turn on Red (16)	0
Making Left Turn on Red (17)	0
Police Pursuit (18)	0
Other (20)	0

Apparent Contributing Factors

<u>Human</u>	<u># Accidents</u>
Alcohol Involved (2)	0
Backing Unsafely (3)	0
Driver Inattention (4)	19
Driver Inexperience (5)	1
Drugs (illegal) (6)	0
Failure to Yield Right of Way (7)	1
Fell Asleep (8)	0
Following Too Closely (9)	21
Illness (10)	0
Lost Consciousness (11)	0
Passenger Distraction (12)	0
Passing/Lane Usage Improper (13)	1
Pedestrian's/Bicyclist's Error (14)	0
Physical Disability (15)	0
Prescription Medication (16)	0
Traffic Control Disregarded (17)	1
Turning Improperly (18)	0

<u>Human</u>	<u># Accidents</u>
Unsafe Speed (19)	1
Unsafe Lane Changing (20)	4
Fatigued/Drowsy (21)	0
Cell Phone (handheld) (22)	0
Cell Phone (hands-free) (23)	0
Other Electronic Device (24)	0
Outside Car Distraction (25)	0
Reaction to Uninvolved Vehicle (26)	1
Failure to Keep Right (27)	0
Aggressive Driving/Road Rage (28)	0
Passing Too Closely (29)	0
Vehicle Vandalism (30)	0
Texting (31)	0
Using On Board Navigation Device (32)	0
Eating or Drinking (33)	0
Listening/Using Headphones (34)	0

<u>Vehicle</u>	<u># Accidents</u>
Acceleration Defective (41)	0
Brakes Defective (42)	0
Headsignals Defective (43)	0
Other Signals Defective (44)	0
Oversized Vehicle (45)	0
Steering Failure (46)	0
Tire Failure/Inadequate (47)	1
Tow Hitch Defective (48)	0
Windshield Inadequate (49)	0
Driverless/Runaway Vehicle (50)	0
Tinted Windows (51)	0
Other Vehicular (60)	1

<u>Environment</u>	<u># Accidents</u>
Animal's Action (61)	0
Glare (62)	0
Lane Marking Improper/Inadequate (63)	0
Obstruction/Debris Defective/Improper (64)	1
Pavement Defective (65)	0
Pavement Slippery (66)	0
Shoulders Improper/Non-Working (67)	0
Traffic Control Device (68)	0
View Obstructed/Limited (69)	1

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM <u>4/1/2011</u> TO: <u>3/11/2014</u>			ROUTE NUMBER/STREET NAME: <u>Genesee Street</u>		PROJ. No. <u>10083</u>												
			LOCATION: <u>Wurz Ave Thru the Bridge Over the Mohawk River</u>		FILE:												
			MUNICIPALITY: <u>Ulica</u>	COUNTY: <u>Oneida</u>	BY: <u>JDM</u>												
			REFERENCE MARKERS / NOTES:		DATE: <u>2/23/2015</u>												
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION	
8	7/28/2011	7	12:17	2	3	1	1	1	1	1	1	1	2	1	7	Ovtk	V1 hit V2 while trying to make RT followed by LT.
18	5/7/2011	5	15:05	2	3	1	1	1	1	5	5	1	1	60		Othr	Debris (molding) flew out of V1 and damaged V2
23	6/7/2011	6	22:35	2	3	4	1	1	2	1	6	8	3	4		Rang	V1 stopped and V2 was making a turn and V2 struck V1
35	1/2/2012	1	10:20	2	3	1	1	1	1	1	1	14	1	20		Ovtk	V1 merged into middle land and into V2
40	3/19/2012	3	13:00	2	3	1	1	1	1	4	7	3	7	7		Ltrn	V2 pulled out of parking lot into V1
42	4/19/2012	4	17:15	2	2	1	1	1	1	3	5	3	1	7	4	Rang	V2 hit V1 turning out of McDonalds
47	6/26/2012	6	13:10	2	3	1	1	1	1	5	5	1	8	25		Rend	V1 Rear ended V2 at a stop light
51	10/20/2012	10	12:20	2	3	1	1	1	2	1	1	1	7	9	4	Rend	V2 hit V1 while V1 slowed to make a turn
62	7/12/2013	7	15:25	2	2	1	1	1	2	5	5	1	7	9	12	Rend	V2 Stopped in traffic and was rear ended by V1
71	2/12/2014	2	16:40	2	3	1	1	1	1	5	5	12	1	13		Ovtk	V1 changed lanes and struck V2
73	11/23/2011	11	11:50	1	3	1	1	2	3	1		2		19	42	Fixo	V1 brakes didn't work and crashed into the curb
74	12/9/2011	12	20:40	1	3	4	1	1	1	5		1		26		Fixo	V1 was cut off by V2 and V1 swerved and hit the median
75	12/23/2011	12	20:17	2	2	4	1	2	2	5	3	1	20	4	7	Bike	V1 Struck a cyclist while leaving a parking lot
76	10/6/2012	10	12:55	2	3	1	1	2	3	23	1	3	1	7	4	Rtrn	V1 was traveling straight and was struck by V2 turning onto the road
77	10/24/2012	10	19:19	2	3	4	1	1	1	5	5	3	1	7	4	Rtrn	V2 was traveling straight and was struck by V1 turning onto the road
78	4/2/2013	4	7:25	2	3	2	1	4	4	8	1	12	1	20	4	Ltrn	V1 went to make a left turn and cut off V2 and was struck by V2
80	8/12/2013	8	8:30	1	2	1	1	1	1	5		1		26		Othr	V1 was cut off and on a motorcycle and swerved and fell
81	8/13/2013	8	0:45	2	3	4	1	1	1	5	5	1	12		13	Ovtk	V2 change lanes without looking and collided with V1

