

Appendix E – Crash Data



MEMORANDUM

14-01-05
14.01-33

TO: M. J. Roche, Regional Traffic Engineer

FROM: O. A. Wieand, Transportation Systems Operations Group

Original Signed By:
Otto A. Wieand, P.E.

SUBJECT: SAFETY SCREENING
Goodell Street, S H. #60-2
Route NY 33
City of Buffalo
Erie County
PIN 5814.66

DATE: February 2, 2022

As requested, the Regional Transportation Systems Operations Group has completed a safety screening for the subject project from **RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to 5 5302-3214** and offers the following:

FINDINGS:

Goodell Street and E. Tupper Street is an eight-lane one-way couple that establishes the western end of NY 33 between Ellicott Street and the Kensington Expressway in the City of Buffalo. This couple is a divided, Urban Principal Arterial - Other running west/east. The focus of this evaluation is Goodell Street and includes a segment of NY 5 between Main Street and Ellicott Street. Goodell Street is a four-lane roadway between the Kensington Expressway and Ellicott Street, tapering to a three-lane section between Ellicott Street and Main Street. The current posted speed limit is 30 mph.

Reference Marker (RM)	Number of Lanes ¹	Divided Highway (Yes/No) ¹	Control Access ¹	AADT ²
NY 33				
Rt. 5 E.B. Ellicott St.	6 ³	Yes ³	Free	16,242
Rt 954D SB Oak St.	8 ³	Yes ³	Free	16,242
Rt 954D NB Elm St.	8 ³	Yes ³	Free	16,242
Michigan Ave.				

Reference Marker (RM)	Number of Lanes ¹	Divided Highway (Yes/No) ¹	Control Access ¹	AADT ²
NY 5				
Pearl St				
5-5302-3041	7 ³	Yes	Free	4,465
Main St				
5-5302-3042	8 ³	Yes	Free	4,465
Ellicott St.				

¹ Per Planning & Program Management Group's 2017 "Pavement Data Report"

² Per NYSDOT Traffic Data Viewer

³ Representative of the full Goodell/E. Tupper couple

There are eight (8) intersections in the "Intersection Master List" (IML) as follows:

*	Route NY 5 & NY 33 Goodell St. Intersection With	Intersection Class	Intersection Type	Type of Control	Left Turn Lane (Yes/No)
Zone 2					
	Intersection Code: 03 Pearl St. Goodell St. Access (WB) RM 5-5302-3V08	212	4 Leg	Signal #71A	No
	Intersection Code: 51 Edward-Goodell St. RM 5-5302-3046	212	4 Leg	Signal #71A	No
	Intersection Code: 86 Washington St. (EB) RM 5-5302-3213 ⁴	212	4 Leg	Signal #70A	No
Zone 1					
	Intersection Code: 30 Ellicott St. (WB) NY 33 WB RM 33-5301-1011 ⁵	212	4 Leg	Signal #69A	No
	Intersection Code: 38 N. Oak St. (WB) RM 33-5301-1012	212	4 Leg	Signal #61A	No
	Intersection Code: 39 Elm St. RM 33-5301-1013	332 ⁶	T	Stop	No
	Intersection Code: 41 Michigan Ave. (WB) N. Service Rd. RM 33-5301-1014	212	4 Leg	Signal #21A	No

*	Route NY 5 & NY 33 Goodell St. Intersection With	Intersection Class	Intersection Type	Type of Control	Left Turn Lane (Yes/No)
	Intersection Code:42 Access from Maple-Mulberry STS RM 33-5301-1014	152	Y	No Control	No

⁴ RM incorrectly listed in IML as RM 5-5302-3211. Actual field conditions are represented in table and will be corrected in future IML.

⁵ RM incorrectly listed in IML as RM 33-5301-1010. Actual field conditions are represented in table and will be corrected in future IML.

⁶ Feature listed incorrectly in IML as Intersection Class **212 (4 Leg Intersection, Signal, No Turn Lane)**. Actual field conditions are represented in table and will be corrected in future IML.

The last safety study within this corridor was Regional Inventory #203209 completed on 10/1/2014.

The last contract work done in the area was a rehabilitation project D259257 accepted 2/8/05.

A review of records in the Traffic & Safety Operations Unit shows the following:

NY 33 - Goodell St. (Zone 1)

- Response Letter to Mr. Brian F. Meade, Director Kaleida Health, dated 11/5/2010:
 - Request for additional signage to Buffalo General Hospital for people following the on-line mapping tool. Request was denied.
- Work Request, dated 6/6/2018 completed 7/19/2018.
 - Program the following signals on Route 33 (Goodell St.) at Main St., Washington St., Ellicott St., Oak St. and Michigan Ave. according to the timing sheets.
- Work Request, dated 4/2/2012 completed 3/30/2012.
 - On the existing Hospital (H) sign assembly located on westbound Route 33 (Goodell St.) at Michigan Ave., replace the right facing Arrow sub-panel with straight Arrow sub-panel.
 - On the existing Hospital (H) sign assembly located on westbound Route 33 (Goodell St.) at Ellicott St., replace the Hospital (H) sign panel and right-facing Arrow sub-panel with new panels.
- Work Request, dated 3/23/2012.
 - Program the following timing from 3 PM to 7 PM, Monday through Friday. On Route 33 (Goodell St.) at Michigan Ave., Oak St., Ellicott St., Washington St., Main St. according to the timing sheets.
- Work Request, dated 2/3/2012.
 - Fix sign post SIN 5T161 loose hand hole cover at Route 33 (Goodell St @ Washington St.
- Work Request, dated 2/3/2012 completed 3/28/2012.
 - Tighten loose anchor bolt on SIN 5T160 Route 33 Goodell St. @ Washington St.
- Work Request, dated 6/3/2011 completed 7/6/2011.

- Correct the flag condition on sign pole SIN 5T140 at Route 954D (Oak St. @ Route 33 Goodell St. (SE Quad). No hand-hole cover. No drainage grooves.
- Email Response to Mr. Benz from Michael Roche, dated 6/28/2019:
 - The left turn only lane westbound on Goodell St. at Washington St. Request that the left lane only indications start sooner as this was recently changed in the fall of 2017. DOT's response was the markings and signs are more than the minimum required to inform the approaching traffic of this condition.

NY 5 – Goodell St. (Zone 2)

- Response Letter to W. Morgan Smith, Deputy Executive Director, Buffalo Place, dated 6/17/2019:
 - Request to adjust the signalization of the pedestrian crossing on the west side of the intersection at Edward St./Pearl St. Extension as pedestrians walk next to Main St. Request was denied due to visual obstructions.
- Work Request, dated 5/5/2017 completed 11/15/2017.
 - Install dotties for westbound Goodell St to Route 5 West through the intersection.
- Work Request, dated 5/5/2017 completed 11/15/2017.
 - Remove existing signs and install two Left Lane Must Turn Left 36"x36" signs for westbound Goodell St east of Washington St.
 - Install two left lane ends signs 36"x36" Goodell St. traffic west of Ellicott St.
 - Install two left lane ends signs 36"x36" Goodell St. traffic 620+/- ft east of lane closure taper.
 - Remove existing Left/Only and Thru/Only- Thur/Right signs on the mast arm for westbound Goodell St. traffic at Main St.
 - Install Lane Control (left/thru) 30"x36" sign and Lane Control (right/thru) 30"x36" signs on the mast arm for westbound Goodell St. traffic at Main St.
 - Remove the existing Left Only arrow in the southernly lane for westbound Goodell St traffic at Main St.
 - Install yellow hatching in the southernly lane for westbound Goodell St traffic between Main St and Washington St.
 - Install 165+/- ft of yellow lane closure taper hatching in the southernly lane for westbound Goodell St beginning at Ellicott St.
 - Install pavement markings left only arrow in the southernly lane for westbound Goodell St traffic east of Washington St.
 - Install 50+/- ft solid edge line between left lane for westbound Goodell St. traffic east of Washington St.
 - Install two lane reduction pavement arrows for westbound Goodell St east of Ellicott St
 - Install white solid double wide (8inch) line in the northernly lane for westbound Goodell St traffic west of Washington St.
 - Install white 3" markings with 9" spacing double wide (8inch) line in the northerly lane for westbound Goodell St west of Ellicott St.
- Email Response to Deborah Gauny from Mike Finn, dated 8/31/2017:
 - Request to revise the signage at the intersection Goodell at Main St/ Pearl St to make vehicle movements clearer. The DOT is reducing Goodell St from Washington to Main St. to 3 lanes with parking added in the left most lane. This reduce the number of lanes to that approach and make it easier to navigate.

➤ **General Information:**

The study period utilized for this analysis was 11/1/2018 to 10/31/2020, the most recent two-year time period for which collisions were available through the Accident Location Information System (ALIS) when this study was initiated. It was determined that a two-year time frame was sufficient to identify crash patterns within the study segment.

A total of one hundred and one (101) collisions were reported over the subject section for the study period. However, nine (9) collisions were excluded due to crashes that occurred outside the study limits.

This study is broken up into two zones due to the differences in traffic volumes (AADT) as follows:

- **Zone 1** is NY 33, Goodell St. between Ellicott St. and Maple St. with an AADT of 16,242.
- **Zone 2** is NY 5, Goodell St. between Ellicott St. and Main St. / Pearl St. / Edward St. with an AADT of 4465.

For the purpose of this study, the NY 5, Goodell St. at Main St./Edward St./Pearl St. intersection is classified as one intersection.

➤ **PILs, PII's, SDLs & SPECIALTY HAL's:**

PILs/PII's/SDLs:

Collision Rates vary greatly depending on the type of facility, and among similar facilities depending on factors like traffic congestion, local road use patterns and terrain/roadway characteristics. Each year, NYSDOT sorts all of the reference marker identified highway segments into its different classes and computes a mean collision rate for each class. The segments used are a minimum of three-tenths mile long and advance along the highway in one-tenth mile increments. Segments having collision rates which exceed the mean rate for the facility type to such an extent as to suggest that some other factor other than pure chance may be contributing to the collision experience are designated as High Accident Locations (HAL's). HAL's consist of Priority Investigation Locations (PIL's), Safety Deficient Locations (SDL's) and Priority Intersection Investigations (PII's).

For a section to be identified as a PIL or an intersection as a PII, it must satisfy two separate criteria. First, the section must have experienced a number of collisions equal to or greater than a specified threshold. The second criterion involves calculating an upper control limit, a parameter used to assess statistical significance. It is simply the upper limit of a statistical confidence band of specified width (the level of confidence) about the group mean collision rate appropriate to the highway section or intersection being analyzed. If the observed collision rate for the segment or intersection exceeds both the threshold and the upper control limit criteria, it is flagged as a PIL or PII. The threshold values for PILs and PII's vary by Region, and the upper control limit corresponds to a confidence level of 99.9%. SDLs are similar to PILs except that the threshold value is lower and the confidence level corresponds to 90.9% confidence. PIL, SDL and PII lists are produced annually, and are based on two years of collision experience.

A query of SIMS indicated the following for **RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to 5 5302-3214** (0.5-mile segment).

1. 2019 Priority Investigation Locations (PILs):

- **Zone 1:** There were no Priority Investigation Locations (PILs) reported on the 2019 HAL list.
 - In the past ten years, SIMS did not identify any sections within Zone 1 as a PIL*.

**It is noted that HAL data was only available up to 2019 when this study was initiated. Zone 1 was listed as a PIL in 2020.*

- **Zone 2:** There were no Priority Investigation Locations (PILs) reported on the 2019 HAL list.
 - In the past ten years, SIMS identified various segments of Zone 2 as a PIL between 2010 – 2018.

2. 2019 Safety Deficient Locations (SDLs):

- **Zone 1:** There were no Safety Deficient Locations (SDLs) reported on the 2019 HAL list.
 - In the past ten years, SIMS did not identify any sections within Zone 1 as an SDL.
- **Zone 2: RM 5302-3212 to RM 5-5302-3213** (0.2-mile segment) was based on a free access, urban, divided, all lanes highway. This section is Route NY 5 between Ellicott St. and Washington St.
 - In the past ten years, SIMS identified various portions of Zone 2 as an SDL in 2012, 2014-2018*.

**It is noted that HAL data was only available up to 2019 when this study was initiated. A portion of Zone 2 at Washington Street was listed as an SDL in 2020.*

3. 2019 Priority Investigation Intersections (PIIs):

- **Zone 1:** There were no Priority Investigation Intersections (PIIs) reported on the 2019 HAL list.
 - In the past ten years, identified Intersection # 30, Ellicott Street as a PII in 2010-2013, 2015 and 2018*.

**It is noted that HAL data was only available up to 2019 when this study was initiated. Intersection # 30 was listed as a PII in 2020.*

- **Zone 2:** There were no Priority Investigation Intersections (PIIs) reported on the 2019 HAL list.
 - In the past ten years, SIMS did not identify any sections within Zone 2 as a PII.

SPECIALTY PILS

NYSDOT has established a number of Specialty PILs identifying locations experiencing unusually high concentrations of specific crash types (wet roads, rear-end, snow/ice slush, collision with animal, etc.) Locations exist on the roadway system where overall crash rates are relatively normal but where those rates would be much lower were not for an exceptional concentration of a particular type of crash (eg. snow/ice collisions on bridge decks.) These situations are identified and addressed when a cost-effective solution is available.

