



## Ulster County Road Safety Assessment Report (UC2016-091)



**Location 1:** NYS Route 212 – Town of Woodstock

**Location 2:** NYS Route 32 / NYS Route 212 – Town of Saugerties

**Location 3:** NYS Route 299 – Town of New Paltz

**RSA Conducted:** November 28, 2017

**Final Report:** December 18, 2018

**Prepared By:**

The Ulster County  
Transportation Council



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# 1. Introduction

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## 1.1. Objectives of Study

The objective of this study was to perform a safety assessment that included a review of existing conditions and traffic and crash data on three selected segments of roadway in Ulster County that have experienced elevated levels of traffic congestion and crash frequency. At the beginning of the project a Safety Assessment Team (SAT) was formed to participate in the study. Existing information was collected and reviewed by the SAT, and Road Safety Audits (RSA's) were scheduled and conducted for each location. The roadway segments selected to be studied under this project were as follows:

- Town of Woodstock: NYS Route 212 (Mill Hill Road/Tinker Street) from Deming Street to Library Lane
- Town of Saugerties: NYS Route 32/NYS Route 212 from Southbound NYS Thruway Exit 20 to the At-Grade Railroad Crossing
- Town of New Paltz: NYS Route 299 from the New Paltz/Gardiner Town Line to Libertyville Road

After reviewing and assessing the existing conditions and data, any issues and problems relating to safety or traffic congestion were identified along with corresponding solutions to help mitigate them. The recommended solutions were categorized as either short or long term for implementation and be assigned a lead agency for being responsible for following up and advancing them to being acted upon or incorporated.

## 1.2. Study Location Selection Process

This project was initiated at the request of the NYSDOT Region 8 program manager based on Priority Investigation Locations (PILs). Preliminary RSA locations based on PILs were determined by the Ulster County Transportation Council (UCTC) prior to the commencement of this project. The preliminary locations were then narrowed down based on levels of traffic congestion and crash frequency according to NYSDOT and historical records. Locations were eliminated if they had recently been studied or were scheduled to be studied under another project, and crash rates for the remaining locations were examined to help determine the final locations to be studied. These crash rates can be found in Appendix B.

## 1.3. Safety Assessment

To gain a better understanding of each study location that was selected, a preliminary field investigation was conducted to document existing conditions and traffic control features and observe general traffic conditions. New York State Department of Motor Vehicles accident reports were also obtained and analyzed using Highway Safety Analysis (HSA) Software Version 3.0. Pertinent information from each accident report was used to build an accident database for each study location. These databases were used to produce accident summaries that include detailed information such as the occurrences by date, day of the week, time of day, collision type, number of vehicles involved, vehicle type, severity, weather, lighting, roadway surface condition and apparent contributing factors. Condition and collision diagrams depicting the existing traffic signs and

accident occurrences overlaid on aerial imagery for each location were then created, and served as base templates while conducting the RSA (see Appendix B).

The safety assessments and review of existing traffic and crash data was performed by the SAT and the RSA's were conducted by a team represented by members with great familiarity of each study area and expertise in planning, design, operations, and safety. The RSA team consisted of the following members:

<b>Name</b>	<b>Organization</b>	<b>Position/Title</b>
David Corrigan	NYSDOT	Region 8 Resident Engineer
Terrence Donoghue	NYSDOT	Region 8 Safety Engineer
Robert Gaffney	NYSDOT	Region 8 Safety Engineer
Joseph Hurley	NYSDOT	Region 8 Safety Engineer
Neil Bettez	Town of New Paltz	Town Supervisor
Harry Ellis	Town of New Paltz	Transportation Implementation Committee
Robert Lucchesi	Town of New Paltz	Police Lieutenant.
Dave Weeks	Town of New Paltz	Fire Chief
Cory Wirthman	Town of New Paltz	1st Assistant. Fire Chief
Vernon Benjamin	Town of Saugerties	Special Operations Coordinator
Jimmy Bruno	Town of Saugerties	Councilman and Deputy Supervisor
Fred Costello Jr.	Town of Saugerties	Councilman and Supervisor-Elect
Greg Helsmoortel	Town of Saugerties	Town Supervisor
Chris Helsmoortel	Town of Saugerties	Sergeant - Town Safety Officer
Doug Myer	Town of Saugerties	Town Highway Superintendent
Randy Ricks	Town of Saugerties	Centerville/Cedar Grove Fire Department
Joe Sinagra	Town of Saugerties	Police Chief
Jim Hanson	Town of Woodstock	Fire Police
Clayton Keefe	Town of Woodstock	Police Chief
Bill McKenna	Town of Woodstock	Town Supervisor
Kerry Muldoon	Town of Woodstock	Confidential Secretary to Supervisor
Mike Reynolds	Town of Woodstock	Highway Superintendent
Laura Ricci	Town of Woodstock	Councilperson
Diann Beitel	Ulster County	Traffic Safety Board
Andrew Emrich	Ulster County DPW	Engineer
Brendan Masterson	Ulster County DPW	Ulster County DPW
Dennis Doyle	UCTC	Director
Brian Slack	UCTC	Principal Transportation Planner
David Staas	UCTC	Lead, Senior Transportation Planner
Chris Liberti	VHB – Consultant Team	Senior Transportation Engineer
Scott Spittal	VHB – Consultant Team	Transportation Safety & Design Engineer
Warren Michelsen	SIMCO – Consultant Team	Professional Traffic Operations Engineer



## **2. Existing Conditions**

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### **2.1. NYS Route 212 – Town of Woodstock**

#### **2.1.1. Existing Conditions**

This study roadway segment, located in the Town of Woodstock, NYS Route 212 traverses in an east-west direction and is named Tinker Street (west of Rock City Road) and Mill Hill Road (east of Rock City Road). It is a two-lane undivided highway with a posted speed limit of 30 miles per hour (mph) with on-street parking permitted along the south side of the roadway, except where signage restricts otherwise. The entire segment is undivided, and the pavement surface is asphalt concrete. See Figure 1 for a map of this study area.

The roadway cross section is approximately 32 feet wide, consisting of one travel lane in each direction. The double yellow line is positioned such that the westbound travel lane measures approximately 12-feet, while the eastbound travel lane and unmarked on-street parking utilize the remaining 20-feet of pavement. The roadway narrows slightly at two culverts – one located just east of Library Lane and one located just west of Tannery Brook Road. Sidewalks are present along both sides of the roadway throughout the study area. Traffic along each of the cross streets approaching NYS Route 212 within the study area is stop controlled.

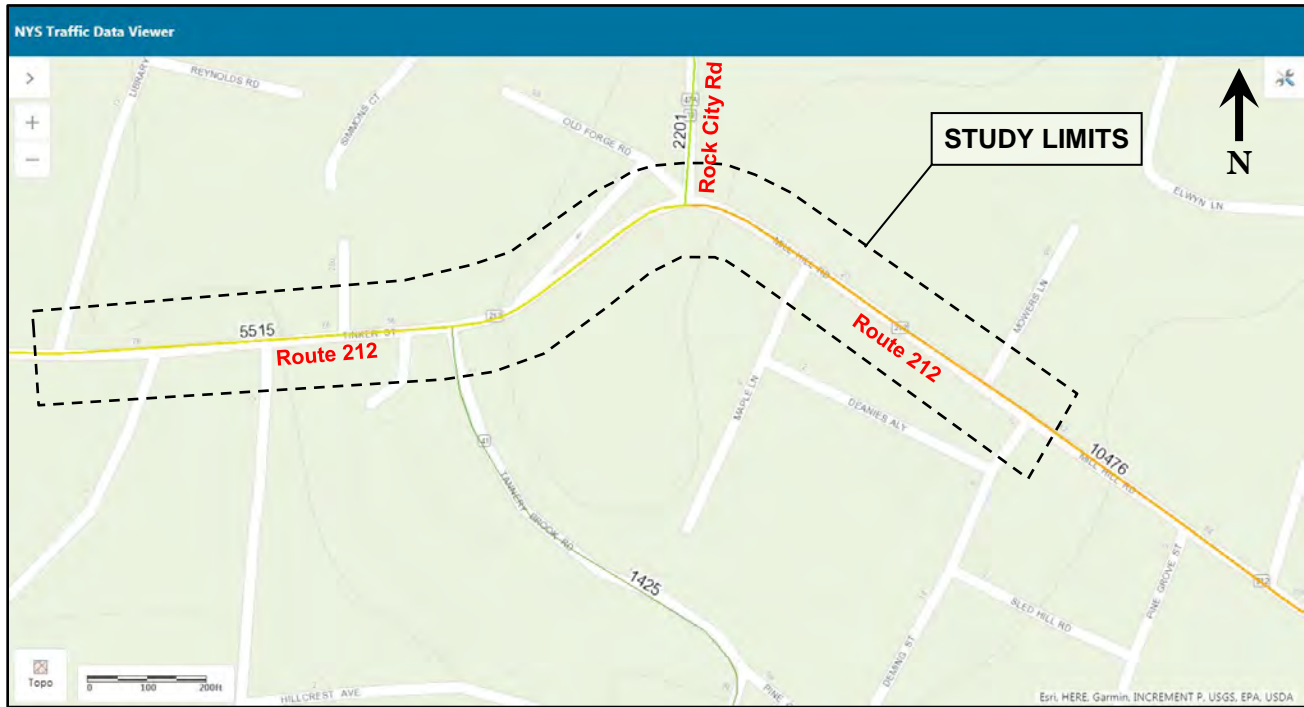
There is a reverse curve located between Tannery Brook Road and Maple Lane, with Rock City Road being located approximately at the vertex of the curve. There is also a vertical incline on the westbound NYS Route 212 approach to Rock City Road. The rest of the study area is relatively straight.

Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

#### **2.1.2. Traffic Conditions**

According to the NYSDOT Traffic Data Viewer, the 2015 Annual Average Daily Traffic (AADT) of Route 212 is 5,515 Vehicles Per Day (VPD) west of Rock City Road and 10,476 VPD east of Rock City Road. Rock City Road has a 2015 AADT of 2,201 VPD. The 85<sup>th</sup> percentile speed on Route 212 west of Rock City Road is approximately 45 mph in each direction, and the 85<sup>th</sup> percentile speed on Route 212 east of Rock City Road is approximately 30 mph in each direction. Trucks and buses account for approximately 20% of the traffic in the area. Figure 1 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (<https://www.dot.ny.gov/tdv>)

**Figure 1:** Woodstock Study Location & AADT Map



### 2.1.3. Crash Analysis

Crash data for this study location were analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Collision diagrams along with statistical summary sheets and details of accident history for the crash data can be found in Appendix B.

A total of 69 crashes occurred throughout the study area during the 5-year study period. Of these, 36 were classified as non-reportable, 18 resulted in property damage, and 15 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (57 crashes, 82.6%), on a dry roadway surface (54 crashes, 78.3%) and during daylight hours (61 crashes, 88.4%).

Of the 69 crashes that were analyzed, there were 30 parked vehicle crashes (43.5%), 11 rear end crashes (15.9%), 6 right angle crashes (8.7%), 4 pedestrian crashes (5.8%); 3 sideswipes (4.3%), 3 backing crashes (4.3%), 2 overtaking (2.9%), 2 left-turn crashes (2.9%), 1 fixed object crash (1.4%), and 1 bicycle crash (1.4%). Six crashes could not be categorized and were classified as 'other'.

Most of the parked vehicle crashes occurred during the daylight hours (26 crashes, 86.6%), and ten of them occurred on a Saturday (33.3%). The parked vehicle accidents appear to have occurred throughout the study limits along the south curb-line with a noticeable pattern of collisions near cross streets and driveways. Although many of these collisions involved motorists striking sideview mirrors of parked vehicles or striking parked vehicles while maneuvering into an on-street parking space, a significant number of them involved parked vehicles being struck by motorists turning onto and from cross streets and driveways. It was also observed that vehicles were parking too close to existing side streets and driveways which may also contribute to this crash pattern.

## **2.2. NYS Route 32/NYS Route 212 – Town of Saugerties**

### **2.2.1. Existing Conditions**

This study roadway segment of NYS Route 32 and NYS Route 212, located in the Town of Saugerties, begins at the intersection of NYS Route 32 and the southbound I-87 on/off ramp/Augusta Savage Road and runs south along NYS Route 32 to where it intersects NYS Route 212. It then runs east along an overlap section of NYS Route 32/NYS Route 212 for approximately 0.6 miles over and beyond I-87, ending at a point east of an at-grade railroad crossing. The entire segment is undivided, and the pavement surface is asphalt concrete. The posted speed limit is 35 mph throughout most of the study area. Southbound NYS Route 32 approaching the I-87 southbound ramps has a speed limit of 55 mph. See Figure 2 for a map of this study area.

From north to south and then west to east, traffic along this segment is controlled by a flashing signal at the NYS Route 32 and southbound I-87 on/off ramp intersection with flashing yellow signal indications for traffic on NYS Route 32 and flashing red signal indications for traffic exiting the southbound I-87 ramp and along the Augusta Savage Road approach. There are traffic signals with red/yellow/green operation at the intersections of NY Route 212/NY Route 32 and the northbound NY Route 32 split/Speedway Gas Station driveway; NY Route 32/NY Route 212 and northbound I-87 on/off ramps; Kings Highway; and the Big Lots Shopping Center driveway. There is a flashing railroad gate warning signal at the at-grade-crossing to stop traffic along NYS Route 32/NY Route 212 when there is a train present. Traffic along all the remaining side street approaches to the study segment is controlled by a stop sign.

At the four-legged intersection of NYS Route 32 and southbound I-87 ramp/ Augusta Savage Road the southbound NYS Route 32 approach consist of a left-turn lane and an unmarked lane for both through and right-turning traffic, the northbound NYS Route 32 approach consist of a left-turn lane, a through lane and a right turn lane with traffic making right-turns controlled by a yield sign, the eastbound Augusta Savage Road approach consists of a single lane, and the westbound approach from the I-87 southbound ramp consists of a shared through/left-turn lane and a right-turn lane.

At the four-legged intersection of NYS Route 32 and NYS Route 212 the southbound NYS Route 32 approach to the intersection consists of a right-turn lane and an unmarked lane for both through and left-turn traffic, the northbound approach is a driveway servicing a Speedway Gas Station which is unmarked but provides pavement width for one entering and one exiting lane, the eastbound NYS Route 212 approach consists of a left-turn lane and an unmarked lane for both through and right-turn traffic and the westbound NYS Route 32/212 approach consists of an unmarked lane for both through and left-turn traffic and a right-turn lane. This westbound right turn lane is not controlled by the traffic signal as there is a receiving lane to take the right-turning traffic north along NYS Route 32 where it must merge left to continue north or stay right to get onto the ramp to head southbound on I-87.

At the four-legged intersection of NYS Route 32/212 and the I-87 northbound on/off ramps the southbound approach from a driveway servicing a McDonald's Restaurant consists of a left-turn lane and a through from which right turns are also made. The northbound approach to/from the I-87 northbound on/off ramps consists of a left-turn lane and a shared left-turn, a through, and right-turn lane. The eastbound NYS Route 32/212 approach consists of a left-turn lane, a through lane, and a right-turn lane. The westbound NYS Route

32/212 approach consists of a left-turn lane, a through lane, and an unmarked lane for both through and right-turn traffic.

At the four-legged intersection of NYS Route 32/212 and Kings Highway the southbound approach from the driveway consists of one entering and one exiting lane. The northbound Kings Highway approach consists of unmarked two-lane approach with one serving as a shared through and left-turn lane and the other a right-turn lane. The eastbound NYS Route 32/212 approach consists of a left-turn lane, a through lane, and a right-turn lane. The westbound NYS Route 32/212 approach consists of a shared through and left-turn lane and an unmarked lane for both through and right-turn traffic.

At the three-legged intersection of NYS Route 32/212 and the Big Lots driveway is signalized the southbound approach from the Big Lots driveway consists of a left-turn lane and a right-turn lane, the eastbound NYS Route 32/212 approach consists of a left-turn lane and a through lane and the eastbound NYS Route 32/212 approach consists of a two through lanes and a right-turn lane.

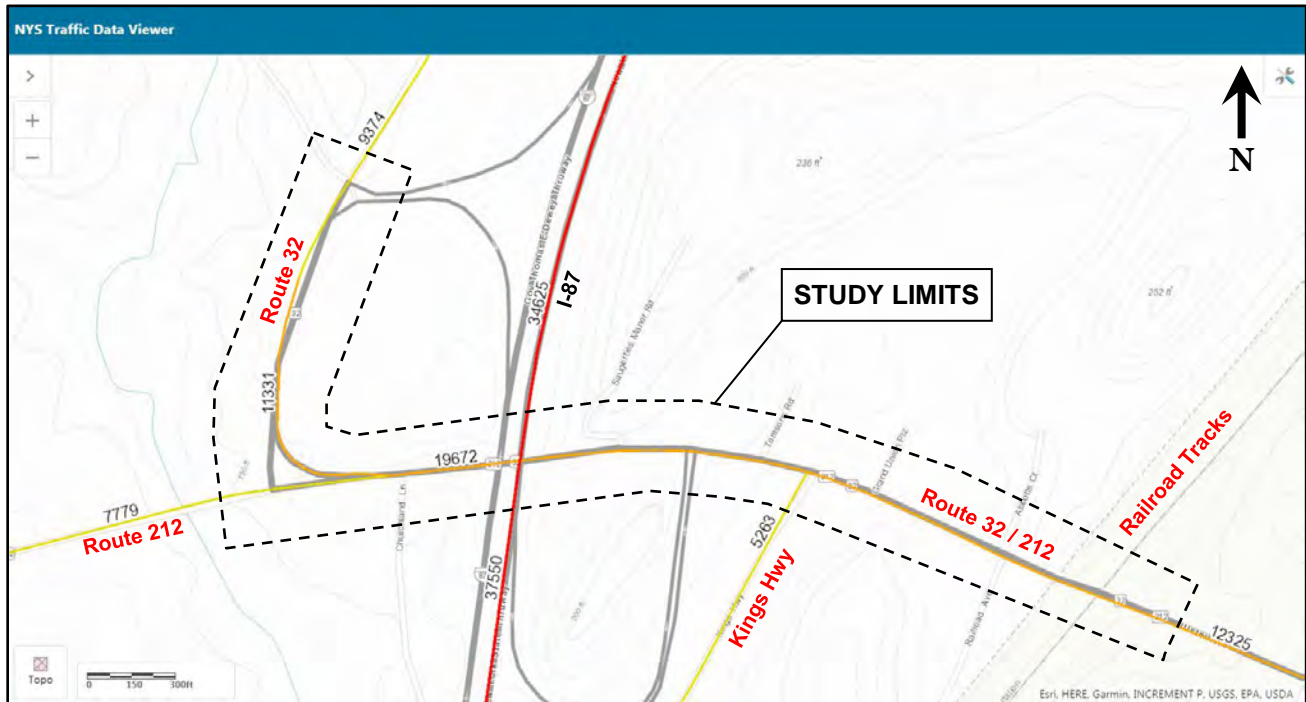
East of the at-grade railroad crossing, NYS Route 32/212 is known as Ulster Avenue and consists of one travel lane in each direction. There is a vertical curve along the eastbound NY Route 32/NY Route 212 approach to the at-grade railroad crossing that impacts sight distance.

Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

### **2.2.2. Traffic Conditions**

According to the NYSDOT Traffic Data Viewer, the 2015 AADT of Route 32 is 9,374 VPD north of the I-87 southbound ramps and 11,331 VPD south of the ramps. The 2015 AADT for the Route 32/212 overlap is 19,672 VPD west of I-87 and 12,325 VPD east of I-87. Kings Highway has a 2015 AADT of 5,263 VPD. Trucks and buses account for about 20% of the traffic in the area. Speed data is unavailable for this location. Figure 2 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (<https://www.dot.ny.gov/tdv>).

**Figure 2:** Saugerties Study Location & AADT Map



### 2.2.3. Crash Analysis

Crash data for this study location were initially analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Since it was discovered that improvements were made at the NYS Route 32 and southbound I-87 on/off ramp intersection at the end of 2015, an additional six months of available crash data (through June 30, 2017) was also analyzed. These improvements included the addition of a northbound left turn lane into the new Park & Ride and the installation of a flashing traffic signal. Collision diagrams along with statistical summary sheets and details of accident history can be found in Appendix B. Crashes that were reported to have occurred between January 1, 2016 and June 30, 2017 are shown in blue on the collision diagrams.

A total of 126 crashes occurred throughout the study area during the 5.5-year study period. Of these, 30 were classified as non-reportable, 67 resulted in property damage, and 29 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (114 crashes, 90.5%), on a dry roadway surface (105 crashes, 83.3%) and during daylight hours (103 crashes, 81.7%).

Of the 126 crashes that were analyzed, there were 64 rear end crashes (50.8%), 22 right angle crashes (17.5%), 7 overtaking (5.6%), 7 left-turn crashes (5.6%); 4 fixed object crashes (3.2%), 3 right-turn crashes (2.4%), 2 bicycle crashes (1.6%), 1 head on crash (0.8%), 1 pedestrian crash (0.8%), 1 parked vehicle crash (0.8%), and 1 animal crash (0.8%). Thirteen crashes could not be categorized and were classified as 'other'.

The majority of the 64 rear end crashes involved motorists traveling in the eastbound direction (67.2% versus 17.5% westbound), and most of these accidents occurred during daylight hours (57 accidents, 97.8%). Twenty-



two of them occurred on a Friday, and ten of them occurred on a Saturday. Only four of these rear end accidents occurred on a wet road surface (6.3%).

Fifteen rear end accidents occurred on the eastbound NYS Route 32/212 approach to the at-grade railroad crossing. All of these accidents occurred during daylight hours, with thirteen of them occurring on a dry roadway surface (86.7%). Conversely, on the westbound NYS Route 32/212 approach to the at-grade railroad crossing, there were three rear end accidents.

## **2.3. NYS Route 299 – Town of New Paltz**

### **2.3.1. Existing Conditions**

This study roadway segment, located in the Town of New Paltz, NYS Route 299 (New Paltz-Minnewaska Road) is a two-lane roadway with narrow shoulders and is somewhat winding with numerous horizontal and vertical curves. The road traverses a mostly undeveloped rural setting with many scenic vistas throughout the study area. This segment of NYS Route 299 is bounded by the town line between the Town of New Paltz and Town of Gardiner to the west and its intersection with Red Barn Road to the east. There is no posted speed limit and therefore the statutory 55 mph limit prevails. The entire segment consists of a two-lane undivided roadway with a pavement surface that is asphalt concrete, and there are no existing traffic signals within the study limits. See Figure 3 for a map of this study area.

The segment of NYS Route 299 west of Butterville Road/Albany Post Road has shoulder widths that are typically 3-feet or less, and there is an ongoing improvement project to increase the shoulder widths to 4-feet throughout the study area for safer bicyclist/pedestrian travel. It should be noted that NYS Route 299 is under the jurisdiction of Ulster County DPW.

Along this segment, from west to east, Jenkins Road intersects NYS Route 299 to form a three-legged intersection, where traffic along the southbound Jenkins Road approach is stop controlled. Jenkins Road is a two-lane roadway that services a few private homes and dead ends north of NYS Route 299.

At the four-legged intersection of NYS Route 299 and Butterville Road/Albany Post Road traffic is controlled by an all-way stop condition. Albany Post Road and Butterville Road are each service two-way traffic with a single lane approach at NY Route 299. This intersection was upgraded from two-way stop control to all-way stop control during the fall of 2016 due to its history of right angle accidents.

Gate House Road intersects NYS Route 299 at a skewed and approximate 45° angle to form a three-legged intersection, where traffic along the Gate House Road approach is stop controlled. Gate House Road services two-way traffic with a single approach lane at NY Route 299. Just east of Gate House Road, NYS Route 299 intersects Jacobs Lane on the south side and then intersects Rosemary Court on the north side immediately after.

Red Barn Road intersects NYS Route 299 at two locations. At its western terminus, it intersects NYS Route 299 from the north at a skewed and approximate 45° angle to form a four-legged intersection with Libertyville Road intersecting from the south and opposite. Red Barn Road also intersects NYS Route 299 from the north and also at a skewed angle approximately 850 feet further east. Traffic along both Red Barn Road approaches and the Libertyville Road approach NYS Route 299 is controlled by a stop sign and all three roadways service two-way traffic with a single approach lane at NYS Route 299.

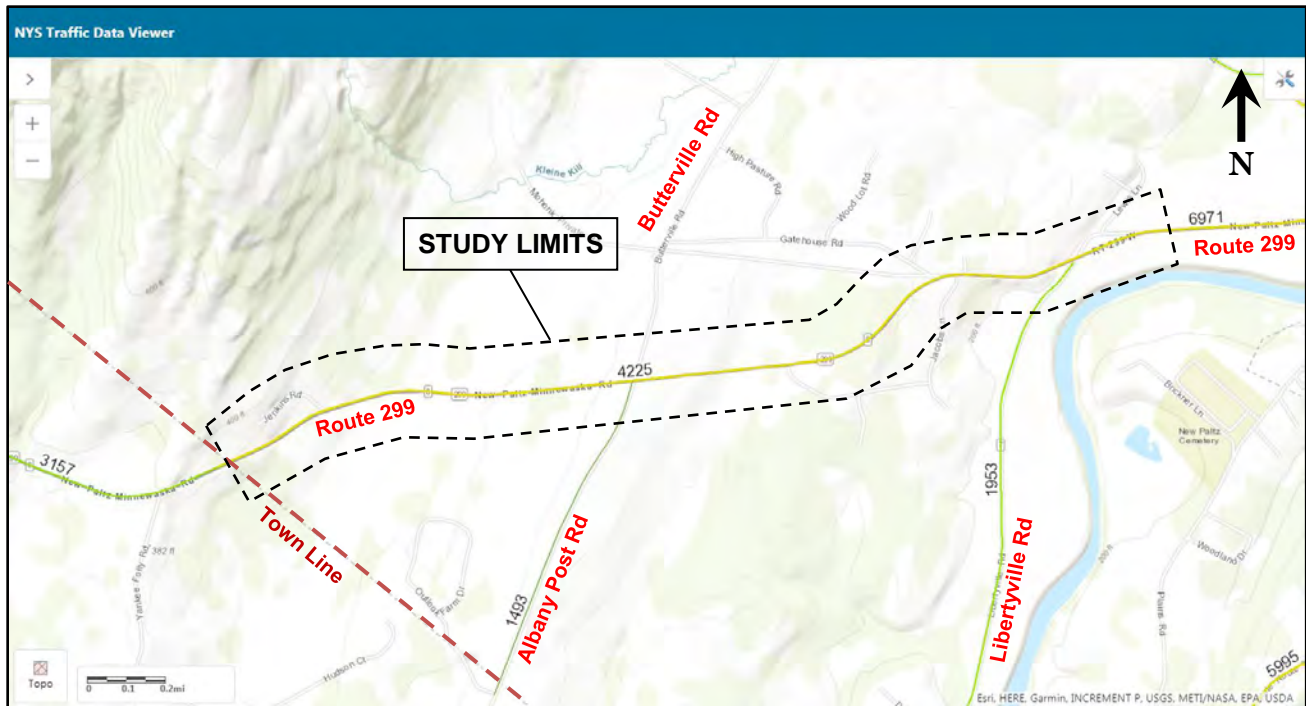
Additional features and conditions including signs, pavement markings and land uses can be found on the Condition & Collision Diagrams in Appendix B

### **2.3.2. Traffic Conditions**

According to the NYSDOT Traffic Data Viewer, the 2015 AADT of Route 299 is 4,225 VPD west of Libertyville Road and 6,971 VPD east of Libertyville Road. Libertyville Road has a 2015 AADT of 1,953

VPD. Figure 3 on the next page presents an image of the interactive traffic volume map for this study location that can be seen on the NYSDOT Traffic Data Viewer website (<https://www.dot.ny.gov/tdv>).

**Figure 3:** New Paltz Study Location & AADT Map



### 2.3.3. Crash Analysis

Crash data for this study location were initially analyzed for the 5-year period from January 1, 2012 through December 31, 2016. Collision diagrams along with statistical summary sheets and details of accident history can be found in Appendix B.

A total of 86 crashes occurred throughout the study area during the 5-year study period. Of these, 29 were classified as non-reportable, 41 resulted in property damage, and 16 resulted in injuries. Most of the crashes occurred during clear or cloudy weather conditions (69 crashes, 80.2%) and on a dry roadway surface (67 crashes, 77.9%). A significant number of crashes occurred at night (29 crashes, 33.7%).

Of the 86 crashes that were analyzed, there were 37 animal crashes (43.0%), 11 rear end crashes (12.8%), 11 run off the road crashes (12.8%), 9 right angle crashes (10.5%); 7 fixed object crashes (8.1%), 2 overtaking (2.3%), 2 right-turn crashes (2.3%), 2 bicycle crashes (2.3%), 1 left-turn crash (1.2%), 1 head on crash (1.2%), and 1 sideswipe (1.2%). Two crashes could not be categorized and were classified as 'other'. Twenty of the animal crashes (54.1%) occurred at night.

It should be noted that none of the 37 animal crashes resulted in injuries, and twenty of them (54.1%) occurred at night. It is also likely that a certain number of run off the road and fixed object accidents were the result of motorists performing evasive maneuvers and losing control while avoiding animals in the roadway.

At the intersection of NYS Route 299 and Albany Post Road/Butterville Road, a total of 25 accidents occurred (29.1%). Nine of these accidents were right angle (36.0%), five were rear end (20.0%), and two were right turn (8.0%). It should be noted that these accidents occurred prior to the introduction of the all-way stop condition.

### **3. Road Safety Audits**

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#### **3.1. Road Safety Audit (RSA) Framework**

The eight-step RSA process detailed in the Federal Highway Administration's (FHWA's) *Roadway Safety Audit Guidelines* (FHWA, 2006) was utilized for conducting the RSA's. This included a kickoff meeting with the RSA team to review existing information and identify concerns, followed by a field review to verify concerns and identify any traffic congestion and/or safety issues. Members of the RSA team performed field reviews during the periods associated with morning and evening peak traffic conditions. Items assessed during the field reviews included roadway pavement, pavement markings, signage, user behavior, roadway and roadside characteristics, and traffic congestion. In addition, a third review was performed during the evening period to evaluate conditions associated with nighttime light conditions and sign retro-reflectivity. Based on the field reviews and crash analysis, the team has suggested improvements to address the identified safety issues and traffic congestion. The suggestions have been categorized as near-term, intermediate and long-term improvements. Near-term improvements can typically be implemented through maintenance forces, while intermediate and long-term improvements often require additional planning, funding and design.



## **3.2. NYS Route 212 – Town of Woodstock**

### **3.2.1. Identified Issues**

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2017. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

#### **Roadway Pavement/Pavement Markings:**

- The pavement surface was found to be in fair condition, except in the areas where trench drains were present and offset and along the north and south curb-lines east of Rock City Road.
- In general, the roadway pavement markings (including double yellow, stop lines, & crosswalk markings) were found to be in poor to fair condition.
  - Delineation for on-street parking was non-existent. Motorists were found to be parked very close to intersections and driveways and were often found to not maximize use of available parking space. This condition makes turning movements to and from intersections and driveways more difficult, obstructs sight lines for turning motorists and results in an inefficient use of on-street parking.
  - Crosswalk markings were faded and in poor condition. None of the crosswalk markings appeared to be striped using high-visibility and durable materials.
  - The skewed alignments of some crosswalks are not ideal. Skewed crosswalks were found at Rock City Road, Maple Lane, and Deming Street. Crosswalks that are striped perpendicular to the roadway are ideal due to the minimized crossing distance.



**Photo 1:** View of faded pavement markings and diagonal crosswalks at Rock City Road.



**Photo 2:** View of unmarked on-street parking along NYS Route 212. In addition, vehicle shown is parked within 20-feet of a driveway.





**Photo 3:** Poor pavement condition in area where trench drain is present.

### Signage:

- In general, sign retroreflectivity and physical condition were found to be in fair to good condition except for a few instances.
  - There are instances of signs with faded panels that are in need of replacement. For example, the stop signs at Nehrer Street and Maple Lane and the “One Hour Parking” signs near Tannery Brook Road and Maple Lane are badly faded.
- Many of the parking related signs are not oriented properly. According to the MUTCD, these signs should be oriented at an angle between 30° and 45° facing the affected direction of traffic flow.
- The pedestrian crossing warning signs in accordance with NYSDOT PSAP guidelines and as per NYSDOT Standards. Signage should be installed in accordance with current standards.
  - Rock City Road has three marked pedestrian crosswalks without any warning signs.
- The curve warning sign approaching Rock City Road from the east seems too far in advance of the curve. There is no curve warning sign to the approaching the curve from the west. According to the MUTCD, this type of sign should be placed approximately 185-feet in advance of the curve for roadway with a 30 MPH speed limit.

- There is inadequate signage along both directions along NYS Route 212 to inform and direct interested motorists to the municipal parking lot that existing behind the storefronts along the south side of NYS Route 212.



**Photo 4:** Faded stop sign at Nehrer Street.



**Photo 5:** View approaching Rock City Road from the east. No pedestrian crosswalk warning signs.



### **User Behavior:**

- Parking restrictions are often disregarded, and cars will often encroach into “No Parking” areas and areas too close to adjacent pedestrian crosswalks, side streets and/or driveways.
- Southbound motorists on Rock City Road ignore the “Do Not Block Side Road” sign and grid lock pavement markings at Old Forge Road.



**Photo 6:** Parked vehicle in no parking area near Rock City Road.

### **Traffic/Roadway/Roadside Characteristics:**

- Clear sight lines are often obstructed by parked vehicles, shrubs, banners, etc.
  - This creates poor conditions for motorists turning from side roads onto and off of NYS Route 212.
- Parking at the west end of the corridor is signed to be restricted for shorter time periods to provide for higher turnover use, but people remain parked longer than the 30 minutes permitted.
- Some drainage structures were found to be full of debris.
- Roadway lighting is present along the south side of NYS Route 212.
  - Lighting levels are moderate, but fixtures are not LED.
  - The north side of the intersection with Rock City Road is noticeably darker than the south side.





**Photo 7:** Shrubs obstructing sight lines at Nehrer Street.



**Photo 8:** Drainage structure full of debris near Maple Lane.

### 3.2.2. Suggested Improvements

See Figure C-1: Woodstock Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

#### **Roadway Pavement/Pavement Markings:**

- An upcoming NYSDOT project will eliminate the trench drains and resurface and restripe NYS Route 212 east of Rock City Road.
  - This would serve as a good opportunity to realign/upgrade skewed pedestrian crossings and add accessible curb ramps, where appropriate.
  - Utilizing durable, high visibility pavement marking materials and a yearly maintenance program would improve existing conditions and ensure that pavement markings are kept in good condition.
- Incorporate a new mid-block pedestrian crosswalk in vicinity of Town Hall. This improvement would involve constructing new accessible curb ramps.
- Locations for loading zones within the limits of on-street parking areas with time restrictions should be identified and implemented to ensure that traffic and pedestrian activities are unobstructed by loading and unloading actions.
- Use pavement markings to delineate on-street parking spaces.
  - In general, parking should not be permitted within 20-feet of a pedestrian crosswalk, intersection or driveway to allow for clear sight lines and turning space.
  - As shown on the enclosed conceptual improvement plan, parking spaces are proposed to be 7-feet wide by 18-feet long with 4-feet of buffer space between them.
  - On-street parking should be restricted along NYS Route 212 adjacent to the two culverts near Library Lane and Tannery Brook Road due to narrow pavement width.

#### **Signage:**

- Replace worn out, faded and/or damaged signs.
- Re-orient parking related signage to the proper angle (between 30° and 45° facing the affected direction of traffic flow).
- Upgrade pedestrian crossing warning signs in accordance with NYSDOT PSAP guidelines and NYSDOT Standards. Enhanced treatments including yield markings and “Yield Here To Pedestrians” signs should be considered for the pedestrian crosswalk at the NYS Route 212 approached to Rock City Road due to the high level of pedestrian activity at this location.

- Relocate the existing curve warning sign east of Rock City Road to a more appropriate distance from the curve based on the MUTCD, and install a new curve warning sign west of Rock City Road for eastbound traffic.
- Install new signs in place of the existing ineffective municipal parking signs, and place additional signage along the corridor to better inform motorists of all municipal parking areas.
- Remove redundant “No Parking” signs along the north side of NYS Route 212.
- Continue to upgrade street name signs.

### **User Behavior:**

- In addition to marking on-street parking spaces, “No Parking” areas can be better delineated through the use of pavement markings.
  - Install “No Stopping” signs in place of existing “No Parking” signs.
- Relocate the “Do Not Block Side Road” sign on Rock City Road closer to Old Forge Road and restripe the gridlock box with more durable high visibility pavement marking material.

### **Traffic/Roadway/Roadside Characteristics:**

- Restrict parking within 20-feet of pedestrian crosswalks, intersections and driveways.
- Reduce the parking duration along the west end of the corridor from 30 minutes to 10 or 15 minutes to encourage higher parking turnover.
  - Explore metered parking alternatives.
- Clean out drainage structures as necessary.
- Upgrade the lighting in the area to LED, and provide additional lighting near crosswalks, especially at Rock City Road and other areas with high pedestrian activity and intersections.



### 3.3. NYS Route 32/NYS Route 212 – Town of Saugerties

#### 3.3.1. Identified Safety Issues

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2017. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

#### **Roadway Pavement/Pavement Markings:**

- In general, the roadway pavement and markings are in fair to good condition.
- Arrow symbol lane use markings are not present at the Kings Highway approach to NYS Route 32/212.
- The arrow symbol lane markings on the westbound I-87 southbound ramp approach to NYS Route 32 do not reflect the new geometry created by the addition of the Park and Ride.
- Double yellow and stop line markings are not present at the signalized Speedway Gas Station access driveway.

#### **Signage:**

- In general, sign retroreflectivity and physical condition are in fair to good condition except for a few instances.
  - Some of the attraction signs were in poor condition.
- It does not appear that the business district directory signs are providing current and pertinent information.
- Sign clutter appears to be an issue along the NYS Route 32/212.
  - Are the Adopt-A-Highway signs all current and/or necessary?
  - The throughway/I-87 route sign and trailblazer assemblies appear to have redundant messaging as they have a thruway symbol plus I-87 route and trailblazer sign assemblies, both with a set of supplemental arrow and directional signs.
  - The route sign and trailblazer assemblies approaching junction points may be creating some confusion relating to the location of the assembly.
  - There appears to be inconsistent sign sizes for route sign and trailblazer assemblies.
- There are no posted speed limit signs along northbound NYS Route 32 approaching the I-87 southbound ramps.

### **User Behavior:**

- Many drivers appeared to be traveling in excess of the posted speed along northbound NYS Route 32 approaching the I-87 southbound on/off ramps.
- Drivers exiting the southbound I-87 ramp appear to have difficulties looking for a gap in northbound and southbound NYS Route 32 traffic.

### **Traffic/Roadway/Roadside Characteristics:**

- During the RSA, a number of team members mentioned that this study area experiences an elevated level of traffic congestion associated with seasonal summer fair events and winter recreational (skiing, etc) activities. Although this study considered any crash data that would have coincided with these periods, due to when the field and RSA work took place, the team did not have the opportunity to observe traffic conditions associated with these conditions.
- During the RSA field work, a traffic queuing condition was observed along the eastbound NY Route 32/NY Route 212 approach to the at-grade railroad crossing when a train was present and the gates were down. This queue extended to a point near to the Big Lots Driveway intersection, approximately a distance of 750 feet. This condition was compounded by the presence of a vertical curve and associated limited sight distance condition for motorists traveling along this approach and their ability to see the crossing gates and warning signs. The vertical curve in the roadway alignment and queuing of traffic when the railroad gate is down result in an unexpected stop condition.
- A sight distance issue was identified involving motorists turning on and off of the I-87 southbound ramps at NYS Route 32.
  - Concerns regarding how southbound NYS Route 32 queues in the left turn lane and northbound NYS Route 32 right turn vehicles limit sight lines for motorists turning on and off of the I-87 southbound ramps at NYS Route 32.
- A sun glare issue was identified for westbound NYS Route 32/212 motorists in vicinity of Kings Highway.
- Roadway lighting is non-existent, except for at I-87 southbound ramps and at Saugerties Manor Road.
- There seems to be an overabundance of access points servicing the Speedway Gas Station.



### **3.3.2. Suggestions for Improvements**

See Figure C-2: Saugerties Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

#### **Roadway Pavement/Pavement Markings:**

- Stripe arrow symbol lane use markings at the Kings Hwy approach to NYS Route 32/212.
- Change the arrow symbol lane use markings on the westbound I-87 southbound ramp approach to NYS Route 32 to reflect the current intersection geometry.
- Stripe double yellow and stop line markings at the signalized Speedway Gas Station access driveway.

#### **Signage:**

- Assess replacing/updating attraction and business district directory sign assemblies.
- Notify the business chamber of commerce that they should review and update current signs, as appropriate.
- Assess the existing Adopt-A-Highway signs, as many appear outdated.
- Consolidating redundant messaging of Throughway/I-87 route sign assemblies.
- Upgrade the I-87 route sign and trailblazer assemblies approaching junction points so that they all are the appropriate size and have consistent messaging.

#### **User Behavior:**

- Restripe the westbound NYS Route 32/212 approach to the signalized Speedway Gas Station access driveway to include a dedicated left-turn lane.
- Perform a speed study along northbound NYS Route 32 approaching the I-87 southbound ramps to determine the appropriate speed limit.

#### **Traffic/Roadway/Roadside Characteristics:**

- Regarding improvements to address the sight distance issue involving motorists turning onto and off of the I-87 Southbound ramps at NYS Route 32:
  - Upon review the Holiday Inn Express traffic study (completed in 2014), a potential mitigation measure of converting the existing striped median on the northbound approach of the intersection to a two-way left turn lane was identified. This was meant to provide a refuge area for westbound motorists making left turns so that they could observe traffic in

each direction independently. Since the Park & Ride has been constructed and the median has been restriped as a left turn lane, this mitigation measure is no longer valid.

- Rebuild the traffic signal at the NYS Route 32 and Southbound I-87 on/off ramp intersection to have a red/yellow/green operation. Although this would appear to be an improvement that could be implemented quickly, it would require careful planning, design, and coordination with the NYS Thruway Authority to ensure that any queues generated would not impede traffic flow on I-87.
- Reconstruct the NYS Route 32 and Southbound I-87 on/off ramp intersection to incorporate a roundabout. This improvement would also require careful planning, design, and coordination with the NYS Thruway Authority to ensure that any queues generated would not impede traffic flow on I-87.
- Regarding improvements to address sight distance for eastbound NYS Route 32/212 motorists approaching the at-grade railroad crossing:
  - Supplement the railroad crossing signs with flashing beacons that are coordinated to work in conjunction with the railroad crossing gates.
  - Add advanced grade crossing warning signs.
- Install backplates on the existing traffic signal displays to improve their target value and help address existing sun glare conditions.
- Installing roadway lighting.
- Consolidate and/or restrict movements at the unsignalized driveways at the Speedway Gas Station.
  - Incorporate on-site signage to restrict certain movements at the unsignalized driveways and encourage motorists to use the signalized driveway to make left turns to go west on NYS Route 212 or go straight to head north on NYS Route 32.

### 3.4. NYS Route 299 – Town of New Paltz

#### 3.4.1. Identified Safety Issues

In order to obtain an understanding of potential issues, existing conditions were first reviewed during an initial field visit in October of 2017 and then again with the RSA teams on November 28 and 29, 2017. The following is a summary of the issues identified as they relate to roadway pavement and pavement markings; signage; user behavior; and traffic, roadway and/or roadside characteristics.

#### Roadway Pavement/Pavement Markings:

- In general, the roadway pavement is in good condition with the following areas having some minor degradation:
  - Just east of Jenkins Road.
  - Approximately 1000-feet west of Butternville Road/Albany Post Road.
  - Approximately 1000-feet west of Gate House Road.
- Generally, the pavement markings are in good condition throughout the study area.
- Four-foot wide shoulders have recently been added on each side of NYS Route 299 from Butternville Road/Albany Post Road to the eastern terminus of study limits. Four-foot wide shoulders are planned to be added along NYS Route 299 throughout the rest of the study limits. This will provide a safer condition for bicyclists traveling through the area.
- The channelized crosshatch markings at southeast corner of the NYS Route 299 and Butternville Road/Albany Post Road intersection are yellow (they should be white) and slightly faded.