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM <u>4/1/2011</u> TO: <u>3/11/2014</u>			ROUTE NUMBER/STREET NAME: <u>Genesee Street</u>		PROJ. No. <u>10083</u>											
			LOCATION: <u>Wurz Ave Thru the Bridge Over the Mohawk River</u>		FILE:											
			MUNICIPALITY: <u>Utica</u> COUNTY: <u>Oneida</u>		BY: <u>JDM</u>											
			REFERENCE MARKERS / NOTES:		DATE: <u>2/23/2015</u>											
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION
82	9/27/2013	9	16:45	2	3	1	1	1	1	1	1	1	7	9	Rend	V1 rear ended V2 in traffic
83	10/26/2013	10	18:35	2	3	4	1	2	3	1	1	1	3	4	Rend	V1 Rear ended V2 when they slowed down to make a turn
85	3/6/2014	3	15:20	2	3	1	1	1	1	7	5	1	1	7	Rang	V1 was turning out of parking lot and struck by V2
87	6/2/2011	6	9:55	1	3	1	1	1	1	1	1	1	1	26	Fixo	V2 turned into V1 lane and V1 swerved and hit the curb
88	9/9/2011	9	17:30	2	2	1	1	1	1	5	1	1	1	4	Ped	V1 struck a pedestrian crossing the road in the median
90	6/15/2012	6	16:15	2	3	1	1	1	1	1	1	12	1	20	Ovtk	V1 changed lane and struck v2
91	10/13/2012	10	9:25	2	3	1	1	1	1	5	5	1	7	9	Rend	V1 slowed down in traffic and was rear ended by V2
92	3/9/2013	3	8:00	1	3	1	4	4	5	2	1	7	13	Fixo	V1 slid on ice and hit a snowbank	
93	3/28/2013	3	16:59	2	3	1	2	1	2	1	1	1	1	26	Rend	V1 looked for emergency vehicle behind and rear ended V2
94	4/27/2013	4	10:45	2	3	1	1	1	1	1	1	1	2	9	Rend	V1 was slowing down to turn into parking lot and was rear ended by V2
96	5/29/2013	5	8:00	2	3	1	1	2	3	3	3	2	2	13	Ovtk	V1 turned into the lane of V2 and struck V2
98	7/23/2013	7	12:30	2	2	1	1	2	2	3	5	3	1	7	Rang	V1 pulling out of parking lot collided with V2 traveling along the road
100	2/18/2014	2	13:12	2	3	1	1	2	4	3	5	1	1	7	Rang	V1 pulling out of parking lot collided with V2 traveling along the road
102	2/10/2014	2	13:00	2	3	1	1	2	2	7	1	2	1	7	Rang	V1 pulling out of parking lot collided with V2 traveling along the road
113	10/27/2011	10	8:30	2	2	1	2	2	3	5	5	7	8	9	Rend	V1 was stopped in traffic and rear ended by V2
173	10/7/2013	10	14:15	2	3	1	1	2	3	5	6	1	2	9	Rend	V2 was turning into a parking lot and was rear ended by V1

ROUTE: Genesee StreetLOCATION: Wurz Ave Thru the Bridge Over the Mohawk RiverMUNICIPALITY: UticaCOUNTY: OneidaPERIOD COVERED: 4/2011 to 3/2014

REFERENCE MARKERS: _____

REMARKS: _____

DATE: 2/23/2015

<u>Time of Year</u>	<u># Accidents</u>
Winter (Dec-Feb)	<u>6</u>
Spring (Mar-May)	<u>9</u>
Summer (Jun-Aug)	<u>9</u>
Fall (Sep-Nov)	<u>10</u>
Total	<u>34</u>

<u>Time of Day</u>	<u># Accidents</u>
6 AM - 10 AM	<u>7</u>
10 AM - 4 PM	<u>15</u>
4 PM - 7 PM	<u>7</u>
7 PM - 12 AM	<u>4</u>
12 AM - 6 AM	<u>1</u>
Unspecified	<u>0</u>
Total	<u>34</u>

<u>Accident Severity</u>	<u># Accidents</u>
Fatal (1)	<u>0</u>
Injury (2)	<u>7</u>
Property Damage (3)	<u>27</u>
Non-Reportable (0)	<u>0</u>
Total	<u>34</u>

<u>Light Condition</u>	<u># Accidents</u>
Daylight (1)	<u>27</u>
Dawn (2)	<u>1</u>
Dusk (3)	<u>0</u>
Dark-Road Lighted (4)	<u>6</u>
Dark-Road Unlighted (5)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>34</u>

<u>Pavement</u>	<u># Accidents</u>
Dry (1)	<u>22</u>
Wet (2)	<u>10</u>
Mud (3)	<u>0</u>
Snow/Ice (4)	<u>2</u>
Slush (5)	<u>0</u>
Flooded (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>34</u>

<u>Weather</u>	<u># Accidents</u>
Clear (1)	<u>18</u>
Cloudy (2)	<u>7</u>
Rain (3)	<u>6</u>
Snow (4)	<u>2</u>
Sleet/Hail (5)	<u>1</u>
Fog/Smog/Smoke (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>34</u>

<u>Direction</u>	<u># Vehicles</u>	<u>Direction</u>	<u># Vehicles</u>
North (1)	<u>22</u>	Northeast (2)	<u>1</u>
East (3)	<u>6</u>	Southeast (4)	<u>1</u>
South (5)	<u>25</u>	Southwest (6)	<u>2</u>
West (7)	<u>3</u>	Northwest (8)	<u>1</u>
Total	<u>0</u>	Unspecified (0)	<u>0</u>

<u>Accident Type</u>	<u># Accidents</u>		
Rear End	<u>10</u>	Skidding	<u>0</u>
Overtake	<u>6</u>	Pedestrian	<u>1</u>
Right Angle	<u>6</u>	Bicycle	<u>1</u>
Left Turn	<u>2</u>	Parked Vehicle	<u>0</u>
Right Turn	<u>2</u>	Backing	<u>0</u>
Fixed Object	<u>4</u>	Run Off The Road	<u>0</u>
Head On	<u>0</u>	Animal	<u>0</u>
Sideswipe	<u>0</u>	Other	<u>2</u>
Overturn	<u>0</u>	Unspecified	<u>0</u>
Total	<u>34</u>		

<u>Vehicle Action</u>	<u># Accidents</u>
Going Straight Ahead (1)	31
Making Right Turn (2)	6
Making Left Turn (3)	7
Making U Turn (4)	0
Starting from Parking (5)	0
Starting in Traffic (6)	0
Slowing or Stopping (7)	7
Stopped in Traffic (8)	3
Entering Parked Position (9)	0
Total	61

<u>Vehicle Action</u>	<u># Accidents</u>
Parked (10)	0
Avoiding Object in Roadway (11)	0
Changing Lanes (12)	4
Passing (13)	1
Merging (14)	1
Backing (15)	0
Making Right Turn on Red (16)	0
Making Left Turn on Red (17)	0
Police Pursuit (18)	0
Other (20)	1

Apparent Contributing Factors

<u>Human</u>	<u># Accidents</u>
Alcohol Involved (2)	0
Backing Unsafely (3)	0
Driver Inattention (4)	15
Driver Inexperience (5)	1
Drugs (illegal) (6)	0
Failure to Yield Right of Way (7)	10
Fell Asleep (8)	0
Following Too Closely (9)	6
Illness (10)	1
Lost Consciousness (11)	0
Passenger Distraction (12)	1
Passing/Lane Usage Improper (13)	4
Pedestrian's/Bicyclist's Error (14)	0
Physical Disability (15)	0
Prescription Medication (16)	0
Traffic Control Disregarded (17)	0
Turning Improperly (18)	0

<u>Human</u>	<u># Accidents</u>
Unsafe Speed (19)	1
Unsafe Lane Changing (20)	3
Fatigued/Drowsy (21)	0
Cell Phone (handheld) (22)	0
Cell Phone (hands-free) (23)	0
Other Electronic Device (24)	0
Outside Car Distraction (25)	1
Reaction to Uninvolved Vehicle (26)	4
Failure to Keep Right (27)	0
Aggressive Driving/Road Rage (28)	0
Passing Too Closely (29)	1
Vehicle Vandalism (30)	0
Texting (31)	0
Using On Board Navigation Device (32)	0
Eating or Drinking (33)	0
Listening/Using Headphones (34)	0