4. 2019 Wet Road SPECIALTY HAL's:

- **Zone 1:** There were no 2019 Wet Road HAL's in Zone 1.
 - In the past ten years, SIMS did not note any sections in this area as a Wet Road PIL.
- **Zone 2:** There were no 2019 Wet Road HAL's in Zone 2.
 - In the past ten years, SIMS identified RM 5-5302-3211 to RM 5-5302-3214, a 0.4-mile section as a Wet PIL in 2010. This section is Route NY 5, Ellicott St. / Goodell St. from E Tupper St. to Main St.

5. 2019 Right-Angle SPECIALTY HAL's:

- **Zone 1:** There were no 2019 Right-Angle HAL's for 2019
 - In the past ten years, SIMS did not identify any sections of Zone 1 as a Right Angle PIL.
- **Zone 2:** There were no 2019 Right-Angle HAL's for 2019
 - In the past ten years, SIMS identified various portions of NY 5 between RM 5-5302-3209 to RM 5-5302-3214, as a Right-Angle PIL in 2009-2018. This section is Route NY 5, Ellicott St. / Goodell St. from E. Chippewa St. to Main St.

6. 2019 Collision w/Pedestrian SPECIALTY HAL's:

- **Zone 1:** There were no 2019 Collision w/Pedestrian HAL's for 2019.
 - In the past ten years, SIMS did not identify any sections in Zone 1 as a PIL.
- **Zone 2:** There were no 2019 Collision w/Pedestrian HAL's for 2019
 - In the past ten years, SIMS identified NY 5 between RM 5-5302-3207 to RM 5-5302-3214, as a Collision w/Pedestrian PIL in 2018. This section is Route NY 5, Ellicott St. / Goodell St. from E. Mohawk St. to Main St.

7. 2019 ALL FO & Run-Off-Road SPECIALTY HAL's:

- **Zone 1:** There were no 2019 ALL FO & Run-Off-Road HAL's for 2019.
 - In the past ten years, SIMS identified NY 5 between RM 33-5301-1011 to RM 33-5301-1013 as a ALL FO & Run-Off-Road PIL in 2011 & 2018. This section is Route NY 33, Goodell St. from Ellicott St. to Elm St.
- **Zone 2:** There were no 2019 ALL FO & Run-Off-Road HAL's for 2019.
 - In the past ten years, SIMS identified NY 5 between RM 5-5302-3210 to RM 5-5302-3213, as an ALL FO & Run-Off-Road PIL in 2011 & 2012. This section is Route NY 5, Ellicott St. / Goodell St. from Michaels Pl. to Goodell St.

➤ Prevalent Collision Types:

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1010 to RM 33-5301-1014 (Goodell St. from Ellicott St. to Maple St.)**
ALIS reported a combined fifty-eight (58) collisions along Route NY 33 in the City of Buffalo for the study period as follows:
 - 28 Overtaking collisions (48.28% of total)
 - 10 Left Turn collisions (17.24% of total)
 - 9 Rear End collisions (15.52% of total)
 - 8 Right Angle collisions (13.79% of total)
 - 3 Run-Off-Road/Fixed Object collisions (5.17% of total)
- **ZONE 2: RM 5-5302-3213 to 5 5302-3214 (Goodell St. from Ellicott St. to Main St. / Edward St. / Pearl St.)**
ALIS reported a combined thirty-four (34) collisions along Route NY 5 in the City of Buffalo for the study period as follows:
 - 24 Overtaking collisions (70.59% of total)
 - 5 Right Angle collisions (14.71% of total)
 - 2 Left Turn collisions (5.88% of total)

- 2 Right Turn collisions (5.88% of total)
- 1 Rear End collision (2.94% of total)

INTERSECTIONS: (ZONE 1)

A portion of the above collisions occurred at the intersections as follows:

Intersection Code:42 Access from Maple- Mulberry STS RM 33-5301-1014	1 Collision	➤ 1 Run-Off-Road/Fixed-Object collision (100.0% of total)
Intersection Code: 41 Michigan Ave. (WB) N. Service Rd. RM 33-5301-1014	26 Collisions	➤ 16 Overtaking collisions (61.5% of total) ➤ 4 Rear-end collisions (15.4% of total) ➤ 4 Right-angle collisions (15.4% of total) ➤ 2 Run-Off-Road/Fixed-Object collision (7.7% of total)
Intersection Code: 39 Elm St. RM 33-5301-1013	12 Collision	➤ 10 Left-turn collisions (83.3% of total) ➤ 1 Overtaking collisions (8.33% of total) ➤ 1 Rear-end collisions (8.33% of total)
Intersection Code: 38 N. Oak St. (WB) RM 33-5301-1012	13 Collisions	➤ 8 Overtaking collisions (61.5% of total) ➤ 4 Right-angle collisions (30.7% of total) ➤ 1 Rear-end collisions (7.7% of total)
Intersection Code: 36 Ellicott St. (WB) NY 33 WB RM 33-5301-1012	6 Collision	➤ 3 Overtaking collisions (50.0% of total) ➤ 3 Rear-end collision (50.0% of total)

INTERSECTIONS: (ZONE 2)

A portion of the above collisions occurred at the intersections as follows:

Intersection Code: 86 Washington St. (EB) RM 5-5302-3213	10 Collisions	➤ 5 Right-angle collisions (50.0% of total) ➤ 2 Left-turn collisions (20.0% of total) ➤ 2 Right-turn collisions (20.0% of total) ➤ 1 Overtaking collisions (10.0% of total)
Intersection Code: 51 Edward-Goodell St. RM 5-5302-3046 Intersection Code: 03 Pearl St. Goodell St. Access (WB) RM 5-5302-3V08	23 Collisions	➤ 22 Overtaking collisions (95.7% of total) ➤ 1 Rear-end collisions (4.4% of total)

➤ **Severity of Collisions:**

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1010 to RM 33-5301-1014 (Goodell St. from Ellicott St. to Maple St.)**
 There were zero (0) fatal collisions. Eleven (11) of the total collisions resulted in injury. Forty-seven (47) collisions resulted in property damage only. A significance check of this severity

distribution for both 'INJURY' and 'FATAL -plus- INJURY' revealed that the linear severity distribution falls within the expected range for this type of highway.

▪ **ZONE 2: RM 5-5302-3213 to 5 5302-3214 (Goodell St. from Ellicott St. to Main St. / Edward St. / Pearl St.)**

There were zero (0) fatal collisions. Six (6) of the total collisions resulted in injury. Twenty-eight (28) collisions resulted in property damage only. A significance check of this severity distribution for both 'INJURY' and 'FATAL -plus- INJURY' revealed that the linear severity distribution falls within the expected range for this type of highway.

INTERSECTIONS: (ZONE 1)

A portion of the above collisions occurred at the intersections as follows:

Intersection Code:42 Access from Maple-Mulberry STS RM 33-5301-1014	<ul style="list-style-type: none"> ➤ 1 Injury collisions (100.0% of total) ➤ 0 Property damage only collisions (0.0% of total)
* Intersection Code: 41 Michigan Ave. (WB) N. Service Rd. RM 33-5301-1014	<ul style="list-style-type: none"> ➤ 7 Injury collisions (26.9% of total) ➤ 19 Property damage only collisions (73.1% of total)
* Intersection Code: 39 Elm St. RM 33-5301-1013	<ul style="list-style-type: none"> ➤ 0 Injury collisions (0.0% of total) ➤ 12 Property damage only collisions (100.0% of total)
* Intersection Code: 38 N. Oak St. (WB) RM 33-5301-1012	<ul style="list-style-type: none"> ➤ 3 Injury collisions (23.1% of total) ➤ 10 Property damage only collisions (76.9% of total)
* Intersection Code: 36 Ellicott St. (WB) NY 33 WB RM 33-5301-1012	<ul style="list-style-type: none"> ➤ 0 Injury collisions (0.0% of total) ➤ 6 Property damage only collisions (100.0% of total)

A significance check of the severity distributions with 3 or more collisions (*) revealed that the intersection severity distributions all fall within the expected range for these types of intersections.

INTERSECTIONS: (ZONE 2)

A portion of the above collisions occurred at the intersections as follows:

*	Intersection Code: 86 Washington St. (EB) RM 5-5302-3213	➤ 4 Injury collisions (40.0% of total) ➤ 6 Property damage only collisions (60.0% of total)
*	Intersection Code: 51 Edward-Goodell St. RM 5-5302-3046 Intersection Code: 03 Pearl St. Goodell St. Access (WB) RM 5-5302-3V08	➤ 1 Injury collisions (4.4% of total) ➤ 22 Property damage only collisions (95.6% of total)

A significance check of the severity distributions with 3 or more collisions (*) revealed that the intersection severity distributions all fall within the expected range for these types of intersections.

➤ **Collision Rates:**

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1010 to RM 33-5301-1014 (Goodell St. from Ellicott St. to Maple St.)**
 The computed linear collision rate for this section of Route NY 33 is 9.78 Accidents per Million Vehicle Miles of Travel (Acc/MVMT). The overall mean rate for this type of highway (free access, urban, divided, all lanes highway) is 5.02 Acc/MVMT. This indicates that the collision rate for this section of Route NY 33 is above the comparable statewide average.
- **ZONE 2: RM 5-5302-3213 to 5 5302-3214 (Goodell St. from Ellicott St. to Main St. / Edward St. / Pearl St.)**
 The computed linear collision rate for this section of Route NY 5 is 52.16 Accidents per Million Vehicle Miles of Travel (Acc/MVMT). The overall mean rate for this type of highway (free access, urban, divided, all lanes highway) is 5.02 Acc/MVMT. This indicates that the collision rate for this section of Route NY 5 is significantly above the comparable statewide average.

INTERSECTIONS:

Intersections where a “cluster” of collisions have been reported are identified for collision rate analysis. A “cluster” of collisions requires that three or more collisions have occurred at a single location. Only those intersections with 3 or more collisions are considered for collision rate analysis due to the tendency of locations with low AADT’s or locations with very low numbers of collisions sometimes yielding unnaturally high collision rates.

Considering only the intersections/ramps with 3 or more collisions, the computed intersection accident rates - Accidents per Million Entering Vehicles (Acc/MEV) are as follows:

ZONE 1

INTERSECTION	TYPE OF INTERSECTION	INTERSECTION ACCIDENT RATE (Acc/MEV)	INTERSECTION MEAN RATE (Acc/MEV)
Intersection Code: 41 Michigan Ave. (WB) N. Service Rd. RM 33-5301-1014	4 Legs, Urban, Signal, 1-4 Lanes Code 78	1.35	0..56
Intersection Code: 39 Elm St. RM 33-5301-1013	3 Leg, Urban, Sign, 1-3 Lanes Code 81	0.76	0.13
Intersection Code: 38 N. Oak St. (WB) RM 33-5301-1012	4 Legs, Urban, Signal, 1-4 Lanes Code 78	1.10	0..56
Intersection Code: 36 Ellicott St. (WB) NY 33 WB RM 33-5301-1012	4 Legs, Urban, Signal, 1-4 Lanes Code 78	0.39	0..56

The collision rates for Route NY 33, Goodell St. at Michigan Ave. and N. Oak St. are above the statewide average for comparable intersections. The NY 33, Goodell S. at Elm St. is significantly above the statewide average for comparable intersections. The NY 33, Goodell St. at Ellicott St. is below the statewide average for similar intersections.

ZONE 2

INTERSECTION	TYPE OF INTERSECTION	INTERSECTION ACCIDENT RATE (Acc/MEV)	INTERSECTION MEAN RATE (Acc/MEV)
Intersection Code: 86 Washington St. (EB) RM 5-5302-3213	4 Legs, Urban, Signal, 1-4 Lanes Code 78	1.76	0.56
Intersection Code: 51 Edward-Goodell St. RM 5-5302-3046 Intersection Code: 03 Pearl St. Goodell St. Access (WB) RM 5-5302-3V08	4 Legs, Urban, Signal, 1-4 Lanes Code 78	2.63	0.56

The collision rates for Route NY 5, Goodell St. and Washington St. is above the statewide average for comparable intersections, while the NY 5, Goodell Street at Main St / Edward St. / Pearl St. intersection is significantly above the statewide average for comparable intersections.

➤ **Summary:**

1. **SIMS did not identify any PILs on the 2019 HAL listing.** *It is noted that HAL data was only available up to 2019 when this study was initiated. Zone 1 was listed as a PIL in 2020.*
2. **SIMS identified SDLs for Zone 2 on the 2019 HAL list as follows:**
 - RM 5-5302-3212 to RM 5-5302-3213 - This section is Route NY 5 from Ellicott St. to Washington St. *It is noted that HAL data was only available up to 2019 when this study was initiated. A portion of Zone 2 at Washington Street was listed as an SDL in 2020.*
3. **SIMS did not identify any PILs on the 2019 HAL listing.** **It is noted that HAL data was only available up to 2019 when this study was initiated. Intersection # 30, Ellicott Street was listed as a PIL in 2020.*

4. **Specialty HALs:** There were no specialty HALs identified for either Zone 1 or Zone 2 on the 2019 HAL listing.