**Photo 9:** Faded yellow channelized crosshatch markings on NYS Route 299 at Butternville Road.

- Pavement and striping improvements at the Gate House Road approach to NYS Route 299 were recently incorporated, but the radii at the northeast corner of the intersection makes westbound right turn maneuvers difficult, especially for larger vehicles. It was observed that many vehicles cross over the yellow center line on Gate House Road while performing this maneuver.



**Photo 10:** Tight right turn radius at Gate House Road (in vicinity of traffic cone).

### **Signage:**

- In general, sign retroreflectivity and physical conditions are good with the exception of the following signs:
  - The thruway sign in the eastbound direction just east of Butternut Road/Albany Post Road is in poor condition
  - The NYS Route 299 sign in the westbound direction just west of Butternut Road/Albany Post Road is in poor condition
  - The “Red Barn Rd” street sign is bent and misaligned, making it difficult to be seen.
  - The “Gate House Rd” street sign is bent and misaligned, making it difficult to be seen.
- The “All Way” stop plaques below the 48”x48” stop signs on NYS Route 299 at the Butternut Road/Albany Post Road intersection are only 18”x6”.
- The stop sign at Gate House Road is located too far from the stop line.
- The advance intersection warning sign for Gate House Road/Jacobs Lane in the westbound direction only shows a street to the left (MUTCD W2-2L).
- Many of the curve warning signs do not appear to be properly located based on Table NY2C-4: Guidelines for Advance Placement of Warning Signs in the NYS Supplement of the MUTCD.

- The signage at Springtown Road blocks the sight distance for vehicles attempting to turn onto NYS Route 299

### **User Behavior:**

- At the Butternville Road/Albany Post Road intersection, additional stop signs along NYS Route 299 have been recently installed (August 2017). Some drivers appear to be surprised by the stop condition on NYS Route 299 despite the Variable Message Sign (VMS) informing drivers of the new condition, the “Stop Ahead” sign, and the 48”x48” stop signs.
- At Butternville Road/Albany Post Road, drivers in the westbound direction do not stop at the stop line, but stop closer to the intersection.
- Drivers appear to be traveling above the speed limit on the roadway, particularly at night.
- Although it was not observed during the field visits, members of the RSA team have recalled instances where motorists would park at various locations along the NYS Route 299 roadside to go sightseeing and hiking, which creates an unsafe condition.

### **Traffic/Roadway/Roadside Characteristics:**

- All guide rail appears to be in good condition.
- Roadway lighting is provided at the curve just west of Libertyville Road by the presence of one street light.
- Roadway lighting is provided at the Springtown Road intersection by the presence of one street light.
- An overhanging tree blocks the westbound curve warning sign just east of Jenkins Road.
- The intersection of NYS Route 299 and Butternville Road/Albany Post Road should be investigated again after a significant snow event when there are large snow banks present to access a reported condition involving drifting snow that may cause sight distance issues. Sight distance is similarly affected when the grass in the roadside area is high, especially along the northwest and southwest corners of the intersection.

### 3.4.2. Suggestions for Improvements

See Figure C-3: New Paltz Conceptual Improvement Plan in Appendix C for a graphical presentation of proposed improvements discussed below.

#### **Roadway Pavement/Pavement Markings:**

- Restripe the channelized crosshatch markings at southeast corner of the NYS Route 299 and Butterville Road/Albany Post Road intersection with 24” wide white pavement marking material, and increase the radius of the edge line to better guide vehicles that are making a right turn.
- Consider improving the radius at the northeast corner of the intersection of NYS Route 299 and Gate House Road by adding pavement and striping to improve driver maneuverability.
- Consider installing edge line rumble strips along NYS Route 299 between the Carmen Liberta Bridge and the Town of New Paltz/Town of Gardiner border.

#### **Signage:**

- Replace the badly worn thruway sign and NYS Route 299 sign near Butterville Road/Albany Post Road.
- Replace the badly worn “Red Barn Rd” and “Gate House Rd” street signs.
- The “All Way” stop plaques below the 48”x48” stop signs on NYS Route 299 at the Butterville Road/Albany Post Road intersection should be replaced with the standard size for that sign size (30”x12”).
- Install an additional “Deer Crossing” sign for eastbound traffic just to the east of the Butterville Road/ Albany Post Road intersection.
- Move the stop sign at Gate House Road so that it is in line with the stop line.
- The advance intersection warning sign for Gate House Road/Jacobs Lane in the westbound direction should show a road to the left and right (MUTCD W2-7L) sign panel instead of only a street to the left (MUTCD W2-2L) sign panel.
- The “Driveway” plaque below the intersection warning sign on westbound NYS Route 299 just west of Libertyville Road could be changed to include “Blind Driveways” (MUTCD W16-8aP) sign panel.
- Relocate the curve warning signs that are not at the recommended advance warning distances.
- Relocate the “Mohonk Mountain House” sign on the southeast corner of the Springtown Road intersection approximately 5-feet further north and away from the roadway edge. Relocate the guide sign on the northeast corner of the intersection approximately 30-feet to the west.

### **User Behavior:**

- Consider installing flashing signal beacon indications to supplement the “Stop Ahead” signs that are present in advance of the intersection.
- Consider installing “Stop Ahead” pavement markings in the travel lane along both NYS Route 299 approaches to Butternville Road/ Albany Post Road if, after a review of crash data in the future, it is found that this additional warning treatment is warranted.
- Move the stop sign and stop line on the westbound NYS Route 299 approach to Butternville Road/ Albany Post Road closer to the intersection (approximately 20-feet) to a location where drivers seem to naturally stop and which would provide adequate traffic control.
- Continue dialog with NYSDOT on possibly reducing the speed limit due to other factors besides the 85-percentile traveling speed. Consider a temporary reduction of the speed limit and a corresponding study to determine if animal-vehicle crashes are reduced by the reduced speed limit.
- Consider extending the 30-mph village speed limit, which exists along NYS Route 299 to the east of the study limits, further west and include the intersection of Springtown Road. Based on FHWA guidelines, it is recommended that a transitional speed zones be utilized in the eastbound direction since speed limit differential is greater than 10 mph.
- Consider using Variable Message Signs (VMS) to warn drivers of the potential for deer in the area during the times of the year when deer migration is active.
- Add solar powered yellow flashing beacon signal indications to supplement the “Deer Crossing” signs where crashes are most prevalent.
- Consider a public announcement campaign to notify the public of how many deer-vehicle crashes there have been in the area and/or alert the public of the potential for deer in the area during the times of the year when deer migration is active.
- Install “No Parking” signs at areas where undesired parking along the NYS Route 299 roadside has been observed.

### **Traffic/Roadway/Roadside Characteristics:**

- Trim the tree that blocks the westbound curve warning sign just east of Jenkins Road.
- Maintain the vegetation along the roadside so that sight distances are not obstructed, especially at the intersection of NYS Route 299 and Butternville Road/ Albany Post Road. This is also important so that bicyclists have full use of any available shoulders.



## **Appendix A: Existing Traffic Data**

**Speed Calculations for  
Location 1: NYS Route 299 approximately 1/4 mile west of Butternville Road (New Paltz)  
Eastbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-42	0
10-11.9	11	0	0.000	0	0.000	0	-40	0
12-13.9	13	0	0.000	0	0.000	0	-38	0
14-15.9	15	0	0.000	0	0.000	0	-36	0
16-17.9	17	0	0.000	0	0.000	0	-34	0
18-19.9	19	0	0.000	0	0.000	0	-32	0
20-21.9	21	0	0.000	0	0.000	0	-30	0
22-23.9	23	0	0.000	0	0.000	0	-28	0
24-25.9	25	0	0.000	0	0.000	0	-26	0
26-27.9	27	0	0.000	0	0.000	0	-24	0
28-29.9	29	0	0.000	0	0.000	0	-22	0
30-31.9	31	0	0.000	0	0.000	0	-20	0
32-33.9	33	0	0.000	0	0.000	0	-18	0
34-35.9	35	0	0.000	0	0.000	0	-16	0
36-37.9	37	0	0.000	0	0.000	0	-14	0
38-39.9	39	2	0.040	2	0.040	78	-12	275
40-41.9	41	0	0.000	2	0.040	0	-10	0
42-43.9	43	3	0.060	5	0.100	129	-8	179
44-45.9	45	2	0.040	7	0.140	90	-6	65
46-47.9	47	3	0.060	10	0.200	141	-4	42
48-49.9	49	6	0.120	16	0.320	294	-2	18
50-51.9	51	11	0.220	27	0.540	561	0	1
52-53.9	53	14	0.280	41	0.820	742	2	73
54-55.9	55	6	0.120	47	0.940	330	4	110
56-57.9	57	3	0.060	50	1.000	171	6	118
58-59.9	59	0	0.000	50	1.000	0	8	0
60-61.9	61	0	0.000	50	1.000	0	10	0
62-63.9	63	0	0.000	50	1.000	0	12	0
64-65.9	65	0	0.000	50	1.000	0	14	0
66-67.9	67	0	0.000	50	1.000	0	16	0
68-69.9	69	0	0.000	50	1.000	0	18	0
70-71.9	71	0	0.000	50	1.000	0	20	0
72-73.9	73	0	0.000	50	1.000	0	22	0
74-75.9	75	0	0.000	50	1.000	0	24	0
76-77.9	77	0	0.000	50	1.000	0	26	0
78-79.9	79	0	0.000	50	1.000	0	28	0
Above 80		0	0.000	50	1.000	0	29	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,536</b>		<b>880</b>

Posted Speed Limit (mph)..... Not Posted

x - Arithmetic Mean (mph)..... 50.7

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

s - Standard deviation (mph)..... 4.2

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

Mode Speed (mph)..... 53

85th Percentile (mph)..... 54

Pace (mph)..... 46 - 55

Median Speed (mph)..... 51

Pace Speed (mph)..... 55

15th Percentile (mph)..... 46

Range (mph)..... 38 - 57

Vehicles Exceeding 10 mph (%)..... 100%

Vehicles Exceeding 50 mph (%)..... 68%

Vehicles Exceeding 20 mph (%)..... 100%

Vehicles Exceeding 60 mph (%)..... 0%

Vehicles Exceeding 30 mph (%)..... 100%

Vehicles Exceeding 70 mph (%)..... 0%

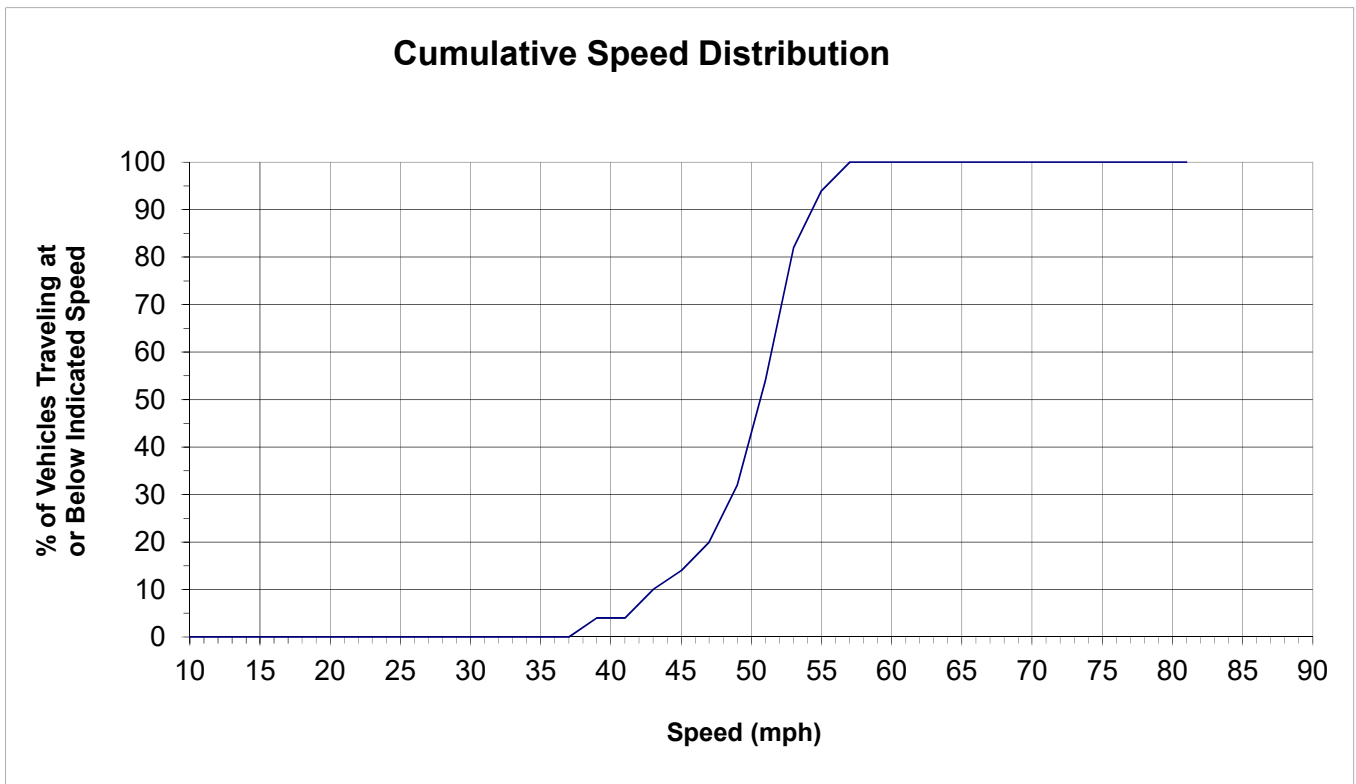
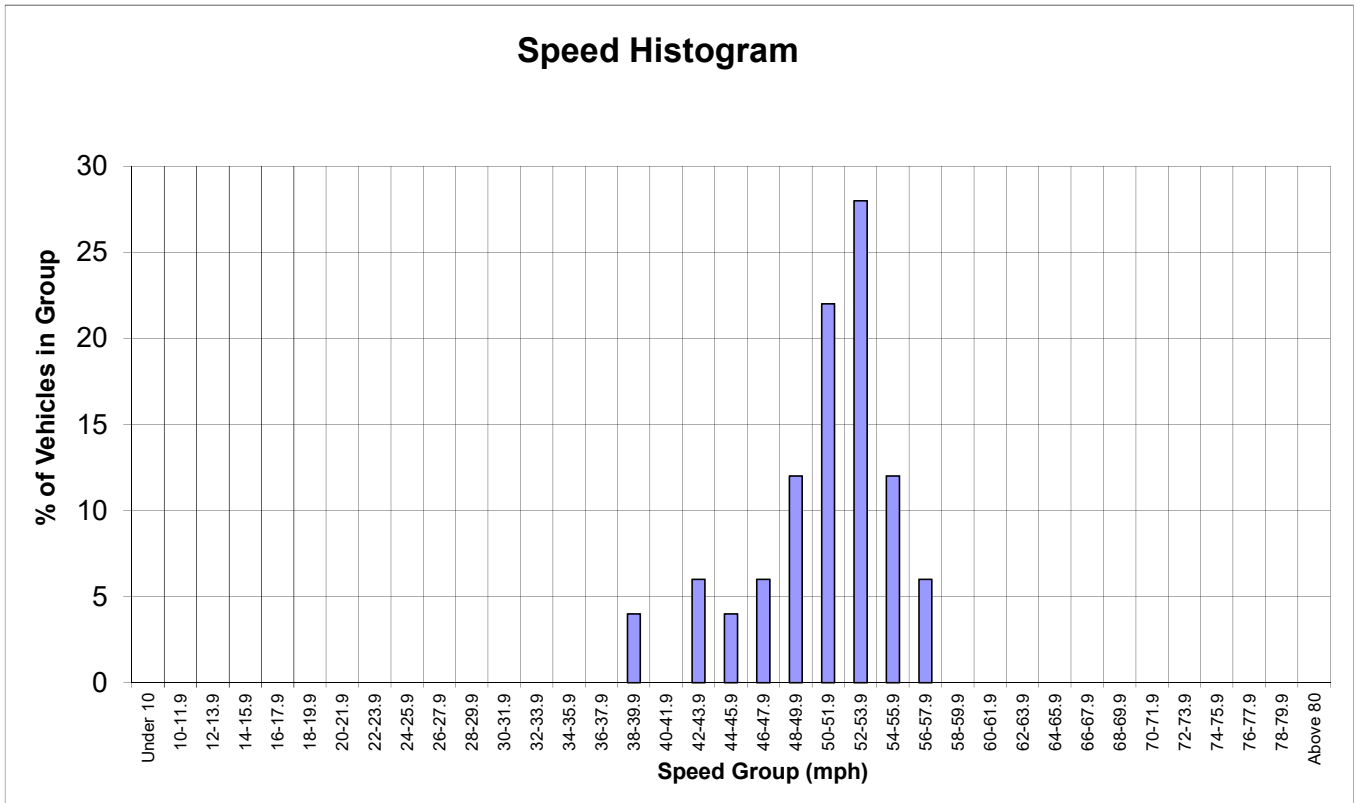
Vehicles Exceeding 40 mph (%)..... 96%

Vehicles Exceeding 80 mph (%)..... 0%

Note: Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM



**Frequency Distribution for Spot Speed Study**  
**Location 1: NYS Route 299 approximately 1/4 mile west of Butternville Road (New Paltz)**  
**Eastbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM



**Speed Calculations for  
Location 1: NYS Route 299 approximately 1/4 mile west of Butternville Road (New Paltz)  
Westbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-40	0
10-11.9	11	0	0.000	0	0.000	0	-38	0
12-13.9	13	0	0.000	0	0.000	0	-36	0
14-15.9	15	0	0.000	0	0.000	0	-34	0
16-17.9	17	0	0.000	0	0.000	0	-32	0
18-19.9	19	0	0.000	0	0.000	0	-30	0
20-21.9	21	0	0.000	0	0.000	0	-28	0
22-23.9	23	0	0.000	0	0.000	0	-26	0
24-25.9	25	0	0.000	0	0.000	0	-24	0
26-27.9	27	0	0.000	0	0.000	0	-22	0
28-29.9	29	0	0.000	0	0.000	0	-20	0
30-31.9	31	1	0.020	1	0.020	31	-18	315
32-33.9	33	0	0.000	1	0.020	0	-16	0
34-35.9	35	0	0.000	1	0.020	0	-14	0
36-37.9	37	0	0.000	1	0.020	0	-12	0
38-39.9	39	2	0.040	3	0.060	78	-10	191
40-41.9	41	3	0.060	6	0.120	123	-8	181
42-43.9	43	1	0.020	7	0.140	43	-6	33
44-45.9	45	6	0.120	13	0.260	270	-4	85
46-47.9	47	6	0.120	19	0.380	282	-2	19
48-49.9	49	7	0.140	26	0.520	343	0	0
50-51.9	51	12	0.240	38	0.760	612	2	60
52-53.9	53	6	0.120	44	0.880	318	4	108
54-55.9	55	3	0.060	47	0.940	165	6	117
56-57.9	57	2	0.040	49	0.980	114	8	136
58-59.9	59	1	0.020	50	1.000	59	10	105
60-61.9	61	0	0.000	50	1.000	0	12	0
62-63.9	63	0	0.000	50	1.000	0	14	0
64-65.9	65	0	0.000	50	1.000	0	16	0
66-67.9	67	0	0.000	50	1.000	0	18	0
68-69.9	69	0	0.000	50	1.000	0	20	0
70-71.9	71	0	0.000	50	1.000	0	22	0
72-73.9	73	0	0.000	50	1.000	0	24	0
74-75.9	75	0	0.000	50	1.000	0	26	0
76-77.9	77	0	0.000	50	1.000	0	28	0
78-79.9	79	0	0.000	50	1.000	0	30	0
Above 80		0	0.000	50	1.000	0	31	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,438</b>		<b>1,349</b>

Posted Speed Limit (mph)..... Not Posted

**x - Arithmetic Mean (mph)..... 48.8**

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

**s - Standard deviation (mph)..... 5.2**

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

**Mode Speed (mph)..... 49**

**85th Percentile (mph)..... 53**

**Pace (mph)..... 44 - 53**

**Median Speed (mph)..... 49**

**Pace Speed (mph)..... 53**

**15th Percentile (mph)..... 44**

**Range (mph)..... 30 - 59**

**Vehicles Exceeding 10 mph (%)..... 100%**

**Vehicles Exceeding 50 mph (%)..... 48%**

**Vehicles Exceeding 20 mph (%)..... 100%**

**Vehicles Exceeding 60 mph (%)..... 0%**

**Vehicles Exceeding 30 mph (%)..... 100%**

**Vehicles Exceeding 70 mph (%)..... 0%**

**Vehicles Exceeding 40 mph (%)..... 94%**

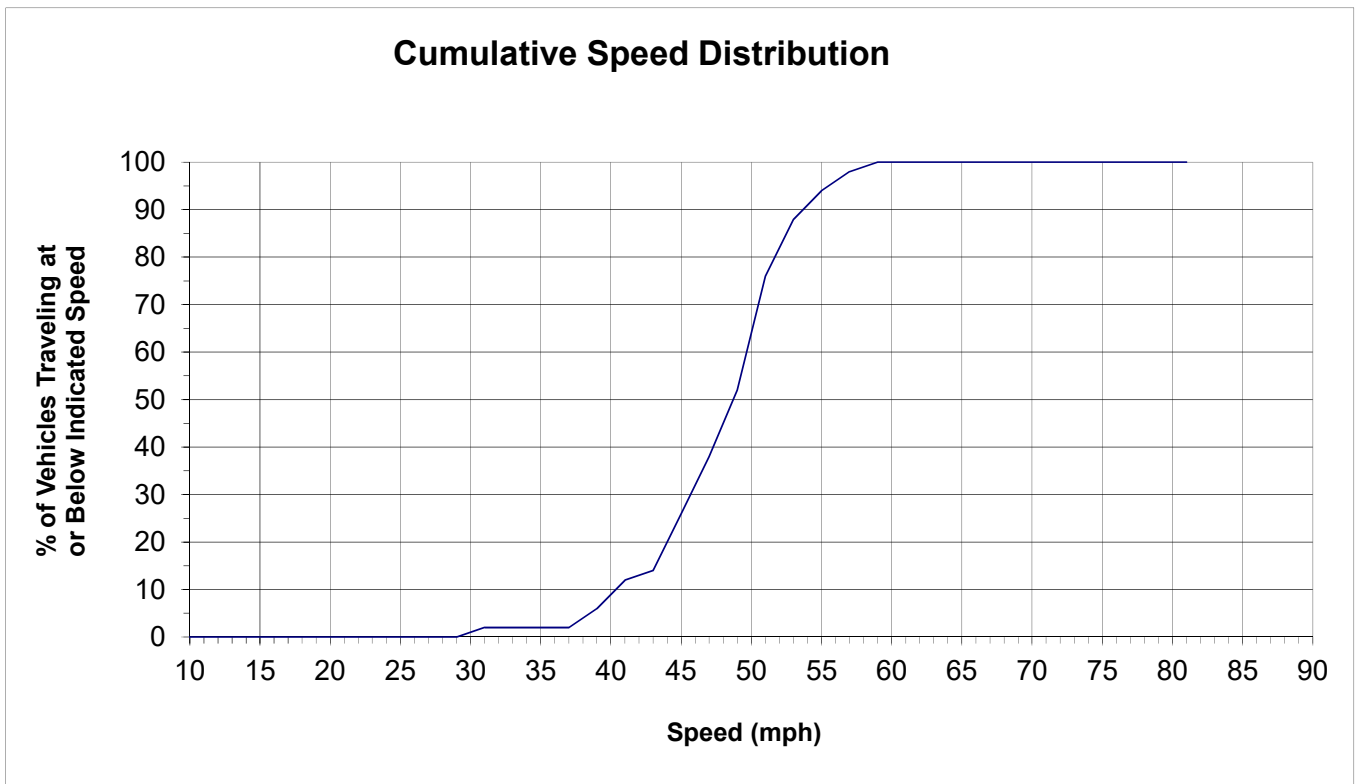
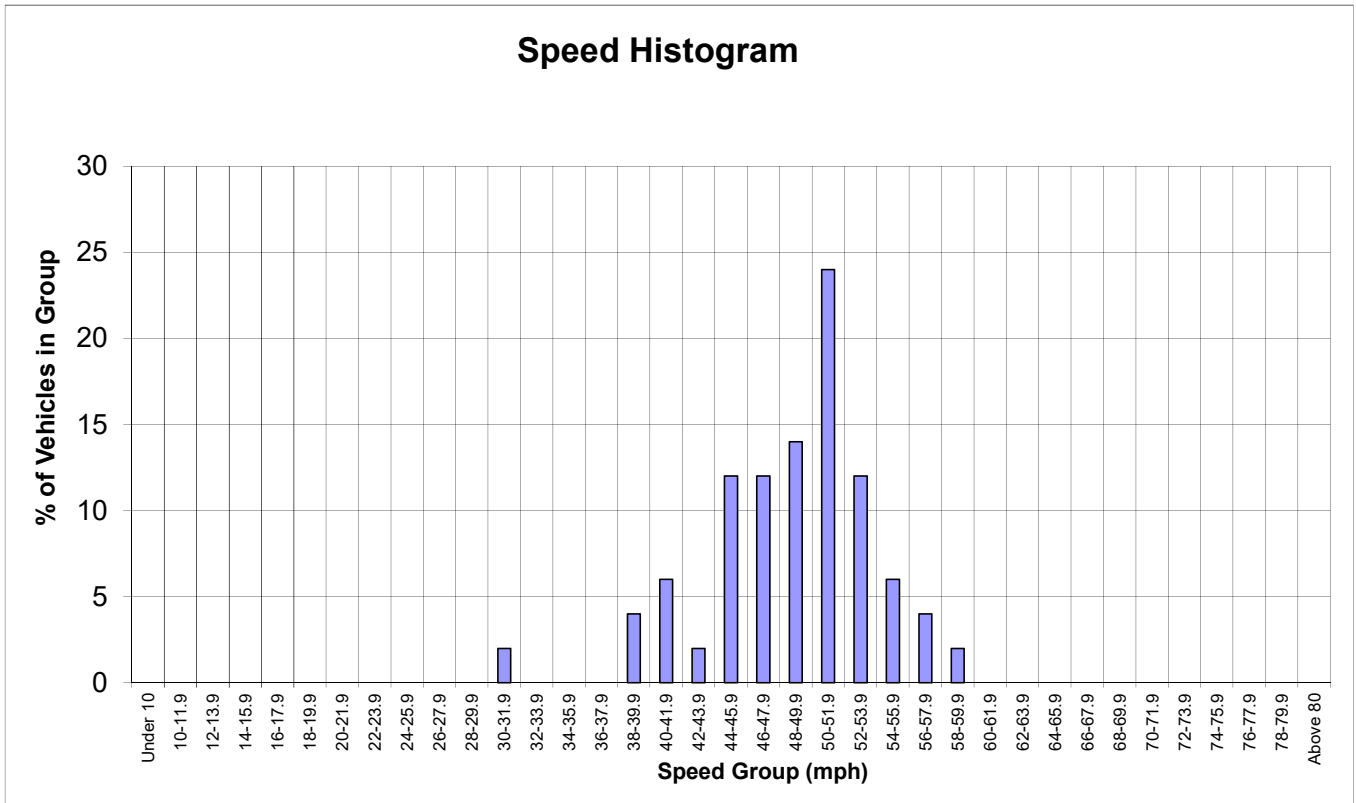
**Vehicles Exceeding 80 mph (%)..... 0%**

**Note:** Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM





**Frequency Distribution for Spot Speed Study**  
**Location 1: NYS Route 299 approximately 1/4 mile west of Butternville Road (New Paltz)**  
**Westbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 8:00 AM to 9:00 AM



**Speed Calculations for  
Location 2: NYS Route 299 approximately 1/4 mile east of Butternut Road (New Paltz)  
Eastbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-45	0
10-11.9	11	0	0.000	0	0.000	0	-43	0
12-13.9	13	0	0.000	0	0.000	0	-41	0
14-15.9	15	0	0.000	0	0.000	0	-39	0
16-17.9	17	0	0.000	0	0.000	0	-37	0
18-19.9	19	0	0.000	0	0.000	0	-35	0
20-21.9	21	0	0.000	0	0.000	0	-33	0
22-23.9	23	0	0.000	0	0.000	0	-31	0
24-25.9	25	0	0.000	0	0.000	0	-29	0
26-27.9	27	0	0.000	0	0.000	0	-27	0
28-29.9	29	0	0.000	0	0.000	0	-25	0
30-31.9	31	0	0.000	0	0.000	0	-23	0
32-33.9	33	0	0.000	0	0.000	0	-21	0
34-35.9	35	0	0.000	0	0.000	0	-19	0
36-37.9	37	0	0.000	0	0.000	0	-17	0
38-39.9	39	0	0.000	0	0.000	0	-15	0
40-41.9	41	0	0.000	0	0.000	0	-13	0
42-43.9	43	1	0.020	1	0.020	43	-11	112
44-45.9	45	2	0.040	3	0.060	90	-9	147
46-47.9	47	3	0.060	6	0.120	141	-7	129
48-49.9	49	5	0.100	11	0.220	245	-5	104
50-51.9	51	7	0.140	18	0.360	357	-3	46
52-53.9	53	9	0.180	27	0.540	477	-1	3
54-55.9	55	8	0.160	35	0.700	440	1	17
56-57.9	57	6	0.120	41	0.820	342	3	71
58-59.9	59	6	0.120	47	0.940	354	5	178
60-61.9	61	2	0.040	49	0.980	122	7	111
62-63.9	63	0	0.000	49	0.980	0	9	0
64-65.9	65	0	0.000	49	0.980	0	11	0
66-67.9	67	1	0.020	50	1.000	67	13	181
68-69.9	69	0	0.000	50	1.000	0	15	0
70-71.9	71	0	0.000	50	1.000	0	17	0
72-73.9	73	0	0.000	50	1.000	0	19	0
74-75.9	75	0	0.000	50	1.000	0	21	0
76-77.9	77	0	0.000	50	1.000	0	23	0
78-79.9	79	0	0.000	50	1.000	0	25	0
Above 80		0	0.000	50	1.000	0	26	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,678</b>		<b>1,096</b>

**Posted Speed Limit (mph)..... Not Posted**

**x - Arithmetic Mean (mph)..... 53.6**

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

**s - Standard deviation (mph)..... 4.7**

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

**Mode Speed (mph)..... 52**

**85th Percentile (mph)..... 58**

**Pace (mph)..... 49 - 58**

**Median Speed (mph)..... 53**

**Pace Speed (mph)..... 58**

**15th Percentile (mph)..... 49**

**Range (mph)..... 43 - 67**

**Vehicles Exceeding 10 mph (%)..... 100%**

**Vehicles Exceeding 50 mph (%)..... 78%**

**Vehicles Exceeding 20 mph (%)..... 100%**

**Vehicles Exceeding 60 mph (%)..... 6%**

**Vehicles Exceeding 30 mph (%)..... 100%**

**Vehicles Exceeding 70 mph (%)..... 0%**

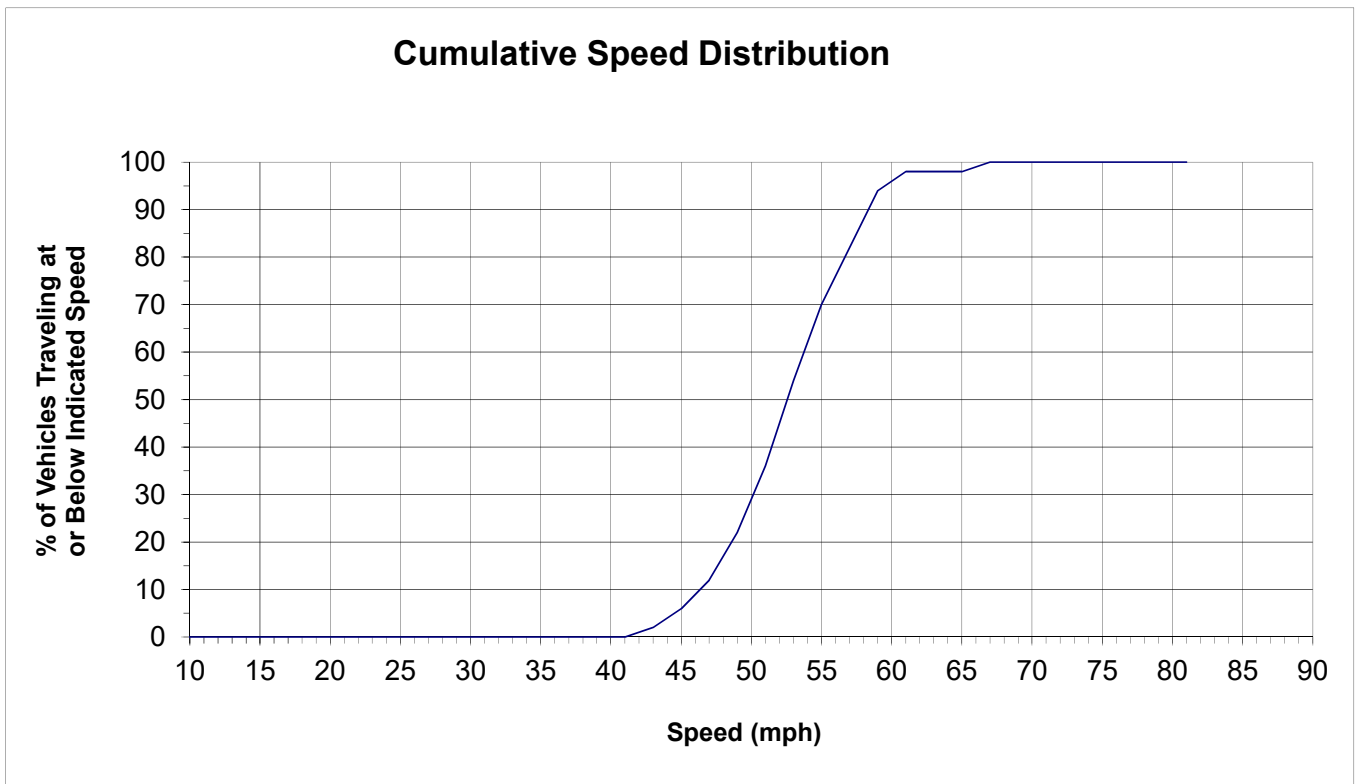
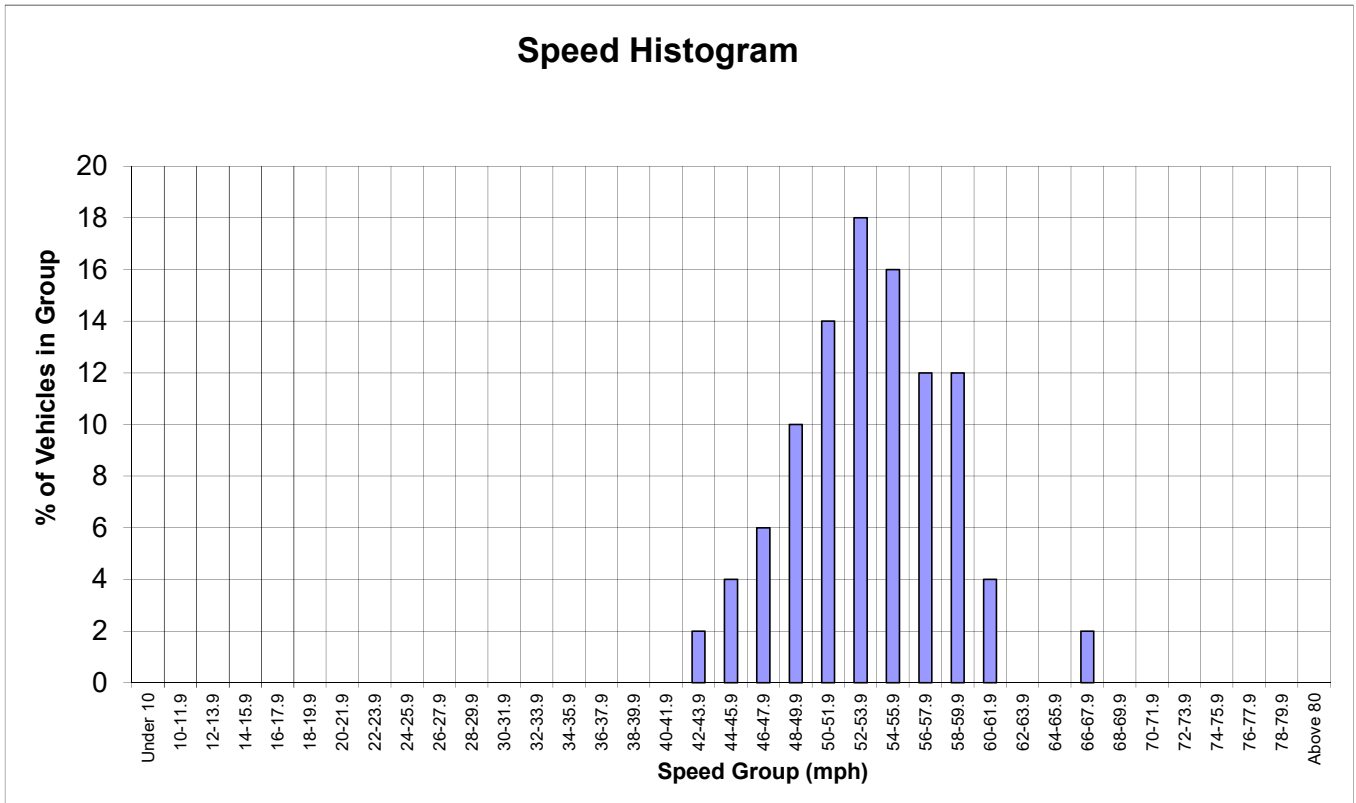
**Vehicles Exceeding 40 mph (%)..... 100%**

**Vehicles Exceeding 80 mph (%)..... 0%**

**Note:** Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM



**Frequency Distribution for Spot Speed Study**  
**Location 2: NYS Route 299 approximately 1/4 mile east of Butternville Road (New Paltz)**  
**Eastbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM



**Speed Calculations for  
Location 2: NYS Route 299 approximately 1/4 mile east of Butternville Road  
Westbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-45	0
10-11.9	11	0	0.000	0	0.000	0	-43	0
12-13.9	13	0	0.000	0	0.000	0	-41	0
14-15.9	15	0	0.000	0	0.000	0	-39	0
16-17.9	17	0	0.000	0	0.000	0	-37	0
18-19.9	19	0	0.000	0	0.000	0	-35	0
20-21.9	21	0	0.000	0	0.000	0	-33	0
22-23.9	23	0	0.000	0	0.000	0	-31	0
24-25.9	25	0	0.000	0	0.000	0	-29	0
26-27.9	27	0	0.000	0	0.000	0	-27	0
28-29.9	29	0	0.000	0	0.000	0	-25	0
30-31.9	31	0	0.000	0	0.000	0	-23	0
32-33.9	33	0	0.000	0	0.000	0	-21	0
34-35.9	35	0	0.000	0	0.000	0	-19	0
36-37.9	37	0	0.000	0	0.000	0	-17	0
38-39.9	39	0	0.000	0	0.000	0	-15	0
40-41.9	41	0	0.000	0	0.000	0	-13	0
42-43.9	43	1	0.020	1	0.020	43	-11	130
44-45.9	45	3	0.060	4	0.080	135	-9	265
46-47.9	47	3	0.060	7	0.140	141	-7	164
48-49.9	49	6	0.120	13	0.260	294	-5	175
50-51.9	51	4	0.080	17	0.340	204	-3	46
52-53.9	53	6	0.120	23	0.460	318	-1	12
54-55.9	55	4	0.080	27	0.540	220	1	1
56-57.9	57	11	0.220	38	0.760	627	3	74
58-59.9	59	5	0.100	43	0.860	295	5	106
60-61.9	61	3	0.060	46	0.920	183	7	131
62-63.9	63	1	0.020	47	0.940	63	9	74
64-65.9	65	2	0.040	49	0.980	130	11	225
66-67.9	67	1	0.020	50	1.000	67	13	159
68-69.9	69	0	0.000	50	1.000	0	15	0
70-71.9	71	0	0.000	50	1.000	0	17	0
72-73.9	73	0	0.000	50	1.000	0	19	0
74-75.9	75	0	0.000	50	1.000	0	21	0
76-77.9	77	0	0.000	50	1.000	0	23	0
78-79.9	79	0	0.000	50	1.000	0	25	0
Above 80		0	0.000	50	1.000	0	26	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,720</b>		<b>1,562</b>