<u>Vehicle</u>	<u># Accidents</u>
Acceleration Defective (41)	0
Brakes Defective (42)	1
Headsignals Defective (43)	0
Other Signals Defective (44)	0
Oversized Vehicle (45)	0
Steering Failure (46)	0
Tire Failure/Inadequate (47)	0
Tow Hitch Defective (48)	0
Windshield Inadequate (49)	0
Driverless/Runaway Vehicle (50)	0
Tinted Windows (51)	0
Other Vehicular (60)	1

<u>Environment</u>	<u># Accidents</u>
Animal's Action (61)	0
Glare (62)	0
Lane Marking Improper/Inadequate (63)	0
Obstruction/Debris Defective/Improper (64)	0
Pavement Defective (65)	0
Pavement Slippery (66)	0
Shoulders Improper/Non-Working (67)	0
Traffic Control Device (68)	0
View Obstructed/Limited (69)	0

PERIOD STUDIED: FROM 4/1/2011 TO: 3/11/2014			ROUTE NUMBER/STREET NAME: Genesee Street LOCATION: Mohawk Bridge thru Rt 790 Off Ramp MUNICIPALITY: Utica COUNTY: Oneida REFERENCE MARKERS / NOTES:				PROJ. No. 10083 FILE: BY: JDM DATE: 3/3/2015														
No.	DATE	MONTH	TIME	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION											
								WEATHER (#7)													
								SURFACE (#6)													
								ROAD CHARACTER (#5)													
								LIGHT CONDITIONS (#4)													
								SEVERITY													
								# VEHICLES													
104	6/11/2011	6	21:00	2	2	2	2	4	3	2	3	1	1	1	1	1	1	2	7	Ped	Intoxicated ped walked out in road and was struck
106	6/14/2011	6	16:44	2	3	1	1	1	1	1	1	5	5	7	8	4	19		Rend	V2 Stopped in traffic and was rear ended by V1	
107	6/28/2011	6	8:10	2	3	1	1	1	1	1	1	2	5	8	1	20	4		Ltrn	V2 slowed down to make a turn and was struck by V1	
109	9/7/2011	9	16:50	2	3	1	3	1	3	2	3	5	5	1	3	9	4		Ltrn	V2 slowed down to make a turn and was struck by V1	
115	12/2/2011	12	17:10	2	2	4	1	2	3	1	1							11	Ped	Pedestrian went to cross the road and was struck by V1	
116	1/17/2012	1	7:20	1	3	1	2	4	2	5	1					26	66		Fixo	Vehicle 1 was cutoff and swerved into the curb	
117	2/9/2012	2	15:30	3	3	1	2	1	1	1	1	1	1	1	1	9	4		Ltrn	Vehicle 1 was making a left turn and was rear ended causing another rear end	
119	8/31/2012	8	11:55	2	2	1	1	1	1	1	1	7	5	1	1	4	7		Bike	V1 was turning out of parking lot and stuck a cyclist	
120	1/18/2013	1	11:38	2	3	1	1	1	1	1	5	5	1	8	5	4			Rend	V2 stopped and V1 rear ended V2	
121	2/4/2013	2	11:14	2	2	1	1	1	4	4	1	1	1	2	1	19	20		Fixo	V1 slid on ice hit a pole then hit V2	
122	2/11/2013	2	15:15	2	3	1	2	2	1	1	1	1	1	1		9	4		Rend	V1 was rear ended by V2	
123	2/11/2013	2	15:15	4	3	1	2	2	1	1	1	1	1	1	7	9	4		Ltrn	V1 stopped behind car making left turn then V4 hit V3, V3 hit V2, V2 hit V1	
126	6/26/2013	6	13:30	3	2	1	3	1	1	1	1	1	1	1	7	9	4		Rend	V1 rear ended V2 which rear ended V3	
127	7/3/2013	7	9:49	2	3	1	1	1	1	2	7	5	6	3	7				Ltrn	V1 was making a left turn out of parking lot and was stuck by V2	
128	7/9/2013	7	3:27	2	2	4	2	1	1	1	3			1	7	4			Ped	Pedestrian crossed the road and was struck by V1	
131	8/9/2013	8	17:05	3	2	1	3	1	2	1	1	1	1	8	9				Rend	V2 struck V2 that was stopped in traffic	
133	9/18/2013	9	15:30	2	3	1	3	1	1	1	1	1	1	8	4	19			Rend	V2 stopped short due to an accident in front and was rear ended by V1	
134	9/18/2013	9	15:30	2	3	1	3	1	1	1	1	1	1	7	8	69	62		Rend	V2 was stopped and rear ended by V1	

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM <u>4/1/2011</u> TO: <u>3/11/2014</u>		ROUTE NUMBER/STREET NAME: <u>Genesee Street</u>		PROJ. No. <u>10083</u>													
		LOCATION: <u>Mohawk Bridge thru Rt 790 Off Ramp</u>		FILE:													
		MUNICIPALITY: <u>Utica</u>	COUNTY: <u>Oneida</u>	BY: <u>JDM</u>													
		REFERENCE MARKERS / NODES:		DATE: <u>3/3/2015</u>													
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION	
136	10/18/2013	10	17:09	3	3	1	3	1	1	1	1	1	1	7	69	Rend	V1 rear ended V2 which then rear ended V3
139	12/5/2013	12	17:28	2	3	4	1	2	2	5	5	1	1	9	4	Rend	V1 was distracted by a police vehicle and rear ended V2
141	2/6/2014	2	6:00	2	3	4	1	2	2	3	5	3	1	7	64	Rang	V1 was pulling out of the parking lot and was struck by V2
145	8/3/2011	8	17:10	2	3	1	2	2	3	1	1	1	1	9	4	Rend	V2 was slowing down due to traffic and was rear ended by V1

ROUTE: Genesee StreetLOCATION: Mohawk Bridge thru Rt 790 Off RampMUNICIPALITY: UticaCOUNTY: OneidaPERIOD COVERED: 4/2011 to 3/2014

REFERENCE MARKERS: _____

REMARKS: _____

DATE: 3/3/2015

<u>Time of Year</u>	<u># Accidents</u>
Winter (Dec-Feb)	<u>9</u>
Spring (Mar-May)	<u>0</u>
Summer (Jun-Aug)	<u>9</u>
Fall (Sep-Nov)	<u>4</u>
Total	<u>22</u>

<u>Time of Day</u>	<u># Accidents</u>
6 AM - 10 AM	<u>4</u>
10 AM - 4 PM	<u>9</u>
4 PM - 7 PM	<u>7</u>
7 PM - 12 AM	<u>1</u>
12 AM - 6 AM	<u>1</u>
Unspecified	<u>0</u>
Total	<u>22</u>