5. **Collision Types:**

Linear:

- Zone 1: Overtaking (28); Left Turn (10); Rear End (9); Right Angle (8); Run-Off-Road/Fixed Object (3).
- Zone 2: Overtaking (24); Right Angle (5); Left Turn (2); Right Turn (2); Rear End (1).

Intersections:

- Zone 1:
 - Maple St.: Run-Off-Road/Fixed-Object (1).
 - Michigan Ave.: Overtaking (16); Rear End (4); Right Angle (4); Run-Off-Road/Fixed-Object (2).
 - Elm St.: Left Turn (10); Overtaking (1); Rear End (1).
 - N. Oak St.: Overtaking (8); Right Angle (4); Rear End (1).
 - Ellicott St.: Overtaking (3); Rear End (3).
- Zone 2:
 - Washington St.: Right Angle (5); Left Turn (2); Right Turn (2); Overtaking (1).
 - Main St. / Edward St. / Pearl St.: Overtaking (22); Rear End (1).

6. **Severity of Collisions**

There were no fatal collisions within the study segment.

Linear:

- Zone 1: Eleven (11) Injury; Forty-seven (47) Property Damage Only. The linear severity distribution falls within the expected range for both "INJURY" and "INJURY plus FATAL" categories for this type of highway.
- Zone 2: Six (6) Injury; Twenty-eight (28) Property Damage Only. The linear severity distribution falls within the expected range for both "INJURY" and "INJURY plus FATAL" categories for this type of highway.

Intersections:

- Zone 1:
 - Maple St.: One (1) Injury; Zero (0) Property Damage Only.
 - Michigan Ave.: Seven (7) Injury; Nineteen (19) Property Damage Only.
 - Elm St.: Zero (0) Injury; Twelve (12) Property Damage Only.

- N. Oak St.: Three (3) Injury; Ten (10) Property Damage Only.
- Ellicott St.: Zero (0) Injury; Six (6) Property Damage Only.

The intersection severity distribution falls within the expected range for both “INJURY” and “INJURY plus FATAL” categories for these types of intersections.

- Zone 2:
 - Washington St.: Four (4) Injury; Six (6) Property Damage Only.
 - Main St. / Edward St. / Pearl St.: One (1) Injury; Twenty-two (22) Property Damage Only.

The intersection severity distribution falls within the expected range for both “INJURY” and “INJURY plus FATAL” categories for these types of intersections.

7. Collision Rates

Linear:

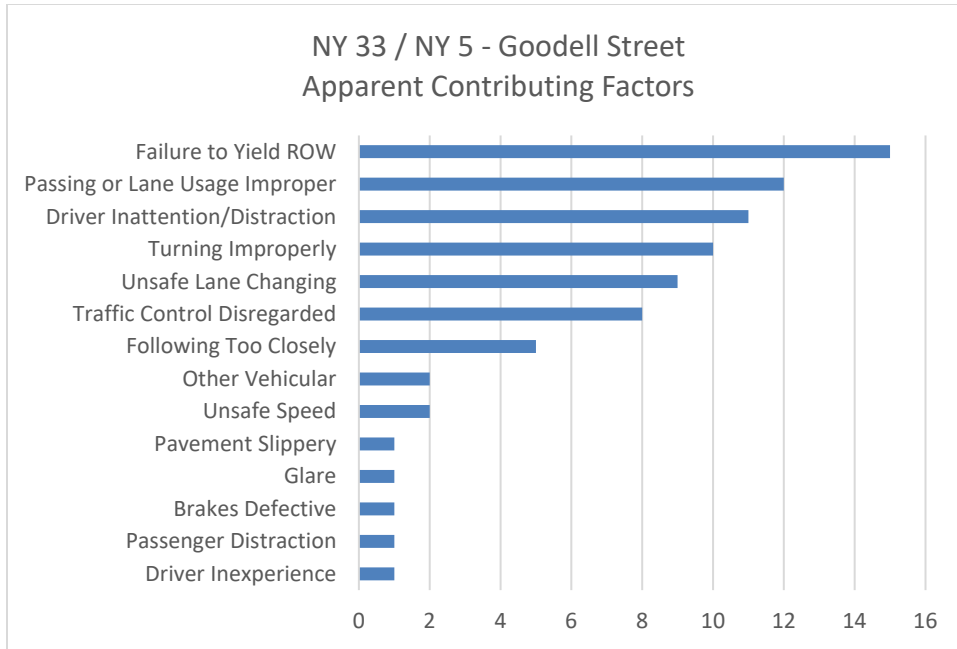
- Zone 1: The collision rate for Route NY 33, Goodell Street within the study segment is above the statewide average for comparable facilities.
- Zone 2: The collision rate for Route NY 5, Goodell Street within the study segment is significantly above the statewide average for comparable facilities.

Intersections:

- Zone 1
 - The collision rate for the intersections of Route NY 33, Goodell St. at Michigan Ave and N. Oak St. are above the statewide average for comparable intersections.
 - The collision rate for the intersections of Route NY 33, Goodell St. at Elm St. is significantly above the statewide average for comparable intersections.
 - The intersection rate for the intersection of Route NY 5, Goodell Street at Ellicott St. is below the statewide average for comparable intersections.
- Zone 2
 - The collision rate for the intersection of Route NY 5, Goodell St. at Washington St. is above the statewide average for comparable intersections.
 - The collision rate for the intersection of Route NY 5, Goodell St. at Main St / Edward St. / Pearl St. is significantly above the statewide average for comparable intersections.

8. Apparent Contributing Factors:

The prevalent apparent contributing factors listed by police on the MV -104 Crash Reports are as follows:



9. Recommendations

Project design of PIN 5814.66 will be completed by consultant. Based on data presented herein and in coordination with GBNRTC, it is expected that safety recommendations for this project will be made by the consultant for review and concurrence by NYSDOT.

We have no further comments at this time. Please contact Otto Wieand at (716) 847-3382 or Marty Takac at (716) 847-5084 if you have any questions.

OAW/MPT
Attachments

cc: B. Kirby, P.E., Asst. Regional Traffic Engineer
N. Kinderman, P.E., N. Erie Resident Engineer
R. Schaller, P.E., Asst, Regional Design Engineer

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie
 Date: 2/22/2021
 RM 33-5301-1010 to RM 33-5301-1014 Linear Section - Zone 1

Time of Day			Weather		
	#	%		#	%
0600-1000	16	27.59%	Clear	35	60.34%
1000-1600	24	41.38%	Cloudy	9	15.52%
1600-1900	8	13.79%	Rain/Snow	12	20.69%
1900-2400	7	12.07%	Sleet/Hail/		
2400-0600	3	5.17%	Freezing Rain	1	1.72%
Unknown	0	0.00%	Fog/Smog/Smoke	0	0.00%
Total	58	100.00%	Other/Unknown	1	1.72%
			Total	58	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	45	77.59%	Winter (Dec-Feb)	22	37.93%
Dawn	0	0.00%	Spring (Mar-May)	10	17.24%
Dusk	2	3.45%	Summer (Jun-Aug)	12	20.69%
Dark Lighted	11	18.97%	Fall (Sep-Nov)	14	24.14%
Dark Unlighted	0	0.00%	Total	58	100.00%
Unknown	0	0.00%			
Total	58	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	28	48.28%	Straight & Level	56	96.55%
Rear End	9	15.52%	Straight & Grade	0	0.00%
Right Angle	8	13.79%	Straight & Hillcrest	1	1.72%
Left Turn	10	17.24%	Curve & Level	1	1.72%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./	3	5.17%	Curve & Hillcrest	0	0.00%
Fixed Object			Unknown	0	0.00%
Pedestrian	0	0.00%	Total	58	100.00%
Bicycle	0	0.00%			
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	0	0.00%			
Other/Unknown	0	0.00%			
Total	58	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	39	67.24%
Injury	11	18.97%	Wet	16	27.59%
PDO	47	81.03%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	1	1.72%
Total	58	100.00%	Slush	1	1.72%
			Other	0	0.00%
			Unknown	1	1.72%
			Total	58	100.00%

Accident #: 1, 2, 4, 5, 7, 9, 10, 11, 13, 14, 15, 18, 20, 21, 22, 23, 24, 26, 27, 28, 30, 32, 36, 38, 39, 40, 42, 45, 46, 47, 48, 49, 50, 53, 55, 57, 59, 63, 65, 68, 70, 71, 72, 73, 74, 75, 76, 77, 79, 83, 84, 85, 86, 87, 88, 90, 91, 92

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie
 Date: 2/22/2021
 RM 33-5301-1010 to RM 33-5301-1014 Linear Section - Zone 2

Time of Day			Weather		
	#	%		#	%
0600-1000	5	14.71%	Clear	23	67.65%
1000-1600	17	50.00%	Cloudy	3	8.82%
1600-1900	4	11.76%	Rain/Snow	4	11.76%
1900-2400	7	20.59%	Sleet/Hail/ Freezing Rain	1	2.94%
2400-0600	0	0.00%	Fog/Smog/Smoke	0	0.00%
Unknown	1	2.94%	Other/Unknown	3	8.82%
Total	34	100.00%	Total	34	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	25	73.53%	Winter (Dec-Feb)	6	17.65%
Dawn	0	0.00%	Spring (Mar-May)	12	35.29%
Dusk	1	2.94%	Summer (Jun-Aug)	3	8.82%
Dark Lighted	5	14.71%	Fall (Sep-Nov)	13	38.24%
Dark Unlighted	0	0.00%	Total	34	100.00%
Unknown	3	8.82%			
Total	34	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	24	70.59%	Straight & Level	23	67.65%
Rear End	1	2.94%	Straight & Grade	0	0.00%
Right Angle	5	14.71%	Straight & Hillcrest	0	0.00%
Left Turn	2	5.88%	Curve & Level	8	23.53%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./ Fixed Object	0	0.00%	Curve & Hillcrest	0	0.00%
Pedestrian	0	0.00%	Unknown	3	8.82%
Bicycle	0	0.00%	Total	34	100.00%
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	2	5.88%			
Other/Unknown	0	0.00%			
Total	34	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	24	70.59%
Injury	6	17.65%	Wet	7	20.59%
PDO	28	82.35%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	0	0.00%
Total	34	100.00%	Slush	0	0.00%
			Other	0	0.00%
			Unknown	3	8.82%
			Total	34	100.00%

Accident #: 3, 6, 8, 12, 16, 17, 19, 25, 29, 31, 33, 34, 35, 37, 41, 43, 44, 51, 52, 54, 56, 58,
 60, 61, 62, 64, 66, 67, 69, 78, 80, 81, 82, 89

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie

Date: 2/22/2021

RM 33-5301-1010 to RM 33-5301-1014 Intersection: Main St. / Edward St. / Maple St.

Time of Day			Weather		
	#	%		#	%
0600-1000	3	13.04%	Clear	16	69.57%
1000-1600	10	43.48%	Cloudy	2	8.70%
1600-1900	4	17.39%	Rain/Snow	2	8.70%
1900-2400	6	26.09%	Sleet/Hail/		
2400-0600	0	0.00%	Freezing Rain	1	4.35%
Unknown	0	0.00%	Fog/Smog/Smoke	0	0.00%
Total	23	100.00%	Other/Unknown	2	8.70%
			Total	23	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	17	73.91%	Winter (Dec-Feb)	5	21.74%
Dawn	0	0.00%	Spring (Mar-May)	9	39.13%
Dusk	1	4.35%	Summer (Jun-Aug)	2	8.70%
Dark Lighted	3	13.04%	Fall (Sep-Nov)	7	30.43%
Dark Unlighted	0	0.00%	Total	23	100.00%
Unknown	2	8.70%			
Total	23	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	22	95.65%	Straight & Level	12	52.17%
Rear End	1	4.35%	Straight & Grade	0	0.00%
Right Angle	0	0.00%	Straight & Hillcrest	0	0.00%
Left Turn	0	0.00%	Curve & Level	9	39.13%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./	0	0.00%	Curve & Hillcrest	0	0.00%
Fixed Object			Unknown	2	8.70%
Pedestrian	0	0.00%	Total	23	100.00%
Bicycle	0	0.00%			
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	0	0.00%			
Other/Unknown	0	0.00%			
Total	23	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	17	73.91%
Injury	1	4.35%	Wet	4	17.39%
PDO	22	95.65%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	0	0.00%
Total	23	100.00%	Slush	0	0.00%
			Other	0	0.00%
			Unknown	2	8.70%
			Total	23	100.00%

Accident #: 3, 8, 12, 16, 17, 25, 31, 33, 34, 35, 41, 43, 44, 51, 54, 56, 58, 64, 67, 69, 78, 80, 82

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie

Date: 2/22/2021

RM 33-5301-1010 to RM 33-5301-1014

Intersection: Washington St.