**Posted Speed Limit (mph)..... Not Posted**

**x - Arithmetic Mean (mph)..... 54.4**

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

**s - Standard deviation (mph)..... 5.6**

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

**Mode Speed (mph)..... 56**

**85th Percentile (mph)..... 59**

**Pace (mph)..... 48 - 57**

**Median Speed (mph)..... 55**

**Pace Speed (mph)..... 57**

**15th Percentile (mph)..... 48**

**Range (mph)..... 43 - 67**

**Vehicles Exceeding 10 mph (%)..... 100%**

**Vehicles Exceeding 50 mph (%)..... 74%**

**Vehicles Exceeding 20 mph (%)..... 100%**

**Vehicles Exceeding 60 mph (%)..... 14%**

**Vehicles Exceeding 30 mph (%)..... 100%**

**Vehicles Exceeding 70 mph (%)..... 0%**

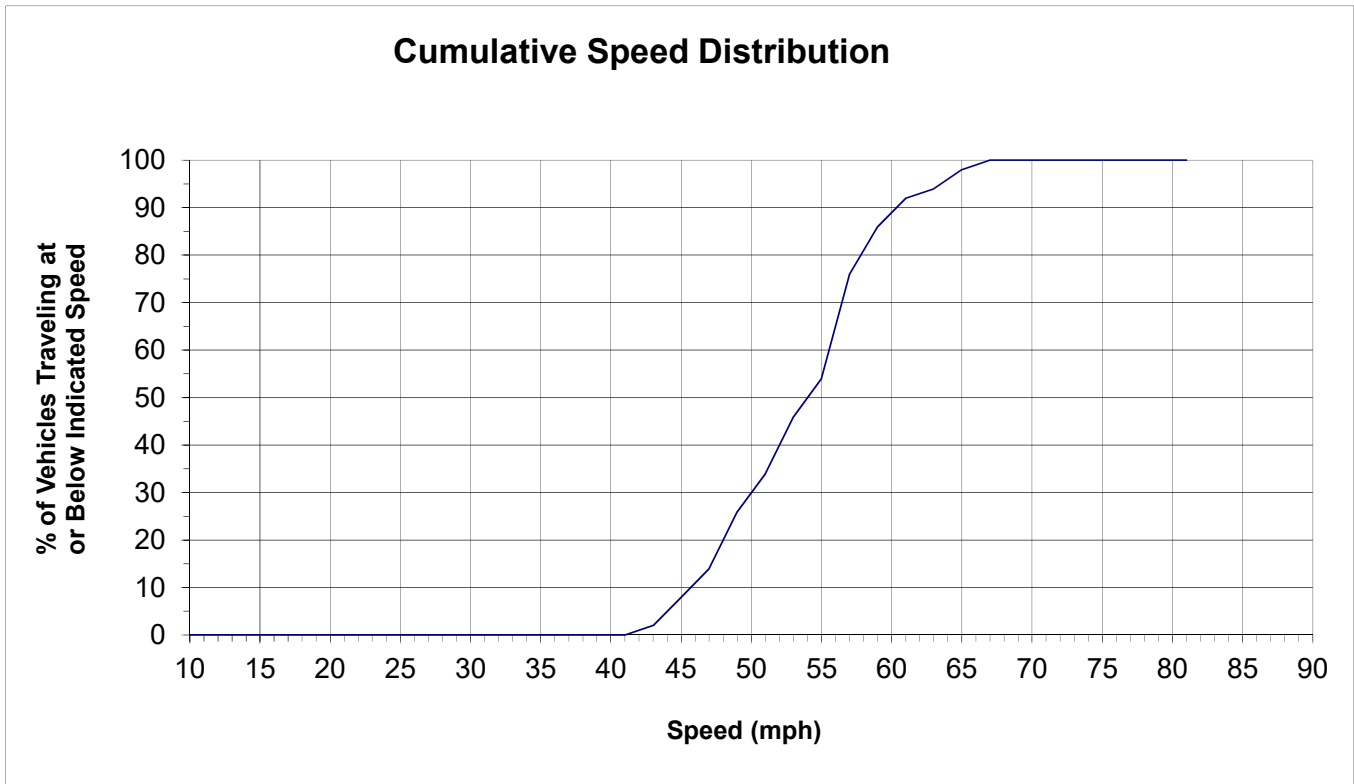
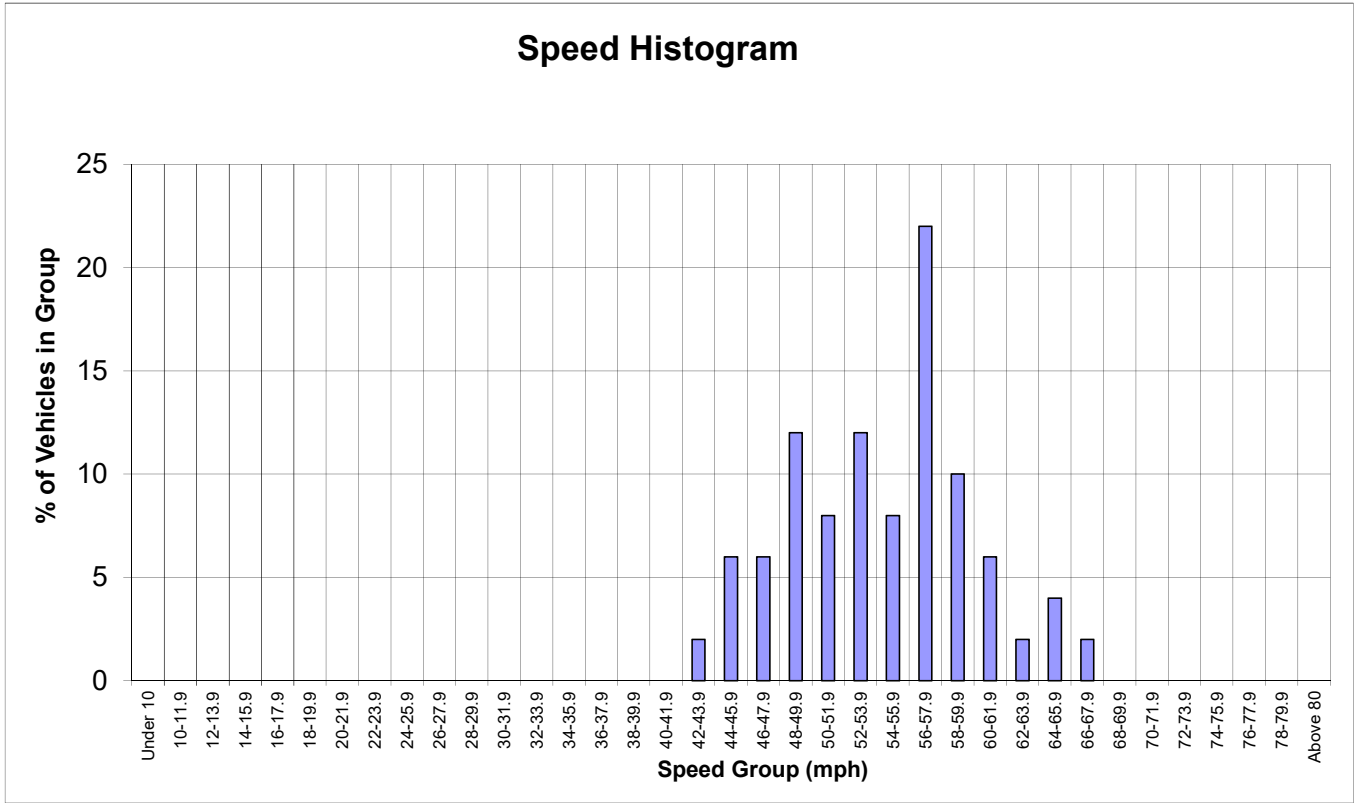
**Vehicles Exceeding 40 mph (%)..... 100%**

**Vehicles Exceeding 80 mph (%)..... 0%**

**Note:** Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM



**Frequency Distribution for Spot Speed Study**  
**Location 2: NYS Route 299 approximately 1/4 mile east of Butternville Road**  
**Westbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 9:00 AM to 10:00 AM





**Speed Calculations for  
Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane  
Eastbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-40	0
10-11.9	11	0	0.000	0	0.000	0	-38	0
12-13.9	13	0	0.000	0	0.000	0	-36	0
14-15.9	15	0	0.000	0	0.000	0	-34	0
16-17.9	17	0	0.000	0	0.000	0	-32	0
18-19.9	19	0	0.000	0	0.000	0	-30	0
20-21.9	21	0	0.000	0	0.000	0	-28	0
22-23.9	23	0	0.000	0	0.000	0	-26	0
24-25.9	25	0	0.000	0	0.000	0	-24	0
26-27.9	27	0	0.000	0	0.000	0	-22	0
28-29.9	29	0	0.000	0	0.000	0	-20	0
30-31.9	31	0	0.000	0	0.000	0	-18	0
32-33.9	33	0	0.000	0	0.000	0	-16	0
34-35.9	35	0	0.000	0	0.000	0	-14	0
36-37.9	37	1	0.020	1	0.020	37	-12	145
38-39.9	39	1	0.020	2	0.040	39	-10	101
40-41.9	41	1	0.020	3	0.060	41	-8	65
42-43.9	43	1	0.020	4	0.080	43	-6	36
44-45.9	45	8	0.160	12	0.240	360	-4	131
46-47.9	47	10	0.200	22	0.440	470	-2	42
48-49.9	49	9	0.180	31	0.620	441	0	0
50-51.9	51	9	0.180	40	0.800	459	2	35
52-53.9	53	2	0.040	42	0.840	106	4	31
54-55.9	55	5	0.100	47	0.940	275	6	178
56-57.9	57	1	0.020	48	0.960	57	8	63
58-59.9	59	0	0.000	48	0.960	0	10	0
60-61.9	61	1	0.020	49	0.980	61	12	143
62-63.9	63	1	0.020	50	1.000	63	14	195
64-65.9	65	0	0.000	50	1.000	0	16	0
66-67.9	67	0	0.000	50	1.000	0	18	0
68-69.9	69	0	0.000	50	1.000	0	20	0
70-71.9	71	0	0.000	50	1.000	0	22	0
72-73.9	73	0	0.000	50	1.000	0	24	0
74-75.9	75	0	0.000	50	1.000	0	26	0
76-77.9	77	0	0.000	50	1.000	0	28	0
78-79.9	79	0	0.000	50	1.000	0	30	0
Above 80		0	0.000	50	1.000	0	31	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,452</b>		<b>1,164</b>

**Posted Speed Limit (mph)..... Not Posted**

**x - Arithmetic Mean (mph)..... 49.0**

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

**s - Standard deviation (mph)..... 4.9**

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

**Mode Speed (mph)..... 46**

**85th Percentile (mph)..... 54**

**Pace (mph)..... 44 - 53**

**Median Speed (mph)..... 48**

**Pace Speed (mph)..... 53**

**15th Percentile (mph)..... 44**

**Range (mph)..... 37 - 62**

**Vehicles Exceeding 10 mph (%)..... 100%**

**Vehicles Exceeding 50 mph (%)..... 38%**

**Vehicles Exceeding 20 mph (%)..... 100%**

**Vehicles Exceeding 60 mph (%)..... 4%**

**Vehicles Exceeding 30 mph (%)..... 100%**

**Vehicles Exceeding 70 mph (%)..... 0%**

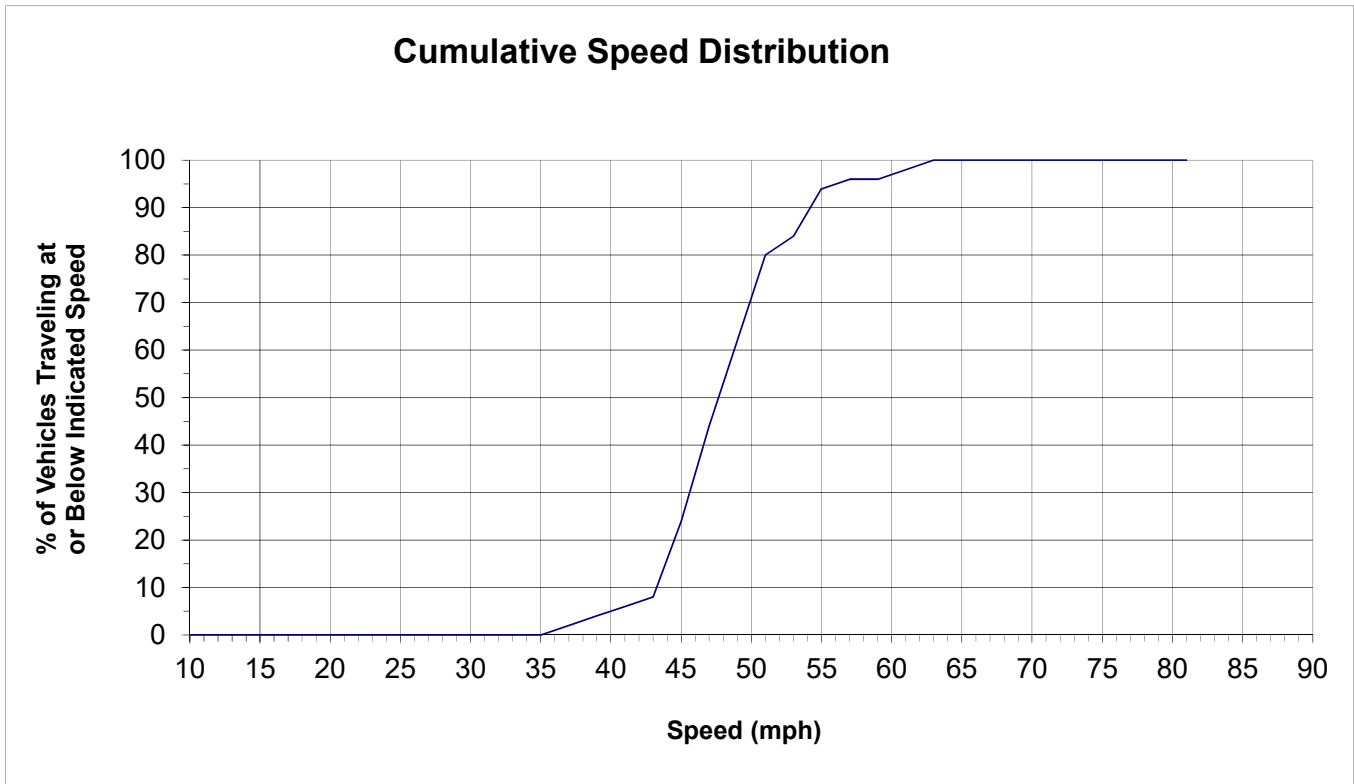
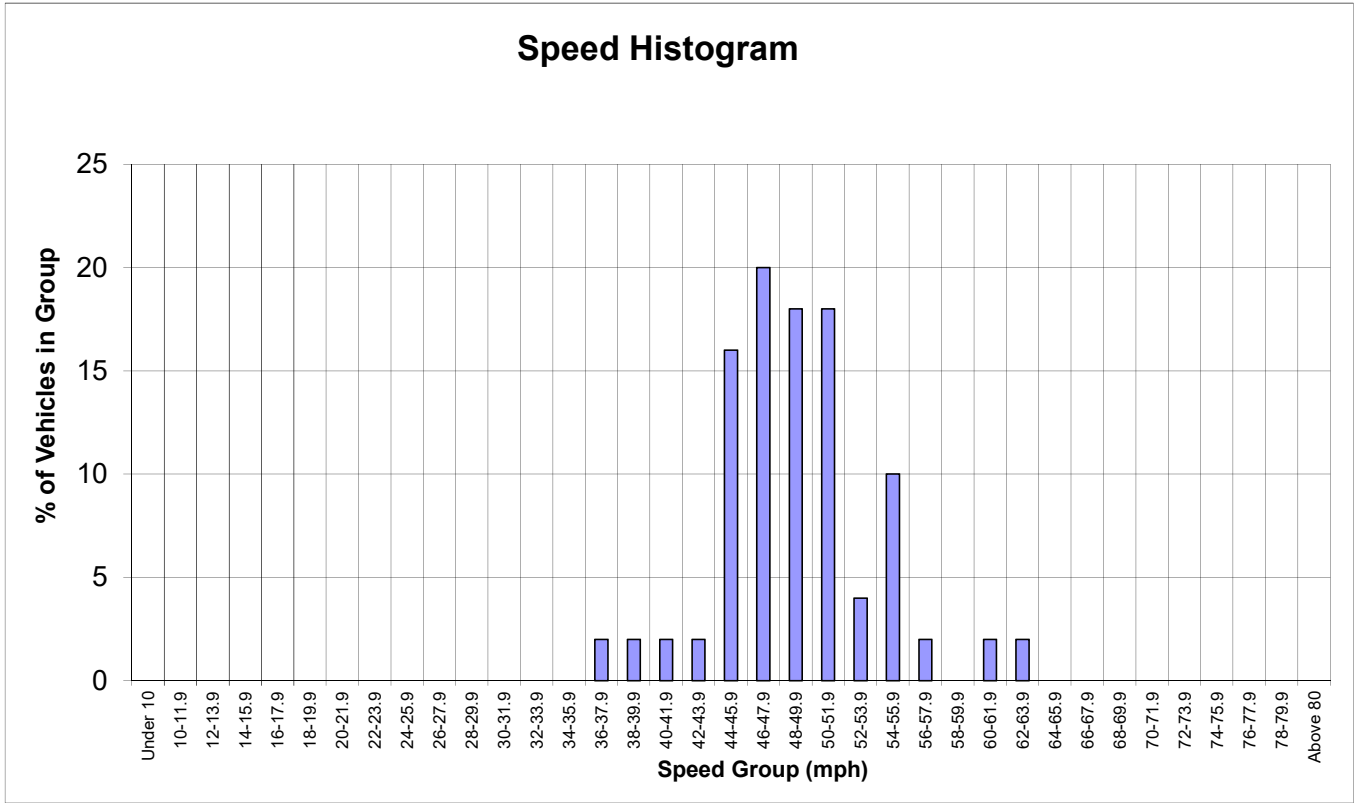
**Vehicles Exceeding 40 mph (%)..... 96%**

**Vehicles Exceeding 80 mph (%)..... 0%**

**Note:** Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM



**Frequency Distribution for Spot Speed Study**  
**Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane**  
**Eastbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM



**Speed Calculations for  
Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane  
Westbound**

Class Limits (mph)	Class Midvalues (mph) $u_i$	Class Frequencies $f_i$	Relative Frequencies	Cumulative Frequencies		$f_i u_i$	$u_i - x$	$f_i (u_i - x)^2$
				Number	Relative			
Under 10		0	0.000	0	0.000	0	-37	0
10-11.9	11	0	0.000	0	0.000	0	-35	0
12-13.9	13	0	0.000	0	0.000	0	-33	0
14-15.9	15	0	0.000	0	0.000	0	-31	0
16-17.9	17	0	0.000	0	0.000	0	-29	0
18-19.9	19	0	0.000	0	0.000	0	-27	0
20-21.9	21	0	0.000	0	0.000	0	-25	0
22-23.9	23	0	0.000	0	0.000	0	-23	0
24-25.9	25	0	0.000	0	0.000	0	-21	0
26-27.9	27	0	0.000	0	0.000	0	-19	0
28-29.9	29	0	0.000	0	0.000	0	-17	0
30-31.9	31	0	0.000	0	0.000	0	-15	0
32-33.9	33	0	0.000	0	0.000	0	-13	0
34-35.9	35	1	0.020	1	0.020	35	-11	132
36-37.9	37	2	0.040	3	0.060	74	-9	180
38-39.9	39	4	0.080	7	0.140	156	-7	224
40-41.9	41	4	0.080	11	0.220	164	-5	120
42-43.9	43	5	0.100	16	0.320	215	-3	61
44-45.9	45	5	0.100	21	0.420	225	-1	11
46-47.9	47	9	0.180	30	0.600	423	1	2
48-49.9	49	6	0.120	36	0.720	294	3	38
50-51.9	51	4	0.080	40	0.800	204	5	82
52-53.9	53	8	0.160	48	0.960	424	7	340
54-55.9	55	2	0.040	50	1.000	110	9	145
56-57.9	57	0	0.000	50	1.000	0	11	0
58-59.9	59	0	0.000	50	1.000	0	13	0
60-61.9	61	0	0.000	50	1.000	0	15	0
62-63.9	63	0	0.000	50	1.000	0	17	0
64-65.9	65	0	0.000	50	1.000	0	19	0
66-67.9	67	0	0.000	50	1.000	0	21	0
68-69.9	69	0	0.000	50	1.000	0	23	0
70-71.9	71	0	0.000	50	1.000	0	25	0
72-73.9	73	0	0.000	50	1.000	0	27	0
74-75.9	75	0	0.000	50	1.000	0	29	0
76-77.9	77	0	0.000	50	1.000	0	31	0
78-79.9	79	0	0.000	50	1.000	0	33	0
Above 80		0	0.000	50	1.000	0	34	0
<b>Totals</b>		<b>50</b>	<b>1.000</b>			<b>2,324</b>		<b>1,334</b>

**Posted Speed Limit (mph)..... Not Posted**

**x - Arithmetic Mean (mph)..... 46.5**

$$x = \frac{\sum f_i u_i}{\sum f_i}$$

**s - Standard deviation (mph)..... 5.2**

$$s = \sqrt{\frac{\sum f_i (u_i - x)^2}{(\sum f_i) - 1}}$$

**Mode Speed (mph)..... 47**

**85th Percentile (mph)..... 52**

**Pace (mph)..... 44 - 53**

**Median Speed (mph)..... 47**

**Pace Speed (mph)..... 53**

**15th Percentile (mph)..... 40**

**Range (mph)..... 35 - 55**

**Vehicles Exceeding 10 mph (%)..... 100%**

**Vehicles Exceeding 50 mph (%)..... 28%**

**Vehicles Exceeding 20 mph (%)..... 100%**

**Vehicles Exceeding 60 mph (%)..... 0%**

**Vehicles Exceeding 30 mph (%)..... 100%**

**Vehicles Exceeding 70 mph (%)..... 0%**

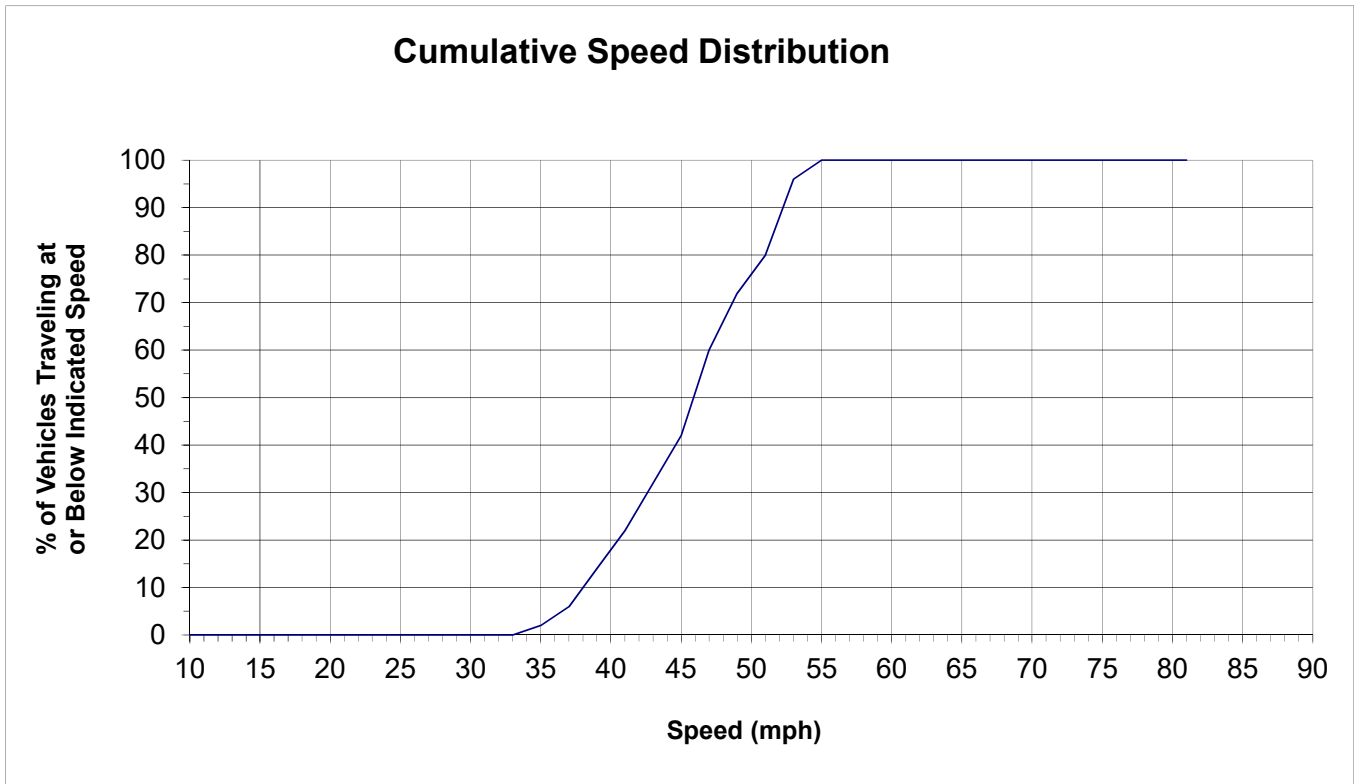
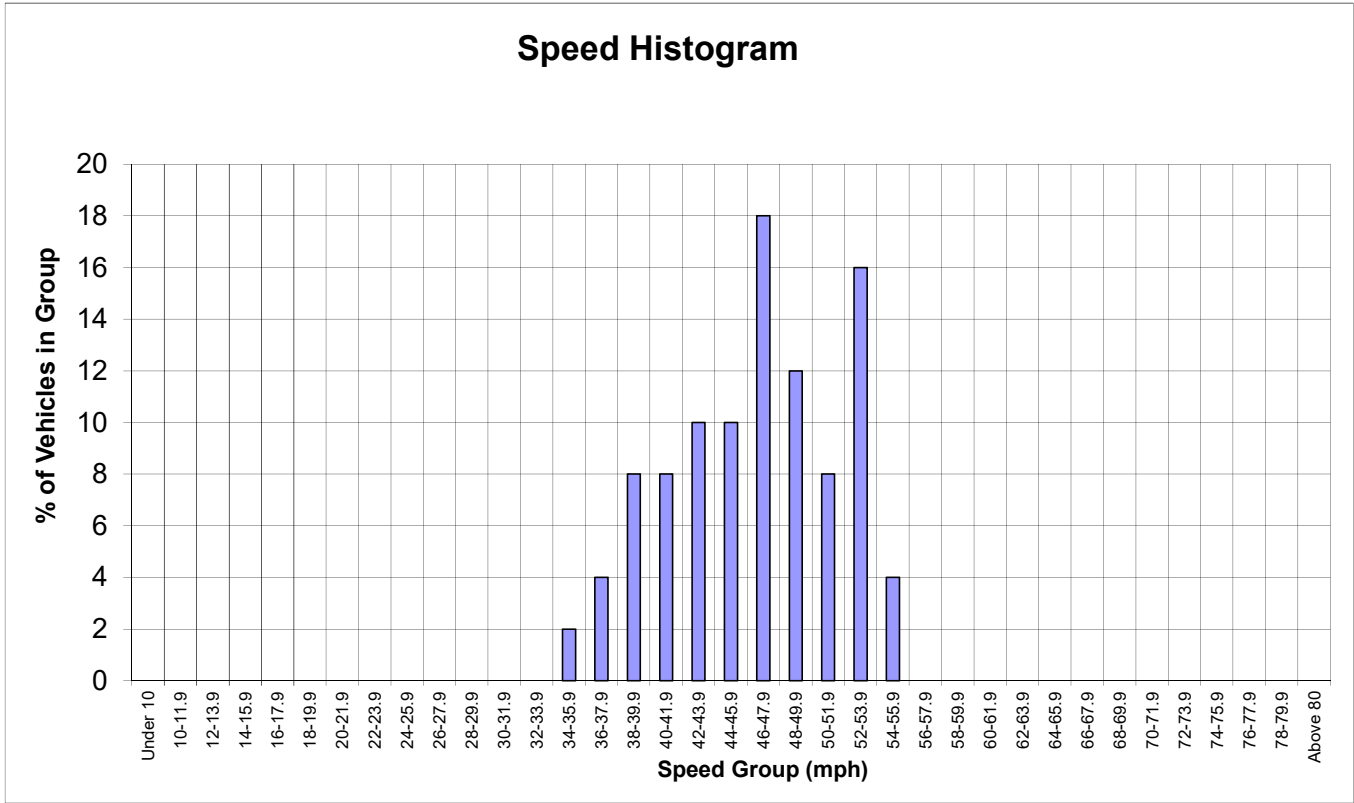
**Vehicles Exceeding 40 mph (%)..... 86%**

**Vehicles Exceeding 80 mph (%)..... 0%**

**Note:** Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM



**Frequency Distribution for Spot Speed Study**  
**Location 3: NYS Route 299 approximately 500 feet east of Jacobs Lane**  
**Westbound**



**Note:** Data was collected on November 14, 2017 (Tuesday) from 10:00 AM to 11:00 AM





December 22, 2014

Mr. Khattar Elmassalemah  
Praetorius and Conrad, PC  
PO Box 360  
Saugerties, NY 12477

**RE: Traffic Evaluation, Saugerties NY Development, LP, Town of Saugerties, Ulster County, NY; CME Project: 114-194**

Dear Mr. Elmassalemah:

This letter summarizes the traffic evaluation completed for the proposed *Saugerties NY Development, LP* located on Old Route 32 in the Town of Saugerties, New York as shown on Figure 1. The purpose of this analysis is to assess the traffic impact of the project and the need for traffic mitigation measures. The results of the analysis are detailed below.

#### A. Introduction and Background

The project is located on approximately 10 acres of land west of Old Route 32 with primary access across from the Sunoco Gas Station on NY Route 32, which is approximately 1,200 feet north of the I-87 Exit 20 southbound toll plaza. Old Route 32 intersects NY Route 32 at two unsignalized locations separated by approximately 800 feet. The preliminary site plan (Attachment A) assumes a 100 seat sit-down restaurant, 86 room hotel, and a  $\pm 2,800$  square foot (SF) fast food restaurant with drive thru. A fourth building is proposed that will either be a second  $\pm 2,800$  square foot (SF) fast food restaurant with drive thru or bank with drive thru. It is estimated that the project will be completed and occupied in 2016, however, an initial phase of just the hotel use may be initiated prior to the remaining uses.

**Figure 1 – Site Location**





background traffic volumes to establish the 2016 No-Build traffic volumes shown on Figure 2.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. Trip generation was estimated using trip generation data located in the Institute of Transportation Engineers (ITE) *Trip Generation*, 9<sup>th</sup> edition for the proposed land uses. A trip is defined as the entering or exiting of a vehicle, hence one vehicle is equal to two trips; one trip entering, one trip exiting. Some land uses, in this case the restaurants, attract customers that are already driving by the site. They are called pass-by trips and they represent a vehicle trip that is otherwise already driving by on Route 32, but chooses to enter the site (e.g. to pick up dinner), before continuing onto their primary destination. Passy-by trips do not result in additional traffic to the region, but do add traffic locally into the site. A summary of the trip generation for the site is included in Table 1.

**Table 1 –Trip Generation Summary**

Land Use	Size	ITE LUC	PM Peak Hour (Trips)		
			Enter	Exit	Total
Hotel	86 rooms	310	29	31	60
Sit-Down Restaurant 40% Pass-by	5,000 SF	932	29	20	49
Fast-Food Restaurant 50% Pass-by	2,800 SF	934	47	44	91
			-23	-23	-46
<b>Total Trips (Hotel, Sit-down rest., 2x fast-food rest.)</b>			152	139	291
<b>-Pass-by</b>			-56	-56	-112
<b>Primary (New) Trips</b>			96	83	179

The site plan proposes that one of the 2,800 SF buildings be either a drive-in bank or a second fast-food restaurant. A trip generation comparison shows that a drive in bank would generate 68 peak hour trips (34 enter/34 exit) which is much less than a fast-food restaurant. For a conservative approach, the trip generation and future building conditions were calculated based upon the assumption of two fast food restaurants. In total, 179 primary trips are estimated to be generated by the proposed project. If the hotel is progressed initially, the site would generate a total of 60 trips (29 trips entering, 31 trips exiting), about 33% of the total site build-out.

Trip Distribution, Assignment, and Build Volumes

Traffic generated by the project was distributed to the study area intersections. It is estimated that a majority of the site generated trips will originate south of the project site based upon its proximity to the Village of Saugerties and the Thruway interchange. As such, 75% of the site traffic was distributed from the south and 25% from the north. The pass-by trips will follow the existing traffic distribution along NY Route 32; 65% of the pass-by trips will come from the south and 35% from the north. It is assumed all trips coming from the south will utilize the southern intersection of Old Route 32 and NY Route 32 and all trips from the north will use the northern intersection. The trip



The above results illustrates that the NY Route 32/Old Route 32 North intersection will experience delays of about 23 seconds per vehicle (LOS C). This is generally considered an acceptable operating conditions, therefore no capacity improvements are recommended.

The Old Route 32 South intersection will operate at LOS B exiting turning onto Route 32, while the northbound left turn movement will operate at LOS A. Although the northbound left turn lane will operate at LOS A, the left turn volume will equal approximately 20% of the northbound approach volume. Based on the *A Policy of Geometric Design of Highways and Streets (2011)* published by the American Association of State Highway and Transportation Officials (AASHTO), the traffic volumes at the Route 32/Old Route 32 South intersection meet the warrant for a left turn lane. Therefore, it is recommended that a northbound left turn lane be constructed on Route 32 approaching Old Route 32.

The NY Route 32/Exit 20 Toll intersection currently operates at LOS A on Route 32 and LOS B on the exiting right turn movement, while the exiting left turn movement operates at LOS F. Route 32 and the exiting right lane from the toll plaza will continue to operate at LOS A/B through completion of the project. The exiting left turn movement will experience an increase in delays as the additional through traffic on Route 32 make it increasingly difficult to find gaps in traffic to complete a left turn maneuver.

To improve the poor level of service in the westbound left-turn lane, it is recommended that the existing striped median on the south leg of the intersection be restriped as a two-way left-turn lane (TWLTL) so that westbound left turning vehicles may perform a two-step left turn maneuver. This would allow exiting drivers to find a gap in the northbound traffic first and turn left into the TWLTL where they may wait until an acceptable gap becomes available in the southbound through lane. The westbound left turn movement exiting the toll will improve to LOS E under this Build with Improvement scenario. No other improvements are considered necessary.

The analysis indicates that the NY Route 32/ NY Route 212 intersection currently operates at an overall LOS B with acceptable grades on all four approaches. In the Build condition the intersection is expected to drop to a LOS C with an increased overall delay of less than five seconds. This reduction is primarily due an increase in the southbound left turn volume. The southbound left/through lane will degrade one level of service with an increase of approximately 13 seconds of delay per vehicle. The increase in volume still allows the intersection to maintain an acceptable operating level of service. If the signal parameters allow, the signal controller will adjust automatically to changing traffic conditions and if optimized, will allow the intersection to operate at an overall LOS B with all approaches operating at LOS B or better. This condition is shown in Table 2 under the Build with Improvement column. Therefore, no capacity related mitigation is recommended.



**F. Conclusion**

The *Saugerties NY Development, LP* is a mixed use development proposed to include an 86-room hotel, a 5,000 SF sit-down restaurant, and up to two fast food restaurants. There is an option available to replace one of the fast food restaurants with a drive-in bank. Under the worst-case condition (two fast food restaurants), the project is estimated to generate 179 new vehicle trips in the PM peak hour with 75 percent of trips coming from the south and 25 percent coming from the north.

To mitigate the impacts of the proposed project, two improvements are recommended. The first is that a two-way left turn lane be striped on the southern leg of the Route 32/Exit 20 interchange intersection. This will reduce the delays that will be experienced exiting the Thruway. Second, construction of a northbound left turn lane on Route 32 at the Old Route 32 South intersection is recommended to maintain the traffic flow on Route 32 by providing a refuge area outside the through travel lane for site generated traffic complete the left turn maneuver. These improvements will mitigate any negative traffic impacts resulting from the proposed project. An initial phase condition of constructing the hotel only was also considered. Under these conditions, the two-way left turn lane striping is the only improvement recommended.

Please feel free to call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,  
*Creighton Manning Engineering, LLP*



Kenneth Wersted, P.E., PTOE  
Project Manager

**Attachments**

C: Rich Praetorius – Praetorius & Conrad  
Giafranco Pellegrini





Project No.: 14-1001  
Project Title: 14-1001  
Start Date: 01/01/14  
End Date: 12/31/14

Project No.: 14-1001  
Project Title: 14-1001  
Start Date: 01/01/14  
End Date: 12/31/14

Category	Sub-Category	Item	Quantity	Unit Price	Total Price	Start Date	End Date
Construction	General Construction	Excavation	100	100	10000	01/01/14	03/31/14
		Foundation	200	50	10000	01/01/14	03/31/14
		Structural Steel	100	100	10000	01/01/14	03/31/14
		Roofing	100	100	10000	01/01/14	03/31/14
		Interior Finishes	100	100	10000	01/01/14	03/31/14
		Exterior Finishes	100	100	10000	01/01/14	03/31/14
		Site Work	100	100	10000	01/01/14	03/31/14
		Utilities	100	100	10000	01/01/14	03/31/14
		Security	100	100	10000	01/01/14	03/31/14
		Other	100	100	10000	01/01/14	03/31/14
Professional Fees	Architectural	Design	100	100	10000	01/01/14	03/31/14
		Construction Administration	100	100	10000	01/01/14	03/31/14
		Interior Design	100	100	10000	01/01/14	03/31/14
		Site Planning	100	100	10000	01/01/14	03/31/14
		Structural Engineering	100	100	10000	01/01/14	03/31/14
		Electrical Engineering	100	100	10000	01/01/14	03/31/14
		Mechanical Engineering	100	100	10000	01/01/14	03/31/14
		Plumbing Engineering	100	100	10000	01/01/14	03/31/14
		Other	100	100	10000	01/01/14	03/31/14
		Other	100	100	10000	01/01/14	03/31/14

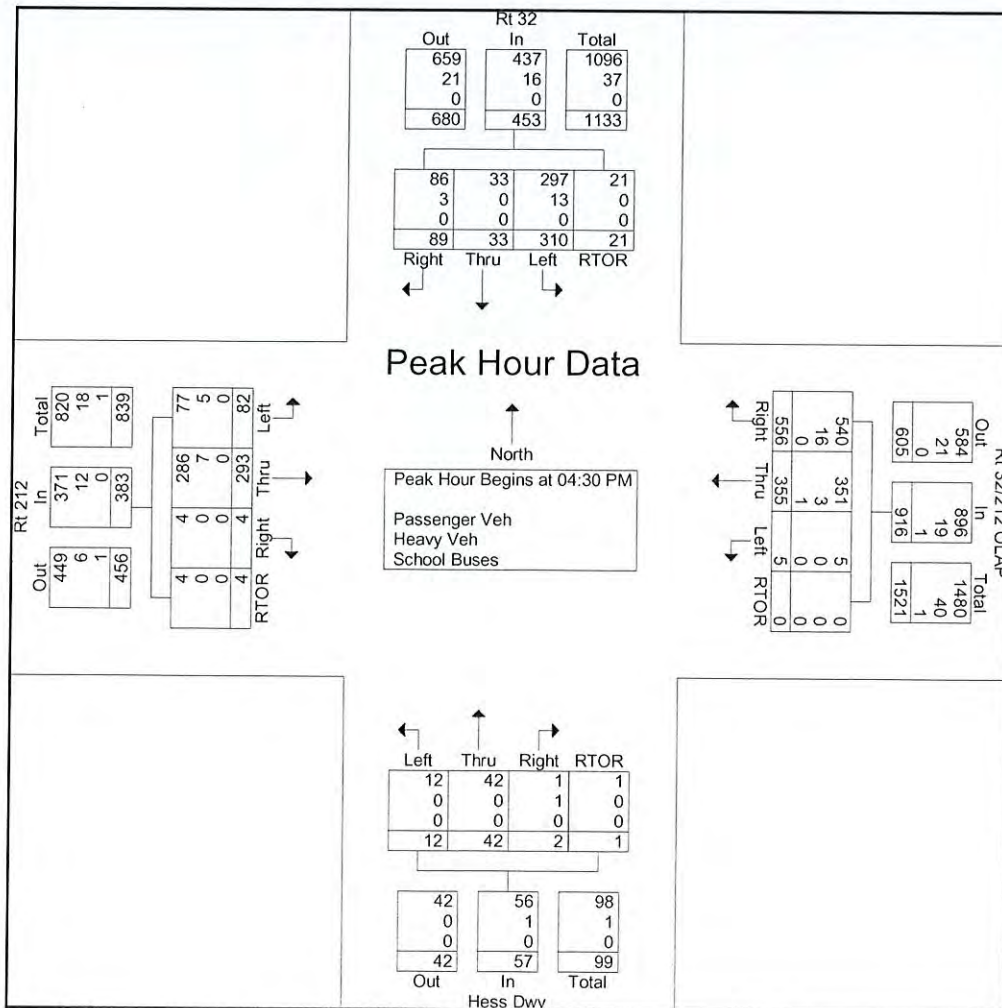
# Attachment B



Project No.:114-194  
 Counted By:JG  
 Location:Saugerties, NY  
 Comments:

File Name : TM114194PM1  
 Site Code : 14-194-1  
 Start Date : 9/4/2014  
 Page No : 2

Start Time	Rt 212 Eastbound					Hess Dwy Northbound					Rt 32/212 OLAP Westbound					Rt 32 Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	22	76	1	0	99	2	9	0	0	11	2	81	142	0	225	67	8	16	5	96	431
4:45:00 PM	25	88	1	2	116	2	10	0	0	12	1	82	122	0	205	87	6	28	3	124	457
5:00:00 PM	14	66	1	1	82	3	14	1	1	19	2	91	152	0	245	75	9	21	10	115	461
5:15:00 PM	21	63	1	1	86	5	9	1	0	15	0	101	140	0	241	81	10	24	3	118	460
Total Volume	82	293	4	4	383	12	42	2	1	57	5	355	556	0	916	310	33	89	21	453	1809
% App. Total	21.4	76.5	1	1		21.1	73.7	3.5	1.8		0.5	38.8	60.7	0		68.4	7.3	19.6	4.6		
PHF	.820	.832	1.0	.500	.825	.600	.750	.500	.250	.750	.625	.879	.914	.000	.935	.891	.825	.795	.525	.913	.981
Passenger Veh	77	286	4	4	371	12	42	1	1	56	5	351	540	0	896	297	33	86	21	437	1760
% Passenger Veh	93.9	97.6	100	100	96.9	100	100	50.0	100	98.2	100	98.9	97.1	0	97.8	95.8	100	96.6	100	96.5	97.3
Heavy Veh	5	7	0	0	12	0	0	1	0	1	0	3	16	0	19	13	0	3	0	16	48
% Heavy Veh	6.1	2.4	0	0	3.1	0	0	50.0	0	1.8	0	0.8	2.9	0	2.1	4.2	0	3.4	0	3.5	2.7
School Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.1	0	0	0	0	0	0.1



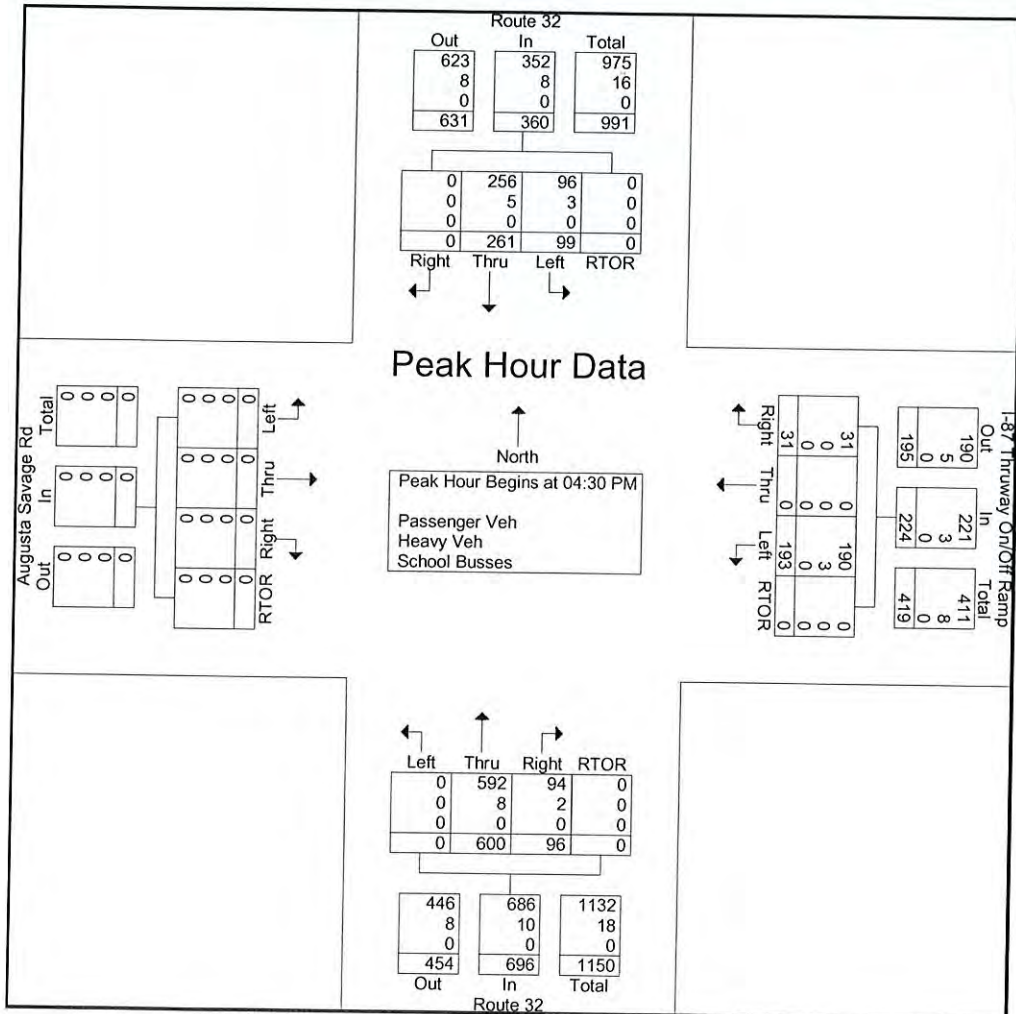




Project No.:114-194  
 Counted By:DMQ  
 Location: Saugerties, NY  
 Comments:

File Name : TM114194PM2  
 Site Code : 14-194-2  
 Start Date : 9/4/2014  
 Page No : 2

Start Time	Augusta Savage Rd Eastbound					Route 32 Northbound					I-87 Thruway On/Off Ramp Westbound					Route 32 Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	0	0	0	0	0	158	16	0	174	48	0	5	0	53	29	53	0	0	82	309
4:45:00 PM	0	0	0	0	0	0	138	23	0	161	52	0	9	0	61	27	72	0	0	99	321
5:00:00 PM	0	0	0	0	0	0	141	38	0	179	50	0	6	0	56	19	69	0	0	88	323
5:15:00 PM	0	0	0	0	0	0	163	19	0	182	43	0	11	0	54	24	67	0	0	91	327
Total Volume	0	0	0	0	0	0	600	96	0	696	193	0	31	0	224	99	261	0	0	360	1280
% App. Total	0	0	0	0	0	0	86.2	13.8	0		86.2	0	13.8	0		27.5	72.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.920	.632	.000	.956	.928	.000	.705	.000	.918	.853	.906	.000	.000	.909	.979
Passenger Veh	0	0	0	0	0	0	592	94	0	686	190	0	31	0	221	96	256	0	0	352	1259
% Passenger Veh	0	0	0	0	0	0	98.7	97.9	0	98.6	98.4	0	100	0	98.7	97.0	98.1	0	0	97.8	98.4
Heavy Veh	0	0	0	0	0	0	8	2	0	10	3	0	0	0	3	3	5	0	0	8	21
% Heavy Veh	0	0	0	0	0	0	1.3	2.1	0	1.4	1.6	0	0	0	1.3	3.0	1.9	0	0	2.2	1.6
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





## LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

### Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

**LOS A** describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).



TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JG			Intersection	Rt 32/ Augusta Savage Rd/ Toll			
Agency/Co.	CME, RT32ASRTexpm			Jurisdiction	Saugerties, NY			
Date Performed	9/17/2014			Analysis Year	2014 Existing			
Analysis Time Period	PM Peak Hour of AST							
Project Description 114-194 Old Route 32 Mixed Use								
East/West Street: Augusta Savage Rd/Exit 20 Toll				North/South Street: Route 32				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		600		99	261			
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate, HFR (veh/h)	0	612	0	101	266	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration		T		L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				193		31		
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate, HFR (veh/h)	0	0	0	196	0	31		
Percent Heavy Vehicles	0	0	0	2	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		101	196		31			
C (m) (veh/h)		962	216		497			
v/c		0.10	0.91		0.06			
95% queue length		0.35	12.86		0.20			
Control Delay (s/veh)		9.2	123.2		12.7			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	108.1					
Approach LOS	--	--	F					



## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	JG		Intersection	Rt 32/ Augusta Savage Rd/ Toll				
Agency/Co.	CME, RT32ASRTnbpm		Jurisdiction	Saugerties, NY				
Date Performed	9/17/2014		Analysis Year	2016 No-Build				
Analysis Time Period	PM Peak Hour of AST							
Project Description 114-194 Old Route 32 Mixed Use								
East/West Street: Augusta Savage Rd/Exit 20 Toll			North/South Street: Route 32					
Intersection Orientation: North-South			Study Period (hrs): 1.00					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		614		100	275			
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate, HFR (veh/h)	0	626	0	102	280	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration		T		L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				195		31		
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate, HFR (veh/h)	0	0	0	198	0	31		
Percent Heavy Vehicles	0	0	0	2	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		102	198		31			
C (m) (veh/h)		951	207		488			
v/c		0.11	0.96		0.06			
95% queue length		0.36	15.13		0.20			
Control Delay (s/veh)		9.2	160.7		12.9			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	140.7					
Approach LOS	--	--	F					



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JG	Intersection	Rt 32/ Augusta Savage Rd/ Toll
Agency/Co.	CME, RT32ASRTbupm	Jurisdiction	Saugerties, NY
Date Performed	9/17/2014	Analysis Year	2016 Build
Analysis Time Period	PM Peak Hour of AST		

Project Description 114-194 Old Route 32 Mixed Use

East/West Street: Augusta Savage Rd/Exit 20 Toll

North/South Street: Route 32

Intersection Orientation: North-South

Study Period (hrs): 1.00

### Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)		720		107	372	
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	734	0	109	379	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)				195		39
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	0	0	198	0	39
Percent Heavy Vehicles	0	0	0	2	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

### Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		109	198		39			
C (m) (veh/h)		866	149		423			
v/c		0.13	1.33		0.09			
95% queue length		0.43	33.39		0.30			
Control Delay (s/veh)		9.8	706.4		14.4			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	592.6					
Approach LOS	--	--	F					



## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	JG			Intersection	Rt 32/ Augusta Savage Rd/ Toll		
Agency/Co.	CME, RT32ASRTbuimppm			Jurisdiction	Saugerties, NY		
Date Performed	9/17/2014			Analysis Year	2016 Build w/ Imp		
Analysis Time Period	PM Peak Hour of AST						
Project Description 114-194 Old Route 32 Mixed Use							
East/West Street: Augusta Savage Rd/Exit 20 Toll				North/South Street: Route 32			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		720		107	372		
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly Flow Rate, HFR (veh/h)	0	734	0	109	379	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Two Way Left Turn Lane						
RT Channelized			0			0	
Lanes	0	1	0	1	1	0	
Configuration		T		L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				195		39	
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly Flow Rate, HFR (veh/h)	0	0	0	198	0	39	
Percent Heavy Vehicles	0	0	0	2	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (veh/h)		109	198		39		
C (m) (veh/h)		866	286		423		
v/c		0.13	0.69		0.09		
95% queue length		0.43	5.95		0.30		
Control Delay (s/veh)		9.8	44.6		14.4		
LOS		A	E		B		
Approach Delay (s/veh)	--	--	39.6				
Approach LOS	--	--	E				



### TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JG	Intersection	Old Route 32 (north)/ Rt 32
Agency/Co.	CME,ORT32NRT32busapm	Jurisdiction	Saugerties, NY
Date Performed	9/17/2014	Analysis Year	2016 Build SA
Analysis Time Period	PM Peak Hour of AST		

Project Description 114-194 Old Route 32 Mixed Use

East/West Street: Old Route 32

North/South Street: Route 32

Intersection Orientation: North-South

Study Period (hrs): 1.00

#### Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)		645			375	58
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	658	0	0	382	59
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		T				TR
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	8		0			
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	8	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

#### Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration							LR	
v (veh/h)							8	
C (m) (veh/h)							247	
v/c							0.03	
95% queue length							0.10	
Control Delay (s/veh)							20.1	
LOS							C	
Approach Delay (s/veh)	--	--					20.1	
Approach LOS	--	--					C	



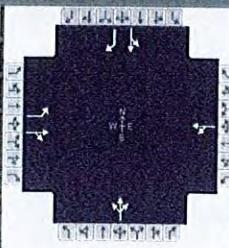
TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JG			Intersection	Rt 32/ Augusta Savage Rd/ Toll		
Agency/Co.	CME, RT32ASRTbusapm			Jurisdiction	Saugerties, NY		
Date Performed	9/17/2014			Analysis Year	2016 Build SA		
Analysis Time Period	PM Peak Hour of AST						
Project Description 114-194 Old Route 32 Mixed Use							
East/West Street: Augusta Savage Rd/Exit 20 Toll				North/South Street: Route 32			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		635		101	297		
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly Flow Rate, HFR (veh/h)	0	647	0	103	303	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	1	1		0
Configuration		T		L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				195		32	
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly Flow Rate, HFR (veh/h)	0	0	0	198	0	32	
Percent Heavy Vehicles	0	0	0	2	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (veh/h)		103	198		32		
C (m) (veh/h)		934	193		475		
v/c		0.11	1.03		0.07		
95% queue length		0.37	18.53		0.22		
Control Delay (s/veh)		9.3	234.0		13.1		
LOS		A	F		B		
Approach Delay (s/veh)	--	--	203.3				
Approach LOS	--	--	F				



# HCS 2010 Signalized Intersection Results Summary

## General Information

Agency	CME, RT32RT212busapm			Duration, h	1.00
Analyst	JG	Analysis Date	9/17/2014	Area Type	Other
Jurisdiction	Saugerties, NY	Time Period	PM Peak Hour of AST	PHF	1.00
Intersection	NY RT 32/NY RT 212	Analysis Year	2016 Build SA	Analysis Period	1 > 16:00
File Name	RT32Rt212busapm.xus				
Project Description	114 - 194 Old Route 32 Mixed Use				



## Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	86	296	8	5	359		12	42	3	343	33	93

## Signal Information

Cycle, s	60.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	17.0	7.0	18.0	0.0	0.0	0.0				
		Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Force Mode	Fixed			Red	1.0	1.0	1.0	0.0	0.0	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8		4		2		6
Case Number	1.0	4.0		8.3		8.0		7.0
Phase Duration, s	13.0	37.0		24.0		23.0		23.0
Change Period, (Y+R <sub>c</sub> ), s	6.0	6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	3.0		3.0		3.0		3.0
Queue Clearance Time (g <sub>s</sub> ), s	3.7	7.5		12.3		3.3		17.5
Green Extension Time (g <sub>e</sub> ), s	0.0	1.0		0.8		0.8		0.0
Base Call Probability	1.00	1.00		1.00		1.00		1.00
Max Out Probability	0.79	0.02		0.26		0.00		1.00

## Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4		5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	86	300		364			56			376	72	
Adjusted Saturation Flow Rate (s), veh/h/ln	1741	1895		1838			1809			1418	1558	
Queue Service Time (g <sub>s</sub> ), s	1.7	5.5		0.0			0.0			14.2	1.7	
Cycle Queue Clearance Time (g <sub>c</sub> ), s	1.7	5.5		10.3			1.3			15.5	1.7	
Green Ratio (g/C)	0.45	0.52		0.30			0.28			0.28	0.40	
Capacity (c), veh/h	451	979		612			585			516	624	
Volume-to-Capacity Ratio (X)	0.191	0.306		0.594			0.096			0.728	0.115	
Available Capacity (c <sub>a</sub> ), veh/h	451	979		612			585			516	624	
Back of Queue (Q), veh/ln (50th percentile)	0.6	1.8		4.1			0.5			4.7	0.5	
Queue Storage Ratio (RQ) (50th percentile)	0.08	0.00		0.00			0.00			0.00	0.11	
Uniform Delay (d <sub>1</sub> ), s/veh	10.9	8.3		18.3			15.9			21.0	11.3	
Incremental Delay (d <sub>2</sub> ), s/veh	0.1	0.1		1.1			0.0			4.6	0.0	
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0		0.0			0.0			0.0	0.0	
Control Delay (d), s/veh	11.0	8.4		19.4			15.9			25.6	11.4	
Level of Service (LOS)	B	A		B			B			C	B	
Approach Delay, s/veh / LOS	9.0	A		19.4	B		15.9	B		23.3	C	
Intersection Delay, s/veh / LOS	17.4						B					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1	B		2.3	B		2.1	B		2.3	B	
Bicycle LOS Score / LOS	1.1	A		1.1	A		0.6	A		1.2	A	



## **Appendix B: Crash Analyses**

### Intersections

Municipality	Major	Minor	AADT Major	Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
Village of Ellenville		209 Center Street	15182	860537	2011	4100	860293	2010	21	5	0.596766379
Municipality	Major	Minor	AADT Major	Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
New Paltz		299 Albany Post/Butterville	4225	860009	2015	1753	868291	2012	27	5	2.474827793
New Paltz		299 Libertyville Rd	7094	860008	2009	2190	868157	2014	7	5	0.413142658
New Paltz		299 Springtown Rd	7094	860008	2009	4427	868155	2015	18	5	0.85609007
Municipality	Major	Minor	AADT Major	Major Station	Major AADT Year	AADT Minor	Minor Station	Minor AADT Year	Number of Crashes	Years	Crash Rate Per MEV
V/New Paltz	299 Main St	Manheim Blvd	15304	860245	2013	5065	860244	2013	28	5	0.753226263
V/New Paltz	299 Main St	Plattekill Ave	15304	860245	2013	4281	861219	2009	16	5	0.447644794
V/New Paltz	299 Main St	SR 32	15304	860245	2013	7463	860025	2015	39	5	0.938633242



### Segments

Municipality	Roadway	From	To	AADT	Station	Year	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
New Paltz	Rt 299	Springtown Rd	Libertyville Rd	7094	860008	2009	0.790	56	5	5.474670818
New Paltz	Rt 299	Libertyville	Albany Post Butternville	4225	860009	2015	1.233	73	5	7.676166671
New Paltz	Rt 299	Albany Post Butternville	Gardiner Town Line	4225	860009	2015	1.127	43	5	4.948457531
Municipality	Roadway	From	To	AADT	Station	Year	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
Saugerties	Rt 32	Railroad Ave	Kings Highway	12170	860055	2014	0.136	33	5	10.95711754
Saugerties	Rt 32	Churchland Ln	SR 32 and 212	20684	860054	2011	0.085	18	5	5.605600158
Saugerties	Rt 32	Thruway NB	Churchland Ln	20684	860054	2011	0.185	31	5	4.440840665
Saugerties	Rt 32	Kings Highway	Thruway NB	12170	860055	2014	0.073	15	5	9.271135358
Municipality	Roadway	From	To	AADT	Station	Year	Segment Length (Mi)	Number of Crashes	Years	Crash Rate Per MVMT
Woodstock	SR 375	Riseley Lane	212 Mill Hill Rd	7762	860609	2015	0.196	11	5	3.957430523
Woodstock	SR 212	Elwyn Ln	Rock City Rd	10621	860551	2013	0.231	63	5	14.06206791
Woodstock	SR 212	SR 375	Playhouse Ln	10621	860551	2013	0.094	6	5	3.295447881
Woodstock	SR 212	Playhouse Ln	Elwyn Ln	10621	860551	2013	0.149	22	5	7.62797892
Woodstock	SR 375	Liberty Ln	Schoonmaker Ln	5834	860056	2014	0.487	22	5	4.242358202
Woodstock	SR 375	Rock City Rd	Liberty Ln	5834	860056	2014	0.216	55	5	23.92701854
Woodstock	SR 375	Ricks Rd	Striebel Rd	5834	860056	2014	0.727	26	5	3.361234092
Woodstock	SR 375	Schoonmaker Lane	Ricks Rd	5834	860056	2014	0.461	13	5	2.648350447

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** All Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	4	5.8%	North	15	11.1%	Northeast	0	0.0%
10 AM - 4 PM	44	63.8%	South	13	9.6%	Northwest	0	0.0%
4 PM - 7 PM	14	20.3%	East	70	51.9%	Southeast	0	0.0%
7 PM - 12 AM	6	8.7%	West	35	25.9%	Southwest	0	0.0%
12 AM - 6 AM	1	1.4%	<b>Total</b>	<b>135</b>		Unspecified	2	1.5%
Unspecified	0	0.0%						
<b>Total</b>	<b>69</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	49	71.0%	Rear End	11	15.9%	Pedestrian	4	5.8%
Cloudy	8	11.6%	Overtake	2	2.9%	Bicycle	1	1.4%
Rain	8	11.6%	Right Angle	6	8.7%	Parked Vehicle	30	43.5%
Snow	2	2.9%	Left Turn	2	2.9%	Backing	3	4.3%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	1.4%	Animal	0	0.0%
Unspecified	2	2.9%	Head On	0	0.0%	Other	6	8.7%
<b>Total</b>	<b>69</b>		Sideswipe	3	4.3%	Unspecified	0	0.0%
			<b>Total</b>	<b>69</b>				

SURFACE	# ACC	%
Dry	54	78.3%
Wet	10	14.5%
Mud/Slush	1	1.4%
Snow/Ice	2	2.9%
Unspecified	2	2.9%
<b>Total</b>	<b>69</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	15	21.7%
Property Damage	18	26.1%
Non-Reportable	36	52.2%
<b>Total</b>	<b>69</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	15	21.7%
Spring (Mar-May)	9	13.0%
Summer (Jun-Aug)	26	37.7%
Fall (Sep-Nov)	19	27.5%
<b>Total</b>	<b>69</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	132	97.8%
Commercial Vehicles	3	2.2%
<b>Total</b>	<b>135</b>	

DAY OF WEEK	# ACC	%
Sunday	7	10.1%
Monday	7	10.1%
Tuesday	12	17.4%
Wednesday	8	11.6%
Thursday	10	14.5%
Friday	9	13.0%
Saturday	16	23.2%
<b>Total</b>	<b>69</b>	

LIGHT CONDITION	# ACC	%
Daylight	61	88.4%
Dawn/Dusk	3	4.3%
Night	5	7.2%
Unspecified	0	0.0%
<b>Total</b>	<b>69</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	2	1	9	1	2
Property Damage Accidents	4	6	3	5	0
Non-Reportable Accidents	4	6	12	7	7
<b>Total Accidents</b>	<b>10</b>	<b>13</b>	<b>24</b>	<b>13</b>	<b>9</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** Rear End Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	1	9.1%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	8	72.7%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	2	18.2%	East	4	16.7%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	20	83.3%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>24</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>11</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	7	63.6%	Rear End	11	100.0%	Pedestrian	0	0.0%
Cloudy	2	18.2%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	9.1%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	1	9.1%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>11</b>		<b>Total</b>	<b>11</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	9	81.8%	Fatal	0	0.0%			
Wet	2	18.2%	Injury	5	45.5%			
Mud/Slush	0	0.0%	Property Damage	0	0.0%			
Snow/Ice	0	0.0%	Non-Reportable	6	54.5%			
Unspecified	0	0.0%	<b>Total</b>	<b>11</b>				
<b>Total</b>	<b>11</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	3	27.3%	Passenger Cars	24	100.0%			
Spring (Mar-May)	1	9.1%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	4	36.4%	<b>Total</b>	<b>24</b>				
Fall (Sep-Nov)	3	27.3%						
<b>Total</b>	<b>11</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	0	0.0%	Daylight	10	90.9%			
Monday	1	9.1%	Dawn/Dusk	0	0.0%			
Tuesday	3	27.3%	Night	1	9.1%			
Wednesday	1	9.1%	Unspecified	0	0.0%			
Thursday	3	27.3%	<b>Total</b>	<b>11</b>				
Friday	1	9.1%						
Saturday	2	18.2%						
<b>Total</b>	<b>11</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	1	0	3	0	1
Property Damage Accidents	0	0	0	0	0
Non-Reportable Accidents	2	0	1	1	2
<b>Total Accidents</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** Parked Vehicle Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	2	6.7%	North	4	6.7%	Northeast	0	0.0%
10 AM - 4 PM	17	56.7%	South	3	5.0%	Northwest	0	0.0%
4 PM - 7 PM	7	23.3%	East	51	85.0%	Southeast	0	0.0%
7 PM - 12 AM	3	10.0%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	1	3.3%	<b>Total</b>	<b>60</b>		Unspecified	2	3.3%
Unspecified	0	0.0%						
<b>Total</b>	<b>30</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	22	73.3%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	3	10.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	2	6.7%	Right Angle	0	0.0%	Parked Vehicle	30	100.0%
Snow	1	3.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	2	6.7%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>30</b>		<b>Total</b>	<b>30</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	22	73.3%	Fatal	0	0.0%			
Wet	3	10.0%	Injury	3	10.0%			
Mud/Slush	1	3.3%	Property Damage	11	36.7%			
Snow/Ice	2	6.7%	Non-Reportable	16	53.3%			
Unspecified	2	6.7%	<b>Total</b>	<b>30</b>				
<b>Total</b>	<b>30</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	7	23.3%	Passenger Cars	59	98.3%			
Spring (Mar-May)	3	10.0%	Commercial Vehicles	1	1.7%			
Summer (Jun-Aug)	11	36.7%	<b>Total</b>	<b>60</b>				
Fall (Sep-Nov)	9	30.0%						
<b>Total</b>	<b>30</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	4	13.3%	Daylight	26	86.7%			
Monday	2	6.7%	Dawn/Dusk	1	3.3%			
Tuesday	2	6.7%	Night	3	10.0%			
Wednesday	5	16.7%	Unspecified	0	0.0%			
Thursday	5	16.7%	<b>Total</b>	<b>30</b>				
Friday	2	6.7%						
Saturday	10	33.3%						
<b>Total</b>	<b>30</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	2	0	1
Property Damage Accidents	2	4	1	4	0
Non-Reportable Accidents	1	3	5	3	4
<b>Total Accidents</b>	<b>3</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>5</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** Night Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	1	11.1%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	1	20.0%	East	7	77.8%	Southeast	0	0.0%
7 PM - 12 AM	3	60.0%	West	1	11.1%	Southwest	0	0.0%
12 AM - 6 AM	1	20.0%	<b>Total</b>	<b>9</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>5</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	3	60.0%	Rear End	1	20.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	20.0%	Right Angle	0	0.0%	Parked Vehicle	3	60.0%
Snow	1	20.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	20.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>5</b>		<b>Total</b>	<b>5</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	3	60.0%	Fatal	0	0.0%			
Wet	2	40.0%	Injury	0	0.0%			
Mud/Slush	0	0.0%	Property Damage	3	60.0%			
Snow/Ice	0	0.0%	Non-Reportable	2	40.0%			
Unspecified	0	0.0%	<b>Total</b>	<b>5</b>				
<b>Total</b>	<b>5</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	1	20.0%	Passenger Cars	8	88.9%			
Spring (Mar-May)	1	20.0%	Commercial Vehicles	1	11.1%			
Summer (Jun-Aug)	2	40.0%	<b>Total</b>	<b>9</b>				
Fall (Sep-Nov)	1	20.0%						
<b>Total</b>	<b>5</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	0	0.0%	Daylight	0	0.0%			
Monday	1	20.0%	Dawn/Dusk	0	0.0%			
Tuesday	0	0.0%	Night	5	100.0%			
Wednesday	0	0.0%	Unspecified	0	0.0%			
Thursday	0	0.0%	<b>Total</b>	<b>5</b>				
Friday	2	40.0%						
Saturday	2	40.0%						
<b>Total</b>	<b>5</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	0	0	0
Property Damage Accidents	2	0	0	1	0
Non-Reportable Accidents	1	0	1	0	0
<b>Total Accidents</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** Wet Pavement Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	1	10.0%	North	4	22.2%	Northeast	0	0.0%
10 AM - 4 PM	4	40.0%	South	1	5.6%	Northwest	0	0.0%
4 PM - 7 PM	2	20.0%	East	10	55.6%	Southeast	0	0.0%
7 PM - 12 AM	3	30.0%	West	3	16.7%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>18</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>10</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	0	0.0%	Rear End	2	20.0%	Pedestrian	2	20.0%
Cloudy	1	10.0%	Overtake	1	10.0%	Bicycle	0	0.0%
Rain	8	80.0%	Right Angle	2	20.0%	Parked Vehicle	3	30.0%
Snow	1	10.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>10</b>		<b>Total</b>	<b>10</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	0	0.0%	Fatal	0	0.0%			
Wet	10	100.0%	Injury	3	30.0%			
Mud/Slush	0	0.0%	Property Damage	2	20.0%			
Snow/Ice	0	0.0%	Non-Reportable	5	50.0%			
Unspecified	0	0.0%	<b>Total</b>	<b>10</b>				
<b>Total</b>	<b>10</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	4	40.0%	Passenger Cars	18	100.0%			
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	5	50.0%	<b>Total</b>	<b>18</b>				
Fall (Sep-Nov)	1	10.0%						
<b>Total</b>	<b>10</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	1	10.0%	Daylight	6	60.0%			
Monday	1	10.0%	Dawn/Dusk	2	20.0%			
Tuesday	3	30.0%	Night	2	20.0%			
Wednesday	1	10.0%	Unspecified	0	0.0%			
Thursday	1	10.0%	<b>Total</b>	<b>10</b>				
Friday	1	10.0%						
Saturday	2	20.0%						
<b>Total</b>	<b>10</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	3	0	0
Property Damage Accidents	1	0	0	1	0
Non-Reportable Accidents	1	1	1	1	1
<b>Total Accidents</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 212      **LOCATION:** From Library Lane to Deming Street  
**MUNICIPALITY:** Town of Woodstock      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 212 8601 1115 - 212 8601 1117  
**REMARKS:** NYS Route 212 at Maple Lane      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	11.1%	North	3	16.7%	Northeast	0	0.0%
10 AM - 4 PM	8	88.9%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	4	22.2%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	11	61.1%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>18</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>9</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	6	66.7%	Rear End	5	55.6%	Pedestrian	0	0.0%
Cloudy	1	11.1%	Overtake	1	11.1%	Bicycle	1	11.1%
Rain	2	22.2%	Right Angle	0	0.0%	Parked Vehicle	1	11.1%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	1	11.1%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>9</b>		<b>Total</b>	<b>9</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	7	77.8%	Fatal	0	0.0%
Wet	2	22.2%	Injury	2	22.2%
Mud/Slush	0	0.0%	Property Damage	1	11.1%
Snow/Ice	0	0.0%	Non-Reportable	6	66.7%
Unspecified	0	0.0%	<b>Total</b>	<b>9</b>	
<b>Total</b>	<b>9</b>				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	1	11.1%	Passenger Cars	18	100.0%
Spring (Mar-May)	1	11.1%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	4	44.4%	<b>Total</b>	<b>18</b>	
Fall (Sep-Nov)	3	33.3%			
<b>Total</b>	<b>9</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	1	11.1%	Daylight	9	100.0%
Monday	1	11.1%	Dawn/Dusk	0	0.0%
Tuesday	2	22.2%	Night	0	0.0%
Wednesday	0	0.0%	Unspecified	0	0.0%
Thursday	3	33.3%	<b>Total</b>	<b>9</b>	
Friday	1	11.1%			
Saturday	1	11.1%			
<b>Total</b>	<b>9</b>				

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	1	0	1	0	0
Property Damage Accidents	1	0	0	0	0
Non-Reportable Accidents	1	0	1	3	1
<b>Total Accidents</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 212</u>				CASE No. <u>26229.00</u>	
LOCATION: <u>From Library Lane to Deming Street</u>									FILE: <u>Woodstock</u>					
MUNICIPALITY: <u>Town of Woodstock</u> COUNTY: <u>Ulster</u>				REFERENCE MARKERS / NODES: <u>212 8601 1115 - 212 8601 1117</u>				BY: <u>JR</u>						
DATE: <u>11/1/2017</u>														
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #		
1	3/24/2012	0:01	2	PDO	4	4	1	1	2 4	Park	E1 (DUI) collided with parked E2 150' w/o Old Forge Rd	8		
2	7/3/2012	13:00	2	PDO	1	2	1	1	7	Othr	S2 made RT from driveway & c/w stopped W1 at Maple Lane	14		
3	7/29/2012	11:30	2	PDO	1	1	2	3	4	Ovtn	N1 & N2 both making RT and collided on Maple at NY212	13		
4	8/25/2012	19:21	2	INJ	3	3	1	1	7	Ltrn	W2 made LT and collided with E1 at Deming St	15		
5	8/17/2012	12:48	2	INJ	1	2	1	2	9	Rend	E2 rear ended E1 while slowing in traffic at Maple Ln	13		
6	10/22/2012	13:46	2	N/R	1	1	1	1	69	Othr	N2 made LT from driveway and collided with W1 50' w/o Neher St	4		
7	11/8/2012	11:41	2	N/R	1	2	1	1	4 9	Rend	W2 yielding pedestrians in Xwalk was RE by W1 at Maple Ln	13		
8	10/12/2012	21:00	2	PDO	4	5	1	1		Park	E2 collided with parked E1 at Neher St	4		
9	1/2/2013	13:10	2	PDO	1	1	1	2	4	Park	S1 c/w E2, who was backing up to park 100' w/o Rock City	9		
10	4/23/2013	10:01	2	INJ	1	1	1	2	4	Ltrn	W2 made LT and collided with E1 at Comeau Dr	3		
11	4/27/2013	17:19	2	PDO	1	1	1	1	69 4	Park	E2 backed up and c/w parked E1 20' e/o Comeau Dr	4		
12	4/8/2013	13:48	3	N/R	1	2	1	1	7	Othr	S1 made LT from dwy and c/w E2 into parked E3 50' e/o Maple Ln	14		
13	6/18/2013	18:50	2	PDO	1	1	1	1	7	Rang	S2 made LT and collided with W1 at Rock City Rd	11		
14	6/23/2013	11:40	2	N/R	1	2	1	1	4	Park	E2 was attempting to park & c/w parked E1 100' w/o Maple Ln	12		
15	7/11/2013	12:39	2	N/R	1	1	1	1	4	Park	E1 pulling out from parked & c/w parked E2 100' e/o Tannery	8		
16	7/26/2013	10:30	2	PDO	1	1	1	1	7	Rang	N1 made LT and collided with E2 at Neher St	5		
17	8/13/2013	19:35	2	N/R	1	2	2	3	7	Rang	S2 made LT and collided with E1 at Library Ln	1		
18	7/31/2013	14:19	2	N/R	1	2	1	1	4	Park	E1 collided with parked E2 20' e/o Maple Ln	14		
19	9/18/2013	15:31	2	PDO	1	1	1	1	26	Park	E1 moved over for emergency veh & c/w parked E2 150' w/o Deming	14		
20	10/3/2013	12:45	2	PDO	1	1	1	1		Park	E1 collided with parked E2 100' w/o Old Forge Rd	8		
21	11/2/2013	16:17	2	N/R	1	1	1	1	3	Back	S1 backed up into S2 in driveway 50' e/o Maple Ln	14		



## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 212</u>				CASE No. <u>26229.00</u>			
LOCATION: <u>From Library Lane to Deming Street</u>									FILE: <u>Woodstock</u>							
MUNICIPALITY: <u>Town of Woodstock</u> COUNTY: <u>Ulster</u>				BY: <u>JR</u>				REFERENCE MARKERS / NODES: <u>212 8601 1115 - 212 8601 1117</u>				DATE: <u>11/1/2017</u>				
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION				KEY #	
22	1/27/2014	16:22	2	N/R	1	1	5	1	4 64	Park	E1 (bus) was making LT and c/w parked E2 at Rock City Rd				11	
23	2/15/2014	10:54	2	PDO	1	1	4	4	13 20 69	Park	E2 exiting parking spot c/w E1 50' e/o Rock City Rd				12	
24	2/18/2014	13:52	2	N/R	1	1	4	2		Park	E2 collided with parked E1 e/o Library Ln				4	
25	4/10/2014	14:25	2	INJ	1	1	1	1	9	Rend	W1 rear ended W2 at Comeau Dr				3	
26	4/11/2014	13:12	2	INJ	1	1	1	2	11 27	Side	E1 lost consciousness and collided with W2 at Neher St				5	
27	5/19/2014	13:43	2	PDO	1	3	1	2	3 69	Back	N1 backed up and collided with N2 on Deming St at NY212				15	
28	7/2/2014	14:56	1	INJ	1	3	2	3	66 69 7 17	Ped	E1 struck pedestrian in roadway 150' e/o Tannery Brook Rd				8	
29	7/18/2014	19:45	1	N/R	4	1	1	1	69	FixO	W1 (bus) made RT and struck sign post and GR at Library Ln				1	
30	7/19/2014	14:52	1	INJ	1	1	1	1	4 14	Ped	N1 was making LT and struck SB pedestrian at Tannery Brook Rd				7	
31	7/27/2014	13:58	1	N/R	1	1	1	1	4 14	Ped	S1 was making LT and struck pedestrian at Old Forge Rd				9	
32	8/3/2014	16:26	2	N/R	1	1	1	1	7	Park	E1 collided with E2 (exiting parking space) 300' w/o Rock City				8	
33	8/9/2014	11:33	3	N/R	1	1	1	1	4 60	Rend	W1 rear ended slowing W2 into W3 100' e/o Maple Ln				14	
34	9/11/2014	9:26	2	INJ	1	2	2	3	4 66	Rend	W2 stopped for pedestrians and was RE by W1 at Maple Ln				13	
35	9/5/2014	11:00	2	N/R	1	2	1	1	4	Side	W1 and E2 clipped mirrors 50' e/o Rock City Rd				12	
36	9/20/2014	15:35	2	PDO	1	1	1	1	60 69 29	Othr	N1 c/w N2 (parked with hazards on) on Tannery Brook Rd at NY212				7	
37	10/8/2014	15:16	2	N/R	1	1	1	1	7 4	Park	E1 exiting parking space and c/w E2 200' w/o Tannery Brook Rd				6	
38	10/14/2014	13:47	2	N/R	1	1	1	1	60 18	Park	N2 was making RT and c/w parked E1 at Maple Ln				13	
39	11/9/2014	12:12	2	INJ	1	1	1	1	4	Park	E1 c/w open door of parked E2 50' e/o Tannery Brook Rd				8	
40	11/25/2014	15:44	2	N/R	1	2	1	1	4	Othr	S2 made LT from driveway and c/w W1 50' e/o Maple Ln				14	
41	12/5/2014	8:05	2	N/R	1	1	1	1	4	Ovtk	W1 decided not to make LT and c/w W2 at Neher St				5	
42	12/23/2014	14:45	1	INJ	1	2	2	3	4 14	Ped	W1 struck pedestrian crossing (not in Xwalk) 25' w/o Maple Ln				12	

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 212</u>				CASE No. <u>26229.00</u>	
LOCATION: <u>From Library Lane to Deming Street</u>									FILE: <u>Woodstock</u>					
MUNICIPALITY: <u>Town of Woodstock</u> COUNTY: <u>Ulster</u>				REFERENCE MARKERS / NODES: <u>212 8601 1115 - 212 8601 1117</u>				BY: <u>JR</u>						
DATE: <u>11/1/2017</u>														
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #		
43	12/23/2014	16:10	2	N/R	3	2	2	3	4	Rang	N2 made LT and collided with E1 at Neher St	5		
44	1/26/2015	12:55	1	N/R	1	2	1	1	4 14	Bike	E1 struck SB bicyclist crossing (not at Xwalk) e/o Maple Ln	13		
45	2/7/2015	15:34	2	N/R	1	1	2	2	29	Park	E2 collided with parked E1 400' w/o Rock City Rd	8		
46	3/26/2015	13:24	2	N/R	1	1	1	1	60 3	Back	W2 had to back up while making LT and c/w W1 at Maple	13		
47	4/26/2015	10:29	2	PDO	1	1	1	1	4	Park	E2 exited parking spot and c/w parked E1 20' e/o Comeau Dr	4		
48	12/30/2014	13:13	2	INJ	1	1	1	1	60 9	Rend	W1 was slowing to make RT into dwy & RE by W2 50' e/o Maple Ln	14		
49	6/2/2015	15:30	3	N/R	1	2	1	1	26 4	Rend	W1 yielding ped in Xwalk was RE by W2 then W3 RE W2 at Maple Ln	13		
50	6/20/2015	20:59	2	PDO	4	1	2	3	3 69	Park	N1 backed out of dwy into parked E2 100' w/o Tannery Brook Rd	6		
51	7/16/2015	17:00	2	PDO	1	1	1	1	60 4	Park	E2 exited parking spot and c/w E1 25' e/o Tannery Brook Rd	8		
52	8/21/2015	18:05	2	PDO	1	5	1	1	45	Side	W2 (truck pulling wide load) sideswiped E1 at Rock City	11		
53	9/20/2015	15:54	2	N/R	1	1	1	1	60 4	Othr	S2 made LT from driveway and c/w E1 200' w/o Neher St	3		
54	10/3/2015	16:35	2	N/R	1	1	1	1	4 60	Park	N1 backed out of dwy and c/w parked E2 200' e/o Tannery Brook	8		
55	10/1/2015	16:30	2	PDO	1	4				Park	E1 was making RT into dwy and c/w parked E2 100' w/o Rock City	9		
56	12/7/2015	13:52	2	N/R	1	1	1	1	4	Park	E1 was making RT into dwy and c/w parked E2 100' w/o Rock City	9		
57	12/17/2015	10:28	2	INJ	1	1	1	1	7 69	Rang	N1 made LT and collided with E2 at Neher St	5		
58	1/12/2016	10:24	2	INJ	1	2	1	2	4	Rend	W2 rear ended stopped W1 (waiting to make LT) at Deming St	15		
59	6/18/2016	14:40	2	N/R	1	1	1	1	4	Park	N2 was making RT and collided with parked E1 at Comeau Dr	3		
60	6/30/2016	16:27	2	INJ	1	1	1	1	2 4	Park	S1 c/w open door of parked S2 on Old Forge Rd 25' n/o NY212	9		
61	6/25/2016	9:04	2	N/R	1	1	1	1	4	Park	E1 backed up & c/w parked E2 150' w/o Tannery Brook	6		
62	7/8/2016	20:05	2	N/R	3	1	2	3	3	Park	E1 backed up & c/w parked E2 500' w/o Tannery Brook	4		
63	8/6/2016	13:00	2	N/R	1	2	1	1	9	Rend	W2 yielding pedestrians in Xwalk was RE by W1 at Maple Ln	13		

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 212</u>			CASE No. <u>26229.00</u>
LOCATION: <u>From Library Lane to Deming Street</u>									MUNICIPALITY: <u>Town of Woodstock</u> COUNTY: <u>Ulster</u>			FILE: <u>Woodstock</u>
REFERENCE MARKERS / NODES: <u>212 8601 1115 - 212 8601 1117</u>			BY: <u>JR</u>			DATE: <u>11/1/2017</u>						
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
64	8/20/2016	9:24	2	N/R	1	1	1	1	4	Park	E2 was making RT into dwy and c/w parked E1 at Old Forge Rd	9
65	10/19/2016	16:02	2	N/R	1	3	1	1	9	Rend	W1 stopped at Xwalk and was RE by W2 at Rock City Rd	11
66	10/19/2016	17:30	2	N/R	1	1	1	1	7	Rang	S2 made LT and collided with E1 at Library Ln	1
67	1/2/2012	17:39	2	N/R	4	1	2	4	9	Rend	E2 was waiting to make LT and RE by E1 at Rock City Rd	11
68	1/25/2012	14:25	2	N/R	1	2	1	1	4	Park	E1 was entering parking spot & c/w parked E2 75' e/o Rock City	12
69	9/20/2014	15:35	2	INJ	1					Park	Veh2 c/w parked Veh1 on Tannery Brook Rd at NY212	7



**ABBREVIATIONS:**

INJ - Injury	Skdg - Skidding	CO - Cut Off	DWI - Driving While Intoxicated	dwy - Driveway
FAT - Fatal Injury	Bike - Bicycle	LC - Lost Control	RM or Key # - Reference Marker	LT - Left Turn
PDO - Property Damage Only	Park - Parked Vehicle	ChLn - Changed Lanes	N# - Northbound Vehicle #	RT - Right Turn
N/R - Non-Reportable	Anml - Animal	STA - Swerved To Avoid	S# - Southbound Vehicle #	R/L - Right Lane
Rend - Rear End	Back - Backing	GR - Guide Rail	E# - Eastbound Vehicle #	L/L - Left Lane
Ovtk - Overtake	Ped - Pedestrian	JB - Jersey Barrier	W# - Westbound Vehicle #	C/L - Center Lane
Rtrn - Right Turn	Othr - Other	CB - Concrete Barrier	NB - Northbound	R/C/L - Right Center Lane
ROR - Run Off Roadway	V - Vehicle	IA - Impact Attenuator	SB - Southbound	L/C/L - Left Center Lane
Ltrn - Left Turn	CV - Construction Vehicle	SB - Sand Barrel	EB - Eastbound	RS - Right Side
Rang - Right Angle	EV - Emergency Vehicle	UP - Utility Pole	WB - Westbound	RSh - Right Shoulder
Side - Sideswipe	UV - Uninvolved Vehicle	LP - Light Pole	n/o - North of	LS - Left Side
HdOn - Head On	GT - General Traffic	ROW - Right of Way	s/o - South of	LSh - Left Shoulder
Ovrt - Overturned	HT - Heavy Traffic	LSA - Left Scene of Accident	e/o - East of	CM - Center Median
FixO - Fixed Object	MC - Motorcycle	RTOR - Right Turn on Red	w/o - West of	c/w - Collided with

**APPARENT CONTRIBUTING FACTORS:****HUMAN**

2 - Alcohol Involved	9 - Following Too Closely	16 - Prescription Medication	23 - Cell Phone (hands free)
3 - Backing Unsafely	10 - Illness	17 - Traffic Control Disregarded	24 - Other Electronic Device
4 - Driver Inattention	11 - Lost Consciousness	18 - Turning Improperly	25 - Outside Car Distraction
5 - Driver Inexperience	12 - Passenger Distraction	19 - Unsafe Speed	26 - Reaction to Other Uninvolved Vehicle
6 - Drugs (illegal)	13 - Passing or Lane Usage Improper	20 - Unsafe Lane Changing	27 - Failure to Keep Right
7 - Failure to Yield Right of Way	14 - Pedestrian's/Bicyclist's Error/Confusion	21 - Fatigued/Drowsy	28 - Aggressive Driving/Road Rage
8 - Fell Asleep	15 - Physical Disability	22 - Cell Phone (hand held)	40 - Other Human

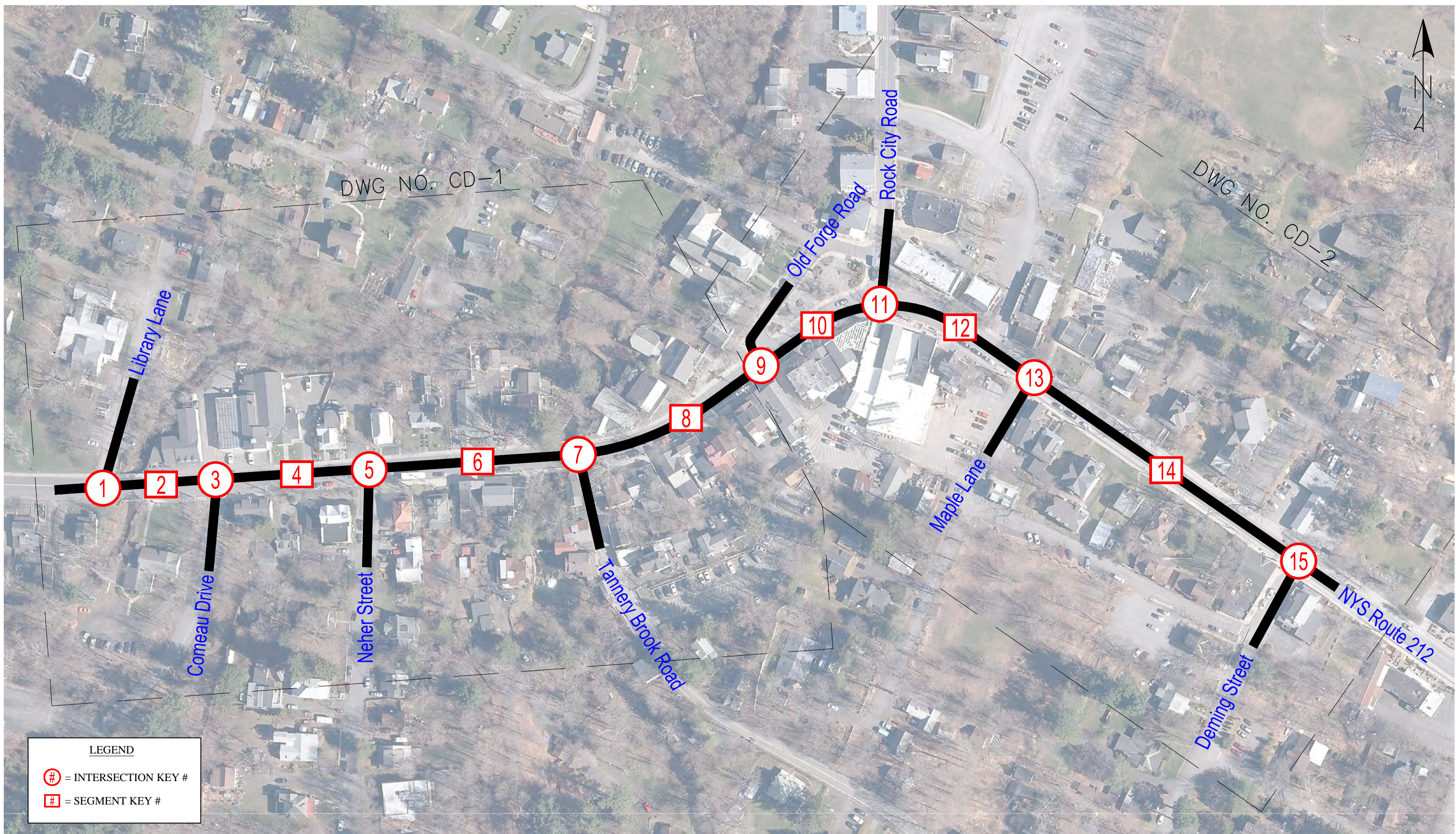
**VEHICULAR**

41 - Acceleration Defective	47 - Tire Failure/Inadequate	62 - Glare
42 - Brakes Defective	48 - Tow Hitch Defective	63 - Lane Marking Improper/Inadequate
43 - Headsignals Defective	49 - Windshield Inadequate	65 - Pavement Defective
44 - Other signals Defective	50 - Driverless/Runaway Vehicle	66 - Pavement Slippery
45 - Oversized Vehicle	60 - Other Vehicular	67 - Shoulders Improper/Non-Working
46 - Steering Failure	61 - Animal's Action	69 - View Obstructed/Limited