<u>Accident Severity</u>	<u># Accidents</u>
Fatal (1)	<u>0</u>
Injury (2)	<u>7</u>
Property Damage (3)	<u>15</u>
Non-Reportable (0)	<u>0</u>
Total	<u>22</u>

<u>Light Condition</u>	<u># Accidents</u>
Daylight (1)	<u>17</u>
Dawn (2)	<u>0</u>
Dusk (3)	<u>0</u>
Dark-Road Lighted (4)	<u>5</u>
Dark-Road Unlighted (5)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>22</u>

<u>Pavement</u>	<u># Accidents</u>
Dry (1)	<u>12</u>
Wet (2)	<u>8</u>
Mud (3)	<u>0</u>
Snow/Ice (4)	<u>2</u>
Slush (5)	<u>0</u>
Flooded (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>22</u>

<u>Weather</u>	<u># Accidents</u>
Clear (1)	<u>11</u>
Cloudy (2)	<u>6</u>
Rain (3)	<u>4</u>
Snow (4)	<u>1</u>
Sleet/Hail (5)	<u>0</u>
Fog/Smog/Smoke (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>22</u>

<u>Direction</u>	<u># Vehicles</u>	<u>Direction</u>	<u># Vehicles</u>
North (1)	<u>22</u>	Northeast (2)	<u>0</u>
East (3)	<u>2</u>	Southeast (4)	<u>0</u>
South (5)	<u>14</u>	Southwest (6)	<u>0</u>
West (7)	<u>2</u>	Northwest (8)	<u>0</u>
Total	<u>40</u>	Unspecified (0)	<u>0</u>

<u>Accident Type</u>	<u># Accidents</u>		
Rear End	<u>10</u>	Skidding	<u>0</u>
Overtake	<u>0</u>	Pedestrian	<u>3</u>
Right Angle	<u>1</u>	Bicycle	<u>1</u>
Left Turn	<u>5</u>	Parked Vehicle	<u>0</u>
Right Turn	<u>0</u>	Backing	<u>0</u>
Fixed Object	<u>2</u>	Run Off The Road	<u>0</u>
Head On	<u>0</u>	Animal	<u>0</u>
Sideswipe	<u>0</u>	Other	<u>0</u>
Overturn	<u>0</u>	Unspecified	<u>0</u>
Total	<u>22</u>		

<u>Vehicle Action</u>	<u># Accidents</u>
Going Straight Ahead (1)	22
Making Right Turn (2)	1
Making Left Turn (3)	3
Making U Turn (4)	0
Starting from Parking (5)	0
Starting in Traffic (6)	1
Slowing or Stopping (7)	6
Stopped in Traffic (8)	6
Entering Parked Position (9)	0
Total	39

<u>Vehicle Action</u>	<u># Accidents</u>
Parked (10)	0
Avoiding Object in Roadway (11)	0
Changing Lanes (12)	0
Passing (13)	0
Merging (14)	0
Backing (15)	0
Making Right Turn on Red (16)	0
Making Left Turn on Red (17)	0
Police Pursuit (18)	0
Other (20)	0

Apparent Contributing Factors

<u>Human</u>	<u># Accidents</u>
Alcohol Involved (2)	1
Backing Unsafely (3)	0
Driver Inattention (4)	13
Driver Inexperience (5)	1
Drugs (illegal) (6)	0
Failure to Yield Right of Way (7)	5
Fell Asleep (8)	0
Following Too Closely (9)	8
Illness (10)	0
Lost Consciousness (11)	1
Passenger Distraction (12)	0
Passing/Lane Usage Improper (13)	0
Pedestrian's/Bicyclist's Error (14)	0
Physical Disability (15)	0
Prescription Medication (16)	0
Traffic Control Disregarded (17)	0
Turning Improperly (18)	0

<u>Human</u>	<u># Accidents</u>
Unsafe Speed (19)	3
Unsafe Lane Changing (20)	2
Fatigued/Drowsy (21)	0
Cell Phone (handheld) (22)	0
Cell Phone (hands-free) (23)	0
Other Electronic Device (24)	0
Outside Car Distraction (25)	0
Reaction to Uninvolved Vehicle (26)	1
Failure to Keep Right (27)	0
Aggressive Driving/Road Rage (28)	0
Passing Too Closely (29)	0
Vehicle Vandalism (30)	0
Texting (31)	0
Using On Board Navigation Device (32)	0
Eating or Drinking (33)	0
Listening/Using Headphones (34)	0

<u>Vehicle</u>	<u># Accidents</u>
Acceleration Defective (41)	0
Brakes Defective (42)	0
Headsignals Defective (43)	0
Other Signals Defective (44)	0
Oversized Vehicle (45)	0
Steering Failure (46)	0
Tire Failure/Inadequate (47)	0
Tow Hitch Defective (48)	0
Windshield Inadequate (49)	0
Driverless/Runaway Vehicle (50)	0
Tinted Windows (51)	0
Other Vehicular (60)	0

<u>Environment</u>	<u># Accidents</u>
Animal's Action (61)	0
Glare (62)	1
Lane Marking Improper/Inadequate (63)	0
Obstruction/Debris Defective/Improper (64)	1
Pavement Defective (65)	0
Pavement Slippery (66)	1
Shoulders Improper/Non-Working (67)	0
Traffic Control Device (68)	0
View Obstructed/Limited (69)	2

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM <u>4/1/2011</u> TO: <u>3/11/2014</u>			ROUTE NUMBER/STREET NAME: <u>Genesee Street</u>		PROJ. No. <u>10083</u>													
			LOCATION: <u>Route 790 Off Ramp Intersection</u>		FILE:													
			MUNICIPALITY: <u>Utica</u>	COUNTY: <u>Oneida</u>	BY: <u>JDM</u>													
			REFERENCE MARKERS / NOTES:		DATE: <u>2/23/2015</u>													
No.	DATE	MONTH	TIME	# VEHICLES	SEVERITY	LIGHT CONDITIONS (#4)	ROAD CHARACTER (#5)	SURFACE (#6)	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)	VEHICLE 2 DIRECTION (#24)	VEHICLE 1 ACTION (#25)	VEHICLE 2 ACTION (#26)	CONTRIB. FACTORS (#19-22)	ACC. TYPE	ACCIDENT DESCRIPTION		
118	8/19/2012	8	15:25	2	2	1	1	1	1	1	1	5	3	1	7	4	Rang	V1 was turning onto main road and was struck by V2
138	11/25/2013	11	11:30	2	3	1	1	2	2	1	5	3	3	1	7	Ltm	V1 was making a left turn from thruway ramp and was struck by V2	
150	5/19/2011	5	16:30	2	3	1	1	1	1	1	5	3	3	1	7	Ltm	V1 was making a left turn from thruway ramp and was struck by V2	
158	1/15/2012	1	15:33	2	3	1	1	1	1	3	4	6	2	4		Rend	V1 crept forward at a stop sign and then stopped and was rear ended by V2	
165	5/30/2013	5	18:05	2	3	1	4	1	1	5	5	2	7	4		Rend	V1 was stopped at the sign and was rear ended by V2	
166	6/6/2013	6	10:10	2	3	1	1	1	1	3	3	6	7	4		Rend	V2 was stopped at the sign and was rear ended by V1	
168	7/17/2013	7	3:03	1	3	4	5	1	2	6		2		18	19	Othr	V1 was making a turn onto the on ramp too fast and crashed into the concrete	
175	12/11/2013	12	7:30	2	3	1	1	1	1	3	3	7	7	9		Rang	V2 was entering the Genesee street from the off ramp and was struck by V1	