Time of Day			Weather		
	#	%		#	%
0600-1000	1	10.00%	Clear	6	60.00%
1000-1600	6	60.00%	Cloudy	1	10.00%
1600-1900	1	10.00%	Rain/Snow	2	20.00%
1900-2400	1	10.00%	Sleet/Hail/		
2400-0600	0	0.00%	Freezing Rain	0	0.00%
Unknown	1	10.00%	Fog/Smog/Smoke	0	0.00%
Total	10	100.00%	Other/Unknown	1	10.00%
			Total	10	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	7	70.00%	Winter (Dec-Feb)	1	10.00%
Dawn	0	0.00%	Spring (Mar-May)	3	30.00%
Dusk	0	0.00%	Summer (Jun-Aug)	1	10.00%
Dark Lighted	2	20.00%	Fall (Sep-Nov)	5	50.00%
Dark Unlighted	0	0.00%	Total	10	100.00%
Unknown	1	10.00%			
Total	10	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	1	10.00%	Straight & Level	9	90.00%
Rear End	0	0.00%	Straight & Grade	0	0.00%
Right Angle	5	50.00%	Straight & Hillcrest	0	0.00%
Left Turn	2	20.00%	Curve & Level	0	0.00%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./	0	0.00%	Curve & Hillcrest	0	0.00%
Fixed Object			Unknown	1	10.00%
Pedestrian	0	0.00%	Total	10	100.00%
Bicycle	0	0.00%			
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	2	20.00%			
Other/Unknown	0	0.00%			
Total	10	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	6	60.00%
Injury	4	40.00%	Wet	3	30.00%
PDO	6	60.00%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	0	0.00%
Total	10	100.00%	Slush	0	0.00%
			Other	0	0.00%
			Unknown	1	10.00%
			Total	10	100.00%

Accident #: 6, 19, 29, 37, 52, 61, 62, 66, 81, 89

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie

Date: 2/22/2021

RM 33-5301-1010 to RM 33-5301-1014

Intersection: Ellicott St.

Time of Day			Weather		
	#	%		#	%
0600-1000	4	66.67%	Clear	5	83.33%
1000-1600	1	16.67%	Cloudy	0	0.00%
1600-1900	1	16.67%	Rain/Snow	1	16.67%
1900-2400	0	0.00%	Sleet/Hail/		
2400-0600	0	0.00%	Freezing Rain	0	0.00%
Unknown	0	0.00%	Fog/Smog/Smoke	0	0.00%
Total	6	100.00%	Other/Unknown	0	0.00%
			Total	6	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	6	100.00%	Winter (Dec-Feb)	2	33.33%
Dawn	0	0.00%	Spring (Mar-May)	0	0.00%
Dusk	0	0.00%	Summer (Jun-Aug)	1	16.67%
Dark Lighted	0	0.00%	Fall (Sep-Nov)	3	50.00%
Dark Unlighted	0	0.00%	Total	6	100.00%
Unknown	0	0.00%			
Total	6	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	3	50.00%	Straight & Level	6	100.00%
Rear End	3	50.00%	Straight & Grade	0	0.00%
Right Angle	0	0.00%	Straight & Hillcrest	0	0.00%
Left Turn	0	0.00%	Curve & Level	0	0.00%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./	0	0.00%	Curve & Hillcrest	0	0.00%
Fixed Object			Unknown	0	0.00%
Pedestrian	0	0.00%	Total	6	100.00%
Bicycle	0	0.00%			
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	0	0.00%			
Other/Unknown	0	0.00%			
Total	6	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	5	83.33%
Injury	0	0.00%	Wet	1	16.67%
PDO	6	100.00%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	0	0.00%
Total	6	100.00%	Slush	0	0.00%
			Other	0	0.00%
			Unknown	0	0.00%
			Total	6	100.00%

Accident #: 2, 46, 65, 71, 74, 92

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie
 Date: 2/22/2021
 RM 33-5301-1010 to RM 33-5301-1014 Intersection: N. Oak St.

<table border="1"> <thead> <tr> <th colspan="3">Time of Day</th> </tr> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>0600-1000</td> <td>2</td> <td>15.38%</td> </tr> <tr> <td>1000-1600</td> <td>7</td> <td>53.85%</td> </tr> <tr> <td>1600-1900</td> <td>1</td> <td>7.69%</td> </tr> <tr> <td>1900-2400</td> <td>2</td> <td>15.38%</td> </tr> <tr> <td>2400-0600</td> <td>1</td> <td>7.69%</td> </tr> <tr> <td>Unknown</td> <td>0</td> <td>0.00%</td> </tr> <tr> <td>Total</td> <td>13</td> <td>100.00%</td> </tr> </tbody> </table>	Time of Day				#	%	0600-1000	2	15.38%	1000-1600	7	53.85%	1600-1900	1	7.69%	1900-2400	2	15.38%	2400-0600	1	7.69%	Unknown	0	0.00%	Total	13	100.00%	<table border="1"> <thead> <tr> <th colspan="3">Weather</th> </tr> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Clear</td> <td>9</td> <td>69.23%</td> </tr> <tr> <td>Cloudy</td> <td>3</td> <td>23.08%</td> </tr> <tr> <td>Rain/Snow</td> <td>1</td> <td>7.69%</td> </tr> <tr> <td>Sleet/Hail/</td> <td></td> <td></td> </tr> <tr> <td>Freezing Rain</td> <td>0</td> <td>0.00%</td> </tr> <tr> <td>Fog/Smog/Smoke</td> <td>0</td> <td>0.00%</td> </tr> <tr> <td>Other/Unknown</td> <td>0</td> <td>0.00%</td> </tr> <tr> <td>Total</td> <td>13</td> <td>100.00%</td> </tr> </tbody> </table>	Weather				#	%	Clear	9	69.23%	Cloudy	3	23.08%	Rain/Snow	1	7.69%	Sleet/Hail/			Freezing Rain	0	0.00%	Fog/Smog/Smoke	0	0.00%	Other/Unknown	0	0.00%	Total	13	100.00%																					
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Accident #: 15, 26, 27, 32, 36, 40, 42, 45, 49, 72, 75, 79, 85

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie
 Date: 2/22/2021
 RM 33-5301-1010 to RM 33-5301-1014 Intersection: Elm St.

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Accident #: 13, 22, 24, 30, 47, 48, 50, 55, 59, 68, 76, 86

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie

Date: 2/22/2021

RM 33-5301-1010 to RM 33-5301-1014

Intersection: Michigan Ave.

Time of Day			Weather		
	#	%		#	%
0600-1000	3	11.54%	Clear	12	46.15%
1000-1600	12	46.15%	Cloudy	2	7.69%
1600-1900	5	19.23%	Rain/Snow	10	38.46%
1900-2400	5	19.23%	Sleet/Hail/		
2400-0600	1	3.85%	Freezing Rain	1	3.85%
Unknown	0	0.00%	Fog/Smog/Smoke	0	0.00%
Total	26	100.00%	Other/Unknown	1	3.85%
			Total	26	100.00%

Light Condition			Time of Year		
	#	%		#	%
Daylight	16	61.54%	Winter (Dec-Feb)	1	100.00%
Dawn	0	0.00%	Spring (Mar-May)	0	0.00%
Dusk	2	7.69%	Summer (Jun-Aug)	0	0.00%
Dark Lighted	8	30.77%	Fall (Sep-Nov)	0	0.00%
Dark Unlighted	0	0.00%	Total	1	100.00%
Unknown	0	0.00%			
Total	26	100.00%			

Accident Type			Roadway Character		
	#	%		#	%
Overtaking	16	61.54%	Straight & Level	1	100.00%
Rear End	4	15.38%	Straight & Grade	0	0.00%
Right Angle	4	15.38%	Straight & Hillcrest	0	0.00%
Left Turn	0	0.00%	Curve & Level	0	0.00%
Head on/SS	0	0.00%	Curve & Grade	0	0.00%
Run Off Rd./	2	7.69%	Curve & Hillcrest	0	0.00%
Fixed Object			Unknown	0	0.00%
Pedestrian	0	0.00%	Total	1	100.00%
Bicycle	0	0.00%			
Animal	0	0.00%			
Backing	0	0.00%			
Right Turn	0	0.00%			
Other/Unknown	0	0.00%			
Total	26	100.00%			

Accident Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0.00%	Dry	1	100.00%
Injury	7	26.92%	Wet	0	0.00%
PDO	19	73.08%	Muddy	0	0.00%
Unknown	0	0.00%	Snow/Ice	0	0.00%
Total	26	100.00%	Slush	0	0.00%
			Other	0	0.00%
			Unknown	0	0.00%
			Total	1	100.00%

Accident #: 1, 4, 5, 7, 9, 10, 11, 14, 18, 20, 21, 23, 28, 38, 39, 53, 57, 63, 73, 77, 83, 84, 87, 88, 90, 91

ACCIDENT SUMMARY SHEET

Location: Goodell St. from Pearl St. to Maple St. City: Buffalo
 Period Covered: 11/1/2018 to 10/31/2020 County: Erie

Date: 2/22/2021

RM 33-5301-1010 to RM 33-5301-1014

Intersection: Maple St

<p align="center">Time of Day</p> <table border="1"> <thead> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr><td>0600-1000</td><td>0</td><td>0.00%</td></tr> <tr><td>1000-1600</td><td>1</td><td>100.00%</td></tr> <tr><td>1600-1900</td><td>0</td><td>0.00%</td></tr> <tr><td>1900-2400</td><td>0</td><td>0.00%</td></tr> <tr><td>2400-0600</td><td>0</td><td>0.00%</td></tr> <tr><td>Unknown</td><td>0</td><td>0.00%</td></tr> <tr><td>Total</td><td>1</td><td>100.00%</td></tr> </tbody> </table>				#	%	0600-1000	0	0.00%	1000-1600	1	100.00%	1600-1900	0	0.00%	1900-2400	0	0.00%	2400-0600	0	0.00%	Unknown	0	0.00%	Total	1	100.00%	<p align="center">Weather</p> <table border="1"> <thead> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr><td>Clear</td><td>1</td><td>100.00%</td></tr> <tr><td>Cloudy</td><td>0</td><td>0.00%</td></tr> <tr><td>Rain/Snow</td><td>0</td><td>0.00%</td></tr> <tr><td>Sleet/Hail/</td><td></td><td></td></tr> <tr><td>Freezing Rain</td><td>0</td><td>0.00%</td></tr> <tr><td>Fog/Smog/Smoke</td><td>0</td><td>0.00%</td></tr> <tr><td>Other/Unknown</td><td>0</td><td>0.00%</td></tr> <tr><td>Total</td><td>1</td><td>100.00%</td></tr> </tbody> </table>				#	%	Clear	1	100.00%	Cloudy	0	0.00%	Rain/Snow	0	0.00%	Sleet/Hail/			Freezing Rain	0	0.00%	Fog/Smog/Smoke	0	0.00%	Other/Unknown	0	0.00%	Total	1	100.00%																					
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Accident #: 70

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
1	11/1/2018	11:49	2	PDO	Daylight	Straight and Level	Wet	Rain	Turning Improperly	V1 WB on Goodell St. in the middle lane. V2 WB on Goodell St. in the right lane. V1 suddenly attempted to turn right onto Michigan Ave. and struck V2. OVERTAKING
2	11/7/2018	6:50	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW	V1 WB on Goodell St. in the right lane. V2 WB on Goodell St. in the middle lane. V1 attempted to make a left turn from the right lane onto Ellicott St. and struck V2. OVERTAKING
3	11/7/2018	8:42	2	PDO	Daylight	Straight and Level	Dry	Clear	Unsafe Lane Change, Passing or Lane Usage Improper	V1 WB on Goodell St. in the middle lane. V2 WB on Goodell St. in the left lane. V1 attempted to change lanes to the left and overtook V2. V1 told officers that V2 was in her blind spot. OVERTAKING
4	11/9/2018	11:00	2	PDO	Daylight	Straight and Level	Wet	Snow	Unsafe Lane Change	V1 WB on Goodell St. in the middle lane. V2 WB on Goodell St. V1 attempted to turn right onto Michigan Ave. from the center lane and struck V2. OVERTAKING
5	11/23/2018	17:30	2	PDO	Dusk	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. 150 ft east of Michigan. V2 in the left lane. V1 in the right lane. V2 suddenly swerved to the right to hit V2. V2 could not move right due to curb. OVERTAKING
6	11/26/2018	17:53	2	PDO	Dark Road Lighted	Straight and Level	Wet	Rain		V1 WB on Goodell St. V2 NB on Washington St. making a left turn onto Goodell St. V1 ran the red light and struck V2. LEFT TURN
7	12/6/2018	15:10	2	INJ	Daylight	Straight and Level	Wet	Snow		V1 & V2 WB on Goodell St. at Michigan St. V1 in the center lane following GPS. V2 was in the left lane. V1 attempted to turn left onto Michigan from the center lane and struck V2. OVERTAKING
8	12/7/2018	17:15	2	PDO	Dark Road Lighted	Curve and Level	Dry	Clear		V1 was in the furthest lane to the right that you can continue straight onto Pearl St. SB from WB Goodell St. V2 struck V1 from the left lane trying to merge onto Edward St. OVERTAKING