**ENVIRONMENTAL**

64 - Obstruction/Debris Defective/Improper
68 - Traffic Control Device





**LEGEND**

⊕ = INTERSECTION KEY #

▣ = SEGMENT KEY #



SYMBOLS		MANNER OF COLLISION	
▣ ACCIDENT RECORD NO.	▣ PARKED VEHICLE	↔ REAR END	↔ HEAD ON
← MOVING VEHICLE	⊙ PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
← M MOTORCYCLE	⊙ BICYCLE	↔ OUT OF CONTROL	↔ RIGHT TURN
← B BACKING VEHICLE	⊙ FIXED OBJECT	↔ SKIDDING	↔ RIGHT ANGLE
⊙ EXIST. TRAFFIC SIGNAL	⊙ UNAFFIXED OBJECT	↔ OVERTURNED	↔ SIDE SWIPE
⊙ EXIST. SIGN	● FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016

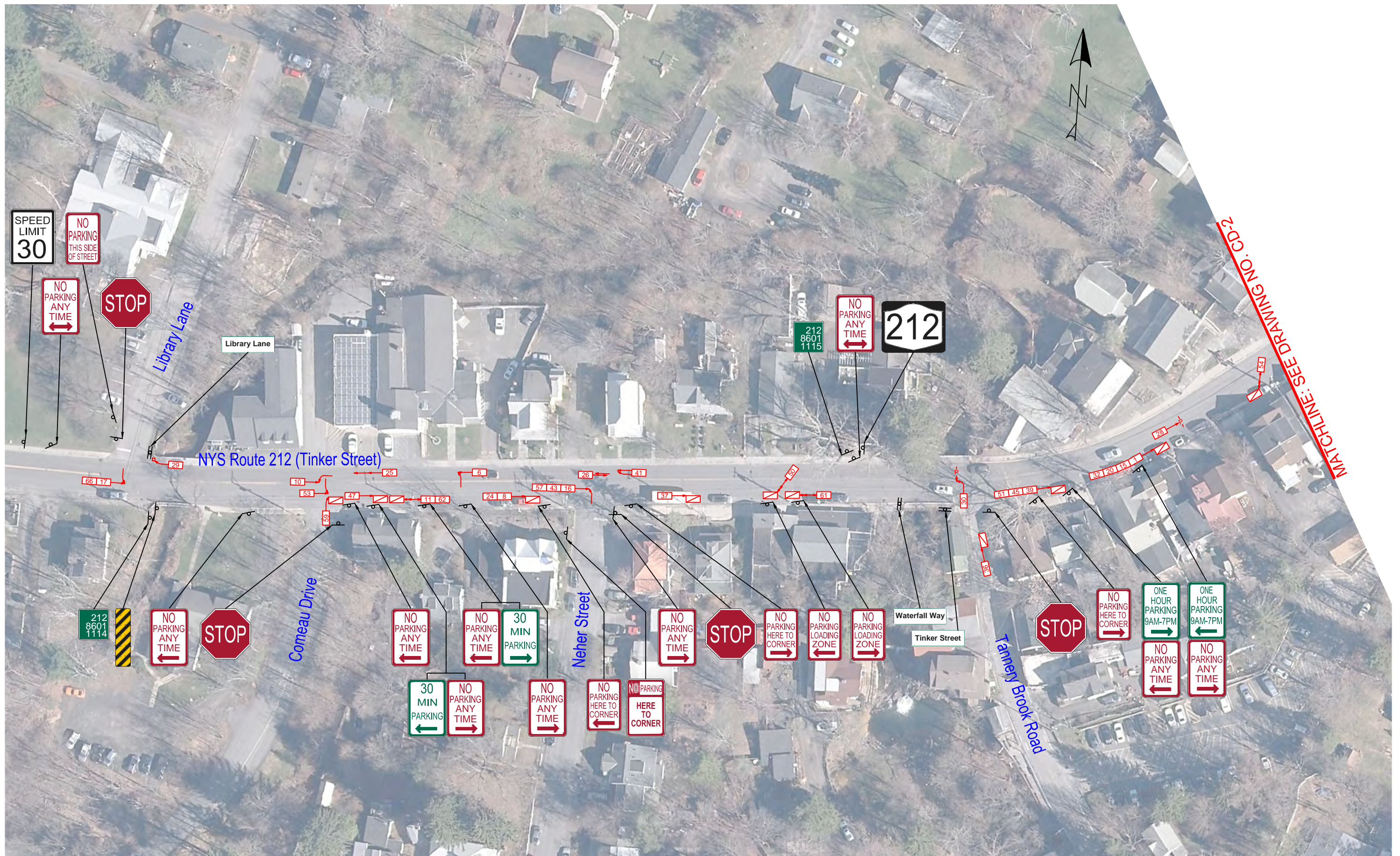
**KEY MAP**



**ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT**

MUNICIPALITY: Town of Woodstock	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 212 (Tinker Street / Mill Hill Road) from Library Lane to Deming Street		
PERIOD: 5 YEARS 0 MONTHS	BY: JR	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 1	TOTAL SHEETS 3	DRAWING NO. KM-1





SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY
	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

ACCIDENTS WITH NOT ENOUGH INFORMATION	
	69
Source of Aerial Image: NYS GIS Clearinghouse	
Date of Aerial Imagery: Spring 2016	
Date of Sign Inventory: November 14, 2017	

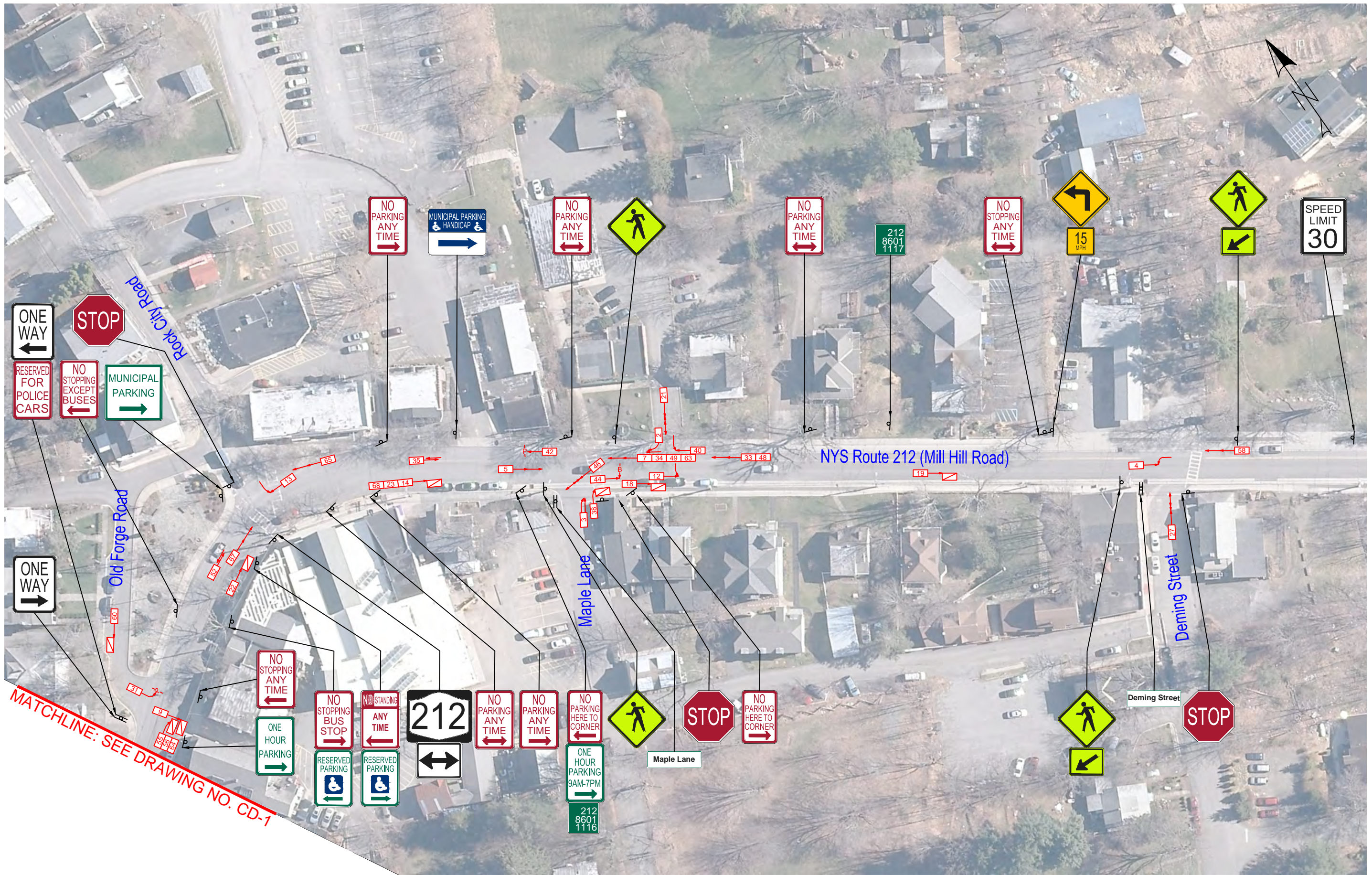
## CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of Woodstock	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 212 (Tinker Street / Mill Hill Road) from Library Lane to Deming Street				
PERIOD:	5 YEARS	0 MONTHS	BY:	JR	
FROM:	1/1/12	TO:	12/31/17	DATE:	11/2017
SHEET NO.	2	TOTAL SHEETS	3	DRAWING NO.	CD-1





MATCHLINE: SEE DRAWING NO. CD-1



SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of Woodstock	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 212 (Tinker Street / Mill Hill Road) from Library Lane to Deming Street				
PERIOD:	5 YEARS	0 MONTHS	BY:	JR	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	3	TOTAL SHEETS	3	DRAWING NO.	CD-2



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** All Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	16	12.7%	North	40	15.8%	Northeast	0	0.0%
10 AM - 4 PM	48	38.1%	South	36	14.2%	Northwest	1	0.4%
4 PM - 7 PM	47	37.3%	East	110	43.5%	Southeast	0	0.0%
7 PM - 12 AM	13	10.3%	West	62	24.5%	Southwest	0	0.0%
12 AM - 6 AM	1	0.8%	<b>Total</b>	<b>253</b>		Unspecified	4	1.6%
Unspecified	1	0.8%						
<b>Total</b>	<b>126</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	84	66.7%	Rear End	64	50.8%	Pedestrian	1	0.8%
Cloudy	30	23.8%	Overtake	7	5.6%	Bicycle	2	1.6%
Rain	6	4.8%	Right Angle	22	17.5%	Parked Vehicle	1	0.8%
Snow	3	2.4%	Left Turn	7	5.6%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	3	2.4%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	4	3.2%	Animal	1	0.8%
Unspecified	3	2.4%	Head On	1	0.8%	Other	13	10.3%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>126</b>		<b>Total</b>	<b>126</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	105	83.3%	Fatal	0	0.0%
Wet	14	11.1%	Injury	29	23.0%
Mud/Slush	0	0.0%	Property Damage	67	53.2%
Snow/Ice	3	2.4%	Non-Reportable	30	23.8%
Unspecified	4	3.2%	<b>Total</b>	<b>126</b>	
<b>Total</b>	<b>126</b>				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	28	22.2%	Passenger Cars	247	97.6%
Spring (Mar-May)	32	25.4%	Commercial Vehicles	6	2.4%
Summer (Jun-Aug)	39	31.0%	<b>Total</b>	<b>253</b>	
Fall (Sep-Nov)	27	21.4%			
<b>Total</b>	<b>126</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	19	15.1%	Daylight	103	81.7%
Monday	15	11.9%	Dawn/Dusk	3	2.4%
Tuesday	17	13.5%	Night	18	14.3%
Wednesday	11	8.7%	Unspecified	2	1.6%
Thursday	19	15.1%	<b>Total</b>	<b>126</b>	
Friday	29	23.0%			
Saturday	16	12.7%			
<b>Total</b>	<b>126</b>				

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	4	8	6	3	4	4
Property Damage Accidents	8	9	9	18	10	13
Non-Reportable Accidents	2	4	6	8	8	2
<b>Total Accidents</b>	<b>14</b>	<b>21</b>	<b>21</b>	<b>29</b>	<b>22</b>	<b>19</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Rear End Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	8	12.5%	North	6	4.4%	Northeast	0	0.0%
10 AM - 4 PM	26	40.6%	South	11	8.0%	Northwest	0	0.0%
4 PM - 7 PM	23	35.9%	East	92	67.2%	Southeast	0	0.0%
7 PM - 12 AM	5	7.8%	West	24	17.5%	Southwest	0	0.0%
12 AM - 6 AM	1	1.6%	<b>Total</b>	<b>137</b>		Unspecified	4	2.9%
Unspecified	1	1.6%						
<b>Total</b>	<b>64</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	44	68.8%	Rear End	64	100.0%	Pedestrian	0	0.0%
Cloudy	16	25.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	2	3.1%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	2	3.1%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>64</b>		<b>Total</b>	<b>64</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	57	89.1%	Fatal	0	0.0%			
Wet	4	6.3%	Injury	15	23.4%			
Mud/Slush	0	0.0%	Property Damage	32	50.0%			
Snow/Ice	0	0.0%	Non-Reportable	17	26.6%			
Unspecified	3	4.7%	<b>Total</b>	<b>64</b>				
<b>Total</b>	<b>64</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	14	21.9%	Passenger Cars	134	97.8%			
Spring (Mar-May)	16	25.0%	Commercial Vehicles	3	2.2%			
Summer (Jun-Aug)	22	34.4%	<b>Total</b>	<b>137</b>				
Fall (Sep-Nov)	12	18.8%						
<b>Total</b>	<b>64</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	4	6.3%	Daylight	57	89.1%			
Monday	6	9.4%	Dawn/Dusk	1	1.6%			
Tuesday	6	9.4%	Night	5	7.8%			
Wednesday	7	10.9%	Unspecified	1	1.6%			
Thursday	9	14.1%	<b>Total</b>	<b>64</b>				
Friday	22	34.4%						
Saturday	10	15.6%						
<b>Total</b>	<b>64</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	3	6	1	1	2	2
Property Damage Accidents	5	4	5	5	7	6
Non-Reportable Accidents	0	2	3	4	7	1
<b>Total Accidents</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>16</b>	<b>9</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Overtaking Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	6	42.9%	Northeast	0	0.0%
10 AM - 4 PM	3	42.9%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	3	42.9%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	1	14.3%	West	8	57.1%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>14</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>7</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	5	71.4%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	1	14.3%	Overtake	7	100.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	1	14.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>7</b>		<b>Total</b>	<b>7</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	6	85.7%	Fatal	0	0.0%
Wet	0	0.0%	Injury	0	0.0%
Mud/Slush	0	0.0%	Property Damage	3	42.9%
Snow/Ice	1	14.3%	Non-Reportable	4	57.1%
Unspecified	0	0.0%	<b>Total</b>	<b>7</b>	
<b>Total</b>	<b>7</b>				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	2	28.6%	Passenger Cars	14	100.0%
Spring (Mar-May)	3	42.9%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	0	0.0%	<b>Total</b>	<b>14</b>	
Fall (Sep-Nov)	2	28.6%			
<b>Total</b>	<b>7</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	2	28.6%	Daylight	5	71.4%
Monday	1	14.3%	Dawn/Dusk	0	0.0%
Tuesday	1	14.3%	Night	2	28.6%
Wednesday	1	14.3%	Unspecified	0	0.0%
Thursday	0	0.0%	<b>Total</b>	<b>7</b>	
Friday	0	0.0%			
Saturday	2	28.6%			
<b>Total</b>	<b>7</b>				

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	0
Property Damage Accidents	0	1	0	1	1	0
Non-Reportable Accidents	1	0	1	1	0	1
<b>Total Accidents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Right Angle Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	4	18.2%	North	13	29.5%	Northeast	0	0.0%
10 AM - 4 PM	10	45.5%	South	9	20.5%	Northwest	0	0.0%
4 PM - 7 PM	7	31.8%	East	4	9.1%	Southeast	0	0.0%
7 PM - 12 AM	1	4.5%	West	18	40.9%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>44</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>22</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	
Clear	13	59.1%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	6	27.3%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	2	9.1%	Right Angle	22	100.0%	Parked Vehicle	0	0.0%
Snow	1	4.5%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>22</b>		<b>Total</b>	<b>22</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	17	77.3%	Fatal	0	0.0%			
Wet	4	18.2%	Injury	4	18.2%			
Mud/Slush	0	0.0%	Property Damage	15	68.2%			
Snow/Ice	1	4.5%	Non-Reportable	3	13.6%			
Unspecified	0	0.0%	<b>Total</b>	<b>22</b>				
<b>Total</b>	<b>22</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	4	18.2%	Passenger Cars	43	97.7%			
Spring (Mar-May)	6	27.3%	Commercial Vehicles	1	2.3%			
Summer (Jun-Aug)	8	36.4%	<b>Total</b>	<b>44</b>				
Fall (Sep-Nov)	4	18.2%						
<b>Total</b>	<b>22</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	8	36.4%	Daylight	20	90.9%			
Monday	1	4.5%	Dawn/Dusk	1	4.5%			
Tuesday	6	27.3%	Night	1	4.5%			
Wednesday	2	9.1%	Unspecified	0	0.0%			
Thursday	2	9.1%	<b>Total</b>	<b>22</b>				
Friday	2	9.1%						
Saturday	1	4.5%						
<b>Total</b>	<b>22</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	0	2	1	1	0
Property Damage Accidents	1	3	1	4	1	5
Non-Reportable Accidents	0	1	0	1	1	0
<b>Total Accidents</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>5</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Wet Pavement Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	4	28.6%	North	5	17.9%	Northeast	0	0.0%
10 AM - 4 PM	2	14.3%	South	9	32.1%	Northwest	0	0.0%
4 PM - 7 PM	7	50.0%	East	8	28.6%	Southeast	0	0.0%
7 PM - 12 AM	1	7.1%	West	6	21.4%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>28</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>14</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	2	14.3%	Rear End	4	28.6%	Pedestrian	0	0.0%
Cloudy	6	42.9%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	6	42.9%	Right Angle	4	28.6%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	2	14.3%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	1	7.1%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	1	7.1%	Other	2	14.3%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>14</b>		<b>Total</b>	<b>14</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	0	0.0%	Fatal	0	0.0%			
Wet	14	100.0%	Injury	4	28.6%			
Mud/Slush	0	0.0%	Property Damage	7	50.0%			
Snow/Ice	0	0.0%	Non-Reportable	3	21.4%			
Unspecified	0	0.0%	<b>Total</b>	<b>14</b>				
<b>Total</b>	<b>14</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	4	28.6%	Passenger Cars	27	96.4%			
Spring (Mar-May)	3	21.4%	Commercial Vehicles	1	3.6%			
Summer (Jun-Aug)	5	35.7%	<b>Total</b>	<b>28</b>				
Fall (Sep-Nov)	2	14.3%						
<b>Total</b>	<b>14</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	3	21.4%	Daylight	9	64.3%			
Monday	3	21.4%	Dawn/Dusk	1	7.1%			
Tuesday	2	14.3%	Night	4	28.6%			
Wednesday	2	14.3%	Unspecified	0	0.0%			
Thursday	1	7.1%	<b>Total</b>	<b>14</b>				
Friday	3	21.4%						
Saturday	0	0.0%						
<b>Total</b>	<b>14</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	2	2	0	0	0
Property Damage Accidents	0	1	0	2	2	2
Non-Reportable Accidents	0	0	2	0	1	0
<b>Total Accidents</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Night Accidents      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	0	0.0%	North	7	20.6%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	6	17.6%	Northwest	0	0.0%
4 PM - 7 PM	11	61.1%	East	10	29.4%	Southeast	0	0.0%
7 PM - 12 AM	7	38.9%	West	11	32.4%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>34</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>18</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	11	61.1%	Rear End	5	27.8%	Pedestrian	0	0.0%
Cloudy	5	27.8%	Overtake	2	11.1%	Bicycle	0	0.0%
Rain	1	5.6%	Right Angle	1	5.6%	Parked Vehicle	0	0.0%
Snow	1	5.6%	Left Turn	4	22.2%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	1	5.6%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	5.6%	Animal	1	5.6%
Unspecified	0	0.0%	Head On	0	0.0%	Other	3	16.7%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>18</b>		<b>Total</b>	<b>18</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	13	72.2%	Fatal	0	0.0%			
Wet	4	22.2%	Injury	8	44.4%			
Mud/Slush	0	0.0%	Property Damage	3	16.7%			
Snow/Ice	1	5.6%	Non-Reportable	7	38.9%			
Unspecified	0	0.0%	<b>Total</b>	<b>18</b>				
<b>Total</b>	<b>18</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	11	61.1%	Passenger Cars	34	100.0%			
Spring (Mar-May)	2	11.1%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	2	11.1%	<b>Total</b>	<b>34</b>				
Fall (Sep-Nov)	3	16.7%						
<b>Total</b>	<b>18</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	3	16.7%	Daylight	0	0.0%			
Monday	3	16.7%	Dawn/Dusk	0	0.0%			
Tuesday	4	22.2%	Night	18	100.0%			
Wednesday	1	5.6%	Unspecified	0	0.0%			
Thursday	3	16.7%	<b>Total</b>	<b>18</b>				
Friday	2	11.1%						
Saturday	2	11.1%						
<b>Total</b>	<b>18</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	4	1	0	2	1
Property Damage Accidents	1	0	1	1	0	0
Non-Reportable Accidents	0	1	2	3	1	0
<b>Total Accidents</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Intersection of NYS Route 212 and NYS Route 32      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	8.3%	North	2	8.7%	Northeast	0	0.0%
10 AM - 4 PM	2	16.7%	South	7	30.4%	Northwest	0	0.0%
4 PM - 7 PM	7	58.3%	East	4	17.4%	Southeast	0	0.0%
7 PM - 12 AM	2	16.7%	West	10	43.5%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>23</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>12</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	4	33.3%	Rear End	6	50.0%	Pedestrian	0	0.0%
Cloudy	6	50.0%	Overtake	0	0.0%	Bicycle	1	8.3%
Rain	1	8.3%	Right Angle	3	25.0%	Parked Vehicle	0	0.0%
Snow	1	8.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	1	8.3%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	8.3%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>12</b>		<b>Total</b>	<b>12</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	8	66.7%	Fatal	0	0.0%
Wet	3	25.0%	Injury	4	33.3%
Mud/Slush	0	0.0%	Property Damage	5	41.7%
Snow/Ice	1	8.3%	Non-Reportable	3	25.0%
Unspecified	0	0.0%	<b>Total</b>	<b>12</b>	
<b>Total</b>	<b>12</b>				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	3	25.0%	Passenger Cars	21	91.3%
Spring (Mar-May)	4	33.3%	Commercial Vehicles	2	8.7%
Summer (Jun-Aug)	5	41.7%	<b>Total</b>	<b>23</b>	
Fall (Sep-Nov)	0	0.0%			
<b>Total</b>	<b>12</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	2	16.7%	Daylight	10	83.3%
Monday	1	8.3%	Dawn/Dusk	0	0.0%
Tuesday	2	16.7%	Night	2	16.7%
Wednesday	2	16.7%	Unspecified	0	0.0%
Thursday	2	16.7%	<b>Total</b>	<b>12</b>	
Friday	2	16.7%			
Saturday	1	8.3%			
<b>Total</b>	<b>12</b>				

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	2	1	0	0	1
Property Damage Accidents	1	0	0	1	0	3
Non-Reportable Accidents	0	1	2	0	0	0
<b>Total Accidents</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Intersection of NYS Route 212 Ramps to/from Northbound I-87      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	7.7%	North	4	16.0%	Northeast	0	0.0%
10 AM - 4 PM	5	38.5%	South	2	8.0%	Northwest	0	0.0%
4 PM - 7 PM	3	23.1%	East	11	44.0%	Southeast	0	0.0%
7 PM - 12 AM	2	15.4%	West	6	24.0%	Southwest	0	0.0%
12 AM - 6 AM	1	7.7%	<b>Total</b>	<b>25</b>		Unspecified	2	8.0%
Unspecified	1	7.7%						
<b>Total</b>	<b>13</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	10	76.9%	Rear End	8	61.5%	Pedestrian	0	0.0%
Cloudy	2	15.4%	Overtake	1	7.7%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	2	15.4%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	7.7%	Animal	0	0.0%
Unspecified	1	7.7%	Head On	0	0.0%	Other	1	7.7%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>13</b>		<b>Total</b>	<b>13</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	12	92.3%	Fatal	0	0.0%			
Wet	0	0.0%	Injury	2	15.4%			
Mud/Slush	0	0.0%	Property Damage	6	46.2%			
Snow/Ice	0	0.0%	Non-Reportable	5	38.5%			
Unspecified	1	7.7%	<b>Total</b>	<b>13</b>				
<b>Total</b>	<b>13</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	3	23.1%	Passenger Cars	24	96.0%			
Spring (Mar-May)	3	23.1%	Commercial Vehicles	1	4.0%			
Summer (Jun-Aug)	4	30.8%	<b>Total</b>	<b>25</b>				
Fall (Sep-Nov)	3	23.1%						
<b>Total</b>	<b>13</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	1	7.7%	Daylight	10	76.9%			
Monday	1	7.7%	Dawn/Dusk	0	0.0%			
Tuesday	1	7.7%	Night	2	15.4%			
Wednesday	2	15.4%	Unspecified	1	7.7%			
Thursday	4	30.8%	<b>Total</b>	<b>13</b>				
Friday	4	30.8%						
Saturday	0	0.0%						
<b>Total</b>	<b>13</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	1	1	0	0	0	0
Property Damage Accidents	1	0	1	2	0	2
Non-Reportable Accidents	0	0	1	3	1	0
<b>Total Accidents</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>2</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** Intersection of NYS Route 212 and Kings Highway      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	2	25.0%	North	4	25.0%	Northeast	0	0.0%
10 AM - 4 PM	2	25.0%	South	2	12.5%	Northwest	0	0.0%
4 PM - 7 PM	2	25.0%	East	5	31.3%	Southeast	0	0.0%
7 PM - 12 AM	2	25.0%	West	5	31.3%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>16</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>8</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	7	87.5%	Rear End	3	37.5%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	2	25.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	1	12.5%	Parked Vehicle	0	0.0%
Snow	1	12.5%	Left Turn	1	12.5%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	1	12.5%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>8</b>		<b>Total</b>	<b>8</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	7	87.5%	Fatal	0	0.0%			
Wet	0	0.0%	Injury	0	0.0%			
Mud/Slush	0	0.0%	Property Damage	7	87.5%			
Snow/Ice	1	12.5%	Non-Reportable	1	12.5%			
Unspecified	0	0.0%	<b>Total</b>	<b>8</b>				
<b>Total</b>	<b>8</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	2	25.0%	Passenger Cars	16	100.0%			
Spring (Mar-May)	4	50.0%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	0	0.0%	<b>Total</b>	<b>16</b>				
Fall (Sep-Nov)	2	25.0%						
<b>Total</b>	<b>8</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	0	0.0%	Daylight	6	75.0%			
Monday	1	12.5%	Dawn/Dusk	0	0.0%			
Tuesday	1	12.5%	Night	2	25.0%			
Wednesday	1	12.5%	Unspecified	0	0.0%			
Thursday	0	0.0%	<b>Total</b>	<b>8</b>				
Friday	0	0.0%						
Saturday	5	62.5%						
<b>Total</b>	<b>8</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	0
Property Damage Accidents	1	0	2	2	0	2
Non-Reportable Accidents	0	0	0	1	0	0
<b>Total Accidents</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** *NYS Route 32 / 212*      **LOCATION:** *From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing*

**MUNICIPALITY:** *Town of Saugerties*      **COUNTY:** *Ulster*

**TIME PERIOD COVERED:** *1/1/2012 - 6/30/2017*      **REFERENCE MARKERS / NODES** *32 8602 3121 - 32 8602 3113*

**REMARKS:** *Intersection of NYS Route 212 and Big Lots Driveway*      **DATE:** *2/21/2018*

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	3	75.0%	South	3	42.9%	Northwest	0	0.0%
4 PM - 7 PM	1	25.0%	East	2	28.6%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	2	28.6%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>7</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>4</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	3	75.0%	Rear End	2	50.0%	Pedestrian	1	25.0%
Cloudy	1	25.0%	Overtake	1	25.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>4</b>		<b>Total</b>	<b>4</b>				

SURFACE	# ACC	%
Dry	4	100.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
<b>Total</b>	<b>4</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	50.0%
Property Damage	2	50.0%
Non-Reportable	0	0.0%
<b>Total</b>	<b>4</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	0	0.0%
Spring (Mar-May)	2	50.0%
Summer (Jun-Aug)	1	25.0%
Fall (Sep-Nov)	1	25.0%
<b>Total</b>	<b>4</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	7	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>7</b>	

DAY OF WEEK	# ACC	%
Sunday	2	50.0%
Monday	0	0.0%
Tuesday	0	0.0%
Wednesday	0	0.0%
Thursday	2	50.0%
Friday	0	0.0%
Saturday	0	0.0%
<b>Total</b>	<b>4</b>	

LIGHT CONDITION	# ACC	%
Daylight	3	75.0%
Dawn/Dusk	0	0.0%
Night	1	25.0%
Unspecified	0	0.0%
<b>Total</b>	<b>4</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	1	1	0	0	0	0
Property Damage Accidents	0	0	0	0	2	0
Non-Reportable Accidents	0	0	0	0	0	0
<b>Total Accidents</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** EB Rear End Accidents approaching Railroad Crossing      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	3	20.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	8	53.3%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	3	20.0%	East	33	100.0%	Southeast	0	0.0%
7 PM - 12 AM	1	6.7%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>33</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>15</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	10	66.7%	Rear End	15	100.0%	Pedestrian	0	0.0%
Cloudy	4	26.7%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	6.7%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>15</b>		<b>Total</b>	<b>15</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	13	86.7%	Fatal	0	0.0%			
Wet	1	6.7%	Injury	2	13.3%			
Mud/Slush	0	0.0%	Property Damage	10	66.7%			
Snow/Ice	0	0.0%	Non-Reportable	3	20.0%			
Unspecified	1	6.7%	<b>Total</b>	<b>15</b>				
<b>Total</b>	<b>15</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	4	26.7%	Passenger Cars	33	100.0%			
Spring (Mar-May)	4	26.7%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	4	26.7%	<b>Total</b>	<b>33</b>				
Fall (Sep-Nov)	3	20.0%						
<b>Total</b>	<b>15</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	0	0.0%	Daylight	15	100.0%			
Monday	2	13.3%	Dawn/Dusk	0	0.0%			
Tuesday	2	13.3%	Night	0	0.0%			
Wednesday	2	13.3%	Unspecified	0	0.0%			
Thursday	1	6.7%	<b>Total</b>	<b>15</b>				
Friday	5	33.3%						
Saturday	3	20.0%						
<b>Total</b>	<b>15</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	0	0	1	1	0
Property Damage Accidents	2	3	0	2	2	1
Non-Reportable Accidents	0	1	1	0	1	0
<b>Total Accidents</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NYS Route 32 / 212      **LOCATION:** From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing  
**MUNICIPALITY:** Town of Saugerties      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 6/30/2017      **REFERENCE MARKERS / NODES** 32 8602 3121 - 32 8602 3113  
**REMARKS:** WB Rear End Accidents approaching Railroad Crossing      **DATE:** 2/21/2018

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	1	33.3%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	2	66.7%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	7	100.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>7</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>3</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	3	100.0%	Rear End	3	100.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>3</b>		<b>Total</b>	<b>3</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	3	100.0%	Fatal	0	0.0%
Wet	0	0.0%	Injury	0	0.0%
Mud/Slush	0	0.0%	Property Damage	1	33.3%
Snow/Ice	0	0.0%	Non-Reportable	2	66.7%
Unspecified	0	0.0%	<b>Total</b>	<b>3</b>	
<b>Total</b>	<b>3</b>				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	1	33.3%	Passenger Cars	7	100.0%
Spring (Mar-May)	1	33.3%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	1	33.3%	<b>Total</b>	<b>7</b>	
Fall (Sep-Nov)	0	0.0%			
<b>Total</b>	<b>3</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	0	0.0%	Daylight	2	66.7%
Monday	0	0.0%	Dawn/Dusk	0	0.0%
Tuesday	1	33.3%	Night	1	33.3%
Wednesday	0	0.0%	Unspecified	0	0.0%
Thursday	0	0.0%	<b>Total</b>	<b>3</b>	
Friday	2	66.7%			
Saturday	0	0.0%			
<b>Total</b>	<b>3</b>				

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016	2017
Fatal Accidents	0	0	0	0	0	0
Injury Accidents	0	0	0	0	0	0
Property Damage Accidents	0	0	0	0	0	1
Non-Reportable Accidents	0	0	0	0	2	0
<b>Total Accidents</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>				LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>				CASE No. _____	
MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>									REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>				FILE: <u>Saugerties</u>		BY: <u>JVR</u>		DATE: <u>2/21/2018</u>	
No.	DATE	TIME						CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION				KEY #				
1	2/18/2012	15:00	2	PDO	1				Rend	V2 rear ended V1 stopped at railroad crossing e/o Abbotts Ct				18				
2	3/29/2012	7:53	2	N/R	1	1	1	2	7 4	Ltrn	S1 made left turn collided with N2 on I-87 SB ramp at NY32				2			
3	2/18/2012	13:40	2	PDO	1	1	1	1	9	Rend	E2 rear ended E1 slowing in traffic 30' w/o Railroad Ave				16			
4	5/3/2012	14:47	1	INJ	1	1	1	1	4 14	Ped	S1 making RT C/W EB ped at Big Lots dwy 250' e/o Kings Hwy				15			
5	5/23/2012	16:30	2	N/R	1	1	1	1	20 4	Ovtk	W1 changed lanes to bypass UV and c/w W2 30' e/o Kings Hwy				14			
6	6/2/2012	12:20	2	INJ	1	1	1	2	4 9	Rend	E1 rear ended stopped E2 350' e/o Churchland Ln				7			
7	6/8/2012	12:41	2	INJ	1	1	1	1	4 9	Rend	W1 rear ended W2 stopped in traffic at I-87 northbound ramp				10			
8	6/15/2012	19:16	2	PDO	1	1	1	1	4	Rend	E1 RE stopped E2 in traffic due to train crossing @ Railroad Av				16			
9	6/15/2012	19:20	1	PDO	1	4	1	1	46	FixO	NW1 steering failed on ramp to NB NY 32, LC & C/W small trailer				3			
10	8/22/2012	17:30	2	PDO	1	2	1	2	4 9	Rend	W1 rear ended W2 while stopped in traffic on NY212 at NY32				4			
11	10/12/2012	11:57	2	INJ	1	1	1	1	9	Rend	E2 starting in traffic RE stopped E1 100' w/o I-87 NB ramp				7			
12	10/27/2012	22:13	2	PDO	4	1	1	1	4 12	Rang	E1 ran red light and C/W N2 making LT at Kings Hwy & NY32/212				13			
13	8/10/2012		2	PDO						Rend	V1 rear ended V2 on NY 32/212 at I-87 NB ramps				10			
14	1/3/2013	17:59	2	INJ	5	1	1	2	9	Rend	E1 rear ended stopped E2 on NY 212 at NY 32				4			
15	1/19/2013	16:09	2	N/R	1	1	1	1	4 9	Rend	E1 RE E2 while picking up dropped item 50' w/o Abbotts Ct				16			
16	1/25/2013	17:46	3	N/R	1	1	1	1	9	Rend	W3 rear ended W2 into W1 slowing in traffic on NY212 at NY32				4			
17	2/15/2013	18:58	2	INJ	4	2	1	1	7 4	Ltrn	E1 making LT collided with W2 at Abbotts Ct				17			
18	2/10/2013	16:04	2	N/R	1	1	1	2	26 7	Rang	W1 making LT collided with N2 at NY32 and I-87 southbound ramps				2			
19	2/18/2013	18:40	1	N/R	4	1	1	1	26	FixO	S1 swerved to avoid veh, LC and hit sign at I-87 SB ramps				2			
20	3/16/2013	14:14	2	PDO	1	1	1	1	4 60	Rend	E1 rear ended E2 slowing in traffic at Saugerties Manor Rd				7			
21	4/19/2013	16:52	2	INJ	1	2	2	2	4	Rend	S1 rear ended S2 (truck)waiting to make RT onto NY212 from NY32				4			
22	5/3/2013	17:30	3	PDO	1	1	1	1	9	Rend	E1 rear ended E2 into E3 both stopped 40' w/o Railroad Ave				16			

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>				CASE No. _____			
LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>									FILE: <u>Saugerties</u>							
MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>				BY: <u>JVR</u>				REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>				DATE: <u>2/21/2018</u>				
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION				KEY #	
23	7/9/2013	8:05	2	PDO	1	1	1	2	7	Rang	W1 making LT C/W N2 (truck) at NY32 and I-87 southbound ramps				2	
24	7/20/2013	14:20	3	PDO	1	1	1	2	9	Rend	E1 rear ended E2 into E3 75' w/o Railroad Ave				16	
25	7/28/2013	18:08	2	PDO	1	1	2	2	4 69 60	Rang	W1 making LT collided with N2 at NY32 and I-87 southbound ramps				2	
26	8/12/2013	19:31	2	INJ	1	1	1	1	9	Rend	N2 stopped abruptly for veh & RE by N1 on NY32 at I-87 SB ramps				2	
27	9/29/2013	14:39	2	PDO	1	1	1	1	7	Rang	W1 making LT to park and ride C/W S2 at NY32 and I-87 SB ramps				2	
28	9/1/2013	13:22	2	PDO	1	1	1	2	7 18	Ovtk	W2 C/W W1 (police) with lights activated 240' e/o Kings Hwy				14	
29	11/14/2013	18:11	2	INJ	4	1	1	2	9 4	Rend	E1 RE E2 slowing in traffic at Big Lots dwy 250' e/o Kings Hwy				15	
30	11/14/2013	8:56	2	PDO	1	1	1	2	9	Rend	E1 rear ended slowing E2 60' e/o Railroad Ave				18	
31	12/26/2013	17:54	2	INJ	4	1	2	1	7 5	Ltrn	S1 making LT C/W N2 at NY32 and I-87 southbound ramps				2	
32	12/19/2013	15:55	2	INJ	1	1	1	1	9 4	Rend	E1 RE E2 stopped in traffic on NY32/212 at I-87 NB ramps				10	
33	2/8/2014	14:10	2	PDO	1	1	1	1	4 9	Rend	W1 RE W2 waiting to make LT onto Kings Hwy from NY32/212				13	
34	3/24/2014	18:03	2	N/R	1	1	1	1	9	Rend	E1 rear ended E2 stopped for train at Railroad Ave				16	
35	4/18/2014	7:00	2	PDO	1	1	1	1	9	Rend	W1 rear ended W2 slowing in traffic 300' e/o Abbots Ct				18	
36	4/28/2014	7:52	2	PDO	1	1	1	1	7 4	Othr	N1 (truck) making LT out of dwy C/W E2 415' e/o Railroad Ave				18	
37	6/4/2014	19:05	2	PDO	1	1	1	2	4	Rend	E2 rear ended E1 stopped in traffic at I-87 northbound ramps				10	
38	6/11/2014	15:15	2	INJ	1	1	2	2	7	Rang	S1 making LT C/W W2 at Saugerties Manor Rd and NY32/212				8	
39	6/14/2014	16:07	2	INJ	1	1	1	1	7 4	Ltrn	S1 making LT C/W N2 at NY32 and I-87 southbound ramps				2	
40	7/8/2014	12:52	2	PDO	1	1	1	1	7	Rang	W1 making LT collided with N2 at NY32 and I-87 southbound ramps				2	
41	7/7/2014	15:45	2	N/R	1	1	2	2	7 4	Othr	S1 making LT out of dwy C/W W2 50' e/o Saugerties Manor Rd				9	
42	7/13/2014	21:16	2	N/R	4	1	2	2	7	Rtrn	E1 making RT on red into dwy C/W S2 at NY32 and NY212				4	
43	5/31/2014	8:52	2	PDO	1	1	1	1	7	Rtrn	N1 making RT on red and C/W E2 at NY32/212 and Kings Hwy				13	
44	7/8/2014	8:50	2	INJ	1	1	1	1	7 69	Rang	E1 c/w N2 while a truck was parked on median at I-87 SB ramp				2	



## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>			CASE No. _____
LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>									FILE: <u>Saugerties</u>			
MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>			REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>			BY: <u>JVR</u>			DATE: <u>2/21/2018</u>			
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
45	8/23/2014	11:39	2	N/R	1	1	1	2	9	Rend	W1 rear ended W2 stopped on NY212 at NY32	4
46	7/31/2014	19:22	1	INJ	1	2	1	1	17 14	Bike	N1 c/w WB bicyclist running red light on NY32 at NY212	4
47	10/6/2014	17:45	2	INJ	1	1	1	1	9 4	Rend	E1 rear ended E2 stopped in traffic at Saugerties Manor Rd	7
48	12/7/2014	17:44	2	PDO	4	1	1	1	7	Othr	W1 making LT into Mobil dwy C/W E2 100' e/o Kings Hwy	14
49	12/22/2014	17:37	2	N/R	4	1	1	1	7 4	Ovtk	N1 and N2 collided both making LT from I-87 NB ramp to NY32/212	10
50	12/24/2014	17:35	2	INJ	4	1	2	3	20	Ltrn	S1 making LT C/W N2 at NY32 and I-87 southbound ramps	2
51	1/29/2015	8:08	3	PDO	1	1	1	1	62	Rend	E1 rear ended E2 into E3 both stopped at Saugerties Manor Rd	7
52	2/17/2015	13:24	2	PDO	1	1	1	2	7	Rang	N1 exiting dwy C/W E2 at NY212 and NY32	4
53	2/24/2015	14:56	2	N/R	1	1	1	1	4 9	Rend	E1 rear ended E2 at I-87 northbound ramps	10
54	2/21/2015	21:44	2	N/R	5	1	4	4	28 9	Ovtk	N2 passed on left and C/W N1 on Kings Hwy at NY32/212	13
55	3/3/2015	17:04	2	N/R	3	3	4	4	66	Rang	N1 slid through stop sign and C/W E2 at Railroad Ave	17
56	3/13/2015	22:19	2	N/R	5	1	1	1	9	Rend	W2 rear ended W1 stopped at I-87 northbound ramps	10
57	3/12/2015	8:31	2	PDO	1	1	1	1	4	Rend	E1 rear ended E2 stopped in traffic 40' w/o Saugerties Manor Rd	7
58	4/21/2015	13:19	2	PDO	1	1	1	1	7	Rang	W2 failed to stop and C/W N1 at NY32 and I-87 southbound ramps	2
59	4/25/2015	13:45	2	PDO	1	1	1	1	7 5	Ltrn	W1 making LT C/W E2 on NY32/212 at Kings Hwy	13
60	4/28/2015	15:30	3	INJ	1	3	1	1	9	Rend	E1 rear ended E2 into E3 at Railroad Avenue	16
61	6/9/2015	21:10	1	N/R	5	1	1	2	61	Anml	S1 (police) collided with WB deer on NY32 200' n/o NY212	3
62	6/15/2015	7:28	2	PDO	1	1	2	3	9	Rend	E1 rear ended E2 stopped in traffic 40' w/o Railroad Ave	16
63	6/14/2015	13:29	2	PDO	1	1	1	1	7	Rang	W2 making LT collided with N1 at NY32 and I-87 southbound ramps	2
64	7/24/2015	17:49	2	N/R	1	1	1	1	4 19	Rend	E1 rear ended E2 stopped in traffic 30' w/o Churchland Ln	5
65	7/13/2015	16:40	2	PDO	1	1	1	1	4 18	Othr	W1 (with trailer) made LT into dwy & C/W N2 100' e/o Kings Hwy	14
66	7/31/2015	17:25	2	N/R	1	1	1	1	4	Rend	E1 rear ended E2 starting in traffic 250' e/o Churchland Ln	7