ROUTE: Genesee Street LOCATION: Route 790 Off Ramp Intersection
 MUNICIPALITY: Utica COUNTY: Oneida
 PERIOD COVERED: 4/2011 to 3/2014 REFERENCE MARKERS: _____
 REMARKS: _____ DATE: 2/23/2015

<u>Time of Year</u>	<u># Accidents</u>
Winter (Dec-Feb)	<u>2</u>
Spring (Mar-May)	<u>2</u>
Summer (Jun-Aug)	<u>3</u>
Fall (Sep-Nov)	<u>1</u>
Total	<u>8</u>

<u>Time of Day</u>	<u># Accidents</u>
6 AM - 10 AM	<u>1</u>
10 AM - 4 PM	<u>4</u>
4 PM - 7 PM	<u>2</u>
7 PM - 12 AM	<u>0</u>
12 AM - 6 AM	<u>1</u>
Unspecified	<u>0</u>
Total	<u>8</u>

<u>Accident Severity</u>	<u># Accidents</u>
Fatal (1)	<u>0</u>
Injury (2)	<u>1</u>
Property Damage (3)	<u>7</u>
Non-Reportable (0)	<u>0</u>
Total	<u>8</u>

<u>Light Condition</u>	<u># Accidents</u>
Daylight (1)	<u>7</u>
Dawn (2)	<u>0</u>
Dusk (3)	<u>0</u>
Dark-Road Lighted (4)	<u>1</u>
Dark-Road Unlighted (5)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Pavement</u>	<u># Accidents</u>
Dry (1)	<u>7</u>
Wet (2)	<u>1</u>
Mud (3)	<u>0</u>
Snow/Ice (4)	<u>0</u>
Slush (5)	<u>0</u>
Flooded (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Weather</u>	<u># Accidents</u>
Clear (1)	<u>6</u>
Cloudy (2)	<u>2</u>
Rain (3)	<u>0</u>
Snow (4)	<u>0</u>
Sleet/Hail (5)	<u>0</u>
Fog/Smog/Smoke (6)	<u>0</u>
Unspecified (0)	<u>0</u>
Total	<u>8</u>

<u>Direction</u>	<u># Vehicles</u>	<u>Direction</u>	<u># Vehicles</u>
North (1)	<u>3</u>	Northeast (2)	<u>0</u>
East (3)	<u>5</u>	Southeast (4)	<u>1</u>
South (5)	<u>5</u>	Southwest (6)	<u>1</u>
West (7)	<u>0</u>	Northwest (8)	<u>0</u>
Unspecified (0)	<u>0</u>		<u>0</u>
Total	<u>15</u>		

<u>Accident Type</u>	<u># Accidents</u>		
Rear End	<u>3</u>	Skidding	<u>0</u>
Overtake	<u>0</u>	Pedestrian	<u>0</u>
Right Angle	<u>2</u>	Bicycle	<u>0</u>
Left Turn	<u>2</u>	Parked Vehicle	<u>0</u>
Right Turn	<u>0</u>	Backing	<u>0</u>
Fixed Object	<u>0</u>	Run Off The Road	<u>0</u>
Head On	<u>0</u>	Animal	<u>0</u>
Sideswipe	<u>0</u>	Other	<u>1</u>
Overturn	<u>0</u>	Unspecified	<u>0</u>
Total	<u>8</u>		

<u>Vehicle Action</u>	<u># Accidents</u>
Going Straight Ahead (1)	3
Making Right Turn (2)	1
Making Left Turn (3)	3
Making U Turn (4)	0
Starting from Parking (5)	0
Starting in Traffic (6)	1
Slowing or Stopping (7)	0
Stopped in Traffic (8)	0
Entering Parked Position (9)	0
Total	8

<u>Vehicle Action</u>	<u># Accidents</u>
Parked (10)	0
Avoiding Object in Roadway (11)	0
Changing Lanes (12)	0
Passing (13)	0
Merging (14)	0
Backing (15)	0
Making Right Turn on Red (16)	0
Making Left Turn on Red (17)	0
Police Pursuit (18)	0
Other (20)	0

Apparent Contributing Factors

<u>Human</u>	<u># Accidents</u>
Alcohol Involved (2)	0
Backing Unsafely (3)	0
Driver Inattention (4)	3
Driver Inexperience (5)	0
Drugs (illegal) (6)	0
Failure to Yield Right of Way (7)	3
Fell Asleep (8)	0
Following Too Closely (9)	0
Illness (10)	0
Lost Consciousness (11)	0
Passenger Distraction (12)	0
Passing/Lane Usage Improper (13)	0
Pedestrian's/Bicyclist's Error (14)	0
Physical Disability (15)	0
Prescription Medication (16)	0
Traffic Control Disregarded (17)	0
Turning Improperly (18)	0

<u>Human</u>	<u># Accidents</u>
Unsafe Speed (19)	0
Unsafe Lane Changing (20)	0
Fatigued/Drowsy (21)	0
Cell Phone (handheld) (22)	0
Cell Phone (hands-free) (23)	0
Other Electronic Device (24)	0
Outside Car Distraction (25)	0
Reaction to Uninvolved Vehicle (26)	0
Failure to Keep Right (27)	0
Aggressive Driving/Road Rage (28)	0
Passing Too Closely (29)	0
Vehicle Vandalism (30)	0
Texting (31)	0
Using On Board Navigation Device (32)	0
Eating or Drinking (33)	0
Listening/Using Headphones (34)	0

<u>Vehicle</u>	<u># Accidents</u>
Acceleration Defective (41)	0
Brakes Defective (42)	0
Headsignals Defective (43)	0
Other Signals Defective (44)	0
Oversized Vehicle (45)	0
Steering Failure (46)	0
Tire Failure/Inadequate (47)	0
Tow Hitch Defective (48)	0
Windshield Inadequate (49)	0
Driverless/Runaway Vehicle (50)	0
Tinted Windows (51)	0
Other Vehicular (60)	0

<u>Environment</u>	<u># Accidents</u>
Animal's Action (61)	0
Glare (62)	0
Lane Marking Improper/Inadequate (63)	0
Obstruction/Debris Defective/Improper (64)	0
Pavement Defective (65)	0
Pavement Slippery (66)	0
Shoulders Improper/Non-Working (67)	0
Traffic Control Device (68)	0
View Obstructed/Limited (69)	0