Accident History For Location

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Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
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9	12/10/2018	12:55	2	PDO	Daylight	Straight and Level	Dry	Cloudy		V1 & V2 WB on Goodell St. at Michigan Ave. V1 in the left lane. V2 in the center lane. The light turned green and V2 turned left into V1 before V1 could move. OVERTAKING
10	12/11/2018	18:15	2	PDO	Dark Road Lighted	Straight and Level	Wet	Sleet/Hail/Freezing Rain		V1 & V2 WB on Goodell St. V2 in the left lane. V1 in the left center lane. V1 changed lanes to turn left (SB onto Michigan Ave.) and struck V2. OVERTAKING Ticket Issued
11	12/12/2018	12:51	2	PDO	Daylight	Straight and Level	Dry	Clear	Turning Improperly	V1 & V2 WB on Goodell St. V1 in the left lane. V2 attempted to make a left turn from the far right lane and struck V1. OVERTAKING
12	12/21/2018	16:33	2	PDO	Daylight	Curve and Level	Dry	Cloudy	Passing or Lane Usage Improper	V1 & V2 WB on Main St. at Edward St. V1 overtook V2 due to a curvy road after the intersection. OVERTAKING
13	12/28/2018	8:46	2	PDO	Daylight	Straight and Level	Wet	Cloudy	Passing or Lane Usage Improper	V1 NB on Elm St. attempting a left turn onto Goodell St. V2 WB on Goodell St. V1 struck V2. V2 had the right of way. LEFT TURN
14	12/31/2018	10:02	2	PDO	Daylight	Straight and Level	Dry	Clear	Following Too Closely, Driver Inattention Distraction	V1 & V2 (Single unit truck) SB on Michigan Ave. at Goodell St. V2 did stop at the intersection which was a steady red signal. V1 struck V2 from behind. REAR END Ticket Issued
15	1/14/2019	9:02	2	INJ	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at N. Oak St. V1 in the middle left lane. V2 in the left lane. V1 attempted to change lanes to the left lane and overtook V2. V2 did then jump the curb striking the SW corner of the UB building. OVERTAKING Ticket Issued
16	1/16/2019	6:43	2	PDO	Dark Road Lighted	Curve and Level	Wet	Sleet/Hail/Freezing Rain	Passing or Lane Usage Improper	V1 & V2 WB on Goodell St. at Main St. and Edward St. V1 in the right lane V2 in the center lane. V1 changed lanes and overtook V2. OVERTAKING

Accident History For Location

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					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
17	1/16/2019	20:00	2	PDO						V1 & V2 WB on Goodell St. where it crosses over to Edward St. V2 overtook V1 and struck the rear passenger side of V1. OVERTAKING
18	1/23/2019	12:35	2	PDO	Daylight	Straight and Level	Wet	Rain	Unsafe Lane Change	V1 & V2 NB on Michigan Ave. at Goodell St. V1 in the right lane. V2 in the left lane. V1 driver got confused when he saw the "One Way" sign on Goodell St. and merged into the left lane overtaking V1. OVERTAKING
19	1/28/2019	15:55	2	INJ	Daylight	Straight and Level	Wet	Clear	Driver Inattention Distraction	V1 NB on Washington St. V2 WB on Goodell St. V1 struck V2 at right angle. V2 states they had a green light. RIGHT ANGLE
20	2/6/2019	13:20	2	PDO	Daylight	Straight and Level	Slush	Rain	Traffic Control Disregarded, Failure to Yield ROW	V1 WB on Goodell St. with a red light. V2 SB on Michigan Ave. with green light. V1 passed the red light and struck V2 at a right angle. RIGHT ANGLE
21	2/7/2019	18:40	2	PDO	Dark Road Lighted	Straight and Level	Wet	Rain	Turning Improperly	V1 WB on Goodell St. in the middle lane. V2 WB on Goodell St. in the right lane. V1 attempted to turn right onto Michigan Ave. from the middle lane and struck V2. OVERTAKING
22	2/13/2019	8:59	2	PDO	Daylight	Straight and Level	Wet	Cloudy	Failure to Yield ROW	V1 NB on Elm St. stopped at stop sign, attempting a left turn onto Goodell St. V2 WB on Goodell St. V1 struck V2. LEFT TURN
23	2/20/2019	15:27	2	INJ	Daylight	Straight and Level	Wet	Clear	Turning Improperly	V1 & V2 WB on Goodell St. V2 in the right lane. V1 was in the middle lane. Both vehicles had the green light. V1 at the last minute tried to merge into V2 lane to make a right turn onto Michigan Ave. NB. V1 struck V2 on the drivers side. OVERTAKING
24	2/21/2019	8:43	2	PDO	Daylight	Straight and Level	Wet	Clear	Driver Inattention Distraction, Unsafe Lane Change	V1 & V2 NB on Elm St. south of Goodell St. V1 in the left lane. V2 in the right lane. V1 attempted to change lanes and sideswiped V2 on the drivers side front end. OVERTAKING

Accident History For Location

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					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
25	2/21/2019	17:00	2	PDO	Dusk	Straight and Level	Dry	Clear	Unsafe Lane Change	V1 & V2 WB on Goodell St. at Main St. V1 in the right lane crossing Main St. onto Edward St. V2 was in the left lane from Goodell St. onto Edward St. V1 attempted to merge into the left lane causing the collision with V2. OVERTAKING
26	2/27/2019	15:00	2	PDO	Daylight	Straight and Level	Snow/Ice	Snow	Traffic Control Disregarded	V1 WB on Goodell St. V2 SB on N. Oak St. V1 did not stop for the red light causing V1 to strike V2 at a right angle. RIGHT ANGLE
27	4/4/2019	13:09	2	PDO	Daylight	Straight and Level	Dry	Clear	Following Too Closely	V1 & V2 WB on Goodell St. at N. Oak St. V2 was stopped in traffic. V1 rear-ended V2. REAR END
28	4/6/2019	14:00	1	INJ	Daylight	Straight and Level	Dry	Clear	Brakes Defective	V1 SB on Michigan Ave 30 ft. north of Goodell St. V1 driver stated she pressed on the brakes but the vehicle would not stop. V1 struck a tree at 814 Michigan Ave. ROR/FO
29	4/6/2019	15:56	2	PDO	Daylight	Straight and Level	Dry	Clear	Traffic Control Disregarded	V1 NB on Washington St. attempting a left turn onto Goodell St. V2 WB on Goodell St. V1 turned left on a green light and V2 drove through a red light striking V1. LEFT TURN
30	4/9/2019	5:01	2	PDO	Dark Road Lighted	Straight and Level	Dry	Clear	Turning Improperly, Unsafe Lane Change	V1 NB on Elm St. making a left turn onto Goodell St. V2 WB on Goodell St. V1 merged into incorrect lane of traffic causing V1 to strike V2. V2 then struck a "No Parking" sign on sidewalk at 132 Goodell St. LEFT TURN
31	4/10/2019	10:57	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Main St. V1 in the left lane. V2 in the right lane. V1 attempting to make a left turn from the right lane and struck V1. OVERTAKING
32	4/13/2019	2:21	2	PDO	Dark Road Lighted	Straight and Level	Dry	Clear	Driver Inexperience	V1 & V2 WB on Goodell St. at N. Oak St. V1 was in the right lane. V2 was in the middle lane. V1 attempted to make a left turn from the right lane onto N. Oak St and struck V2. OVERTAKING

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
33	4/16/2019	23:30	2	PDO	Daylight	Straight and Level	Wet	Rain	Driver Inattention Distraction	V1 & V2 WB on Goodell St. where it merges to Edward St. at Main St. V1 was in the right lane. V2 was in the left lane. V1 overtook V2. OVERTAKING
34	4/17/2019	14:30	2	PDO	Daylight	Curve and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Main St. V1 in the left lane. V2 in the right lane. V1 & V2 overtook each other when they were entering Edward St. OVERTAKING
35	4/17/2019	15:45	2	PDO						V1 & V2 WB on Goodell St. at Main St. V1 was stopped behind 2 vehicles waiting to turn right onto Main St. V2 failed to stop and rear-ended V1. REAR END
36	4/22/2019	15:10	2	PDO	Daylight	Straight and Level	Dry	Clear	Passing or Lane Usage Improper	V1 & V2 WB on Goodell St. at N. Oak St. V2 was in the far right lane. V1 was in the middle lane. V2 crossed over into V2 lane striking V2. V2 had damage to the drivers door. V1 had damage to the passengers side. OVERTAKING
37	4/24/2019	9:33	2	PDO	Daylight	Straight and Level	Dry	Clear	Driver Inattention Distraction	V1 SB on Washington St. V2 WB on Goodell St. V1 states he had the green light and went through the intersection. V2 states he did not know what color the signal was and struck V1 in the rear. RIGHT ANGLE
38	5/1/2019	8:10	2	PDO	Daylight	Straight and Level				V1 & V2 WB on Goodell St. at Michigan Ave. Traffic was stop and go. V1 rear ended V2. REAR END
39	5/1/2019	20:49	1	INJ	Dark Road Lighted	Straight at Hillcrest	Wet	Rain	Pavement Slippery	V1 NB on Michigan Ave. crossing over Goodell St. V1 struck the fire hydrant at the NE corner of Michigan Ave. and Goodell St. ROR/FO
40	5/14/2019	9:23	2	PDO	Daylight	Straight and Level	Dry	Cloudy		V1 & V2 WB on Goodell St. at Oak St. V1 was in the center lane. V2 was in the left lane. V1 attempted to change lanes to the left and overtook V2. OVERTAKING

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
41	5/18/2019	10:15	2	PDO	Daylight	Straight and Level	Dry	Cloudy	Failure to Yield ROW	V1 & V2 WB on Goodell St. at Edward St. V1 in the center lane V2 in the left lane. V1 overtook V2. OVERTAKING
42	5/23/2019	10:26	2	INJ	Daylight	Straight and Level	Dry	Cloudy	Turning Improperly	V1 & V2 WB on Goodell St at Oak St. V2 was in the center lane. V1 was in the left most lane. V2 attempted to turn left onto Oak St. and struck V1. V2 after impact continued striking light pole on the southwestern corner of the intersection. OVERTAKING
43	5/28/2019	9:00	2	PDO	Daylight	Curve and Level	Wet	Rain	Passing or Lane Usage Improper	V1 (bus)& V2 SB on Main St. V2 in the right lane attempting to turn right onto Edward St. V1 in the center lane attempting to turn onto Pearl St. V1 went over into V2 lane striking the front drivers side quarter panel of V2. OVERTAKING
44	5/3/2019	14:05	2	PDO	Daylight	Curve and Level	Dry	Clear	Passing or Lane Usage Improper	V1 & V2 WB on Goodell St crossing over Main St. V1 in the left lane. V2 was in the middle lane. V1 attempted to continue into Edward St. V2 was turning onto Pearl St. V1 collided with V2. OVERTAKING
45	6/3/2019	19:24	2	PDO	Daylight	Straight and Level	Dry	Clear	Glare	V1 WB on Goodell St into the sun's glare. V2 SB on N. Oak St. V1 was searching for a parking lot and believed they had a green signal. V1 struck V2 at a right angle. Surveillance shows V1 had red signal. RIGHT ANGLE
46	6/22/2019	8:48	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Ellicott St. V2 was stoped in traffic. V1 struck the rear of V2. REAR END
47	7/23/2019	10:15	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Turning Improperly	V1 NB on Elm St. V2 (tractor trailer) WB on Goodell St. V2 was in the left lane. V1 attempting a left had turn and did strike V2. LEFT TURN
48	7/24/2019	8:00	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW	V1 NB on Elm St. V2 WB on Goodell St. V2 was in the left lane. V1 attempting a left had turn and did strike V2. LEFT TURN

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
49	7/26/2019	17:04	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Traffic Control Disregarded	V1 WB on Goodell St. with a steady red signal at N. Oak St. V2 SB on N. Oak St. with steady green signal. V1 ran the red signal striking V2. RIGHT ANGLE
50	7/30/2019	14:53	2	PDO	Daylight	Straight and Level	Dry	Cloudy	Failure to Yield ROW	V1 NB on Elm St. turning left onto Goodell St. V2 WB on Goodell St. V1 failed to yield into traffic and struck V2. LEFT TURN
51	8/8/2019	19:00	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Passing or Lane Usage Improper	V2 was WB on Edward St. V1 WB on Pearl St. trying to merge onto Edward St. V1 overtook V2. OVERTAKING
52	8/14/2019	pm	2	PDO						V1 WB on Goodell St. V2 SB on Washington St. turning right onto Goodell St. V1 and V2 collided. RIGHT TURN
53	8/15/2019	8:50	4	INJ	Daylight	Straight and Level	Dry	Clear	Traffic Control Disregarded, Driver Inattention/ Distraction	V1 WB on Goodell St. V2 & V3 NB on Michigan Ave. V4 SB on on Michigan Ave. stopped at red signal. V1 admitted going through the red light on Goodell St. and struck V2 & V3. V4 was struck by a vehicle but police were unsure which vehicle struck it. RIGHT ANGLE
54	9/5/2019	13:10	2	PDO	Daylight	Straight and Level	Dry	Clear	Passing or Lane Usage Improper, Unsafe Lane Change	V1 & V2 WB on Pearl St. at Main St. V1 was in the left lane. V2 was in the right lane. V1 attempted to change lanes to Edward St. and struck V2 causing V2 to strike a pole. OVERTAKING
55	9/10/2019	9:02	2	PDO	Daylight	Straight and Level	Dry	Clear	Driver Inattention/ Distraction	V1 & V2 NB on Elm St. towards Goodell St. V1 rearended V2. REAR END
56	9/11/2019	20:19	2	PDO	Daylight	Curve and Level	Dry	Clear		V1 & V2 WB on Goodell St. crossing over Main St, where it turns into Edward St. V2 in the right lane. V2 in the left lane. V1 tries to merge to the right lane striking V2. OVERTAKING