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>			CASE No. _____				
LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>									FILE: <u>Saugerties</u>			MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>			BY: <u>JVR</u>	
REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>			DATE: <u>2/21/2018</u>			CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION					KEY #			
67	7/16/2015	11:30	2	PDO	1	1	1	1	7	Othr	S2 making LT from dwy C/W W1 100' w/o Tomsons Rd					11
68	9/3/2015	17:00	2	PDO	1	1	1	2	69	Othr	N2 (tow truck) making RT C/W N1 stopped in RSh on I-87 NB ramps					10
69	9/11/2015	18:57	1	N/R	1	2	1	1	4 69	FixO	E1 on RSh, backed into tree merging onto road w/o I-87 NB ramps					10
70	9/24/2015	7:32	2	PDO	1	1	1	1	17	Rang	W1 ran red light and C/W S2 at NY32/212 and I-87 NB ramps					10
71	9/27/2015	14:29	2	INJ	1	1	1	1	7	Rtrn	E1 making RT C/W N2 at NY32 and I-87 southbound ramps					2
72	9/1/2015	17:55	2	PDO	1	1	1	1	13 7	Ovtk	W1 changing lanes collided with W2 at Kings Hwy					13
73	11/13/2015	13:58	2	PDO	1	2	1	2	9 4	Rend	E1 rear ended E2 stopped in traffic 90' w/o Railroad Ave					16
74	12/18/2015	12:43	2	INJ	1	1	1	1	7 17	Rang	W2 making LT collided with N1 at NY32 and I-87 southbound ramps					2
75	12/8/2015	18:00	2	PDO		1				Othr	S2 making RT out of dwy C/W E1 making LT to Saugerties Manor Rd					8
76	1/5/2016	18:05	2	INJ	4	2	1	1	9 13	Rend	W1 rear ended W2 stopped to make LT at Churchland Ln					6
77	2/5/2016	12:52	2	N/R	1	1	1	1	9	Rend	E1 rear ended E2 stopped for train 50' w/o Railroad Ave					16
78	2/21/2016	14:00	2	N/R	1	1	1	1	69	Rang	W2 making LT collided with S1 at NY32 and I-87 SB ramps					2
79	4/21/2016	14:00	2	N/R	1	1	1	1	19	Rend	E1 rear ended E2 stopped in traffic at I-87 NB ramps					10
80	5/8/2016	13:47	2	PDO	1	1	1	1	20	Ovtk	W1 changing lanes C/W W2 at Big Lots dwy 250' e/o Kings Hwy					15
81	6/3/2016	11:13	2	INJ	1	2	1	2	4 24	Rend	E1 rear ended E2 slowing in traffic 215' e/o Railroad Ave					18
82	5/17/2016	15:16	2	PDO	1	1	0	1	9 4	Rend	E1 rear ended E2 stopped for train 100' w/o Railroad Ave					16
83	7/10/2016	13:14	2	PDO	1	1	1	1	9	Rend	S2 RE S1 stopped in traffic at Big Lots dwy 250' e/o Kings Hwy					15
84	8/7/2016	13:26	2	PDO	1	1	1	1	7 4	Rang	S1 making LT from dwy C/W W2 100' w/o Tomsons Rd					11
85	8/13/2016	12:04	2	N/R	1	1	1	1	9	Rend	E1 rear ended E2 slowing in traffic 75' w/o Churchland Ln					5
86	9/16/2016	17:00	2	PDO	1	2	1	1	4 9	Rend	E1 rear ended E2 stopped in traffic 30' e/o Churchland Ln					7
87	9/18/2016	7:46	2	PDO	2	1	2	3	8	HdOn	S2 fell asleep and C/W N1 100' n/o Augusta Savage Rd					1
88	9/30/2016	16:48	2	PDO	1	1	2	3	66	Rend	E2 rear ended E1 stopped in traffic 300' w/o I-87 NB ramps					7

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>			CASE No. _____		
LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>									FILE: <u>Saugerties</u>					
MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>			BY: <u>JVR</u>											
REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>			DATE: <u>2/21/2018</u>											
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION			KEY #
89	10/16/2016	16:29	2	INJ	1	1	1	1	17	Rang	W1 making LT collided with N2 at NY32 and I-87 southbound ramps			2
90	9/30/2016	15:04	2	N/R	1	1	1	2	13 9	Rend	N2 rear ended N1 on NY32 at I-87 southbound ramps			2
91	9/11/2015	12:26	2	PDO	1	1	1	1	7	Othr	S1 making RT from dwy C/W W2 10' e/o Saugerties Manor Rd			9
92	10/26/2016	9:06	2	PDO	1	1	1	1	9 4	Rend	E1 rear ended E2 stopped for train 25' w/o Railroad Ave			16
93	11/10/2016	16:54	2	PDO	3	1	1	2	9	Rend	E1 rear ended E2 stopped in traffic 100' e/o Churchland Ln			7
94	12/27/2016	9:49	2	N/R	1	1	2	1	4	Rend	E1 rear ended E2 stopped in traffic 100' e/o I-87 NB ramps			11
95	3/4/2016	17:23	2	PDO	1	1	1	1	26	Rend	N1 stopped abruptly for vehicle and RE by N2 at I-87 NB ramps			2
96	11/28/2016	19:42	2	INJ	4	2	1	1	7	Othr	S1 made LT from dwy & C/W W2 on NY32/212 250' e/o RR Tracks			18
97	3/13/2017	9:01	2	PDO	1	1	1	1	62 9	Rend	E1 rear ended stopped E2 on NY32/212 at Kings Hwy			13
98	3/22/2017	17:17	2	PDO	1	1	1	1	60 9	Rend	S1 stopped for other veh & RE by S2 on Kings Hwy 75' s/o NY32			13
99	4/2/2017	15:38	2	PDO	1	1	1	1	4	Rang	S1 made LT on green and C/W W2 at NY32/212 and I-87 NB ramps			10
100	3/27/2017	9:19	2	PDO	1	2	2	3	17	Rang	S2 ran red light and C/W W1 on NY 212 at NY 32			4
101	3/29/2017	17:00	2	PDO	1	1	1	1	17 4	Rang	S2 made LT on green and C/W W1 on NY 212 at NY 32			4
102	5/5/2017	18:00	2	PDO	1	1	2	3	7 4	Rang	W1 made LT and C/W N2 at NY32 and I-87 southbound ramps			2
103	5/17/2017	18:50	2	PDO	1	1	1	1	9	Rend	E2 stopped for other veh & RE by E1 on NY32/212 e/o I-87 Ramps			11
104	5/27/2017	13:50	2	N/R	1	1	1	1	20	Ovtk	N1 move from LT lane to thru lane & C/W N2 on NY32 @ I-87 ramp			2
105	6/4/2017	11:49	3	INJ	1	1	1	2	9 28	Rend	S1 rear ended stopped S2 into S3 on NY32 @ SB I-87 ramps			2
106	6/11/2017	16:40	2	INJ	1	1	1	1	9 4	Rend	S1 RE S2 while both started to go, on NY32 at NY212			4
107	2/19/2017	19:45	2	INJ	4	1	1	1	7 4	Ltrn	W1 made LT and C/W E2 at NY32 and SB I-87 Ramps			2
108	2/22/2017	15:18	2	PDO	1	1	1	1	9 4	Rend	E1 RE slowing E2 on NY32/212 at Railroad Ave			17
109	6/2/2017	15:35	3	N/R	1	2	1	1	9 4	Rend	E1 RE stopped E2 into E3 on NY32/212 100' e/o Chruuchland Lane			6
110	6/8/2017	17:15	2	PDO	1	1	1	2	7 4	Rang	W1 made LT and C/W S2 on NY32 at SB I-87 Ramps			2



## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>6/30/2017</u> <u>66</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NYS Route 32 / 212</u>				CASE No. _____			
LOCATION: <u>From SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing</u>									FILE: <u>Saugerties</u>							
MUNICIPALITY: <u>Town of Saugerties</u> COUNTY: <u>Ulster</u>				BY: <u>JVR</u>				REFERENCE MARKERS / NODES: <u>32 8602 3121 - 32 8602 3113</u>				DATE: <u>2/21/2018</u>				
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION				KEY #	
111	6/7/2017	3:55	2	PDO	1	1	1	1	9 4	Rend	E1 RE stopped E2 on NY32/212 at NB I-87 Ramps				10	
112	3/14/2017	17:16	1	PDO	1	5	4	4	66 19	FixO	W1 exited road and struck sign post on NY32/212 at NY32				4	
113	8/19/2013	11:31	2	INJ	1	1	1	2	4 24	Rend	E2 stopped in traffic & RE by E1 on NY32/212 550' e/o Abbott Ct				18	
114	10/21/2013	17:47	2	PDO	1	2	1	1	7 4	Othr	N1 made LT from dwy C/W S2 (RT) on NY32/212 100' e/o RR tracks				18	
115	3/21/2014	17:07	2	N/R	1	1	1	1	9 4	Rend	E1 RE stopped E2 on NY32/212 200' w/o Teetsel St				18	
116	6/1/2014	19:55	2	PDO	1	2	1	1	9	Rend	E1 was distracted and RE E2 on NY32/212 at Teetsel St				19	
117	11/15/2014	16:24	3	PDO	1	2	1	1	9 4 60	Rend	E1 RE stopped E2 into E3 on NY32/212 300' w/o Teetsel St				18	
118	11/26/2015	12:57	2	PDO	1	2	1	2	9	Rend	E1 RE E2 on NY32/212 500' e/o Abbot Ct				18	
119	10/23/2015	16:25	2	PDO	1	1	1	1	13 60	Othr	W2 made LT to dwy and C/W E1 on NY32/212 50' e/o Teetsel St				19	
120	12/1/2015	17:15	2	PDO	4	2	2	2	7	Othr	E1 made LT to dwy C/W W2 on NY32/212 450' e/o Abbotts Ct				18	
121	3/1/2016	18:41	2	N/R	4	1	1	1	9	Rend	W2 stopped for passing train & RE by W1 670' e/o Abbotts Ct				18	
122	7/22/2016	16:00	2	N/R	1	1	1	1	4	Rend	W1 stopped for passing train & RE by W2 200' e/o RR tracks				18	
123	2/17/2017	13:51	3	PDO	1	1	1	1	9 4	Rend	W1 pressed gas pedal & RE stopped W2 into W3 200' w/o Teetsel				18	
124	3/13/2017	10:29	2	PDO	1	1	1	1	60 4	Park	E1 lost trailer & trailer hit parked E2 150' w/o Teetsel St				18	
125	6/15/2017	13:00	1	INJ	1	1	1	1	4 7	Bike	N1 made LT from dwy & C/W EB bicyclist 600' e/o Abbotts Ct				18	
126	11/1/2012	11:00	2	PDO	1	2	1	2	7	Othr	N1 made LT from dwy C/W S2 (RT) on NY32/212 100' e/o RR tracks				18	

**ABBREVIATIONS:**

INJ - Injury	Skdg - Skidding	CO - Cut Off	DWI - Driving While Intoxicated	dwy - Driveway
FAT - Fatal Injury	Bike - Bicycle	LC - Lost Control	RM or Key # - Reference Marker	LT - Left Turn
PDO - Property Damage Only	Park - Parked Vehicle	ChLn - Changed Lanes	N# - Northbound Vehicle #	RT - Right Turn
N/R - Non-Reportable	Anml - Animal	STA - Swerved To Avoid	S# - Southbound Vehicle #	R/L - Right Lane
Rend - Rear End	Back - Backing	GR - Guide Rail	E# - Eastbound Vehicle #	L/L - Left Lane
Ovtk - Overtake	Ped - Pedestrian	JB - Jersey Barrier	W# - Westbound Vehicle #	C/L - Center Lane
Rtrn - Right Turn	Othr - Other	CB - Concrete Barrier	NB - Northbound	R/C/L - Right Center Lane
ROR - Run Off Roadway	V - Vehicle	IA - Impact Attenuator	SB - Southbound	L/C/L - Left Center Lane
Ltrn - Left Turn	CV - Construction Vehicle	SB - Sand Barrel	EB - Eastbound	RS - Right Side
Rang - Right Angle	EV - Emergency Vehicle	UP - Utility Pole	WB - Westbound	RSh - Right Shoulder
Side - Sideswipe	UV - Uninvolved Vehicle	LP - Light Pole	n/o - North of	LS - Left Side
HdOn - Head On	GT - General Traffic	ROW - Right of Way	s/o - South of	LSh - Left Shoulder
Ovrt - Overturned	HT - Heavy Traffic	LSA - Left Scene of Accident	e/o - East of	CM - Center Median
FixO - Fixed Object	MC - Motorcycle	RTOR - Right Turn on Red	w/o - West of	c/w - Collided with

**APPARENT CONTRIBUTING FACTORS:****HUMAN**

2 - Alcohol Involved	9 - Following Too Closely	16 - Prescription Medication	23 - Cell Phone (hands free)
3 - Backing Unsafely	10 - Illness	17 - Traffic Control Disregarded	24 - Other Electronic Device
4 - Driver Inattention	11 - Lost Consciousness	18 - Turning Improperly	25 - Outside Car Distraction
5 - Driver Inexperience	12 - Passenger Distraction	19 - Unsafe Speed	26 - Reaction to Other Uninvolved Vehicle
6 - Drugs (illegal)	13 - Passing or Lane Usage Improper	20 - Unsafe Lane Changing	27 - Failure to Keep Right
7 - Failure to Yield Right of Way	14 - Pedestrian's/Bicyclist's Error/Confusion	21 - Fatigued/Drowsy	28 - Aggressive Driving/Road Rage
8 - Fell Asleep	15 - Physical Disability	22 - Cell Phone (hand held)	40 - Other Human

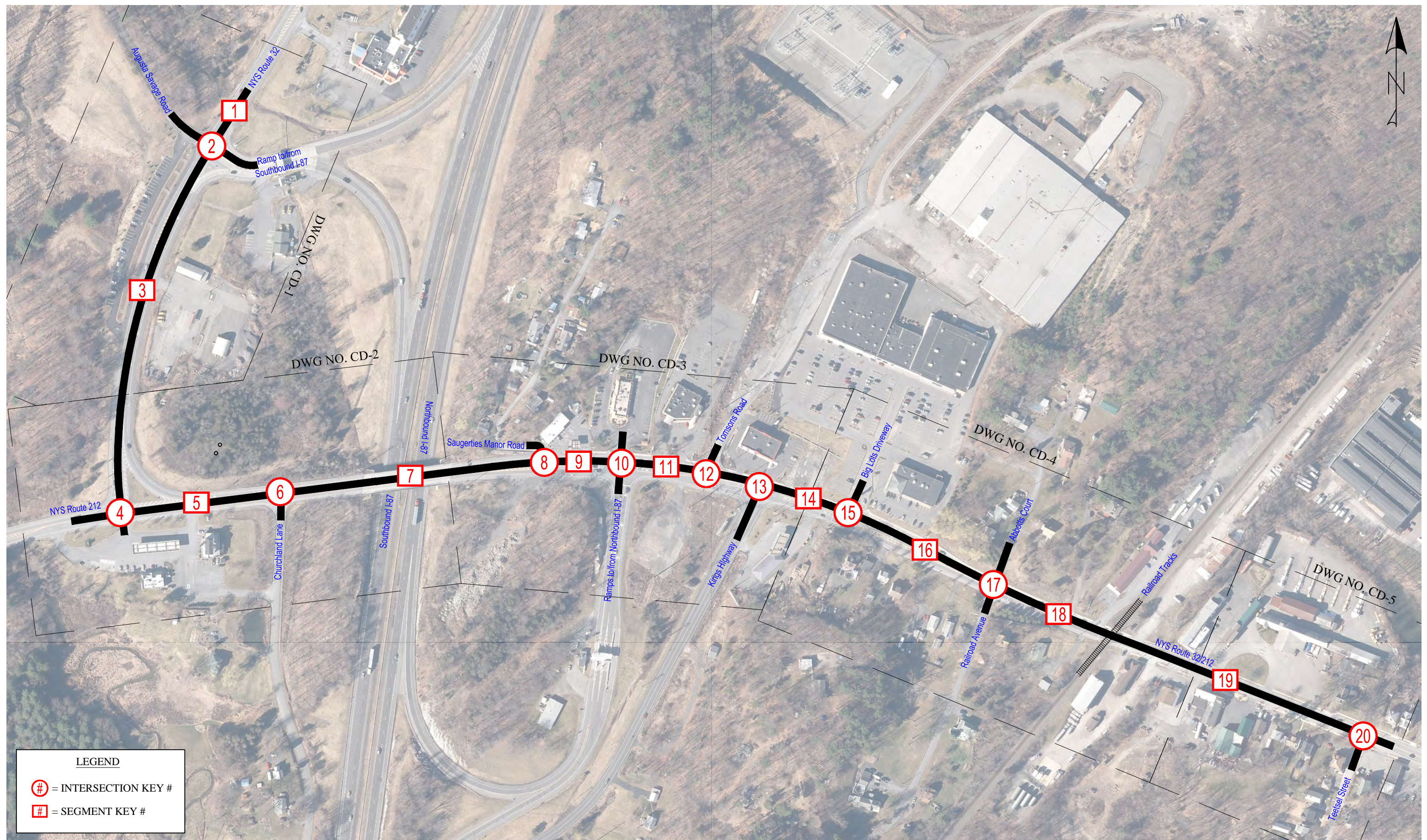
**VEHICULAR**

41 - Acceleration Defective	47 - Tire Failure/Inadequate	62 - Glare
42 - Brakes Defective	48 - Tow Hitch Defective	63 - Lane Marking Improper/Inadequate
43 - Headsignals Defective	49 - Windshield Inadequate	65 - Pavement Defective
44 - Other signals Defective	50 - Driverless/Runaway Vehicle	66 - Pavement Slippery
45 - Oversized Vehicle	60 - Other Vehicular	67 - Shoulders Improper/Non-Working
46 - Steering Failure	61 - Animal's Action	69 - View Obstructed/Limited

**ENVIRONMENTAL**

64 - Obstruction/Debris Defective/Improper
68 - Traffic Control Device





**LEGEND**

⊕ = INTERSECTION KEY #

▭ = SEGMENT KEY #



SYMBOLS		MANNER OF COLLISION	
▭ ACCIDENT RECORD NO.	▭ PARKED VEHICLE	↔ REAR END	↔ HEAD ON
← MOVING VEHICLE	⊙ PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
← M MOTORCYCLE	⊙ BICYCLE	↔ OUT OF CONTROL	↔ RIGHT TURN
← B BACKING VEHICLE	⊙ FIXED OBJECT	↔ SKIDDING	↔ RIGHT ANGLE
⊙ EXIST. TRAFFIC SIGNAL	⊙ UNAFFIXED OBJECT	↔ OVERTURNED	↔ SIDE SWIPE
⊙ EXIST. SIGN	● FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016

**KEY MAP**



**ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT**

MUNICIPALITY: Town of Saugerties COUNTY: Ulster FILE: 26229.00

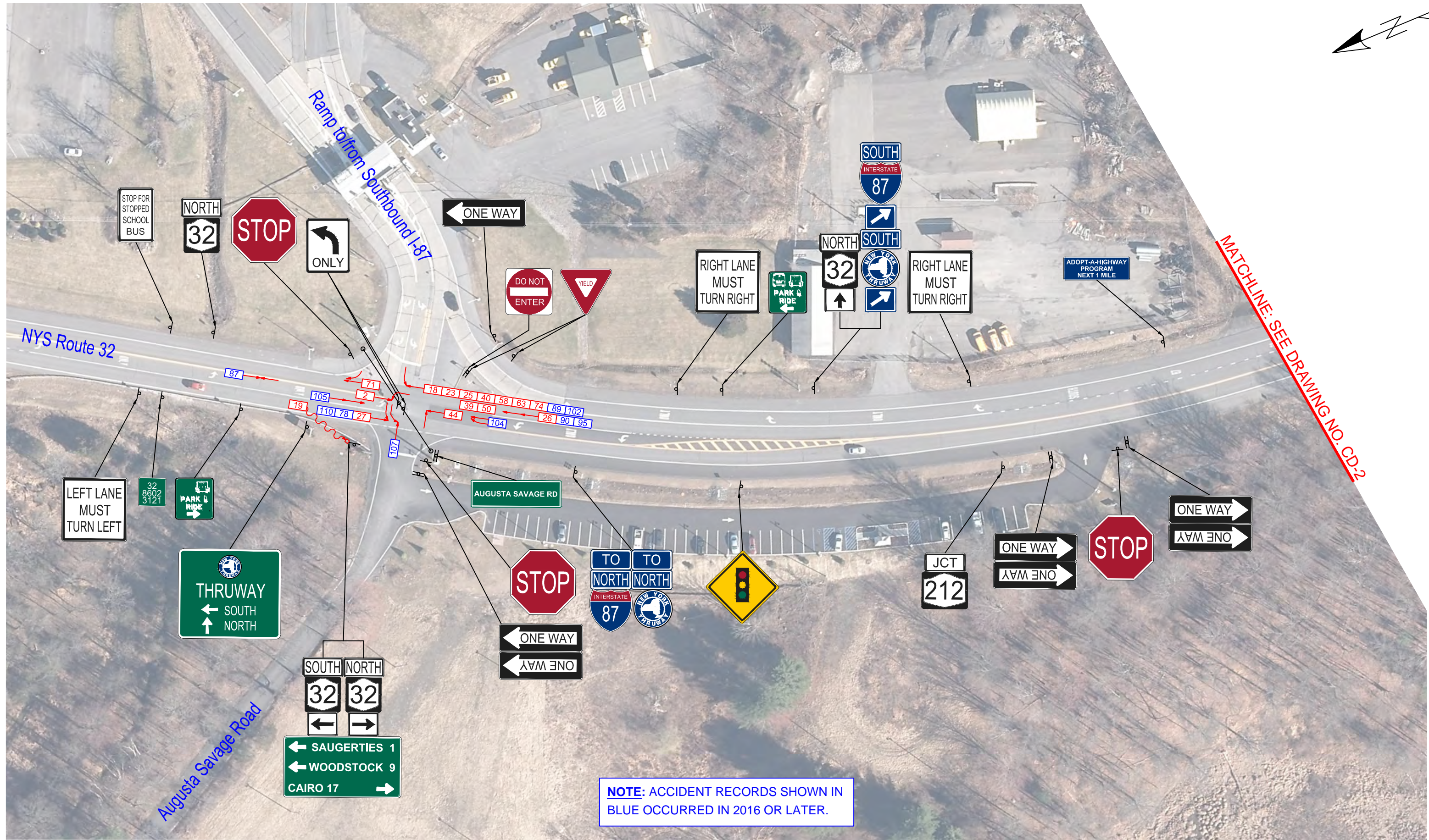
LOCATION: NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing

PERIOD: 5 YEARS 6 MONTHS BY: JVR

FROM: 1/1/2012 TO: 6/30/2017 DATE: 1/2018

SHEET NO. 1	TOTAL SHEETS 6	DRAWING NO. KM-1
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MATCHLINE: SEE DRAWING NO. CD-2

**NOTE:** ACCIDENT RECORDS SHOWN IN BLUE OCCURRED IN 2016 OR LATER.



SYMBOLS		MANNER OF COLLISION	
▣ ACCIDENT RECORD NO.	▣ PARKED VEHICLE	↔ REAR END	↔ HEAD ON
→ MOVING VEHICLE	⊙ PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
↔ MOTORCYCLE	⊙ BICYCLE	↔ OUT OF CONTROL	↔ RIGHT TURN
↔ BACKING VEHICLE	⊙ FIXED OBJECT	↔ SKIDDING	↔ RIGHT ANGLE
⊙ EXIST. TRAFFIC SIGNAL	⊙ UNAFFIXED OBJECT	↔ OVERTURNED	↔ SIDE SWIPE
⊙ EXIST. SIGN	● FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY: Town of Saugerties	COUNTY: Ulster	FILE: 26229.00	
LOCATION: NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing			
PERIOD: 5 YEARS 6 MONTHS	BY: JVR	SHEET NO. 2	TOTAL SHEETS 6
FROM: 1/1/2012 TO: 6/30/2017	DATE: 1/2018		DRAWING NO. CD-1



MATCHLINE: SEE DRAWING NO. CD-1



NOTE: ACCIDENT RECORDS SHOWN IN BLUE OCCURRED IN 2016 OR LATER.

MATCHLINE: SEE DRAWING NO. CD-3

SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY
	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

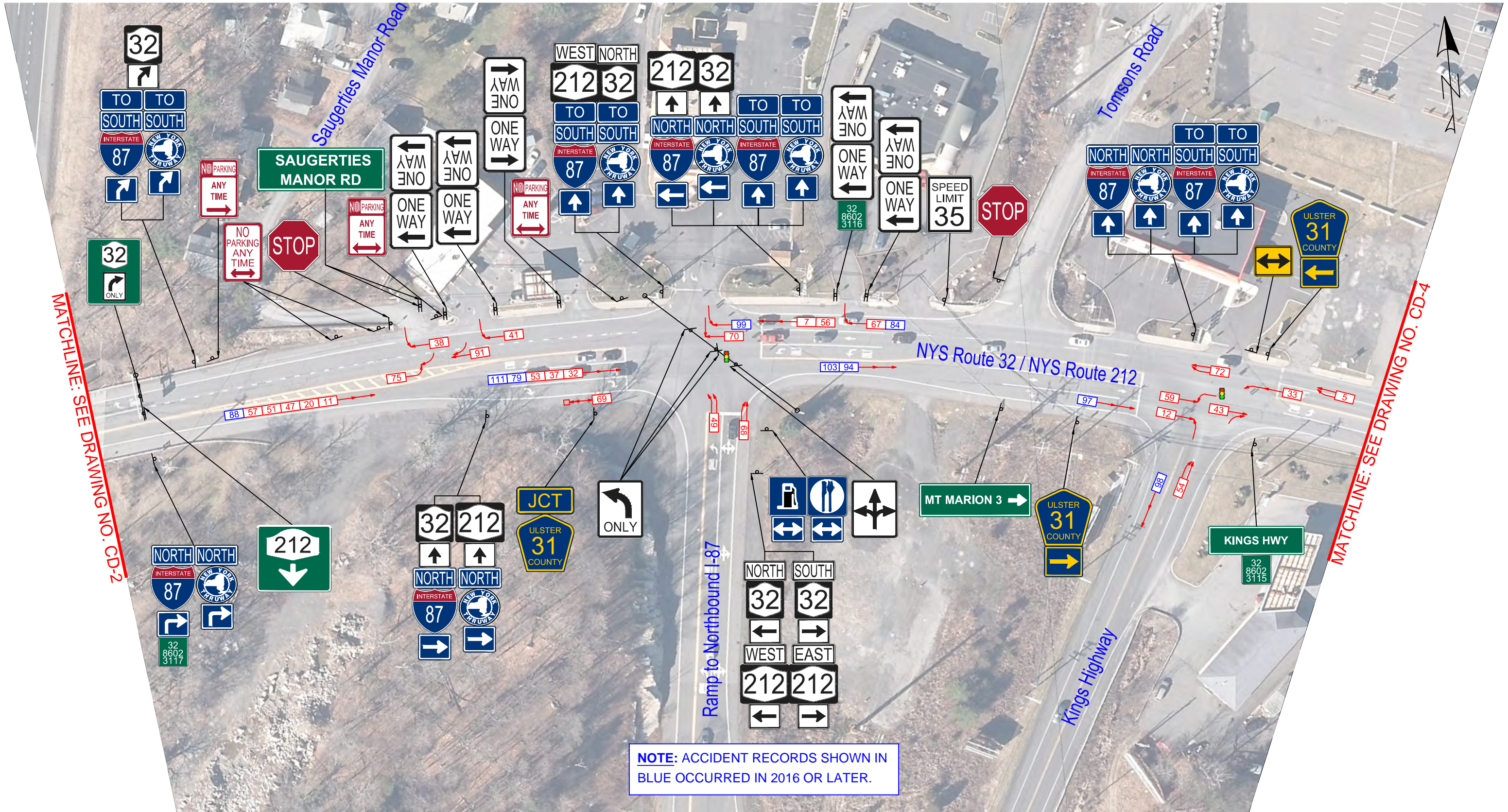
Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016  
Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY:	Town of Saugerties	COUNTY:	Ulster
FILE:	26229.00	DATE:	1/2018
LOCATION:	NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing		
PERIOD:	5 YEARS	6 MONTHS	BY: JVR
FROM:	1/1/2012	TO:	6/30/2017
SHEET NO.:	3	TOTAL SHEETS:	6
DRAWING NO.:	CD-2		





MATCHLINE: SEE DRAWING NO. CD-2

MATCHLINE: SEE DRAWING NO. CD-4

**NOTE: ACCIDENT RECORDS SHOWN IN BLUE OCCURRED IN 2016 OR LATER.**



SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		REAR END
	MOVING VEHICLE		OVERTAKE
	MOTORCYCLE		OUT OF CONTROL
	BACKING VEHICLE		SKIDDING
	EXIST. TRAFFIC SIGNAL		RIGHT ANGLE
	EXIST. SIGN		OVERTURNED
	PARKED VEHICLE		HEAD ON
	PEDESTRIAN		LEFT TURN
	BICYCLE		RIGHT TURN
	FIXED OBJECT		SIDE SWIPE
	UNAFFIXED OBJECT		
	FATALITY		

ACCIDENTS WITH NOT ENOUGH INFORMATION
13
Source of Aerial Image: NYS GIS Clearinghouse Date of Aerial Imagery: Spring 2016 Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM

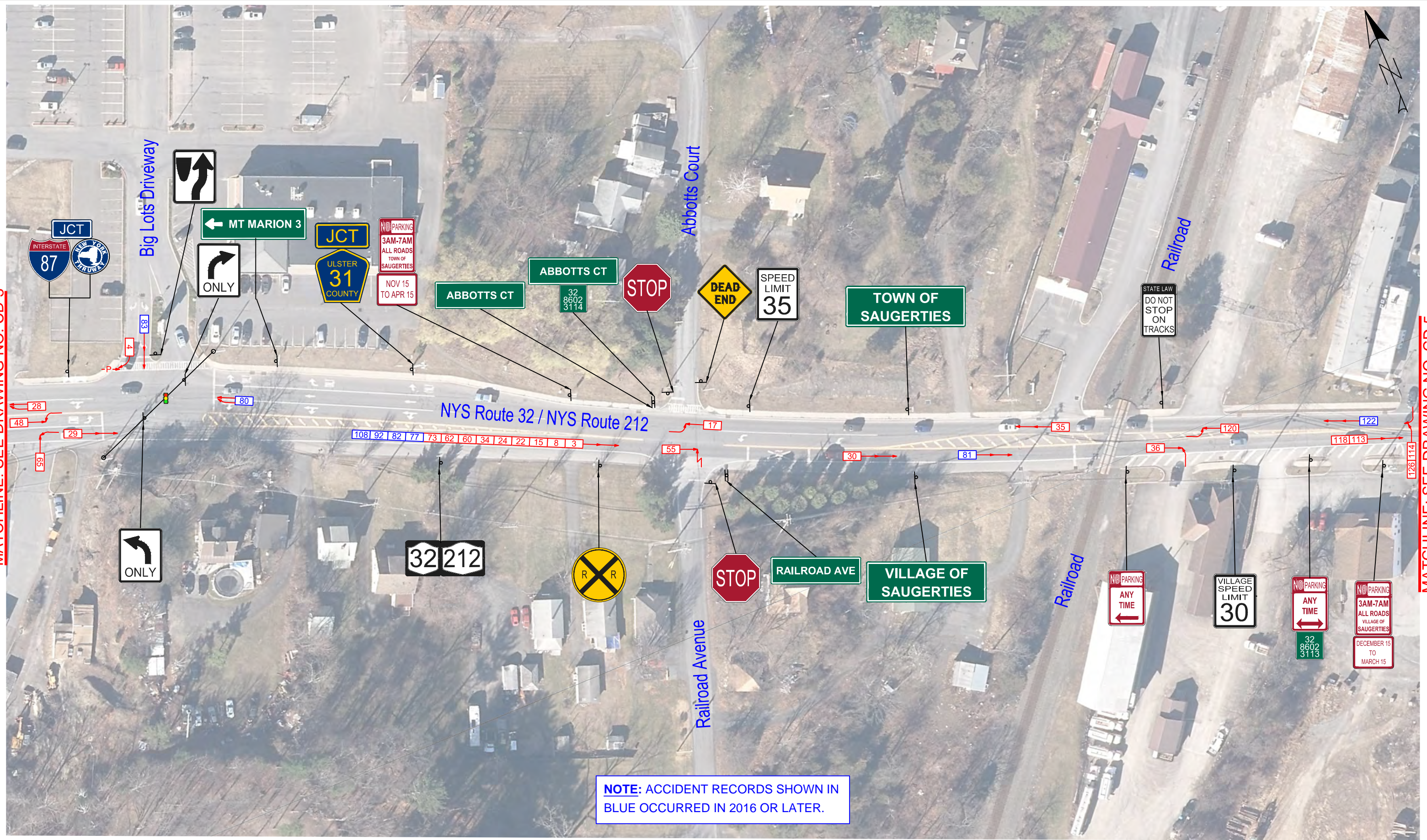


ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY: Town of Saugerties	COUNTY: Ulster	FILE: 26229.00	
LOCATION: NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing			
PERIOD: 5 YEARS 6 MONTHS	BY: JVR	SHEET NO. 4	TOTAL SHEETS 6
FROM: 1/1/2012 TO: 6/30/2017	DATE: 1/2018	DRAWING NO. CD-3	



MATCHLINE: SEE DRAWING NO. CD-3

MATCHLINE: SEE DRAWING NO. CD-5



**NOTE:** ACCIDENT RECORDS SHOWN IN BLUE OCCURRED IN 2016 OR LATER.



SYMBOLS		MANNER OF COLLISION	
▣ ACCIDENT RECORD NO.	▣ PARKED VEHICLE	← REAR END	→ HEAD ON
→ MOVING VEHICLE	→ P PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
→ M MOTORCYCLE	→ B BICYCLE	↘ OUT OF CONTROL	↘ RIGHT TURN
→ ← BACKING VEHICLE	□ FIXED OBJECT	↘ SKIDDING	↘ RIGHT ANGLE
⊠ EXIST. TRAFFIC SIGNAL	○ UNAFFIXED OBJECT	↘ OVERTURNED	↘ SIDE SWIPE
○ EXIST. SIGN	● FATALITY		

ACCIDENTS WITH NOT ENOUGH INFORMATION
1

Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016  
Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY:	Town of Saugerties	COUNTY:	Ulster
FILE:	26229.00		
LOCATION:	NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing		
PERIOD:	5 YEARS 6 MONTHS	BY:	JVR
FROM:	1/1/2012	TO:	6/30/2017
DATE:	1/2018	SHEET NO.:	5
TOTAL SHEETS:	6	DRAWING NO.:	CD-4





SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of Saugerties	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 32 / 212 from SB NYS Thruway Exit 20 to the At-Grade Railroad Crossing		
PERIOD: 5 YEARS 6 MONTHS	BY: JVR	
FROM: 1/1/2012 TO: 6/30/2017	DATE: 1/2018	
SHEET NO. 6	TOTAL SHEETS 6	DRAWING NO. CD-5

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** All Accidents      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	16	18.6%	North	18	15.4%	Northeast	0	0.0%
10 AM - 4 PM	22	25.6%	South	7	6.0%	Northwest	0	0.0%
4 PM - 7 PM	25	29.1%	East	50	42.7%	Southeast	0	0.0%
7 PM - 12 AM	15	17.4%	West	42	35.9%	Southwest	0	0.0%
12 AM - 6 AM	7	8.1%	<b>Total</b>	<b>117</b>		Unspecified	0	0.0%
Unspecified	1	1.2%						
<b>Total</b>	<b>86</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	62	72.1%	Rear End	11	12.8%	Pedestrian	0	0.0%
Cloudy	7	8.1%	Overtake	2	2.3%	Bicycle	2	2.3%
Rain	4	4.7%	Right Angle	9	10.5%	Parked Vehicle	0	0.0%
Snow	8	9.3%	Left Turn	1	1.2%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	2	2.3%	Right Turn	2	2.3%	Run Off The Road	11	12.8%
Fog/Smog/Smoke	1	1.2%	Fixed Object	7	8.1%	Animal	37	43.0%
Unspecified	2	2.3%	Head On	1	1.2%	Other	2	2.3%
			Sideswipe	1	1.2%	Unspecified	0	0.0%
<b>Total</b>	<b>86</b>		<b>Total</b>	<b>86</b>				

SURFACE	# ACC	%
Dry	67	77.9%
Wet	7	8.1%
Mud/Slush	1	1.2%
Snow/Ice	9	10.5%
Unspecified	2	2.3%
<b>Total</b>	<b>86</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	16	18.6%
Property Damage	41	47.7%
Non-Reportable	29	33.7%
<b>Total</b>	<b>86</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	22	25.6%
Spring (Mar-May)	25	29.1%
Summer (Jun-Aug)	19	22.1%
Fall (Sep-Nov)	20	23.3%
<b>Total</b>	<b>86</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	117	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>117</b>	

DAY OF WEEK	# ACC	%
Sunday	13	15.1%
Monday	15	17.4%
Tuesday	12	14.0%
Wednesday	15	17.4%
Thursday	11	12.8%
Friday	8	9.3%
Saturday	12	14.0%
<b>Total</b>	<b>86</b>	

LIGHT CONDITION	# ACC	%
Daylight	52	60.5%
Dawn/Dusk	4	4.7%
Night	29	33.7%
Unspecified	1	1.2%
<b>Total</b>	<b>86</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	3	5	4	4
Property Damage Accidents	10	8	4	8	11
Non-Reportable Accidents	4	7	4	8	6
<b>Total Accidents</b>	<b>14</b>	<b>18</b>	<b>13</b>	<b>20</b>	<b>21</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Rear End Accidents      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	3	27.3%	North	14	58.3%	Northeast	0	0.0%
10 AM - 4 PM	3	27.3%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	3	27.3%	East	2	8.3%	Southeast	0	0.0%
7 PM - 12 AM	2	18.2%	West	8	33.3%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%				Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>11</b>		<b>Total</b>	<b>24</b>				

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	6	54.5%	Rear End	11	100.0%	Pedestrian	0	0.0%
Cloudy	3	27.3%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	2	18.2%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>11</b>		<b>Total</b>	<b>11</b>				

SURFACE	# ACC	%
Dry	8	72.7%
Wet	1	9.1%
Mud/Slush	0	0.0%
Snow/Ice	2	18.2%
Unspecified	0	0.0%
<b>Total</b>	<b>11</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	1	9.1%
Property Damage	3	27.3%
Non-Reportable	7	63.6%
<b>Total</b>	<b>11</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	3	27.3%
Spring (Mar-May)	4	36.4%
Summer (Jun-Aug)	3	27.3%
Fall (Sep-Nov)	1	9.1%
<b>Total</b>	<b>11</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	24	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>24</b>	

DAY OF WEEK	# ACC	%
Sunday	1	9.1%
Monday	3	27.3%
Tuesday	2	18.2%
Wednesday	2	18.2%
Thursday	1	9.1%
Friday	0	0.0%
Saturday	2	18.2%
<b>Total</b>	<b>11</b>	

LIGHT CONDITION	# ACC	%
Daylight	8	72.7%
Dawn/Dusk	0	0.0%
Night	3	27.3%
Unspecified	0	0.0%
<b>Total</b>	<b>11</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	0	0	1
Property Damage Accidents	1	0	1	0	1
Non-Reportable Accidents	0	3	0	3	1
<b>Total Accidents</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Run Off The Road Accidents      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	9.1%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	2	18.2%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	3	27.3%	East	9	81.8%	Southeast	0	0.0%
7 PM - 12 AM	3	27.3%	West	2	18.2%	Southwest	0	0.0%
12 AM - 6 AM	2	18.2%	<b>Total</b>	<b>11</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>11</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	4	36.4%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	2	18.2%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	3	27.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	2	18.2%	Right Turn	0	0.0%	Run Off The Road	11	100.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>11</b>		<b>Total</b>	<b>11</b>				

SURFACE	# ACC	%
Dry	4	36.4%
Wet	2	18.2%
Mud/Slush	1	9.1%
Snow/Ice	4	36.4%
Unspecified	0	0.0%
<b>Total</b>	<b>11</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	4	36.4%
Property Damage	4	36.4%
Non-Reportable	3	27.3%
<b>Total</b>	<b>11</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	4	36.4%
Spring (Mar-May)	4	36.4%
Summer (Jun-Aug)	3	27.3%
Fall (Sep-Nov)	0	0.0%
<b>Total</b>	<b>11</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	11	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>11</b>	

DAY OF WEEK	# ACC	%
Sunday	3	27.3%
Monday	2	18.2%
Tuesday	2	18.2%
Wednesday	2	18.2%
Thursday	1	9.1%
Friday	1	9.1%
Saturday	0	0.0%
<b>Total</b>	<b>11</b>	

LIGHT CONDITION	# ACC	%
Daylight	7	63.6%
Dawn/Dusk	0	0.0%
Night	4	36.4%
Unspecified	0	0.0%
<b>Total</b>	<b>11</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	1	1	1	1
Property Damage Accidents	0	1	0	1	2
Non-Reportable Accidents	0	1	0	2	0
<b>Total Accidents</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Accidents involving Animals      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	9	24.3%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	1	2.7%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	11	29.7%	East	20	52.6%	Southeast	0	0.0%
7 PM - 12 AM	10	27.0%	West	18	47.4%	Southwest	0	0.0%
12 AM - 6 AM	5	13.5%	<b>Total</b>	<b>38</b>		Unspecified	0	0.0%
Unspecified	1	2.7%						
<b>Total</b>	<b>37</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	32	86.5%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	2	5.4%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	1	2.7%	Fixed Object	0	0.0%	Animal	37	100.0%
Unspecified	2	5.4%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>37</b>		<b>Total</b>	<b>37</b>				

SURFACE	# ACC	%
Dry	35	94.6%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	2	5.4%
<b>Total</b>	<b>37</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	23	62.2%
Non-Reportable	14	37.8%
<b>Total</b>	<b>37</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	10	27.0%
Spring (Mar-May)	11	29.7%
Summer (Jun-Aug)	5	13.5%
Fall (Sep-Nov)	11	29.7%
<b>Total</b>	<b>37</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	38	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>38</b>	

DAY OF WEEK	# ACC	%
Sunday	5	13.5%
Monday	5	13.5%
Tuesday	5	13.5%
Wednesday	6	16.2%
Thursday	7	18.9%
Friday	3	8.1%
Saturday	6	16.2%
<b>Total</b>	<b>37</b>	

LIGHT CONDITION	# ACC	%
Daylight	13	35.1%
Dawn/Dusk	3	8.1%
Night	20	54.1%
Unspecified	1	2.7%
<b>Total</b>	<b>37</b>	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	0	0	0
Property Damage Accidents	7	5	3	3	5
Non-Reportable Accidents	3	3	3	2	3
<b>Total Accidents</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>8</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Night Accidents      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	3.4%	North	4	11.8%	Northeast	0	0.0%
10 AM - 4 PM	1	3.4%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	8	27.6%	East	13	38.2%	Southeast	0	0.0%
7 PM - 12 AM	12	41.4%	West	17	50.0%	Southwest	0	0.0%
12 AM - 6 AM	7	24.1%	<b>Total</b>	<b>34</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>29</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	20	69.0%	Rear End	3	10.3%	Pedestrian	0	0.0%
Cloudy	2	6.9%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	4	13.8%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	2	6.9%	Right Turn	0	0.0%	Run Off The Road	4	13.8%
Fog/Smog/Smoke	1	3.4%	Fixed Object	2	6.9%	Animal	20	69.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>29</b>		<b>Total</b>	<b>29</b>				

SURFACE	# ACC	%
Dry	23	79.3%
Wet	1	3.4%
Mud/Slush	0	0.0%
Snow/Ice	5	17.2%
Unspecified	0	0.0%
<b>Total</b>	<b>29</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	6.9%
Property Damage	16	55.2%
Non-Reportable	11	37.9%
<b>Total</b>	<b>29</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	10	34.5%
Spring (Mar-May)	7	24.1%
Summer (Jun-Aug)	1	3.4%
Fall (Sep-Nov)	11	37.9%
<b>Total</b>	<b>29</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	34	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>34</b>	