Appendix B

Collision Diagrams



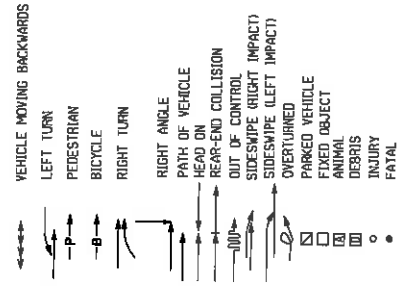
NICKY DOODLES

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N GENESEE STREET
SOUTHBOUND

N GENESEE STREET
N NORTH BOUND

LEE STREET



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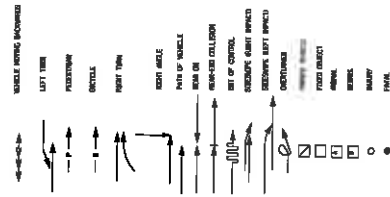
COLLISION DIAGRAM

**HARBOR POINT TRAFFIC STUDY
CITY OF UTICA, ONEIDA COUNTY, NY**



WURZ AVE

DUNKIN' DONUTS

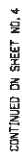


SHEET NO. 2

COLLISION DIAGRAM
HARBOR POINT TRAFFIC STUDY
CITY OF UTICA, ONEIDA COUNTY, NY

A					DRAWN BY: JOM
A					CHECKED BY:
A					DATE: 6/12/2015
A					
A					
A					
SHEET NUMBER A	REVISION	DATE	BY	LOCHNER <i>Lochner Engineering, P.C.</i> 187 West Broadway, Suite 900 New York, NY 10007	

CONTINUED ON SHEET NO. 1

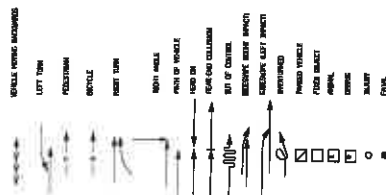


NORTH

N GENESEE STREET
SOUTHBOUND

N GENESEE STREET
N NORTHBOUND

TACO BELL



CONTINUED ON SHEET NO. 2

DATE	BY	REVISION	SHEET NUMBER
DATE 12/12/2015			REVISION NUMBER
CHECKED BY:			
DRAWN BY: JDM			

LOCHNER
 Lochner Engineering, P.C.
 101 Commerce Way, Suite 300
 York, PA 17403

COLLISION DIAGRAM
HARBOR POINT TRAFFIC STUDY
CITY OF UTICA, ONEIDA COUNTY, NY

SHEET NO.

32



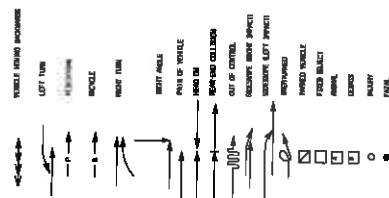
Delmonico's

WELLS AVENUE

N GENSEE STREET
NORTHBOUND

N GENSEE STREET
SOUTHBOUND

Mass station

[illegible]

CONTINUED ON SHEET NO. 3

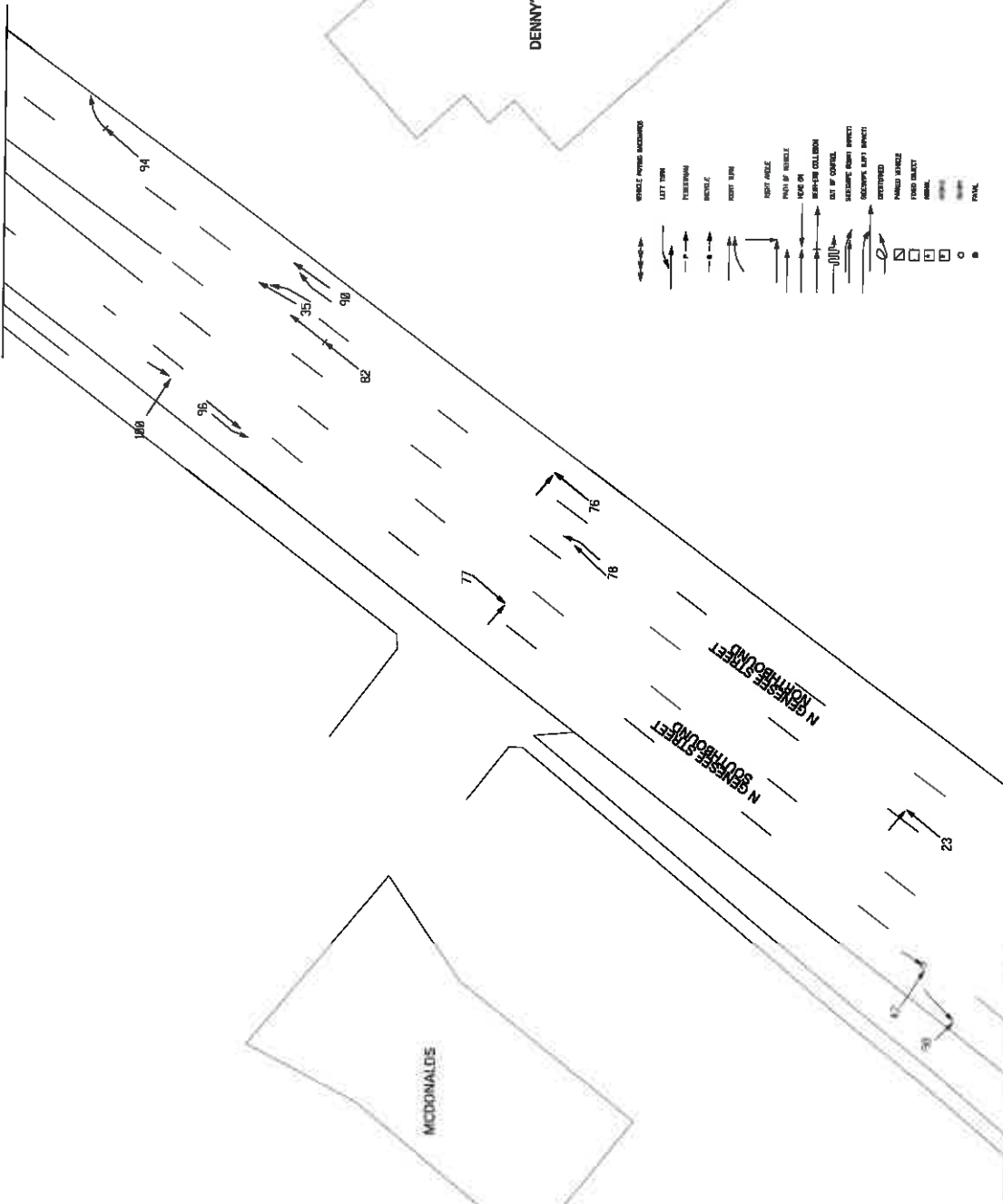
COLLISION DIAGRAM
HARBOR POINT TRAFFIC STUDY
CITY OF UTICA, ONEIDA COUNTY, NY

SHEET NO.