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
57	9/20/2019	23:59	2	INJ	Dark Road Lighted	Straight and Level	Dry	Clear	Unsafe Speed, Traffic Control Disregarded	V1 WB on Goodell St. V2 NB on Michigan Ave. V2 had a steady green signal. V1 had a steady red signal. V1 struck V2. RIGHT ANGLE Ticket Issued
58	9/26/2019	15:29	2	PDO	Daylight	Curve and Level	Dry	Clear	Driver Inattention/ Distraction	V1 & V2 WB on Goodell St. at Main St. V2 was in the left lane merging onto Pearl St. V1 in the right lane also tries to merge onto Pearl St. and did strike V2. OVERTAKING
59	9/27/2019	7:40	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 NB on Elm St. making a left turn onto Goodell St. V2 WB on Goodell St. V1 failed to yield after stop sign on Elm St. V1 struck V2. LEFT TURN Ticket Issued
60	9/29/2019	11:07	2	INJ	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Ellicott St. V1 in the left lane. V2 in the center lane. V1 merged to the right and struck V2. OVERTAKING
61	10/1/2019	10:29	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB Goodell St. at Washington St. V1 in the second left lane. V2 was in the farthest left lane. V1 attempted to change lanes to the left lane turn left SB onto Washington St. V1 collided with V2 OVERTAKING
62	10/2/2019	13:35	2	PDO	Daylight	Straight and Level	Wet	Rain	Passenger Distraction, Traffic Control Disregarded	V1 WB on Goodell St. V2 SB on Washington St. turning right onto Goodell St WB. V1 struck V2. RIGHT TURN
63	10/3/2019	20:19	2	PDO	Dark Road Lighted	Straight and Level	Wet	Rain		V1 & V2 WB on Goodell St. at Michigan Ave. V2 was stopped in traffic. V1 struck V2 from behind. REAR END
64	10/9/2019	19:40	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Main St at Edward St. V1 was in the left lane V2 in the right lane. V1 attempted to merge into V2 lane striking V2. OVERTAKING

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
65	10/11/2019	7:46	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Turning Improperly	V1 & V2 WB on Goodell St at Ellicott St. V1 in the center lane. V2 in the left lane. V1 put her directional on and turned left from the center lane attempting to proceed SB on Ellicott St. striking V2. OVERTAKING
66	10/25/2019	11:02	2	INJ	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Traffic Control Disregarded	V2 SB on Washington St. with a green light. V1 WB on Goodell St. with a red light. V2 passed through the red light and struck V1. RIGHT ANGLE
67	11/13/2019	13:00	2	INJ	Daylight	Straight and Level	Wet	Clear	Unsafe Lane Change	V1 & V2 WB on Goodell St at Main St. V1 in the right lane. V2 in the left lane. V2 was merging onto Edward St. V1 was merging onto Pearl St. V1 struck V2. OVERTAKING
68	11/19/2019	7:44	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 NB on Elm St. attempting to turn left onto Goodell St. V2 WB on Goodell St. in the middle lane. V1 made the left turn and collided with V2. LEFT TURN
69	11/22/2019	19:09	2	PDO	Dark Road Lighted	Straight and Level	Dry	Clear		V1 & V2 NB on Main St. @ Edward St. V1 in the left lane. V2 in the right lane. V1 attempted to change lanes and overtook V2. OVERTAKING
70	12/28/2019	15:10	1	INJ	Daylight	Straight and Level	Dry	Clear		V1 WB on BFNC drive at Maple St. V1 driver states passenger did grab the wheel and did make V1 strike building. ROR/FO
71	1/7/2020	16:30	3	PDO	Daylight	Straight and Level	Dry	Clear	Following Too Closely, Following Too Closely	V1, V2 & V3 WB on Goodell St at Ellicott St. V2 & V3 were stopped at the intersection. V1 collided with the rear of V2. V2 struck V3. V3 left scene because there was no damage. REAR END
72	1/9/2020	14:11	2	PDO	Daylight	Straight and Level	Dry	Cloudy		V1 & V2 WB on Goodell St. at N Oak St. V1 in the left lane. V2 was in the farthest left lane. V2 attempted to turn left onto N. Oak St. SB and collided with V2. OVERTAKING

Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
73	1/18/2020	22:26	2	PDO	Dark Road Lighted	Straight and Level	Wet	Snow	Failure to Yield ROW	V1 SB on Michigan Ave. V2 (ambulance) WB on Goodell St. with lights and sirens activated. V1 failed to yield at the intersection to the emergency vehicle. V1 & V2 collided. RIGHT ANGLE
74	1/21/2020	9:20	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Ellicott St. V2 was stoped at light and V2 started driving forward and stopped to turn, V1 started forward, looked at a clock and V2 failed to stop in time and rearended V2. REAR END
75	2/3/2020	15:03	2	INJ	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at N. Oak St. V1 was in the center lane. V2 was in the left lane. V1 turned left from the center lane to the left lane striking V2. V1 hit the building. OVERTAKING
76	2/7/2020	16:18	2	PDO	Daylight	Straight and Level	Wet	Cloudy	Failure to Yield ROW	V1 NB on Elm St. stopped at the stop sign. V2 WB on Goodell St. in traffic. V1 proceeds through the stop sign turning left and failing to yield to traffic and strikes V2. LEFT TURN
77	2/19/2020	17:51	2	PDO	Dusk	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Michigan Ave. V1 was in the center lane. V2 was in the far left lane. V1 attempted to make a left turn onto Michigan Ave. striking V2 on the passengers side. OVERTAKING
78	3/5/2020	7:49	2	PDO	Daylight	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. / Main St. and to go WB on Edward St. V1 in the left lane. V2 in the right lane. V1 & V2 collided at Edward St. V2 states having the Right of Way. OVERTAKING
79	3/8/2020	15:39	2	PDO	Daylight	Straight and Level	Dry	Clear	Other Vehicular, Other Vehicular	V2 SB on Oak St. V1 WB on Goodell St. V2 waiting at light, The light turned green and V2 proceeded. V1 also states they had a green light and V1 & V2 collided at a right angle. RIGHT ANGLE
80	3/18/2020	15:39	2	PDO	Daylight	Straight and Level	Dry	Clear	Failure to Yield ROW, Passing or Lane Usage Improper	V1 & V2 WB on Edward St. at Main St. V1 was in the far right lane, V2 was in the left hand lane. V2 overtook V1. OVERTAKING

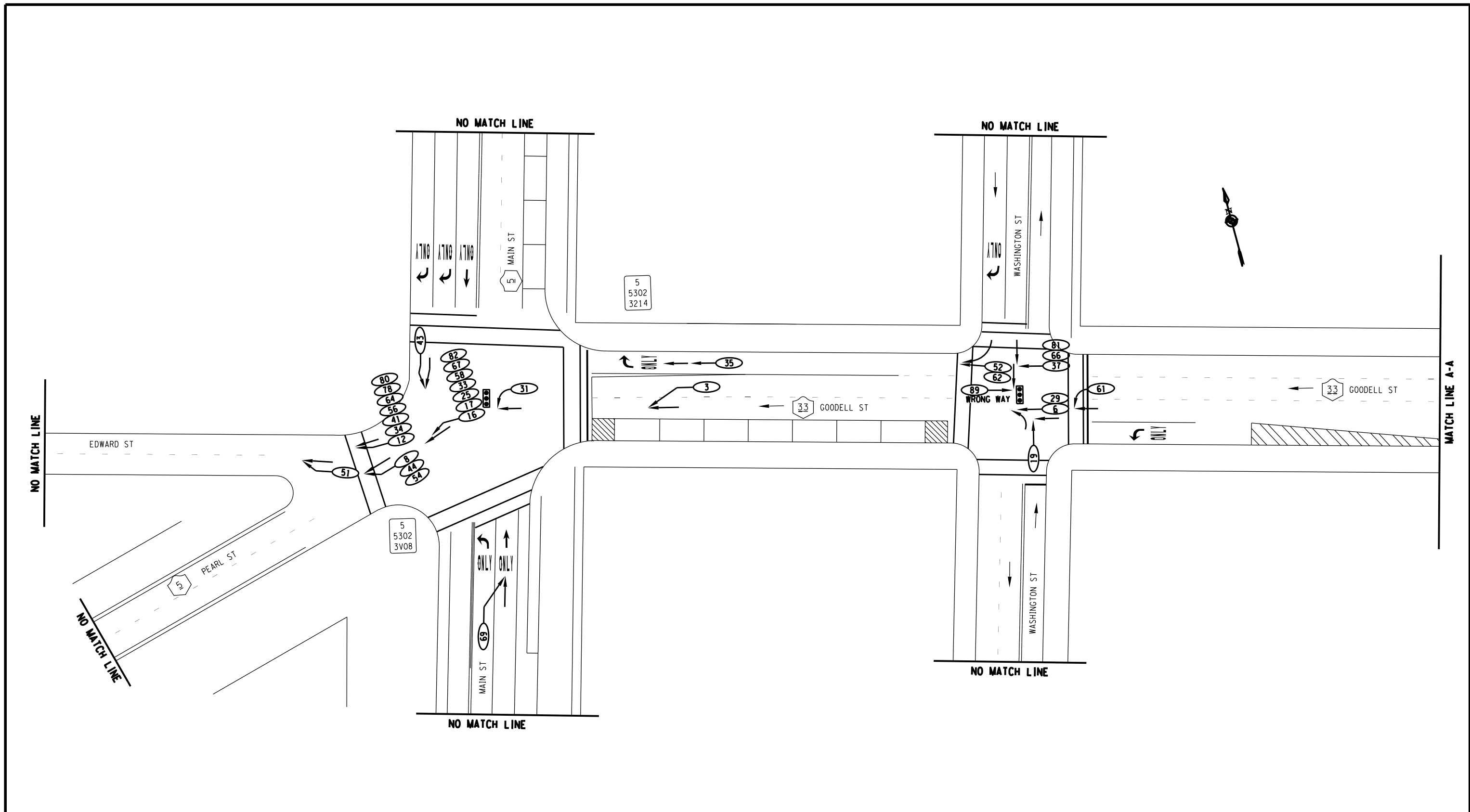
Accident History For Location

County: Erie Route No. or Street Name: NY 33 - Goodell St. H.S.I.										
Muni: City of Buffalo At Intersection With: from Edward St. / Pearl St. to Maple St. H.S.I.										
Time period: 11/1/2018 to 10/31/2020 Number of Months: 24 File: Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.										
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214										
Accident #	Date	Time	# Veh.	Severity	Environmental Factors					Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr	App.Contr Factors	
81	4/28/2020	14:00	2	INJ	Daylight	Straight and Level	Dry	Cloudy		V1 SB on Washington St. V2 WB on Goodell St. Both vehicles collided at Intersection. Both drivers stated they had a green light. RIGHT ANGLE
82	6/22/2020	11:28	2	PDO	Daylight	Curve and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Main St. V1 was in the right lane. V2 was in the left lane. V1 attempted to change lanes towards Pearl St. with the right directional on. V2 was driving towards Edward St. V1 overtook V2. OVERTAKING
83	7/2/2020	16:35	3	PDO	Daylight	Straight and Level	Dry	Clear	Driver Inattention/ Distraction, Passing or Lane Usage Improper	V1, V2 & V3 WB on Goodell St. at Michigan Ave. V2 & V3 were stopped at the red light. V1 rearended V2 and V3. V1 then fled the scene. REAR END
84	7/14/2020	7:04	3	PDO	Daylight	Straight and Level	Dry	Clear	Driver Inattention/ Distraction, Following Too Closely	V1, V2 & V3 WB on Goodell St. at Michigan Ave. V2 & V3 were stopped at the red light. V2 was in the center lane. V3 was in the far right lane. V1 failed to stop at the solid red light and swerved to avoid the middle lane striking V2 & V3. OVERTAKING
85	7/22/2020	23:10	2	PDO	Dark Road Lighted	Straight and Level	Dry	Clear	Unsafe Lane Change	V1 & V2 SB on N. Oak St. at Goodell St. V1 passed V2 in the left hand lane and did attempt to enter into V2 lane and struck V2. V1 overtook V2. OVERTAKING
86	7/30/2020	15:00	2	PDO	Daylight	Straight and Level	Dry	Clear	Driver Inattention/ Distraction	V1 NB on Elm St. V2 WB on Goodell St. V1 made a left turn onto Goodell St. and was stuck by V2. LEFT TURN
87	8/7/2020	2:08	2	INJ	Dark Road Lighted	Straight and Level	Dry	Clear		V1 & V2 WB on Goodell St. at Michigan Ave. V1 was in the left lane. V2 was in the center lane. V2 went to make a left hand turn onto Michigan Ave. from the center lane and struck V1. OVERTAKING
88	9/22/2020	13:48	2	PDO	Daylight	Straight and Level	Dry	Cloudy	Turning Improperly	V1 & V2 WB on Goodell St at Michigan Ave. V2 was in the left lane. V1 was in the center lane. V1 attempted to make a left turn from the center lane into V2 who was going straight. OVERTAKING

Accident History For Location

County: Erie	Route No. or Street Name: NY 33 - Goodell St.	H.S.I.
Muni: City of Buffalo	At Intersection With: from Edward St. / Pearl St. to Maple St.	H.S.I.
Time period: 11/1/2018 to 10/31/2020	Number of Months: 24	File:
RM 33-5301-1010 to RM 33-5301-1014 and RM 5-5302-3213 to RM 5-5302-3214		Note: Apparent contributing factors refer to Driver #1 unless otherwise noted.