DAY OF WEEK	# ACC	%
Sunday	5	17.2%
Monday	4	13.8%
Tuesday	5	17.2%
Wednesday	5	17.2%
Thursday	4	13.8%
Friday	3	10.3%
Saturday	3	10.3%
<b>Total</b>	<b>29</b>	

LIGHT CONDITION	# ACC	%
Daylight	0	0.0%
Dawn/Dusk	0	0.0%
Night	29	100.0%
Unspecified	0	0.0%
<b>Total</b>	<b>29</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	1	1	0
Property Damage Accidents	4	4	2	2	4
Non-Reportable Accidents	2	5	2	0	2
<b>Total Accidents</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>6</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Wet Pavement Accidents      **DATE:** 11/1/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	1	14.3%	North	2	22.2%	Northeast	0	0.0%
10 AM - 4 PM	4	57.1%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	1	14.3%	East	2	22.2%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	5	55.6%	Southwest	0	0.0%
12 AM - 6 AM	1	14.3%	<b>Total</b>	<b>9</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>7</b>							
WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	0	0.0%	Rear End	1	14.3%	Pedestrian	0	0.0%
Cloudy	3	42.9%	Overtake	1	14.3%	Bicycle	0	0.0%
Rain	3	42.9%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	1	14.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	2	28.6%
Fog/Smog/Smoke	0	0.0%	Fixed Object	2	28.6%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	1	14.3%
<b>Total</b>	<b>7</b>		Sideswipe	0	0.0%	Unspecified	0	0.0%
			<b>Total</b>	<b>7</b>				
SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%			
Dry	0	0.0%	Fatal	0	0.0%			
Wet	7	100.0%	Injury	1	14.3%			
Mud/Slush	0	0.0%	Property Damage	1	14.3%			
Snow/Ice	0	0.0%	Non-Reportable	5	71.4%			
Unspecified	0	0.0%	<b>Total</b>	<b>7</b>				
<b>Total</b>	<b>7</b>							
TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%			
Winter (Dec-Feb)	3	42.9%	Passenger Cars	9	100.0%			
Spring (Mar-May)	1	14.3%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	1	14.3%	<b>Total</b>	<b>9</b>				
Fall (Sep-Nov)	2	28.6%						
<b>Total</b>	<b>7</b>							
DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%			
Sunday	1	14.3%	Daylight	6	85.7%			
Monday	0	0.0%	Dawn/Dusk	0	0.0%			
Tuesday	1	14.3%	Night	1	14.3%			
Wednesday	3	42.9%	Unspecified	0	0.0%			
Thursday	0	0.0%	<b>Total</b>	<b>7</b>				
Friday	0	0.0%						
Saturday	2	28.6%						
<b>Total</b>	<b>7</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	0	1	0
Property Damage Accidents	0	0	0	1	0
Non-Reportable Accidents	1	0	1	2	1
<b>Total Accidents</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Snow-Covered Surface Accidents      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	2	14.3%	Northeast	0	0.0%
10 AM - 4 PM	4	44.4%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	7	50.0%	Southeast	0	0.0%
7 PM - 12 AM	4	44.4%	West	5	35.7%	Southwest	0	0.0%
12 AM - 6 AM	1	11.1%	<b>Total</b>	<b>14</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>9</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	0	0.0%	Rear End	2	22.2%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	7	77.8%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	2	22.2%	Right Turn	0	0.0%	Run Off The Road	4	44.4%
Fog/Smog/Smoke	0	0.0%	Fixed Object	1	11.1%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	1	11.1%	Other	1	11.1%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>9</b>		<b>Total</b>	<b>9</b>				

SURFACE	# ACC	%
Dry	0	0.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	9	100.0%
Unspecified	0	0.0%
<b>Total</b>	<b>9</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	4	44.4%
Property Damage	3	33.3%
Non-Reportable	2	22.2%
<b>Total</b>	<b>9</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	7	77.8%
Spring (Mar-May)	1	11.1%
Summer (Jun-Aug)	0	0.0%
Fall (Sep-Nov)	1	11.1%
<b>Total</b>	<b>9</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	14	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>14</b>	

DAY OF WEEK	# ACC	%
Sunday	1	11.1%
Monday	1	11.1%
Tuesday	4	44.4%
Wednesday	2	22.2%
Thursday	0	0.0%
Friday	1	11.1%
Saturday	0	0.0%
<b>Total</b>	<b>9</b>	

LIGHT CONDITION	# ACC	%
Daylight	4	44.4%
Dawn/Dusk	0	0.0%
Night	5	55.6%
Unspecified	0	0.0%
<b>Total</b>	<b>9</b>	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	3	1	0
Property Damage Accidents	1	1	0	0	1
Non-Reportable Accidents	0	2	0	0	0
<b>Total Accidents</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>



# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Intersection of NY299 and Albany Post Road/Butterville Road      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	4	16.0%	North	10	24.4%	Northeast	0	0.0%
10 AM - 4 PM	9	36.0%	South	7	17.1%	Northwest	0	0.0%
4 PM - 7 PM	7	28.0%	East	15	36.6%	Southeast	0	0.0%
7 PM - 12 AM	3	12.0%	West	9	22.0%	Southwest	0	0.0%
12 AM - 6 AM	2	8.0%	<b>Total</b>	<b>41</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>25</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	19	76.0%	Rear End	5	20.0%	Pedestrian	0	0.0%
Cloudy	2	8.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	4.0%	Right Angle	9	36.0%	Parked Vehicle	0	0.0%
Snow	2	8.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	2	8.0%	Run Off The Road	3	12.0%
Fog/Smog/Smoke	1	4.0%	Fixed Object	1	4.0%	Animal	4	16.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	1	4.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>25</b>		<b>Total</b>	<b>25</b>				

SURFACE	# ACC	%
Dry	21	84.0%
Wet	2	8.0%
Mud/Slush	0	0.0%
Snow/Ice	2	8.0%
Unspecified	0	0.0%
<b>Total</b>	<b>25</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	4	16.0%
Property Damage	14	56.0%
Non-Reportable	7	28.0%
<b>Total</b>	<b>25</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	5	20.0%
Spring (Mar-May)	4	16.0%
Summer (Jun-Aug)	10	40.0%
Fall (Sep-Nov)	6	24.0%
<b>Total</b>	<b>25</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	41	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>41</b>	

DAY OF WEEK	# ACC	%
Sunday	6	24.0%
Monday	3	12.0%
Tuesday	2	8.0%
Wednesday	5	20.0%
Thursday	3	12.0%
Friday	4	16.0%
Saturday	2	8.0%
<b>Total</b>	<b>25</b>	

LIGHT CONDITION	# ACC	%
Daylight	18	72.0%
Dawn/Dusk	0	0.0%
Night	7	28.0%
Unspecified	0	0.0%
<b>Total</b>	<b>25</b>	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	3	0	0	1
Property Damage Accidents	2	3	1	3	5
Non-Reportable Accidents	2	3	1	1	0
<b>Total Accidents</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>6</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Intersection of NY299 and Gate House Road/Jacobs Lane/Rosemary Court      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	2	28.6%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	3	42.9%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	1	14.3%	East	2	16.7%	Southeast	0	0.0%
7 PM - 12 AM	1	14.3%	West	10	83.3%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>12</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>7</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	5	71.4%	Rear End	1	14.3%	Pedestrian	0	0.0%
Cloudy	1	14.3%	Overtake	1	14.3%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	1	14.3%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	3	42.9%
Unspecified	0	0.0%	Head On	1	14.3%	Other	0	0.0%
			Sideswipe	1	14.3%	Unspecified	0	0.0%
<b>Total</b>	<b>7</b>		<b>Total</b>	<b>7</b>				

SURFACE	# ACC	%
Dry	5	71.4%
Wet	1	14.3%
Mud/Slush	0	0.0%
Snow/Ice	1	14.3%
Unspecified	0	0.0%
<b>Total</b>	<b>7</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	28.6%
Property Damage	2	28.6%
Non-Reportable	3	42.9%
<b>Total</b>	<b>7</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	3	42.9%
Spring (Mar-May)	2	28.6%
Summer (Jun-Aug)	1	14.3%
Fall (Sep-Nov)	1	14.3%
<b>Total</b>	<b>7</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	12	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>12</b>	

DAY OF WEEK	# ACC	%
Sunday	0	0.0%
Monday	1	14.3%
Tuesday	1	14.3%
Wednesday	1	14.3%
Thursday	2	28.6%
Friday	0	0.0%
Saturday	2	28.6%
<b>Total</b>	<b>7</b>	

LIGHT CONDITION	# ACC	%
Daylight	5	71.4%
Dawn/Dusk	0	0.0%
Night	2	28.6%
Unspecified	0	0.0%
<b>Total</b>	<b>7</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	2	0	0
Property Damage Accidents	2	0	0	0	0
Non-Reportable Accidents	0	1	0	1	1
<b>Total Accidents</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>

# ACCIDENT SUMMARY SHEET

**ROUTE:** NY 299      **LOCATION:** From New Paltz/Gardiner Town Line to Libertyville Road  
**MUNICIPALITY:** Town of New Paltz      **COUNTY:** Ulster  
**TIME PERIOD COVERED:** 1/1/2012 - 12/31/2016      **REFERENCE MARKERS / NODES:** 299 8601 1025 - 299 8601 1050  
**REMARKS:** Intersection of NY299 and Libertyville Road/Red Barn Road      **DATE:** 10/31/2017

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	16.7%	North	8	72.7%	Northeast	0	0.0%
10 AM - 4 PM	2	33.3%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	2	33.3%	East	1	9.1%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	2	18.2%	Southwest	0	0.0%
12 AM - 6 AM	1	16.7%	<b>Total</b>	<b>11</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>6</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	4	66.7%	Rear End	4	66.7%	Pedestrian	0	0.0%
Cloudy	2	33.3%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	1	16.7%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	1	16.7%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>6</b>		<b>Total</b>	<b>6</b>				

SURFACE	# ACC	%
Dry	5	83.3%
Wet	1	16.7%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
<b>Total</b>	<b>6</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	33.3%
Property Damage	1	16.7%
Non-Reportable	3	50.0%
<b>Total</b>	<b>6</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	1	16.7%
Spring (Mar-May)	3	50.0%
Summer (Jun-Aug)	1	16.7%
Fall (Sep-Nov)	1	16.7%
<b>Total</b>	<b>6</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	11	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>11</b>	

DAY OF WEEK	# ACC	%
Sunday	0	0.0%
Monday	3	50.0%
Tuesday	1	16.7%
Wednesday	1	16.7%
Thursday	0	0.0%
Friday	0	0.0%
Saturday	1	16.7%
<b>Total</b>	<b>6</b>	

LIGHT CONDITION	# ACC	%
Daylight	5	83.3%
Dawn/Dusk	0	0.0%
Night	1	16.7%
Unspecified	0	0.0%
<b>Total</b>	<b>6</b>	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	2012	2013	2014	2015	2016
Fatal Accidents	0	0	0	0	0
Injury Accidents	0	0	0	1	1
Property Damage Accidents	0	0	0	0	1
Non-Reportable Accidents	0	0	0	2	1
<b>Total Accidents</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>



## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NY 299</u>				CASE No. _____		
LOCATION: <u>From New Paltz/Gardiner Town Line to Libertyville Road</u>									MUNICIPALITY: <u>Town of New Paltz</u> COUNTY: <u>Ulster</u>		REFERENCE MARKERS / NODES: <u>299 8601 1025 - 299 8601 1050</u>		FILE: <u>New Paltz</u>		BY: <u>JK</u>
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION				KEY #
1	1/28/2012	17:15	1	PDO	3	1	1	1	61	Anml	W1 C/W SB deer 868' w/o Gate House Rd				5
2	2/12/2012	7:10	1	PDO	4	5	1	1	61	Anml	E1 C/W NB deer 0.5 miles e/o Yankee Folly Rd				3
3	2/29/2012	13:00	1	PDO	1	5	4	4	66	FixO	E1 slid off N.shoulder and C/W pole 414' e/o Gate House Rd				7
4	4/26/2012	6:55	1	PDO	1	4	1	1	61	Anml	W1 C/W deer 5' e/o Gate House Rd				6
5	5/19/2012	9:24	2	PDO	1	1	1	1	4 69	Rend	N1 RE N2 stopped at stop sign on Albany Post Rd at NY299				4
6	5/29/2012	10:02	1	N/R	1	1	1	1	61	Anml	E1 C/W deer 2258' w/o Albany Post Rd				3
7	8/16/2012	1:48	1	N/R	5	1	1	6	61	Anml	E1 avoided deer, drove onto 156 Butterville lawn at Albany Post				4
8	8/26/2012	18:45	1	PDO	1	2	1	1	61	Anml	E1 C/W SB deer 0.1 miles w/o Albany Post Rd				3
9	9/8/2012	17:05	1	N/R	1	1	2	3	66 69	FixO	E1 ran off road and hit mailbox 2000' w/o Albany Post Rd				3
10	10/11/2012	20:30	1	PDO	5	2	1	1	61 22	Anml	W1 C/W SB deer 50' e/o Jacobs Lane				6
11	11/13/2012	18:32	1	PDO	5	2	1	1	61	Anml	E1 C/W deer 950' w/o Jacobs Ln				5
12	12/13/2012	7:20	1	PDO	2	5	1	1	61	Anml	E1 C/W SB deer 399' e/o Jacobs Ln				7
13	1/6/2013	15:34	2	PDO	1	3	1	1	7	Rang	N1 failed to yield and C/W E2 at Albany Post Rd intersection				4
14	1/8/2013	17:36	1	N/R	5	1	1	1	61	Anml	W1 C/W deer 228' e/o Jacobs Ln				7
15	1/9/2013	17:37	1	N/R	4	2	1	1	61	Anml	W1 C/W deer 66' e/o Gate House Rd				6
16	3/8/2013	10:50	1	PDO	1	5	4	4	19 66	RORd	E1 LC, ROR, hit sign and embankment 1061' e/o Jenkins Rd				3
17	5/5/2013	17:00	2	INJ	1	2	1	1	17	Rang	S1 failed to stop and C/W W2 at Butterville Rd				4
18	5/27/2013	22:15	1	PDO	5	1	1	1	61	Anml	E1 C/W SB deer 500' e/o Albany Post Rd				5
19	5/18/2013	20:44	2	PDO	5	2	1	1	61	Anml	E1 C/W deer, then W2 C/W deer 1189' e/o Jenkins Rd				3
20	6/12/2013	9:43	1	N/R	1	1	1	1	61	Anml	E1 C/W deer 600' e/o Jenkins Rd				3
21	6/12/2013	18:34	1	INJ	1	3	1	1	26	RORd	E1 swerved to avoid NB veh failing to yield at Albany Post Rd				4

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NY 299</u>				CASE No. _____	
LOCATION: <u>From New Paltz/Gardiner Town Line to Libertyville Road</u>									FILE: <u>New Paltz</u>					
MUNICIPALITY: <u>Town of New Paltz</u> COUNTY: <u>Ulster</u>				BY: <u>JK</u>										
REFERENCE MARKERS / NODES: <u>299 8601 1025 - 299 8601 1050</u>				DATE: <u>10/31/2017</u>										
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #		
22	7/26/2013	19:09	1	PDO	1	1	1	1	61	Anml	E1 C/W NB deer 3000' w/o Albany Post Rd	3		
23	8/10/2013	12:00	2	INJ	1	3	1	1	4 7	Rang	E1 C/W S2 at Albany Post Rd	4		
24	8/12/2013	17:05	2	N/R	1	1	1	1	4 9	Rend	W2 RE W1 stopped waiting to make LT to Albany Post Rd	4		
25	10/13/2013	16:00	2	PDO	1	1	1	1	7	Rtrn	S2 making RT from Butterville Rd C/W W1 (MC)	4		
26	10/9/2013	20:01	1	PDO	5	1	1	1	61	Anml	E1 C/W SB deer 700' w/o Gate House Rd	5		
27	11/14/2013	18:20	2	N/R	4	1	1	2	4	Rend	N1 RE N2 stopped at stop sign on Albany Post Rd	4		
28	11/15/2013	19:28	1	PDO	5	1	1	1	61	Anml	W1 C/W deer at Albany Post Rd	4		
29	12/24/2013	22:53	1	N/R	5	1	4	4	26	RORd	E1 hit embankment when avoiding veh who went through stop sign	4		
30	12/24/2013	19:20	3	N/R	5	1	4	4	9 66 9 66	Rend	W2 RE W1 causing W1 to RE W3 250' w/o Jenkins Rd	1		
31	2/18/2014	12:15	2	INJ	1	5	4	4	66 27	HdOn	E1 slid into WB lane and C/W W2 at Rosemary Ct	6		
32	4/7/2014	7:40	1	N/R	1	1	1	2	61	Anml	E1 C/W deer 0.3 miles w/o Gate House Rd	5		
33	4/21/2014	0:14	1	N/R	5	1	1	1	61 19	Anml	W1 avoid deer, ROR, spun and hit tree 1758' e/o Albany Post Rd	5		
34	4/20/2014	3:45	1	N/R	5	4	1	1	61	Anml	W1 avoided deer and went into a ditch 738' e/o Jacobs Ln	7		
35	5/11/2014	20:45	1	PDO	5	1	1	2	61	Anml	W1 C/W 2 NB deer 0.5 miles w/o Butterville Rd	3		
36	6/28/2014	13:22	2	INJ	1	5	1	1	4 27	Side	E2 crossed into WB lane and C/W W1 at Rosemary Ct	6		
37	8/5/2014	9:49	1	INJ	1	2	1	1	4	Bike	E1 C/W EB bicycle 1074' w/o Albany Post Rd	3		
38	8/27/2014	12:49	2	PDO	1	2	1	1	4	Rend	E2 RE E1 making LT to Butterville Rd	4		
39	10/11/2014	18:52	1	PDO	4	1	1	1	61	Anml	W1 C/W a deer 2075' w/o Gate House Rd	5		
40	10/21/2014	15:29	1	N/R	1	1	2	2	50	Othr	W1 driver exited veh w/o brake; hit pole 200' w/o Albany Post	4		
41	11/26/2014	13:03	2	INJ	1	2	4	4	27 19	Othr	E2 LC, C/W W1 then hit ditch off shoulder 0.3 mi e/o Jenkins Rd	3		
42	12/9/2014	5:23	1	INJ	5	1	4	5	66	RORd	E1 slid on ice, spun into ditch north of road 210' e/o Rosemary	7		

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NY 299</u>			CASE No. _____
LOCATION: <u>From New Paltz/Gardiner Town Line to Libertyville Road</u>									FILE: <u>New Paltz</u>			
MUNICIPALITY: <u>Town of New Paltz</u> COUNTY: <u>Ulster</u>			REFERENCE MARKERS / NODES: <u>299 8601 1025 - 299 8601 1050</u>			DATE: <u>10/31/2017</u>						
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
43	1/4/2015	11:59	1	N/R	1	4	5	3	66	RORd	E1 LC, spun into an embankment off shoulder 500' w/o Jacobs Ln	5
44	3/16/2015	19:05	1	N/R	3	1	1	1	61	Anml	E1 C/W SB deer 1700' w/o Gate House Rd	5
45	3/16/2015	11:31	2	N/R	1	2	1	2	4	Rend	N2 pulled forward & RE N1 stopped at Libertyville Rd stop sign	8
46	3/18/2015	5:00	1	PDO	5	6	2	4	19 66	RORd	W1 LC into wooded area on south side 100' w/o Libertyville Rd	7
47	4/13/2015	6:48	2	PDO	1	3	1	1	7 69	Rang	S2 failed to yield and C/W E1 at Butternville Rd	4
48	4/18/2015	18:11	1	N/R	1	1	1	1	61	Anml	W1 C/W deer 455' e/o Albany Post Rd	5
49	4/27/2015	18:51	1	PDO	3	1	1	1	4	FixO	W1 was distracted and hit utility pole 65' e/o Rosemary Ct	7
50	5/11/2015	8:35	3	N/R	1	5	1	1	9 9	Rend	W3 RE W2 then W2 RE stopped to make LT to Jacobs Ln	6
51	5/15/2015	13:48	2	PDO	1	2	1	1	7	Rang	S1 thought Butternville intersection was a 4-way stop and C/W E2	4
52	5/25/2015	17:07	2	INJ	1	1	1	1	7	Ltrn	W1 failed to yield when making LT to Libertyville Rd and C/W E2	8
53	5/7/2015	13:43	1	INJ	1	4	1	1	4 27	FixO	W1 eyes off road cross EB lane into tree 0.5 mi w/o Albany Post	3
54	6/21/2015	9:12	1	N/R	1	2	2	3		RORd	E1 avoided SB veh and ROR onto 156 Butteville Rd lawn	4
55	6/29/2015	12:38	2	N/R	1	1	1	1	13	Ovtk	E2 passing on right C/W E1 stopped for others at Red Barn Rd	10
56	8/26/2015	12:55	2	PDO	1	2	1	1	7	Rang	S1 C/W E2 at Butternville Rd	4
57	10/15/2015	18:00	1	PDO	1	1	1	1	61	Anml	E1 C/W deer 1245' e/o Albany Post Rd	5
58	12/2/2015	13:52	1	INJ	1	5	2	3	66	FixO	W1 LC, hit #21 NY299 mailbox; into ditch 709' w/o Libertyville	7
59	12/30/2015	12:48	2	N/R	1	2	2	2	4	Rend	N1 RE N2 stopped at stop sign on Libertyville Rd	8
60	1/6/2016	17:23	1	N/R	5	1	1	1	61	Anml	W1 C/W deer 1008' e/o Albany Post Rd	5
61	12/28/2015	23:16	1	INJ	5	5	4	5	66	RORd	E1 LC and struck a ditch on north side 632' e/o Gate House Rd	7
62	1/16/2016	10:15	2	N/R	1	5	2	2	9	Ovtk	W1 C/W W2 who was making LT to Jacobs Ln	6
63	3/26/2016	16:29	2	N/R	1	1	1	1	9	Rend	N1 RE N2 stopped at stop sign on Libertyville Rd	8



## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NY 299</u>			CASE No. _____
LOCATION: <u>From New Paltz/Gardiner Town Line to Libertyville Road</u>									FILE: <u>New Paltz</u>			
MUNICIPALITY: <u>Town of New Paltz</u> COUNTY: <u>Ulster</u>			REFERENCE MARKERS / NODES: <u>299 8601 1025 - 299 8601 1050</u>			DATE: <u>10/31/2017</u>						
No.	DATE	TIME							CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
64	5/16/2016	19:32	1	PDO	1	2	1	1	26	RORd	E1(MC) avoid WB veh in lane, slid to grass 635' w/o Gate House	5
65	5/19/2016	16:45	1	PDO	1	5	1	1	27	RORd	W1 didn't keep right, hit EB guard rail 500' w/o Libertyville	7
66	6/10/2016	7:33	1	PDO	1	1	1	1	61	Anml	E1 C/W SB deer 0.5 miles e/o Albany Post Rd	5
67	6/12/2016	16:09	1	INJ	1	1	1	1	18	RORd	E1 was too fast to make LT to Jenkins Rd and hit embankment	2
68	6/21/2016	7:30	2	INJ	1	1	1	1	9	Rend	N1 RE N2 stopped at stop sign on Libertyville Rd	8
69	8/5/2016	10:00	2	PDO	1	1	1	1	7	Rang	N2 failed to yield and C/W E1 at Albany Post Rd	4
70	8/11/2016	16:58	2	INJ	1	1	1	1	60 17	Rang	S2 failed to yield and C/W E1 at Butternville Rd	4
71	8/17/2016	13:31	2	PDO	1	1	1	1	7	Rtrn	N1 making RT from Albany Post Rd C/W E2	4
72	9/13/2016	7:49	1	N/R	1	2	1	1	61	Anml	E1 C/W SB deer 600' e/o Albany Post Rd	5
73	9/11/2016	18:27	1	INJ	1	2	1	1	4 13	Bike	W1 C/W WB bicycle 1427' w/o Albany Post Rd	3
74	9/26/2016	9:08	2	PDO	1	3	1	1	7	Rang	N1 failed to yield and C/W E2 at Albany Post Rd	4
75	10/5/2016	19:43	1	PDO	5	1	1	1	61	Anml	E1 C/W NB deer 1353' e/o Albany Post Rd	5
76	10/18/2016	6:57	1	N/R	1	2	1	1	61	Anml	W1 C/W deer 732' e/o Albany Post Rd	5
77	10/28/2016	17:55	1	N/R	5	1	1	1	4	FixO	E1 was distracted & hit tree south of road 789' e/o Jenkins Rd	3
78	11/5/2016	18:55	1	PDO	5	2	1	1	61	Anml	E1 C/W NB deer 550' e/o Albany Post Rd	5
79	11/7/2016	1:01	1	PDO	4	1	1	1	61	Anml	W1 C/W deer at Libertyville Rd then C/W a tree	8
80	12/11/2016	19:07	2	PDO	5	1	4	4	9 4	Rend	N1 RE N2 stopped at stop sign on Albany Post Rd	4
81	1/8/2012	1:20	1	N/R	5	1	1	1	61	Anml	W1 C/W deer at Butternville Rd	4
82	11/30/2012	11:00	1	PDO	5	1	1	1	61	FixO	W1 made LT to Albany Post Rd & hit mailbox after avoiding deer	4
83	12/25/2014	8:30	1	PDO	1	4			61	Anml	W1 C/W deer 0.25 miles w/o Gate House Rd	5
84	2/7/2015		1	PDO	0	2			61	Anml	E1 C/W a racoon 1 mile w/o Water Street Market	7

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: <u>1/1/2012</u> TO: <u>12/31/2016</u> <u>60</u> MONTHS			# V E H I C L E S	S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>NY 299</u>			CASE No. _____					
LOCATION: <u>From New Paltz/Gardiner Town Line to Libertyville Road</u>									FILE: <u>New Paltz</u>								
MUNICIPALITY: <u>Town of New Paltz</u> COUNTY: <u>Ulster</u>			REFERENCE MARKERS / NODES: <u>299 8601 1025 - 299 8601 1050</u>														
DATE: <u>10/31/2017</u>																	
No.	DATE	TIME	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION						KEY #						
85	3/19/2015	23:25	1 PDO	5	1	1	1	1	61	Anml	E1 C/W deer 300' e/o Albany Post Rd						5
86	12/14/2016	16:00	1 PDO	1	1	1	1	1	61	Anml	W1 C/W bird-like animal at Albany Post Rd						4

## ABBREVIATIONS:

INJ - Injury	Skdg - Skidding	CO - Cut Off	DWI - Driving While Intoxicated	dwy - Driveway
FAT - Fatal Injury	Bike - Bicycle	LC - Lost Control	RM or Key # - Reference Marker	LT - Left Turn
PDO - Property Damage Only	Park - Parked Vehicle	ChLn - Changed Lanes	N# - Northbound Vehicle #	RT - Right Turn
N/R - Non-Reportable	Anml - Animal	STA - Swerved To Avoid	S# - Southbound Vehicle #	R/L - Right Lane
Rend - Rear End	Back - Backing	GR - Guide Rail	E# - Eastbound Vehicle #	L/L - Left Lane
Ovtk - Overtake	Ped - Pedestrian	JB - Jersey Barrier	W# - Westbound Vehicle #	C/L - Center Lane
Rtrn - Right Turn	Othr - Other	CB - Concrete Barrier	NB - Northbound	R/C/L - Right Center Lane
ROR - Run Off Roadway	V - Vehicle	IA - Impact Attenuator	SB - Southbound	L/C/L - Left Center Lane
Ltrn - Left Turn	CV - Construction Vehicle	SB - Sand Barrel	EB - Eastbound	RS - Right Side
Rang - Right Angle	EV - Emergency Vehicle	UP - Utility Pole	WB - Westbound	RSh - Right Shoulder
Side - Sideswipe	UV - Uninvolved Vehicle	LP - Light Pole	n/o - North of	LS - Left Side
HdOn - Head On	GT - General Traffic	ROW - Right of Way	s/o - South of	LSh - Left Shoulder
Ovrt - Overturned	HT - Heavy Traffic	LSA - Left Scene of Accident	e/o - East of	CM - Center Median
FixO - Fixed Object	MC - Motorcycle	RTOR - Right Turn on Red	w/o - West of	c/w - Collided with

## APPARENT CONTRIBUTING FACTORS:

### HUMAN

2 - Alcohol Involved	9 - Following Too Closely	16 - Prescription Medication	23 - Cell Phone (hands free)
3 - Backing Unsafely	10 - Illness	17 - Traffic Control Disregarded	24 - Other Electronic Device
4 - Driver Inattention	11 - Lost Consciousness	18 - Turning Improperly	25 - Outside Car Distraction
5 - Driver Inexperience	12 - Passenger Distraction	19 - Unsafe Speed	26 - Reaction to Other Uninvolved Vehicle
6 - Drugs (illegal)	13 - Passing or Lane Usage Improper	20 - Unsafe Lane Changing	27 - Failure to Keep Right
7 - Failure to Yield Right of Way	14 - Pedestrian's/Bicyclist's Error/Confusion	21 - Fatigued/Drowsy	28 - Aggressive Driving/Road Rage
8 - Fell Asleep	15 - Physical Disability	22 - Cell Phone (hand held)	40 - Other Human

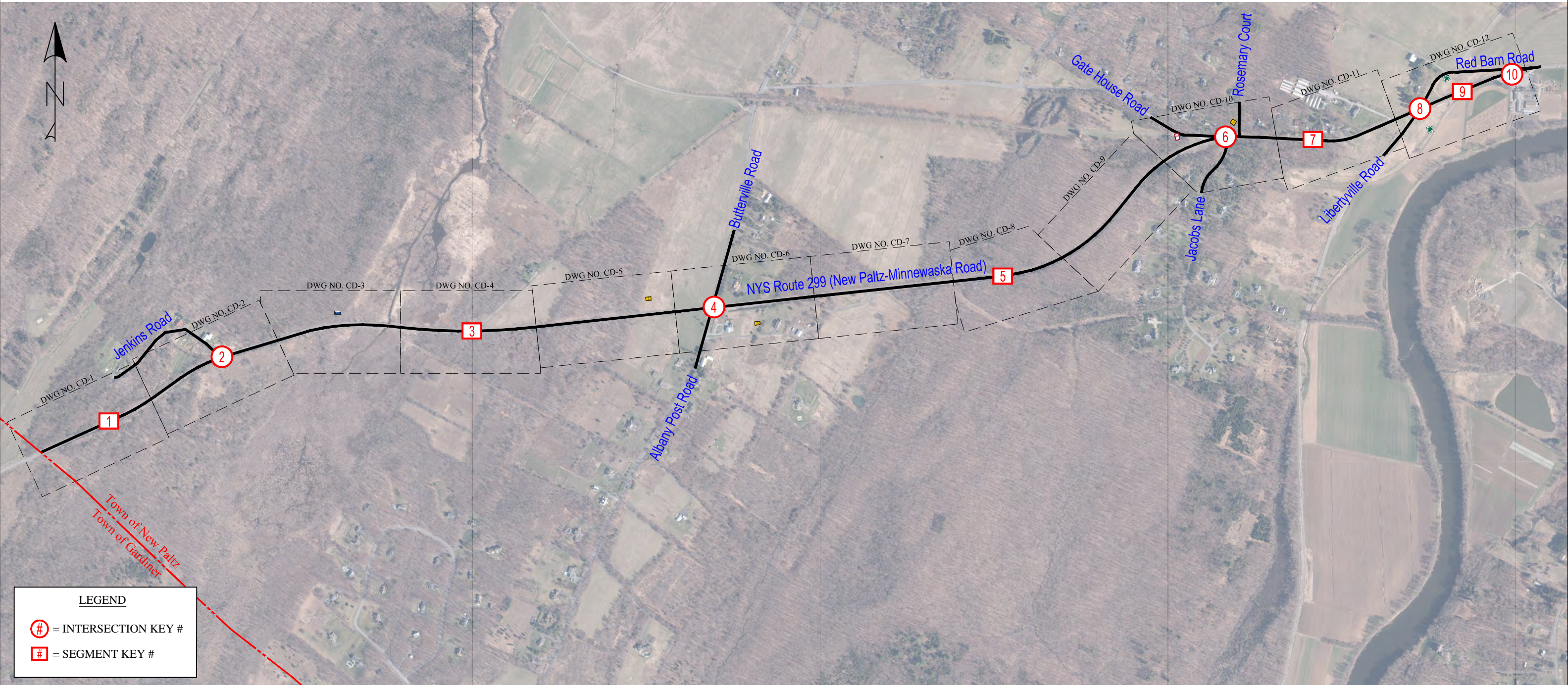
### VEHICULAR

41 - Acceleration Defective	47 - Tire Failure/Inadequate	62 - Glare
42 - Brakes Defective	48 - Tow Hitch Defective	63 - Lane Marking Improper/Inadequate
43 - Headsignals Defective	49 - Windshield Inadequate	65 - Pavement Defective
44 - Other signals Defective	50 - Driverless/Runaway Vehicle	66 - Pavement Slippery
45 - Oversized Vehicle	60 - Other Vehicular	67 - Shoulders Improper/Non-Working
46 - Steering Failure	61 - Animal's Action	69 - View Obstructed/Limited

### ENVIRONMENTAL

64 - Obstruction/Debris Defective/Improper
68 - Traffic Control Device





**LEGEND**

Ⓜ = INTERSECTION KEY #

Ⓜ = SEGMENT KEY #

SYMBOLS		MANNER OF COLLISION	
☑ ACCIDENT RECORD NO.	🚗 PARKED VEHICLE	↔ REAR END	↔ HEAD ON
➡ MOVING VEHICLE	🚶 PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
🏍 MOTORCYCLE	🚲 BICYCLE	↔ OUT OF CONTROL	↔ RIGHT TURN
↔ BACKING VEHICLE	📏 FIXED OBJECT	↔ SKIDDING	↔ RIGHT ANGLE
🚦 EXIST. TRAFFIC SIGNAL	🕸 UNAFFIXED OBJECT	📏 OVERTURNED	↔ SIDE SWIPE
🚧 EXIST. SIGN	● FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016

**KEY MAP**



**ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT**

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00

LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

PERIOD: 5 YEARS 0 MONTHS BY: JK

FROM: 1/1/12 TO: 12/31/16 DATE: 11/2017

SHEET NO. <u>1</u>	TOTAL SHEETS <u>13</u>	DRAWING NO. <u>KM-1</u>
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NYS Route 299 (New Paltz-Minnewaska Road)



MATCHLINE: SEE DRAWING NO. CD-2



SYMBOLS	
ACCIDENT RECORD NO.	PARKED VEHICLE
MOVING VEHICLE	PEDESTRIAN
MOTORCYCLE	BICYCLE
BACKING VEHICLE	FIXED OBJECT
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT
EXIST. SIGN	FATALITY

MANNER OF COLLISION	
REAR END	HEAD ON
OVERTAKE	LEFT TURN
OUT OF CONTROL	RIGHT TURN
SKIDDING	RIGHT ANGLE
OVERTURNED	SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD: 5 YEARS 0 MONTHS	BY: JK	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 2	TOTAL SHEETS 13	DRAWING NO. CD-1



MATCHLINE: SEE DRAWING NO. CD-1

MATCHLINE: SEE DRAWING NO. CD-3



SYMBOLS

	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY

MANNER OF COLLISION

	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

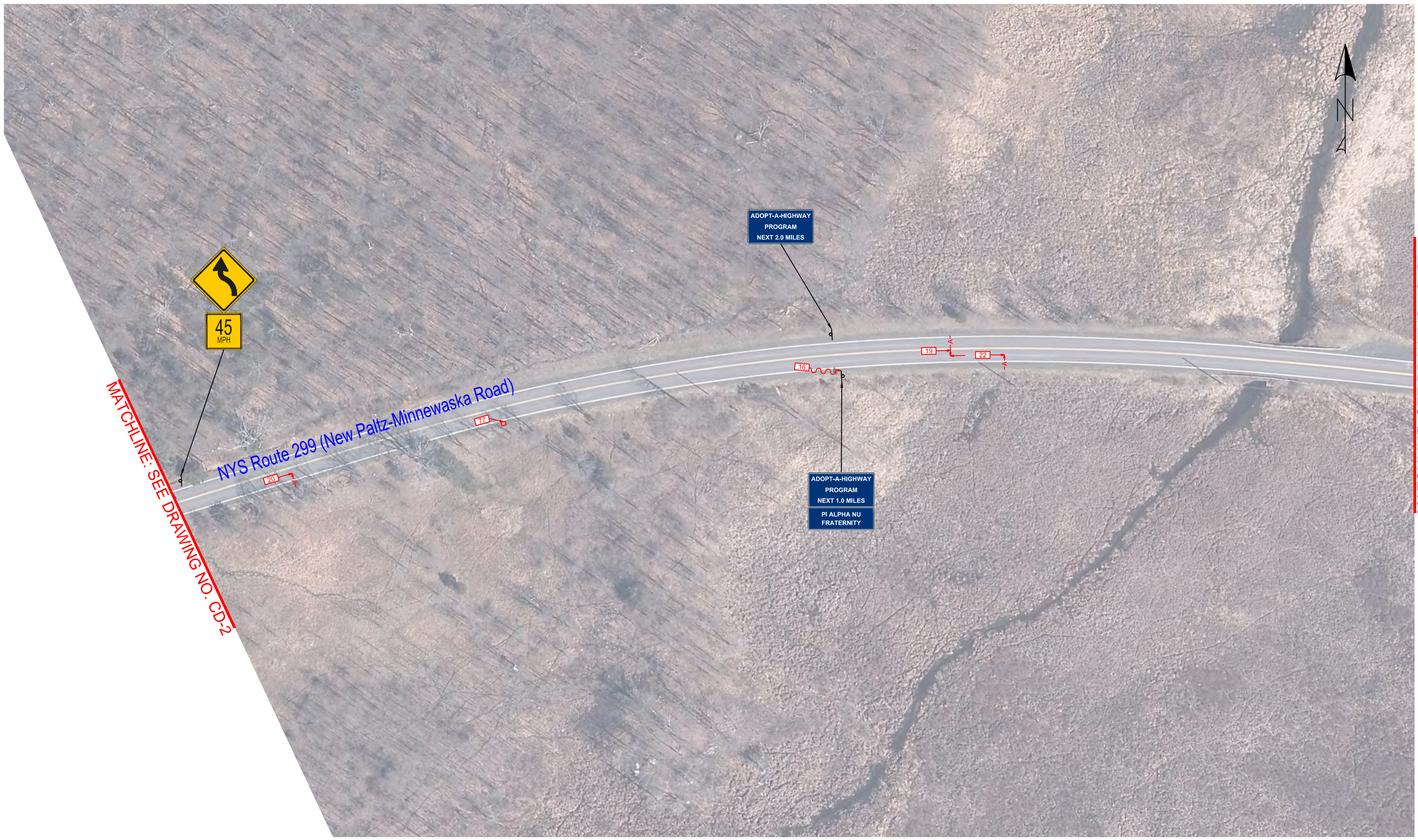
### CONDITION & COLLISION DIAGRAM



#### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
PERIOD:	5 YEARS	0 MONTHS	BY:	JK	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	3	TOTAL SHEETS	13	DRAWING NO.	CD-2





MATCHLINE: SEE DRAWING NO. CD-2

MATCHLINE: SEE DRAWING NO. CD-4



SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD: 5 YEARS 0 MONTHS	BY: JK	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 4	TOTAL SHEETS 13	DRAWING NO. CD-3

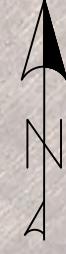


MATCHLINE: SEE DRAWING NO. CD-3

MATCHLINE: SEE DRAWING NO. CD-5



NYS Route 299 (New Paltz-Minnewaska Road)



SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD: 5 YEARS 0 MONTHS	BY: JK	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 5	TOTAL SHEETS 13	DRAWING NO. CD-4



MATCHLINE: SEE DRAWING NO. CD-4

MATCHLINE: SEE DRAWING NO. CD-6



NYS Route 299 (New Paltz-Minnewaska Road)

299  
8601  
1034

ADOPT-A-HIGHWAY  
PROGRAM  
NEXT 1.0 MILES  
PI ALPHA NU  
FRATERNITY

IN  
LANE

STOP



SYMBOLS		MANNER OF COLLISION	
☐ ACCIDENT RECORD NO.	☐ PARKED VEHICLE	↔ REAR END	↔ HEAD ON
→ MOVING VEHICLE	→ P PEDESTRIAN	↔ OVERTAKE	↔ LEFT TURN
→ M MOTORCYCLE	→ B BICYCLE	↔ OUT OF CONTROL	↔ RIGHT TURN
↔ BACKING VEHICLE	☐ FIXED OBJECT	↔ SKIDDING	↔ RIGHT ANGLE
☐ EXIST. TRAFFIC SIGNAL	☉ UNAFFIXED OBJECT	↔ OVERTURNED	↔ SIDE SWIPE
○ EXIST. SIGN	● FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016  
Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT					
MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
PERIOD:	5 YEARS	0 MONTHS	BY:	JK	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	6	TOTAL SHEETS	13	DRAWING NO.	CD-5



MATCHLINE: SEE DRAWING NO. CD-5

MATCHLINE: SEE DRAWING NO. CD-7



SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY
	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
PERIOD:	5 YEARS	0 MONTHS	BY:	JK	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	7	TOTAL SHEETS	13	DRAWING NO.	CD-6



MATCHLINE: SEE DRAWING NO. CD-6

MATCHLINE: SEE DRAWING NO. CD-8



**SYMBOLS**

	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY

**MANNER OF COLLISION**

	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



#### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
PERIOD:	5 YEARS	0 MONTHS	BY:	JK	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	8	TOTAL SHEETS	13	DRAWING NO.	CD-7



MATCHLINE: SEE DRAWING NO. CD-7

MATCHLINE: SEE DRAWING NO. CD-9



NYS Route 299 (New Paltz-Minnewaska Road)



SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD: 5 YEARS 0 MONTHS	BY: JK	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 9	TOTAL SHEETS 13	DRAWING NO. CD-8



MATCHLINE: SEE DRAWING NO. CD-8



MATCHLINE: SEE DRAWING NO. CD-10



SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY
	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

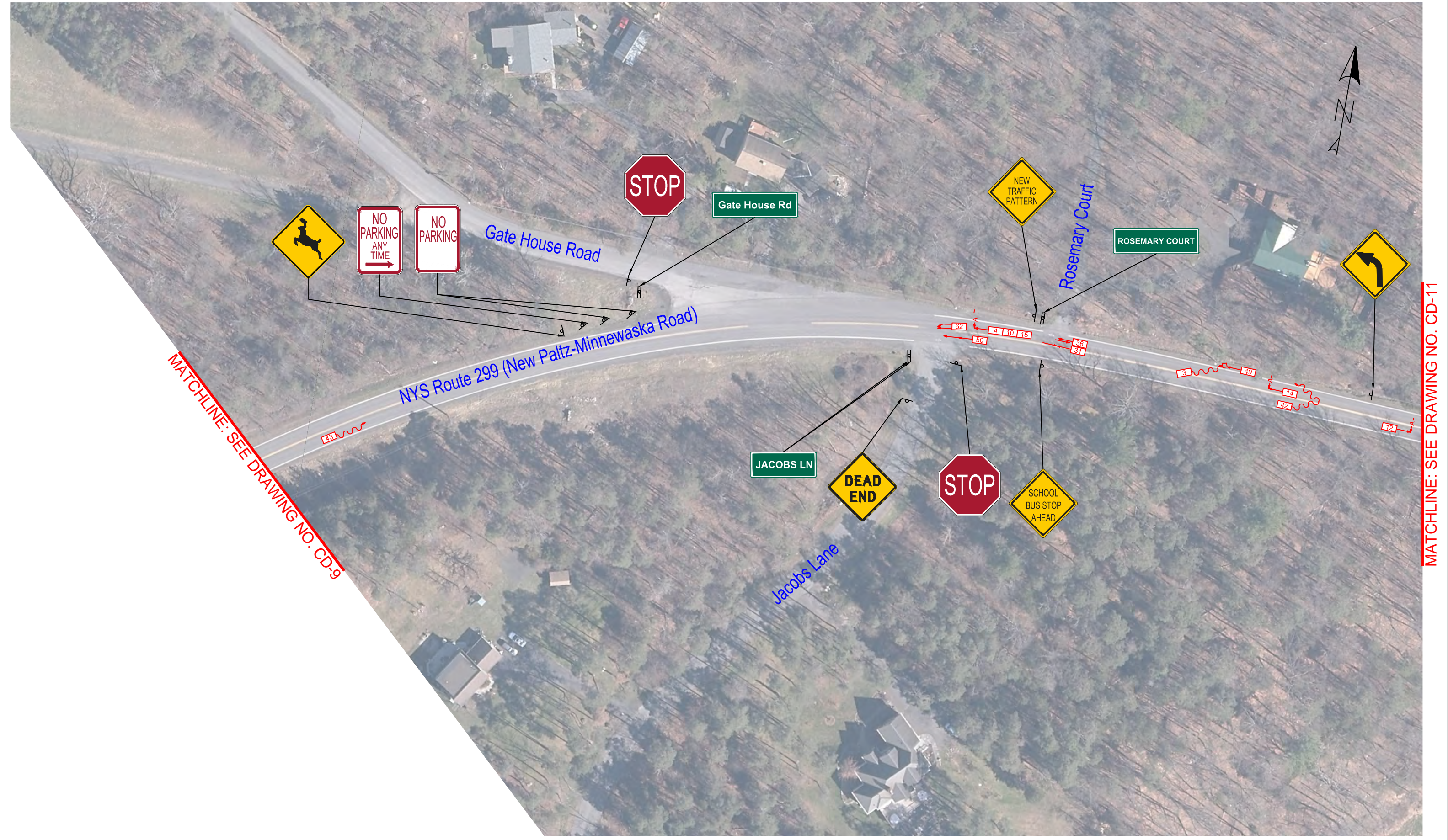
### CONDITION & COLLISION DIAGRAM



### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
PERIOD:	5 YEARS	0 MONTHS	BY:	JK	
FROM:	1/1/12	TO:	12/31/16	DATE:	11/2017
SHEET NO.	10	TOTAL SHEETS	13	DRAWING NO.	CD-9





SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM

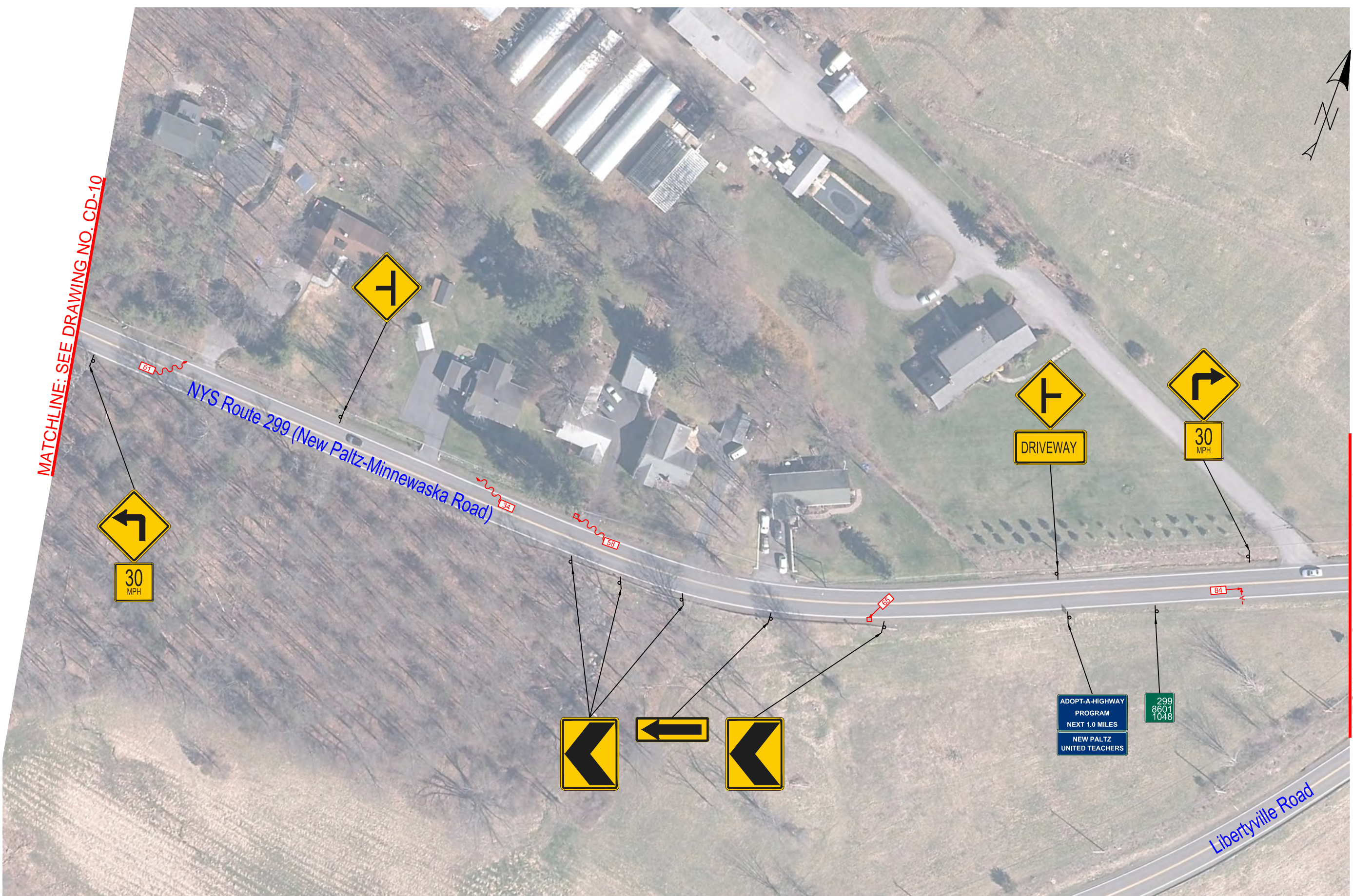


ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00	
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road			
PERIOD: 5 YEARS 0 MONTHS	BY: JK	SHEET NO. 11	TOTAL SHEETS 13
FROM: 1/1/12	TO: 12/31/16	DATE: 11/2017	DRAWING NO. CD-10

MATCHLINE: SEE DRAWING NO. CD-11

MATCHLINE: SEE DRAWING NO. CD-9





MATCHLINE: SEE DRAWING NO. CD-10

MATCHLINE: SEE DRAWING NO. CD-12



SYMBOLS		MANNER OF COLLISION	
ACCIDENT RECORD NO.	PARKED VEHICLE	REAR END	HEAD ON
MOVING VEHICLE	PEDESTRIAN	OVERTAKE	LEFT TURN
MOTORCYCLE	BICYCLE	OUT OF CONTROL	RIGHT TURN
BACKING VEHICLE	FIXED OBJECT	SKIDDING	RIGHT ANGLE
EXIST. TRAFFIC SIGNAL	UNAFFIXED OBJECT	OVERTURNED	SIDE SWIPE
EXIST. SIGN	FATALITY		

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

## CONDITION & COLLISION DIAGRAM

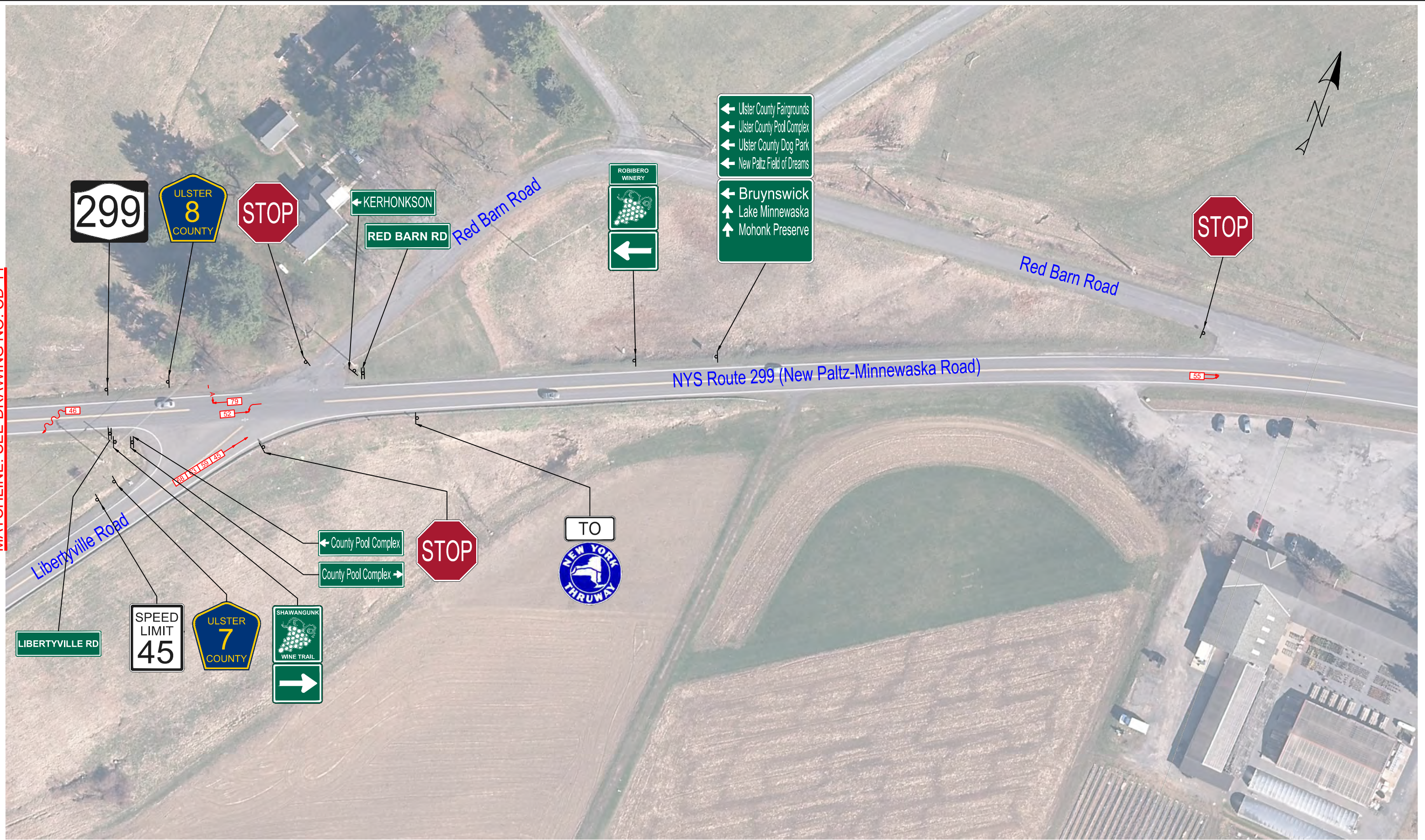


### ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz	COUNTY: Ulster	FILE: 26229.00
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD: 5 YEARS 0 MONTHS	BY: JK	
FROM: 1/1/12 TO: 12/31/16	DATE: 11/2017	
SHEET NO. 12	TOTAL SHEETS 13	DRAWING NO. CD-11



MATCHLINE: SEE DRAWING NO. CD-11



SYMBOLS		MANNER OF COLLISION	
	ACCIDENT RECORD NO.		PARKED VEHICLE
	MOVING VEHICLE		PEDESTRIAN
	MOTORCYCLE		BICYCLE
	BACKING VEHICLE		FIXED OBJECT
	EXIST. TRAFFIC SIGNAL		UNAFFIXED OBJECT
	EXIST. SIGN		FATALITY
	REAR END		HEAD ON
	OVERTAKE		LEFT TURN
	OUT OF CONTROL		RIGHT TURN
	SKIDDING		RIGHT ANGLE
	OVERTURNED		SIDE SWIPE

Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

### CONDITION & COLLISION DIAGRAM



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT			
MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster
FILE:	26229.00		
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road		
PERIOD:	5 YEARS	0 MONTHS	BY: JK
FROM:	1/1/12	TO:	12/31/16
DATE:	11/2017		
SHEET NO.	13	TOTAL SHEETS	13
DRAWING NO.	CD-12		



## **Appendix C: Conceptual Improvement Plans**



RE-STRIPE THE ROADWAY AS SHOWN TO INCLUDE DESIGNATED ON-STREET PARKING SPACES:

1. IN GENERAL, PARKING SHOULD NOT BE PERMITTED WITHIN 20-FEET OF PEDESTRIAN CROSSWALKS, SIDE STREETS & DRIVEWAYS.
2. THE CONFIGURATION PROPOSES TWO APPROXIMATELY 12-FOOT WIDE TRAVEL LANES & AN APPROXIMATELY 7-FOOT WIDE PARKING AREA WIDTH.
3. PARKING SPACES TYPICALLY MEASURE 18-FEET IN LENGTH WITH 4-FOOT LONG BUFFER SPACES.
4. PARKING & PARKING RESTRICTION SIGNS WILL NEED TO BE RELOCATED/INSTALLED TO ACCOMMODATE THIS NEW LAYOUT, & ALL PARKING SIGNS SHOULD BE ORIENTED AT AN ANGLE BETWEEN 30° & 45° FACING THE AFFECTED DIRECTION OF TRAFFIC FLOW.

GENERAL NOTES:

1. ROADWAY PAVEMENT HAS BEEN DARKENED TO HELP VISUALIZE PAVEMENT MARKING IMPROVEMENTS.
2. ALL SIGNS ARE EXISTING UNLESS OTHERWISE NOTED.
3. IN CONJUNCTION WITH PEDESTRIAN CROSSWALKS:
  - ASSESS AND, IF NECESSARY, RECONSTRUCT OR CONSTRUCT NEW ACCESSIBLE SIDEWALK RAMP.
  - STRIPE CROSSWALKS WITH DURABLE HIGH VISIBILITY PAVEMENT MARKING MATERIAL.
  - INSTALL PEDESTRIAN CROSSWALK WARNING SIGNS (SEE NYSDOT STANDARD SHEETS FOR UNCONTROLLED CROSSWALK TREATMENTS).

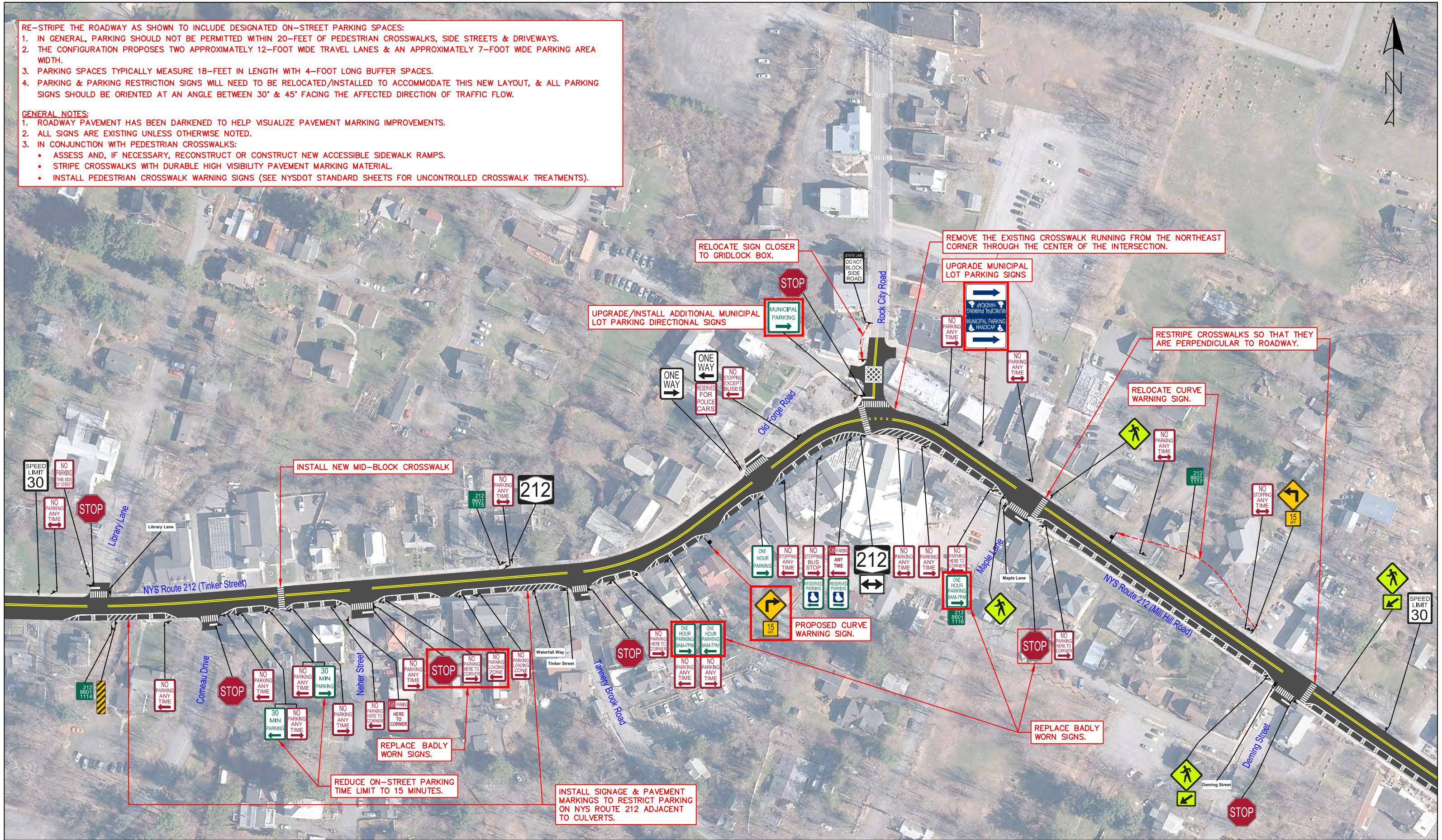
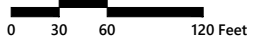


FIGURE C-1: WOODSTOCK CONCEPTUAL IMPROVEMENT PLAN



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of Woodstock COUNTY: Ulster FILE: 26229.00

LOCATION: NYS Route 212 (Tinker Street / Mill Hill Road) from Library Lane to Deming Street

BY: VHB DATE: 3/2018 SHEET NO. 1 TOTAL SHEETS 1 DRAWING NO. C-1









MATCHLINE: SEE DRAWING NO. C-3-2



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.	1	TOTAL SHEETS	13
DATE:	3/2018			DRAWING NO.	C-3-1



MATCHLINE: SEE DRAWING NO. C-3-1



MATCHLINE: SEE DRAWING NO. C-3-3



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

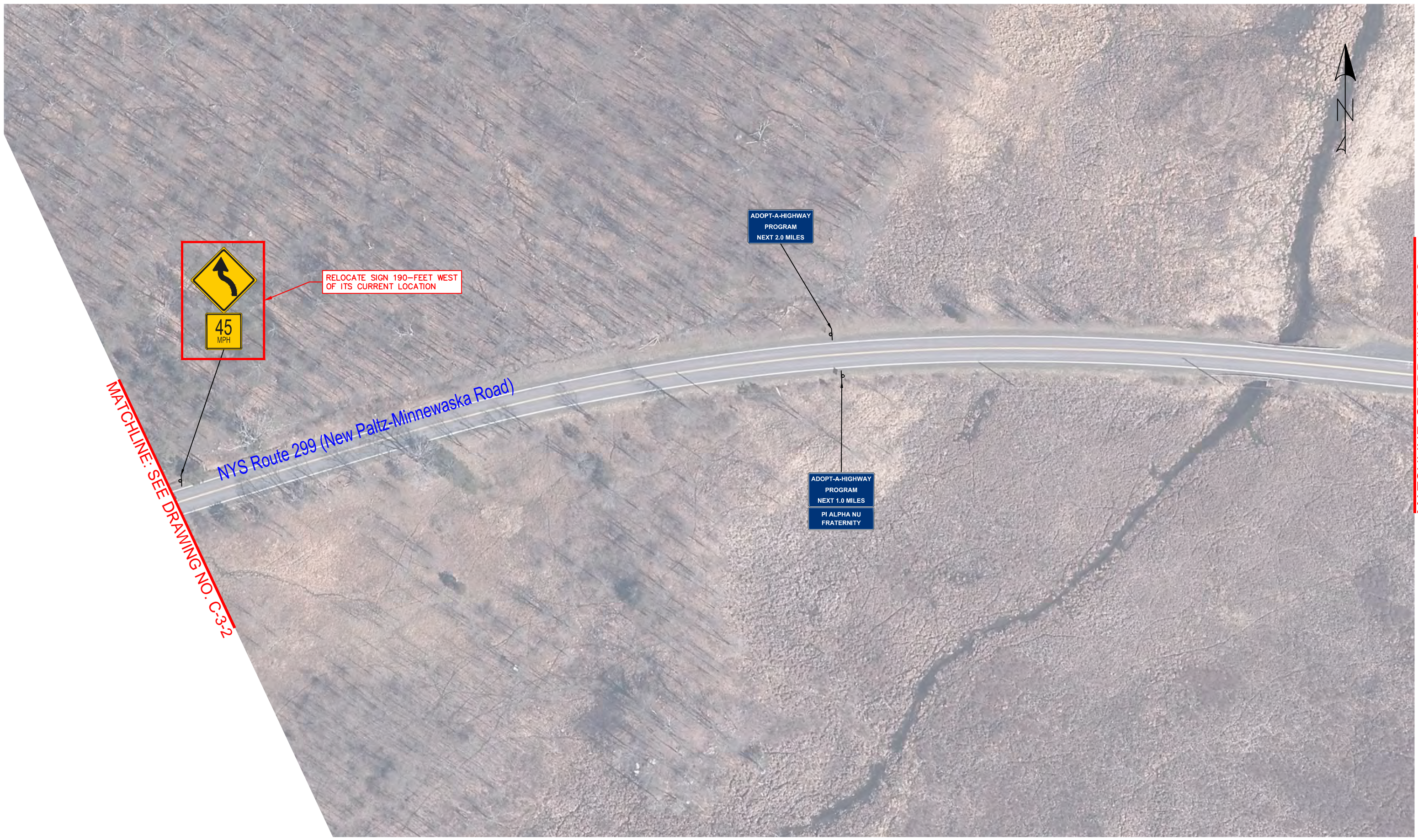
FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.:	2	TOTAL SHEETS:	13
DATE:	3/2018			DRAWING NO.:	C-3-2





Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00  
 LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB  
 DATE: 3/2018

SHEET NO. 3	TOTAL SHEETS 13	DRAWING NO. C-3-3
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MATCHLINE: SEE DRAWING NO. C-3-3

MATCHLINE: SEE DRAWING NO. C-3-5



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN

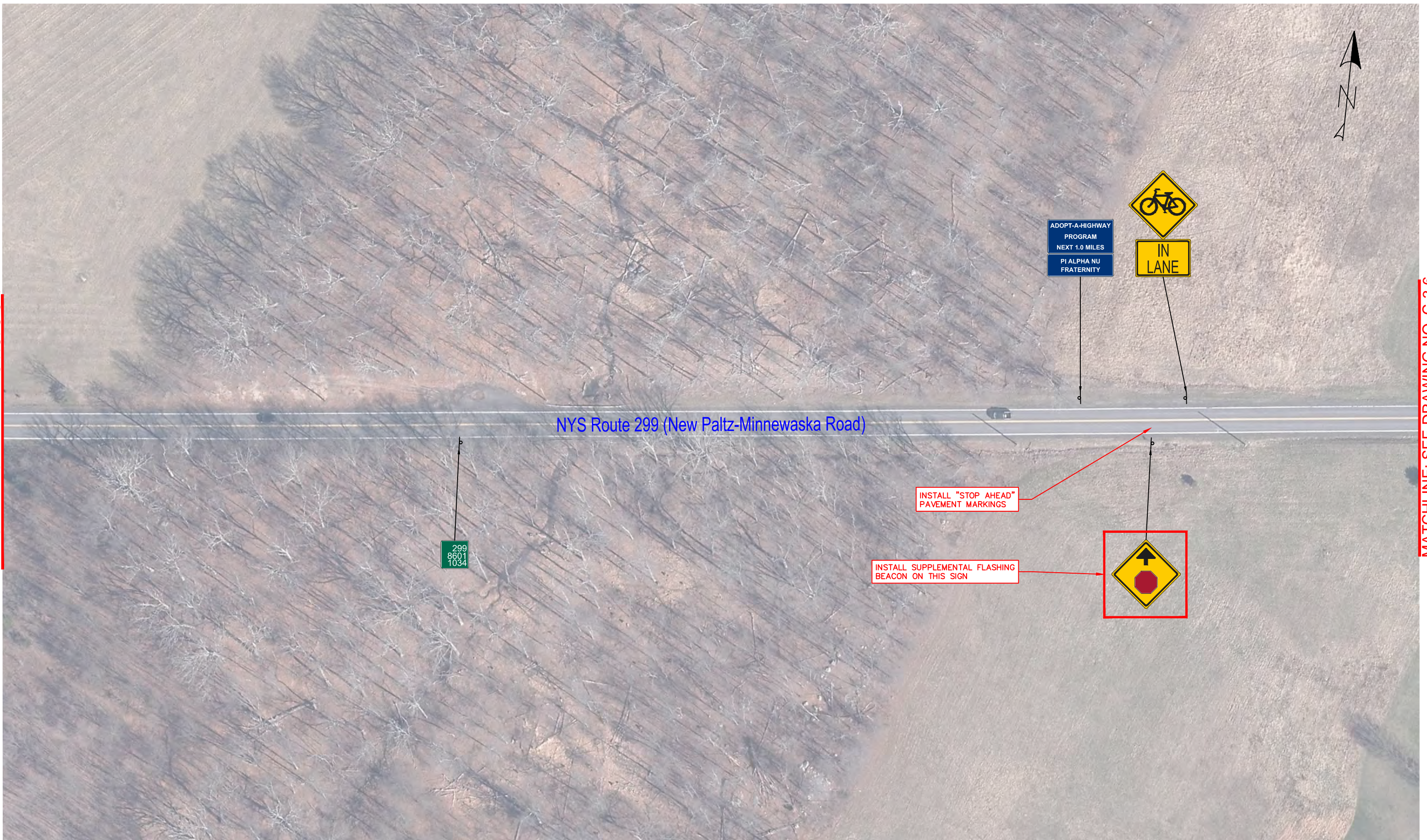


ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.:	4	TOTAL SHEETS:	13
DATE:	3/2018			DRAWING NO.:	C-3-4



MATCHLINE: SEE DRAWING NO. C-3-4



MATCHLINE: SEE DRAWING NO. C-3-6



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



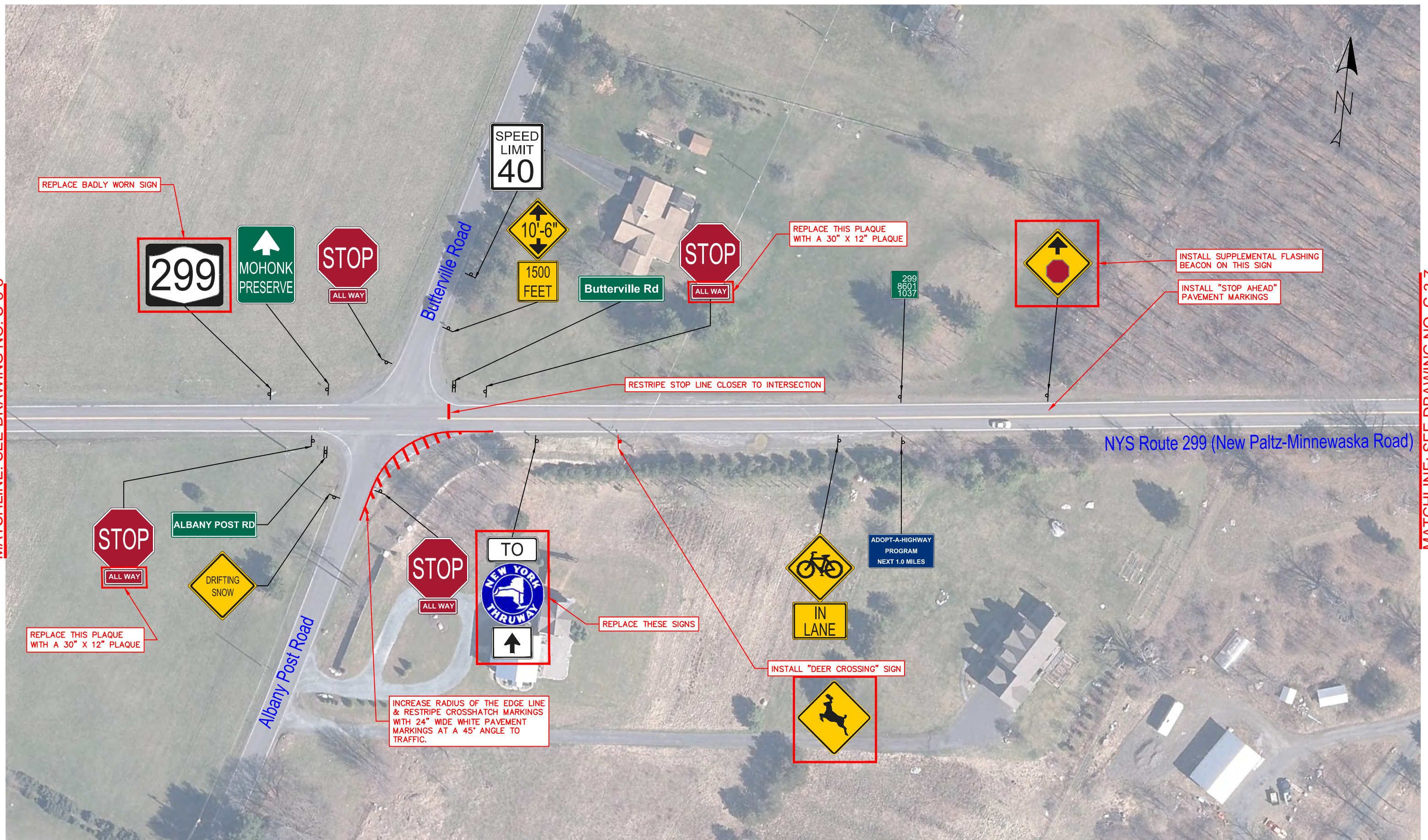
ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.	5	TOTAL SHEETS	13
DATE:	3/2018			DRAWING NO.	C-3-5



MATCHLINE: SEE DRAWING NO. C-3-5

MATCHLINE: SEE DRAWING NO. C-3-7



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.:	6	TOTAL SHEETS:	13
DATE:	3/2018	DRAWING NO.:	C-3-6		



MATCHLINE: SEE DRAWING NO. C-3-6



MATCHLINE: SEE DRAWING NO. C-3-8

NYS Route 299 (New Paltz-Minnewaska Road)



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00  
 LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB SHEET NO. 7 TOTAL SHEETS 13 DRAWING NO. C-3-7  
 DATE: 3/2018



MATCHLINE: SEE DRAWING NO. C-3-7

MATCHLINE: SEE DRAWING NO. C-3-9



NYS Route 299 (New Paltz-Minnewaska Road)



RELOCATE SIGN 170- FEET EAST OF ITS CURRENT LOCATION



Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016  
Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00  
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB  
DATE: 3/2018

SHEET NO.	TOTAL SHEETS	DRAWING NO.
8	13	C-3-8



MATCHLINE: SEE DRAWING NO. C-3-8

MATCHLINE: SEE DRAWING NO. C-3-10



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00  
 LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB  
 DATE: 3/2018

SHEET NO. 9	TOTAL SHEETS 13	DRAWING NO. C-3-9
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REPLACE THESE SIGNS WITH A NO PARKING SYMBOL SIGN. INSTALL ADDITIONAL NO PARKING SYMBOL SIGNS AT LOCATIONS WHERE UNDESIRABLE ON-STREET PARKING HAS BEEN OBSERVED.



NO PARKING SYMBOL SIGN  
MUTCD R8-3

RELOCATE STOP SIGN  
CLOSER TO STOP LINE



INSTALL PAVEMENT MARKINGS TO  
REDUCE THE RADIUS FOR VEHICLES  
MAKING RIGHT TURNS

REPLACE THIS SIGN



Gate House Road  
NYS Route 299 (New Paltz-Minnewaska Road)

Rosemary Court



Jacobs Lane

MATCHLINE: SEE DRAWING NO. C-3-9

MATCHLINE: SEE DRAWING NO. C-3-11



Source of Aerial Image: NYS GIS Clearinghouse  
Date of Aerial Imagery: Spring 2016  
Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN

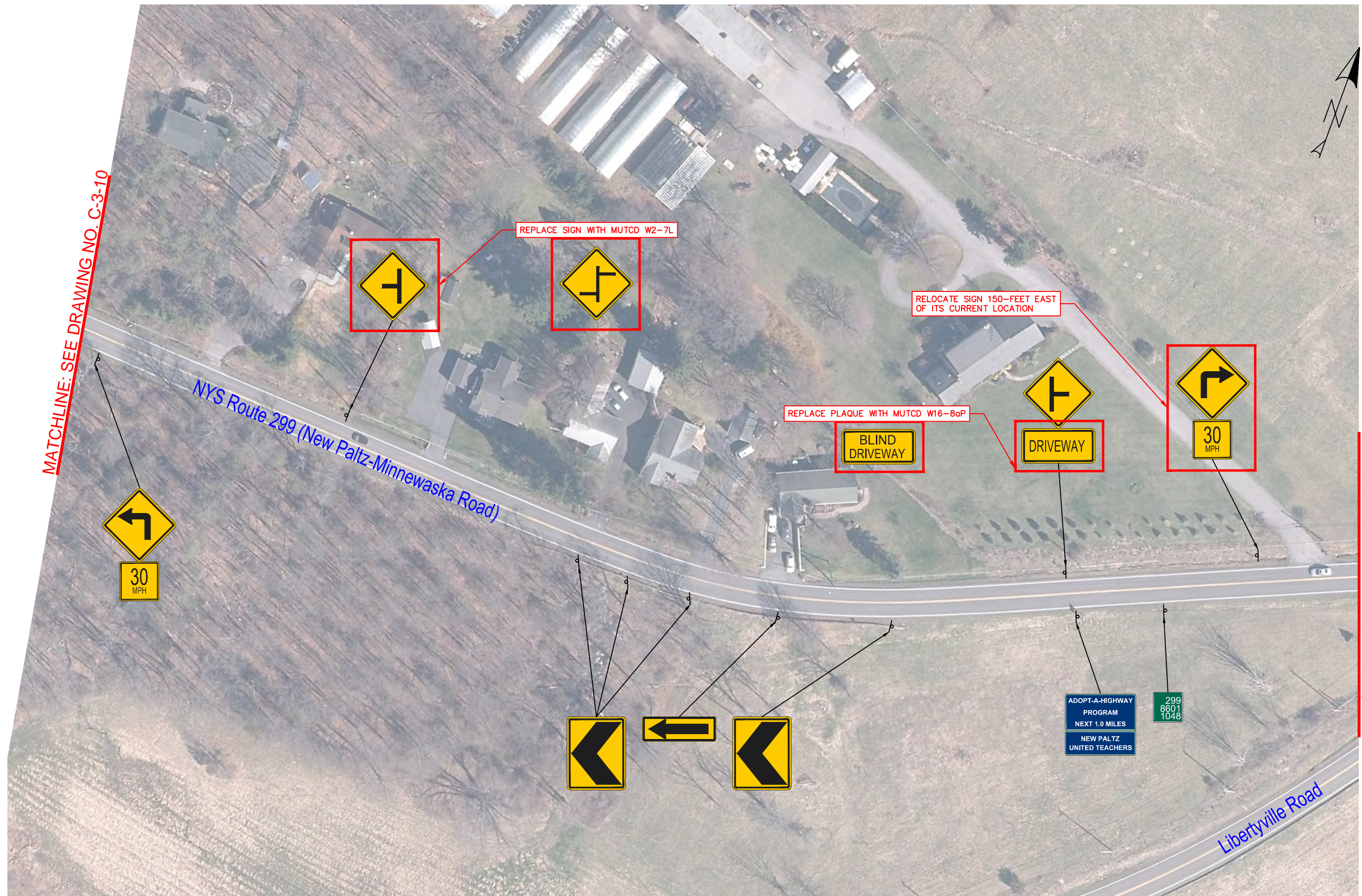


ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY: Town of New Paltz COUNTY: Ulster FILE: 26229.00  
LOCATION: NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road

BY: VHB  
DATE: 3/2018 SHEET NO. 10 TOTAL SHEETS 13 DRAWING NO. C-3-10





Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN

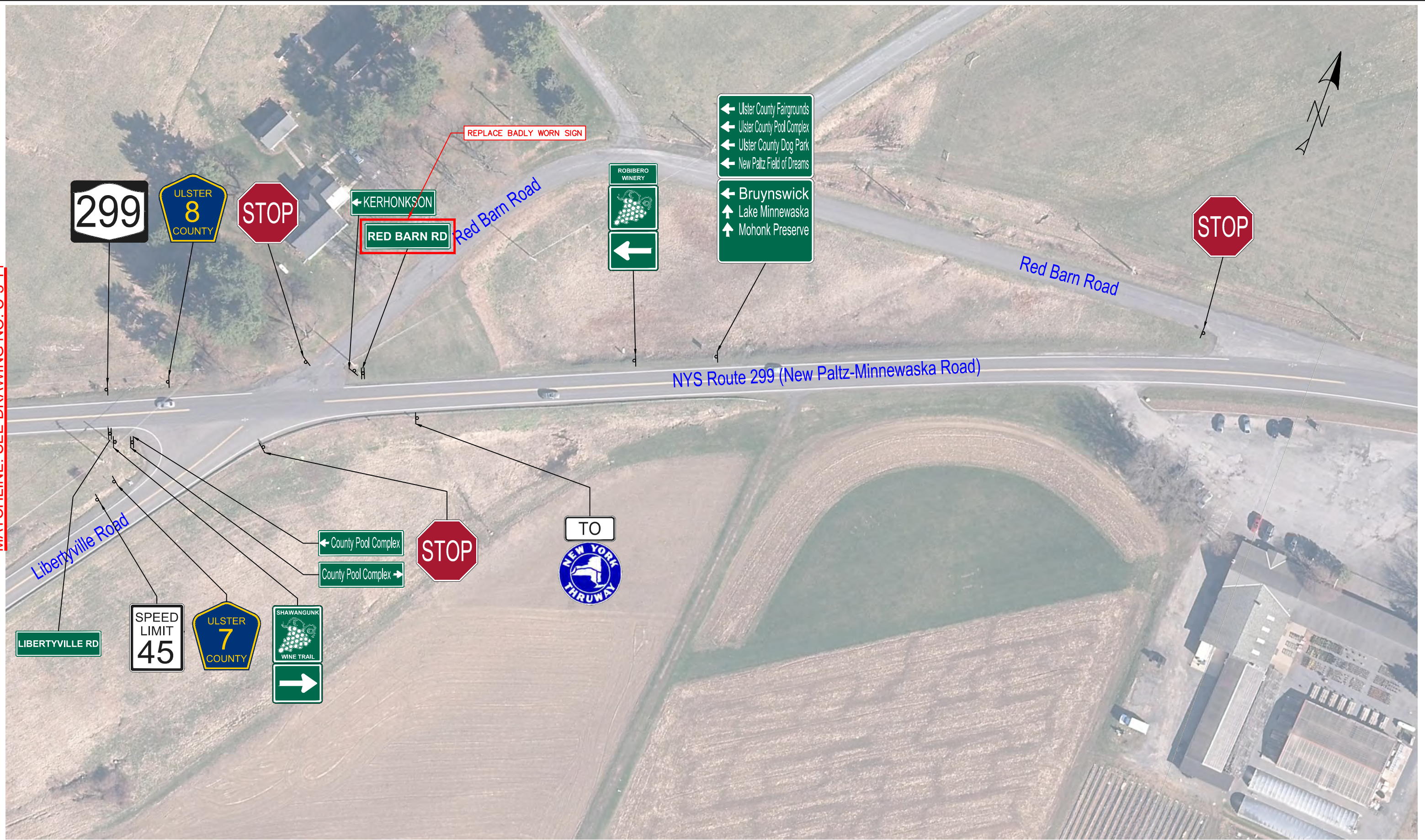


ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.:	11	TOTAL SHEETS:	13
DATE:	3/2018			DRAWING NO.:	C-3-11



MATCHLINE: SEE DRAWING NO. C-3-11



Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.	12	TOTAL SHEETS	13
DATE:	3/2018			DRAWING NO.	C-3-12





Source of Aerial Image: NYS GIS Clearinghouse  
 Date of Aerial Imagery: Spring 2016  
 Date of Sign Inventory: November 14, 2017

FIGURE C-3: NEW PALTZ CONCEPTUAL IMPROVEMENT PLAN



ULSTER COUNTY ROAD SAFETY ASSESSMENT PROJECT

MUNICIPALITY:	Town of New Paltz	COUNTY:	Ulster	FILE:	26229.00
LOCATION:	NYS Route 299 from New Paltz/Gardiner Town Line to Libertyville Road				
BY:	VHB	SHEET NO.	13	TOTAL SHEETS	13
DATE:	3/2018	DRAWING NO.	C-3-13		



## **Appendix D: Safety Implementation Plan Summaries**



# Location 1: NYS Route 212 – Town of Woodstock – Safety Implementation Plan

Improvement	Local			County		State	Implementation	Approximate Estimated Construction Cost
	Mayor/ Supervisor	Police Dept.	Emergency Response	DPW	UCTC	NYSDOT	Term (Short, Medium, Long)	
<b>Roadway Pavement/Pavement Markings:</b>								
1) Realign/upgrade skewed pedestrian crossings.	○					●	Short	\$ 1K - \$ 5K
2) Restripe roadway using durable, high visibility pavement marking materials.	○					●	Short	\$ 1K - \$ 5K
3) Incorporate new mid-block pedestrian crosswalk in vicinity of Town Hall.	○					●	Short	\$ 5K - \$ 10K
4) Incorporate time restrictions for loading zones within on-street parking area limits.	○					●	Medium	\$ 1K - \$ 5K
5) Delineate on-street parking spaces.	○					●	Medium	\$ 10K - \$ 15K
<b>Signage:</b>								
1) Replace worn out, faded, and/or damaged signs.	○					●	Short	\$ 5K - \$ 10K
2) Re-orient parking related signage to the proper angle (between 30° and 45° facing the affected direction of traffic flow).	○					●	Short	\$ 5K - \$ 10K
3) Upgrade pedestrian crossing warning signage in accordance with NYSDOT PSAP guidelines and NYSDOT Standards.	○					●	Short	\$ 5K - \$ 10K
4) Relocate the existing curve warning sign east of Rock City Road to a more appropriate distance from the curve based on the MUTCD, and install a new curve warning sign west of Rock City Road for eastbound traffic.	○					●	Short	\$ 1K - \$ 5K
5) Install new municipal parking signs.	○					●	Short	\$ 1K - \$ 5K
6) Remove “No Parking” signs along north side of NYS Route 212.	○					●	Short	\$ 1K - \$ 5K
7) Continue to upgrade street name signs.	○					●	Short	\$ 5K - \$ 10K
<b>User Behavior:</b>								
1) Delineate “No Parking” areas using pavement markings in addition to signs.	○					●	Medium	\$ 5 K – 10 K
2) Relocate the “Do Not Block Side Road” sign on Rock City Road closer to Old Forge Road and restripe the gridlock box.	○					●	Short	\$ 1K – 5K
<b>Traffic/Roadway/Roadside Characteristics:</b>								
1) Restrict parking within 20-feet of pedestrian crosswalks, intersections and driveways.	○					●	Medium	\$ 5K - \$ 10K
2) Reduce the parking duration along the west end of the corridor from 30 minutes to 10 or 15 minutes to encourage higher parking turnover.	○					●	Short	\$ 1K - \$ 5K
3) Explore metered parking alternatives.	○					●	Medium	\$ 50K - \$ 100K
4) Clean out drainage structures as necessary.	○					●	Short	\$ 1K - 5K
5) Upgrade the lighting in the area to LED, and provide additional lighting near crosswalks.	○					●	Medium	\$ 100K - \$ 200K

● Lead agency responsible for coordinating implementation

○ Agency responsible for providing support with implementation

Short Term: 1-2 years

Medium Term: 3-9 years

Long Term: 10 or more years



## **Appendix D: Safety Implementation Plan Summaries**