4



CONTINUED ON SHEET NO. 6



- VEHICLE TYPES: MOTORCYCLE, CAR, TRUCK, BUS, TRAILER, VAN, etc.
- COLLISION TYPES: FRONT-TO-REAR, SIDE-TO-SIDE, etc.
- Other symbols for lane markings, signs, and other traffic elements.

CONTINUED IN SHEET NO. 4

DATE	BY	REVISION
12/12/2013	LOCHNER	1ST COLLISION STUDY
		187 GENESEE STREET, UTICA, NY 13501



STADION

[illegible]

REVISION	DATE	BY
SHEET NUMBER		
NO.		
DATE	2/12/2015	
CHECKED BY		
DRAWN BY	JUN	

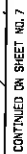
LOCHNER
 Lochner Engineering, Inc.
 181 Cambridge Street, 2nd Fl. 300
 Cambridge, MA 02142

COLLISION DIAGRAM

HARBOR POINT TRAFFIC STUDY

CITY OF ELIZABETH, NEW JERSEY

SHEET NO. **6**

[illegible]

SHEET NO. 8

COLLISION DIAGRAM
HARBOR POINT TRAFFIC STUDY
CITY OF UTICA, ONEIDA COUNTY, NY

Appendix C

Speed Average Report

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260928
Route #: 92/C Road name: Genesee St
From: ENTRANCE & EXIT DOT FACILITY
To: 7901 IS OVER
Direction: North
Lanes: 1, 2

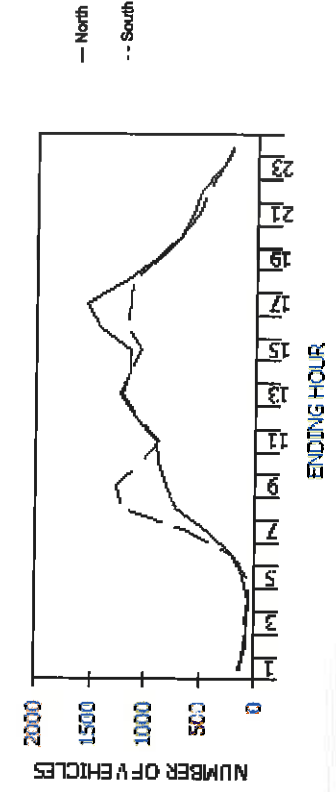
Start date: Wed 10/20/2010 16:00
End date: Wed 11/03/2010 08:45
County: Oneida
Town: UTICA
Speed limit: 35
LION#:

Count duration: 329 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-SJWR2ww44
Count taken by: Org: TST Init: AEC
Processed by: Org: DOT Init: SJW

Counts have been summarized into NYSDOT EI standard bins

		Speeds, mph																					
Hour		0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	8		1	11	58	53	14	3	2	1	0	0	0	0	13.2	3.9	2.0	0.7	0.0	36.1	39.8	44.8	152
2:00	5		1	6	30	24	5	1	1	1	0	0	0	0	10.8	4.1	2.7	1.4	0.0	34.8	39.2	44.4	74
3:00	6		0	8	31	22	8	2	0	0	0	0	0	0	13.3	2.7	0.0	0.0	0.0	34.3	38.2	44.8	75
4:00	5		0	1	4	24	18	5	2	0	0	0	0	0	11.9	3.4	0.0	0.0	0.0	33.9	39.1	44.5	59
5:00	10		0	1	5	41	38	12	4	0	0	0	0	0	14.4	3.6	0.0	0.0	0.0	34.1	39.9	45.0	111
6:00	19		2	1	19	81	53	20	3	0	0	0	0	0	11.6	1.5	0.0	0.0	0.0	32.9	38.6	44.4	198
7:00	46		2	1	29	191	125	32	6	1	0	0	0	0	9.0	1.8	0.2	0.0	0.0	32.5	38.7	44.0	433
8:00	67		7	4	66	314	189	61	13	2	1	0	0	0	10.6	2.2	0.4	0.1	0.0	33.0	38.5	44.2	724
9:00	70		12	4	51	365	234	60	10	2	1	0	0	0	9.0	1.6	0.4	0.1	0.0	33.4	38.7	44.0	809
10:00	101		20	8	79	393	230	51	6	0	0	0	0	0	6.4	0.7	0.0	0.0	0.0	31.4	38.1	43.4	888
11:00	92		18	5	78	406	248	51	4	1	0	0	0	0	6.2	0.6	0.1	0.0	0.0	32.1	38.2	43.4	904
12:00	148		28	21	78	468	286	52	9	1	0	0	0	0	5.7	0.8	0.1	0.0	0.0	30.3	37.9	43.3	1091
13:00	149		30	19	85	540	324	68	9	2	1	0	0	0	6.5	1.0	0.2	0.1	0.0	31.1	38.1	43.4	1227
14:00	138		18	16	63	509	312	70	11	2	0	0	0	0	7.3	1.1	0.2	0.0	0.0	31.4	38.3	43.6	1139
15:00	124		17	12	64	510	325	86	13	2	1	0	0	0	8.8	1.4	0.3	0.1	0.0	32.2	38.6	44.0	1154
16:00	157		28	14	72	628	418	84	12	2	0	0	0	0	7.6	1.0	0.1	0.0	0.0	31.8	38.6	43.8	1425
17:00	173		26	16	104	714	418	96	11	1	0	0	0	0	6.9	0.8	0.1	0.0	0.0	31.8	38.3	43.5	1559
18:00	104		12	8	84	562	348	53	10	2	0	0	0	0	5.5	1.0	0.2	0.0	0.0	33.1	38.5	43.4	1183
19:00	101		6	4	74	433	234	40	8	1	0	0	0	0	5.4	1.0	0.1	0.0	0.0	31.8	38.1	43.2	901
20:00	58		3	5	52	319	207	40	5	1	0	0	0	0	6.7	0.9	0.1	0.0	0.0	33.5	38.6	43.7	680
21:00	45		3	3	45	277	179	34	5	0	0	0	0	0	6.6	0.9	0.0	0.0	0.0	33.8	38.7	43.7	591
22:00	36		2	2	44	248	148	30	4	2	0	0	0	0	7.0	1.2	0.4	0.0	0.0	34.3	38.5	43.6	514
23:00	20		0	1	20	149	102	26	3	1	0	0	0	0	8.3	1.2	0.3	0.0	0.0	35.2	39.1	44.2	322
24:00	12		1	2	18	96	72	15	3	1	1	0	0	0	9.0	2.3	0.9	0.5	0.0	35.5	39.1	44.1	221
Avg. Daily Total		1694	237	150	1157	7387	4605	1023	157	27	7	0	0	0	7.4	1.2	0.2	0.0	0.0	32.3	38.4	43.7	16444
Percent 10.3%		1.4%	1.4%	0.9%	7.0%	44.9%	28.0%	8.2%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent 10.3%		11.7%	12.7%	18.7%	64.6%	92.6%	98.8%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour		71	10	6	48	308	192	43	7	1	0	0	0	0									685