Accident #	Date	Time	# Veh.	Severity	Environmental Factors					App.Contr Factors	Description
					Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weathr			
89	10/3/2020	22:25	2	INJ	Dark Road Lighted	Straight and Level	Dry	Clear	Failure to Yield ROW	V1 was heading EB on Goodell St. which is a WB, one way only street. V2 SB on Washington St. V1 Struck V2 at a right angle. After the initial collision V1 the struck and destroyed a crosswalk signal and did strike building at 779 Washington St. causing structure damage. RIGHT ANGLE Ticket Issued	
90	10/5/2020	22:51	2	PDO	Dark Road Lighted	Straight and Level	Dry	Clear	Turning Improperly, Passing or Lane Usage Improper	V1 & V2 WB on Goodell St. at Michigan Ave. V1 was in the second from the right lane which is a non-turning lane. V2 was in the nearest right hand lane. V1 tried to make a right hand turn from the non-turning lane overtaking V2. OVERTAKING Ticket Issued	
91	10/21/2020	10:23	2	PDO	Daylight	Straight and Level	Wet	Rain	Unsafe Lane Change	V1 & V2 WB on Goodell St. at Michigan Ave. V2 was overtaken by V1. Driver 1 states she was changing lanes to the right when she struck V2. OVERTAKING	
92	10/26/2020	15:00	2	PDO	Daylight	Straight and Level	Wet	Rain		V1 & V2 WB on Goodell St at Ellicott St. V1 in the middle lane. V2 in the left lane. V1 attempted to turn left onto Ellicott St. from the center lane attempting to proceed SB on Ellicott St. striking V2. OVERTAKING	
93											
94											
95											
96											



ACCIDENT DETAIL

TYPE OF ACCIDENT (SEE LEGEND)

NUMBER OF VEHICLES

KEY NUMBER (SEE FORM TE 213)

SYMBOLS

- ← MOVING VEHICLE
- ⇐ BACKING VEHICLE
- ⇐ STOPPED VEHICLE
- ▭ PARKED VEHICLE
- FIXED OBJECT
- F FATAL INJURY
- PE PEDESTRAIN
- BI BICYCLE
- MC MOTORCYCLE
- DE DEER

SIGNALIZED INTERSECTIONS:
 GOODELL ST. AT MAIN ST.
 GOODELL ST. AT WASHINGTON ST.

NOTES:

- ACCIDENT LOCATIONS ARE APPROXIMATE.
- DRIVEWAYS ARE ONLY SHOWN IN RELATIONSHIP TO ACCIDENTS.

COLLISION DIAGRAM

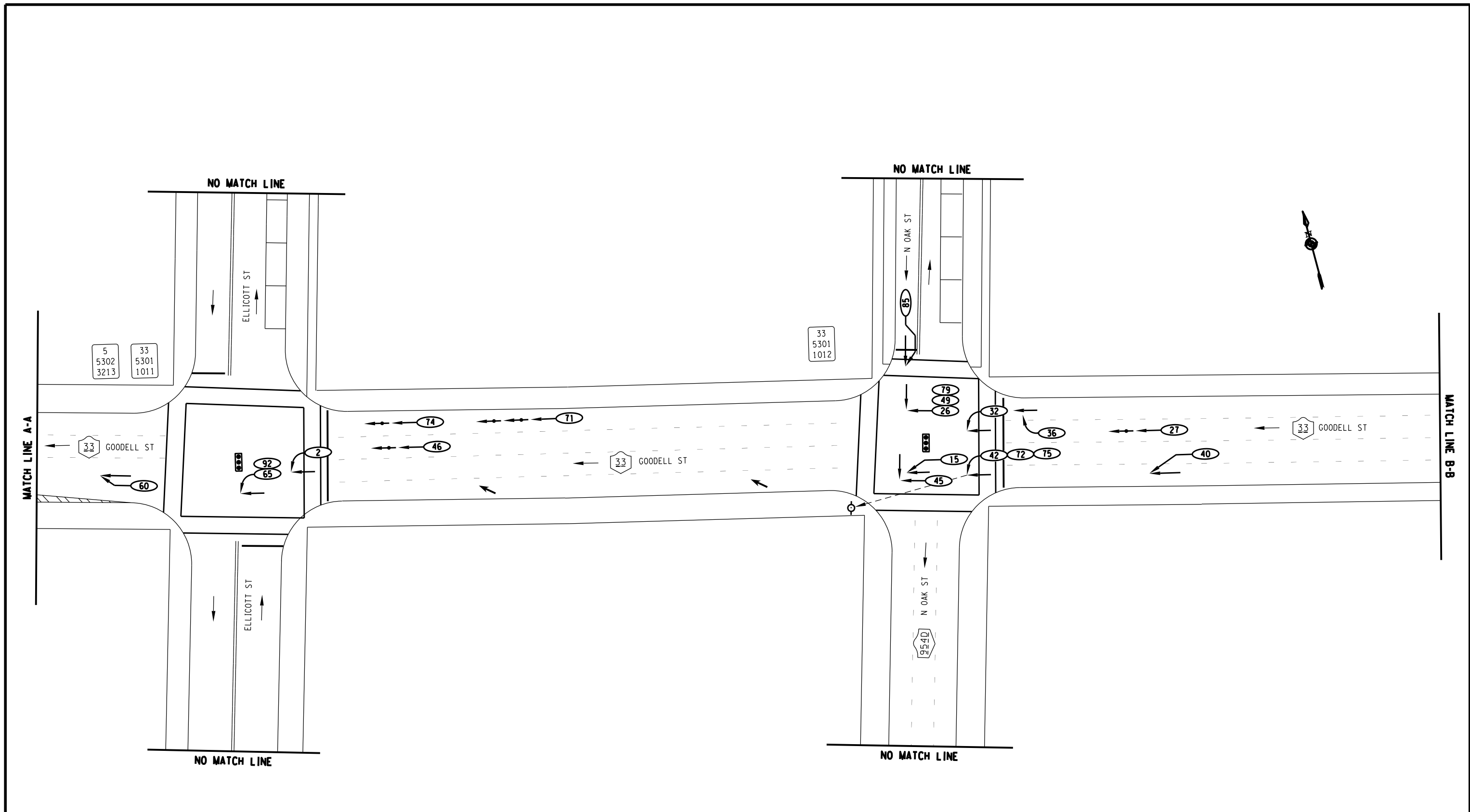
PROJECT NY 33 - GOODELL ST. FROM EDWARD ST./PEARL ST. TO MAPLE ST.

DRAWN BY M. TAKAC DATE DRAWN 1/28/2021

SCALE NO SCALE PAGE 1 OF 3

NOTES:

- ACCIDENTS THAT COULD NOT BE PLOTTED *00



ACCIDENT DETAIL

TYPE OF ACCIDENT (SEE LEGEND)

NUMBER OF VEHICLES

KEY NUMBER (SEE FORM TE 213)

SYMBOLS

- ← MOVING VEHICLE
- ⇐ BACKING VEHICLE
- ⇐ STOPPED VEHICLE
- ▭ PARKED VEHICLE
- FIXED OBJECT
- F FATAL INJURY
- PE PEDESTRAIN
- BI BICYCLE
- MC MOTORCYCLE
- DE DEER

SIGNALIZED INTERSECTIONS:
 GOODELL ST. AT ELLICOTT ST.
 GOODELL ST. AT N. OAK ST.

NOTES:

- ACCIDENT LOCATIONS ARE APPROXIMATE.
- DRIVEWAYS ARE ONLY SHOWN IN RELATIONSHIP TO ACCIDENTS.

COLLISION DIAGRAM

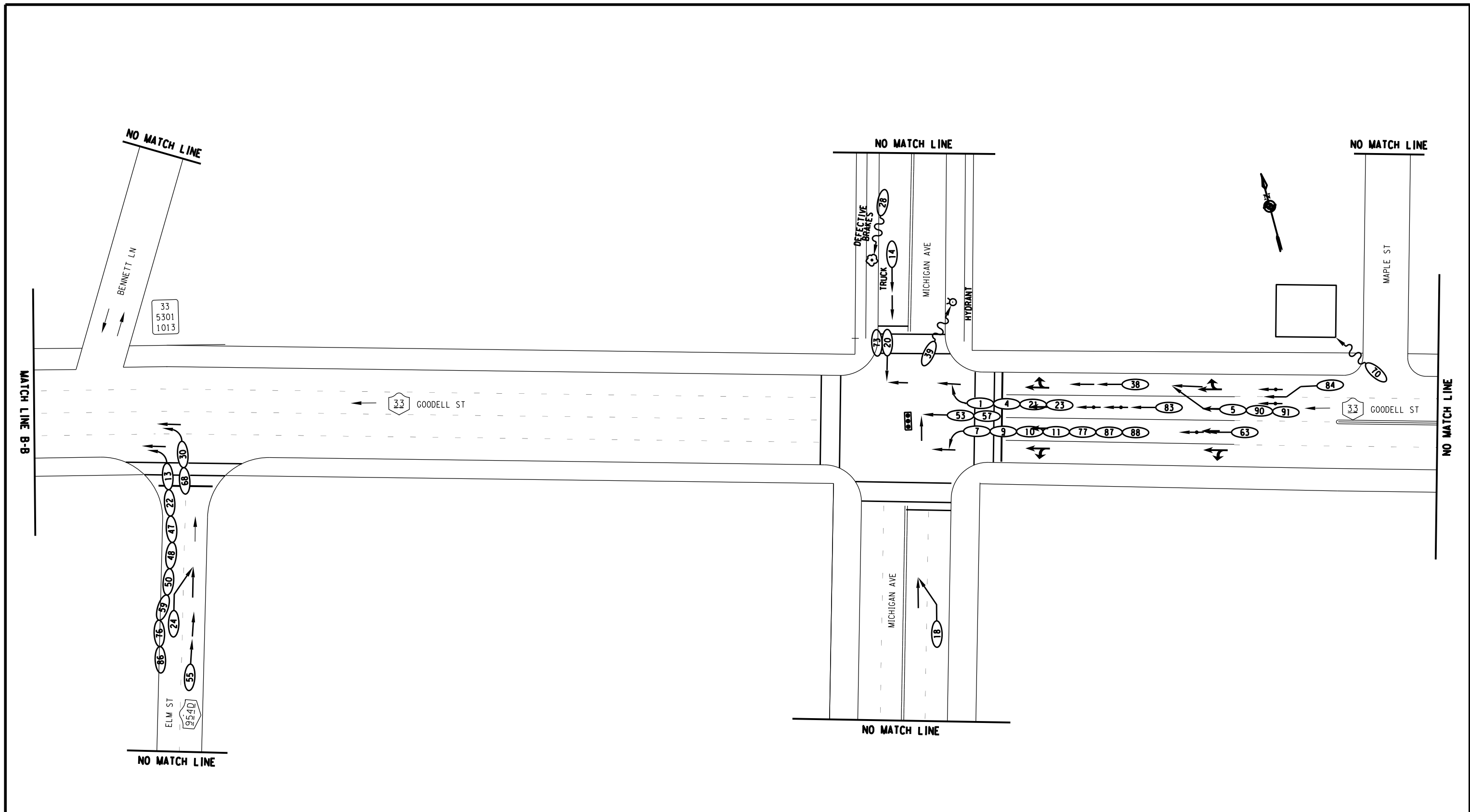
PROJECT NY 33 - GOODELL ST. FROM EDWARD ST./PEARL ST. TO MAPLE ST.

DRAWN BY M. TAKAC DATE DRAWN 1/28/2021

SCALE NO SCALE PAGE 2 OF 3

NOTES:

- ACCIDENTS THAT COULD NOT BE PLOTTED *00



ACCIDENT DETAIL

TYPE OF ACCIDENT (SEE LEGEND)

NUMBER OF VEHICLES

KEY NUMBER (SEE FORM TE 213)

SYMBOLS

- ← MOVING VEHICLE
- ⇐ BACKING VEHICLE
- ⇐ STOPPED VEHICLE
- ▭ PARKED VEHICLE
- FIXED OBJECT
- F— FATAL INJURY
- 🚶 PEDESTRAIN
- 🚲 BICYCLE
- 🏍️ MOTORCYCLE
- 🦌 DEER

SIGNALIZED INTERSECTIONS:
GOODELL ST. AT MICHIGAN AVE.

NOTES:

- ACCIDENT LOCATIONS ARE APPROXIMATE.
- DRIVEWAYS ARE ONLY SHOWN IN RELATIONSHIP TO ACCIDENTS.

COLLISION DIAGRAM

PROJECT
NY 33 - GOODELL ST.
FROM EDWARD ST./PEARL ST.
TO MAPLE ST.

DRAWN BY
M. TAKAC

DATE DRAWN
1/28/2021

SCALE
NO SCALE

PAGE
5 OF 5

NOTES:

- ACCIDENTS THAT COULD NOT BE PLOTTED *00



MEMORANDUM

14.01-33

TO: M. J. Roche, Regional Traffic Engineer

FROM: O. A. Wieand, Transportation Systems Operations Group

Original Signed By: Otto A. Wieand, P.E.