TRAFFIC FLOW BY DIRECTION



		Avg. Speed		50th% Speed		85th% Speed	
North		32.3		38.4		43.7	
South		25.3		35.6		42.3	
		Peak Hour Data		2-way		Count	
North		Hour	Count	A.M.	P.M.	Hour	Count
South		17	1559			12	2160
		9	1272			17	2710

New York State Department of Transportation
Speed Count Average Weekday Report

Page 2 of 2
Date: 11/30/2010

Station: 260928
Route #: 921C Road name: Genesee St
From: ENTRANCE & EXIT DOT FACILITY
To: 7901 IS OVER
Direction: South
Lanes: 1, 2

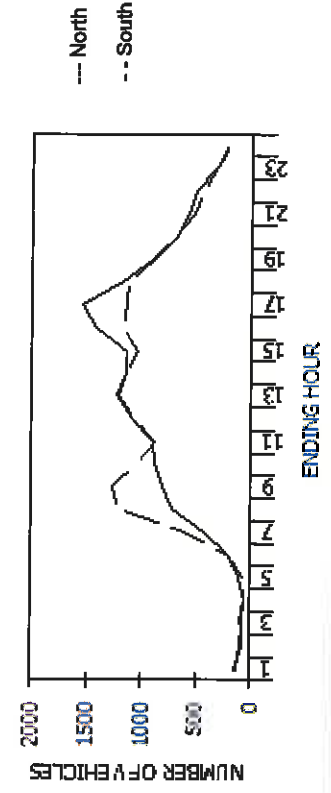
Start date: Wed 10/20/2010 16:00
End date: Wed 11/03/2010 08:45
County: Oneida
Town: UTICA
Speed limit: 35
LION#:

Count duration: 329 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-SJWR2ww44
Count taken by: Org: TST Init: AEC
Processed by: Org: DOT Init: SJW

Counts have been summarized into NYSDOT EI standard bins

		Speeds, mph																					
Hour		0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	31	2	6	28	30	21	6	1	0	0	0	0	0	0	5.6	0.8	0.0	0.0	0.0	25.3	34.2	42.3	125
2:00	26	1	5	25	28	12	4	0	0	0	0	0	0	0	4.0	0.0	0.0	0.0	0.0	24.9	33.8	40.4	101
3:00	22	1	5	26	24	8	1	1	0	0	0	0	0	0	2.3	1.1	0.0	0.0	0.0	24.8	33.1	39.4	88
4:00	14	3	8	14	18	6	1	0	0	0	0	0	0	0	1.6	0.0	0.0	0.0	0.0	25.1	32.9	38.4	62
5:00	24	2	6	22	19	10	2	0	0	0	0	0	0	0	2.4	0.0	0.0	0.0	0.0	23.8	32.4	39.9	85
6:00	61	3	9	52	53	23	6	0	0	0	0	0	0	0	2.9	0.0	0.0	0.0	0.0	23.7	33.0	39.9	207
7:00	188	5	20	133	168	73	13	2	1	0	0	0	0	0	2.7	0.5	0.2	0.0	0.0	23.6	33.4	40.0	601
8:00	358	8	21	235	369	167	42	9	2	0	0	0	0	0	4.4	0.9	0.2	0.0	0.0	24.2	34.7	41.2	1211
9:00	315	14	23	188	402	248	72	10	2	0	0	0	0	0	6.6	0.8	0.2	0.0	0.0	25.9	36.3	42.9	1272
10:00	258	12	26	146	340	188	57	11	1	0	0	0	0	0	6.6	1.2	0.1	0.0	0.0	25.8	36.2	42.7	1039
11:00	224	15	29	128	274	164	42	8	2	0	0	0	0	0	5.9	1.1	0.2	0.0	0.0	25.5	35.9	42.6	886
12:00	312	13	30	157	317	179	51	8	2	0	0	0	0	0	5.7	0.9	0.2	0.0	0.0	24.4	35.4	42.3	1089
13:00	348	12	33	172	358	225	59	10	2	0	0	0	0	0	5.8	1.0	0.2	0.0	0.0	24.6	35.7	42.6	1220
14:00	282	11	32	137	368	229	70	12	4	0	0	0	0	0	7.4	1.4	0.3	0.0	0.0	25.8	36.5	43.1	1155
15:00	260	10	28	150	313	200	68	11	2	1	0	0	0	0	7.9	1.3	0.3	0.1	0.0	25.9	36.2	43.2	1041
16:00	300	10	34	182	376	210	53	9	1	0	0	0	0	0	5.4	0.9	0.1	0.0	0.0	25.5	35.8	42.4	1175
17:00	279	11	29	172	370	218	59	10	3	0	0	0	0	0	6.3	1.1	0.3	0.0	0.0	26.0	36.2	42.7	1151
18:00	283	11	23	186	354	216	49	11	2	0	0	0	0	0	5.5	1.1	0.2	0.0	0.0	25.8	36.0	42.5	1135
19:00	230	11	26	170	287	130	24	5	2	0	0	0	0	0	3.5	0.8	0.2	0.0	0.0	25.1	35.1	41.1	885
20:00	172	8	22	150	215	113	18	3	1	0	0	0	0	0	3.1	0.6	0.1	0.0	0.0	25.5	35.0	41.4	702
21:00	130	6	15	94	177	86	28	3	1	0	0	0	0	0	5.6	0.7	0.2	0.0	0.0	25.8	35.7	42.1	538
22:00	112	5	12	83	133	75	18	3	0	0	0	0	0	0	4.8	0.7	0.0	0.0	0.0	25.4	35.4	42.0	441
23:00	78	4	13	72	87	46	17	3	0	0	0	0	0	0	6.3	0.9	0.0	0.0	0.0	25.5	34.6	42.0	320
24:00	53	2	9	43	62	29	9	1	0	0	0	0	0	0	4.8	0.5	0.0	0.0	0.0	25.2	34.7	41.4	208
Avg. Daily Total		4369	180	2763	5142	2876	767	131	28	1	0	0	0	0	5.5	1.0	0.2	0.0	0.0	25.3	35.6	42.3	16717
Percent 28.1%		1.1%	2.8%	16.5%	30.8%	17.2%	4.6%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	98.0%	98.8%	100.0%	100.0%	100.0%				
Cum. Percent 28.1%		27.2%	30.0%	46.5%	77.3%	94.5%	98.0%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour		182	8	115	214	120	32	5	1	0	0	0	0	0									697

TRAFFIC FLOW BY DIRECTION



		Avg. Speed		50th% Speed		85th% Speed	
North		32.3		38.4		43.7	
South		25.3		35.6		42.3	
		Peak Hour Data		2-way		Count	
North		Hour	Count	Hour	Count	Hour	Count
South		17	1559	12	2160	12	2160
		9	1272	17	2710	17	2710