SUBJECT: SAFETY EVALUATION
Kensington Expressway Section 1, C 60-2
Route NY 33, E. Tupper Street
City of Buffalo
Erie County

DATE: February 9, 2022

As requested, the Regional Transportation Systems Operations Group has completed a safety evaluation for the subject project from RM 33-5301-1009 to RM 33-5301-1013 and offers the following comments:

FINDINGS:

Goodell Street and E. Tupper Street is an eight-lane one-way couple that establishes the western end of NY 33 between Ellicott Street and the Kensington Expressway in the City of Buffalo. This couple is a divided, Urban Principal Arterial - Other running west/east. The focus of this evaluation is Goodell Street and includes a segment of NY 5 between Main Street and Ellicott Street. Goodell Street is a four-lane roadway between the Kensington Expressway and Ellicott Street, tapering to a three-lane section between Ellicott Street and Main Street. The current posted speed limit is 30 mph.

Table with 5 columns: Reference Marker (RM), Number of Lanes, Divided Highway (Yes/No), Control Access, and AADT. It lists data for various streets including Rte. 5 E.B. Ellicott St., Rte. 954D SB Oak St., Rte. 954D NB Elm St., and Michigan Ave.

1 Per Planning & Program Management Group's 2/28/17 "Pavement Data Report"

2 Per NYSDOT Traffic Data Viewer

There are six (6) intersections in the “Intersection Master List” (IML) as follows:

*	Route NY 33 West Tupper St./ East Tupper St. Intersection with	Intersection Class	Intersection Type	Type of Control	Left Turn Lane (Yes/No)
	Intersection Code: 29 Pearl St. RM 33-5301-1009	212	4 Leg	Signal #74A	No
	Intersection Code: 50 Main St. RM 33-5301-1010	212 ³	4 Leg	Signal #75A	No
	Intersection Code: 31 Washington St. RM 33-5301-1010	212 ⁴	4 Leg	Signal #76A	No
	Intersection Code: 34 Ellicott St. RM 33-5301-1011	212	4 Leg	Signal #77A	No
	Intersection Code: 52 N. Oak St. RM 33-5301-1012	212 ⁴	4 Leg	Signal #62A	No
	Intersection Code: 40 Elm St. (954D) RM 33-5301-1013	212 ⁵	4 Leg	Signal #78A	No

³ Feature listed incorrectly in IML as Intersection Class **312 (“T” Intersection, Signal, No Turn Lane)**. Actual field conditions are represented in table and will be corrected in future IML.

⁴ Feature listed incorrectly in IML as Intersection Class **211 (“4 Leg” Intersection, Signal, Left Turn Lane)**. Actual field conditions are represented in table and will be corrected in future IML.

⁵ Feature listed incorrectly in IML as Intersection Class **332 (“T” Intersection, Stop Sign, No Turn Lane)**. Actual field conditions are represented in table and will be corrected in future IML.

The last contract work done in the area was re-stripping Tupper St. from a one-way street to a two-way street from Pearl St to Ellicott St. in 2010.

A review of records in the Traffic & Safety Operations Unit shows the following:

- Action Letter (#119-2016) to Chief Joseph A. Gramaglia Buffalo Police, dated 12/21/2016:
 - Request for Do Not Block Driveway sign and pavement markings on W. Tupper Street at B District station lot. Request was approved as weather and resources permits.
- Work Request dated 6/6/2018 completed 7/19/2018.
 - Program the signals on Route 33 - Tupper St., at Pearl St., Main St., Washington St., Ellicott St., Oak St. and Elm St. according to the timing sheets.
- Work Request dated 4/26/2017 completed 11/15/2017.
 - At Pearl St at Tupper St. Remove existing Stop Bar markings and relocate 22+/- feet west for eastbound Tupper Street traffic.

- Remove existing lane use arrow pavement markings 20+/- feet west of Pearl Street and install new lane markings 110+/- feet west of Pearl St for eastbound Tupper Street traffic.
- Remove center lane markings and install yellow lane extension lines between new stop bar and crosswalk.
- Work Request dated 4/26/2017.
 - At Pearl St at Tupper St. Install Stop Here On Red (R10-6) 24"x36" sign for eastbound Tupper Street 35+/- feet west of Pearl Street.
 - Install No Turn On Red (R10-11) 24"x30" sign for eastbound Tupper Street, 20+/- feet west of Pearl Street.
- Work Request dated 4/25/2017 completed 6/20/2017.
 - Location of work: eastbound Tupper Street at Pearl Street.
 - Provide *No Turn on Red* (R10-11) 24"x30" sign for signal shop.
 - Install No Turn on Red (R10-11) 24"x30" sign on mast arm.
- Work Request dated 11/7/2016 completed 5/4/2017.
 - Location of work: Route 33 (East Tupper Street) at Buffalo Police District B driveway, RM 33-5301-1007+/-, City of Buffalo.
 - Install *Do Not Block* pavement markings inside white rectangular box occupying both eastbound travel lanes and the single westbound travel lane of East Tupper Street at the driveway of Buffalo Police District B. (795 Main Street).
 - Install *Do Not Block Driveway* (R10-7) 24"x30" sign for eastbound East Tupper Street (Route 33) 100+/- feet east of Main Street.
 - Install *Do Not Block Driveway* (R10-7) 24"x30" sign for westbound East Tupper Street (Route 33) 50 +/- feet west of Washington Street.
- Work Request dated 4/26/2017 completed 5/22/2017.
 - Location of Work: Tupper Street at Ellicott Street, City of Buffalo.
 - Install Right Lane Must Turn Right (R3-7) 36"x36" sign, 35+/- feet east of Ellicott Street for eastbound Tupper Traffic.
 - Install lane extension lines for eastbound Tupper Street at Ellicott Street.
 - Install HATCH Markings for eastbound (East Tupper Street) traffic.
 - Remove the 10 feet white skip lines in the existing 3 lane section.
 - Install new skip lines.
 - Remove straight arrow pavement marking symbol in the left lane that is next to the hatched area.
- Work Request dated 2/3/2012.
 - Flag Condition: Structure Flag Number - 10-SSR-5006, SIN - 5T175, RTE 33 (Tupper St.) @ Pearl St. Condition - Loose anchor bolt. Corrective Measure – Tighten anchor bolt.
 - Flag Condition: - 10-SSR-5011, SIN 5T191, RTE 33 (Tupper St) @ Ellicott St., Flag Condition – Missing drainage holes/grooves, Corrective Measures - Provide drainage holes/grooves.
- Work Request dated 2/3/2012.
 - Flag Condition: Structure Flag Number - 10-SSR-5012, SIN - 5T185, RTE 33 (Tupper St.) @ Washington St., Condition – Missing arm end cap. Corrective Measure – Replace arm end cap.
 - Flag Condition: - 10-SSR-5011, SIN 5T191, RTE 33 (Tupper St) @ Ellicott St., Flag Condition – Frozen hand-hole cover screw, Corrective Measures – Replace hand-hole cover screw.

- Work Request dated 6/3/2011.
 - Flag Condition: Structure Flag Number – SSF-10-003, SIN - 5T186, RTE 33 (Tupper St.) @ Washington St. (NE Quad), Condition – Bottom two (2) Mast arm connection bolts are loose. Corrective Measure – Tighten Bolts.
 - Flag Condition: - SSF-10-004, SIN 5T187, RTE 33 (Tupper St) @ Washington St. (SE Quad, Flag Condition – 3"x5"x0.5" dent with crease 12" above base plate, Corrective Measures – Tighten bolts.
- Email Response to Mr. Triggs from Thomas Messana P.E., dated 4/28/2017:
 - Eastbound at Tupper Street, we will alter the pavement markings along eastbound Tupper Street to form the right turn lane to Oak Street and promote orderly traffic flow and guidance. We will also add an additional Right Lane Must Turn Right sign along Tupper Street to give drivers greater advance warning of the right turn lane.
 - Pearl at Tupper Street: The Stop Bar pavement markings for eastbound Tupper Street will be moved westerly to allow the right turns from southbound Pearl Street to westbound Tupper Street. We will also install No Turn On Red signing for eastbound Tupper Street to Southbound Pearl Street.

➤ **General Information:**

The study period utilized for this analysis was 1/1/2018 to 12/31/2019, the most recent two-year time period for which collisions were available through Accident Location Information System (ALIS) when this study was initiated. It was determined that a two-year time frame was sufficient to identify crash patterns within the study segment.

A total of one hundred-eleven (111) collisions were reported over the subject segment for the study period. However, eight (8) collisions were excluded due to miscoding in the computer databases as follows:

- 6 occurred outside the study limits
- 2 occurred in parking lot

Based on the remaining one hundred and three (103) collisions, one (1) of these could not be plotted due to insufficient information (#84). It is noted that three (3) of the reported collisions (#23, 33 & 103) resulted in utility pole hits.

Nineteen (19) additional crashes (#58-#77) were plotted on the collision diagram and listed on the TE 213 for the year 2020. However, due to Covid 19 pandemic, the traffic volume and number of crashes within the study corridor was greatly reduced so the crashes for 2020 are for informational purposes only.

➤ **PILs, PIIs, SDLs & SPECIALTY HAL's:**

PILs/PIIs/SDLs:

Collision Rates vary greatly depending on the type of facility, and among similar facilities depending on factors like traffic congestion, local road use patterns and terrain/roadway characteristics. Each year, NYSDOT sorts all of the reference marker identified highway segments into its different classes and computes a mean collision rate for each class. The segments used are a minimum of three-tenths mile long and advance along the highway in one-tenth mile increments. Segments having collision rates which exceed the mean rate for the facility type to such an extent as to suggest that some other factor other than pure chance may be contributing to the collision experience are designated as High Accident Locations (HAL's). HAL's consist of Priority Investigation Locations (PIL's), Safety Deficient Locations (SDL's) and Priority Intersection Investigations (PII's).

For a section to be identified as a PIL or an intersection as a PII, it must satisfy two separate criteria. First, the section must have experienced a number of collisions equal to or greater than a specified

threshold. The second criterion involves calculating an upper control limit, a parameter used to assess statistical significance. It is simply the upper limit of a statistical confidence band of specified width (the level of confidence) about the group mean collision rate appropriate to the highway section or intersection being analyzed. If the observed collision rate for the segment or intersection exceeds both the threshold and the upper control limit criteria, it is flagged as a PIL or PII. The threshold values for PILs and PIIs vary by Region, and the upper control limit corresponds to a confidence level of 99.9%. SDLs are similar to PILs except that the threshold value is lower, and the confidence level corresponds to 90.9% confidence. PIL, SDL and PII lists are produced annually, and are based on two years of collision experience.

A query of SIMS indicated the following for **RM 33-5301-1009 to RM 33-5301-1013** (0.5-mile segment).

1. 2019 Priority Investigation Locations (PILs):

- **RM 33-5301-1008 to RM 33-5301-1009** (0.2-mile segment) was based on a partial access, urban, undivided, all lanes highway. This section is Route NY 33, Tupper St. from Franklin St. to Pearl St.
 - In the past ten years, SIMS identified various portions of NY 33 between RM 33-5301-1008 to RM 33-5301-1010 as a PIL in 2010-2018*. This section is Route NY 33, Tupper St. from Franklin St. to Washington St.

**It is noted that HAL data was only available up to 2019 when this study was initiated. The segment between RM 33-5301-1008 to RM 33-5301-1009 was also listed as a PIL in 2020.*

2. 2019 Safety Deficient Locations (SDLs):

- There were no Safety Deficient Locations (SDLs) reported on the 2019 HAL list.
 - In the past ten years, SIMS has not identified any portions of NY 33 within the study segment as an SDL.

3. 2019 Priority Investigation Intersections (PIIs):

- **RM 33-5301-1009**, Intersection Code #29 was based on a 4 & > leg, urban, no left, signal, 5 & > lanes intersection. This is the intersection at NY 33, Tupper St. & Pearl St.
 - In the past ten years, SIMS identified RM 33-5301-1009, Intersection Code #29, as a PII in 2018*. This is the intersection at NY 33, Tupper St. & Pearl St.
 - In the past ten years, SIMS identified RM 33-5301-1010, Intersection Code #30, as a PII in 2010-2013, 2015, 2018, and 2020. This is the intersection at NY 33, Tupper St. & Pearl St.

**It is noted that HAL data was only available up to 2019 when this study was initiated. Intersection # 29 (Tupper St & Pearl St. was also listed as a PII in 2020.*

4. 2019 Wet Road SPECIALTY HAL's:

- There were no 2019 Wet Road HAL's in this area.

5. 2019 Right-Angle SPECIALTY HAL's:

- **PIL - RM 33-5301-1008 to RM 33-5301-1009** (0.2-mile segment) was based on a partial access, urban, undivided, all lanes highway. This is Route NY 33, Tupper St. from Franklin St. to Pearl St.

- In the past ten years, SIMS identified various portions of NY 33 between RM 33-5301-1008 to RM 33-5301-1010 as a Right-Angle PIL in 2016, 2013, 2009". This section is Route NY 33, Tupper St. from Franklin St. to Washington St.

- **PII - RM 33-5301-1009**, Intersection Code #29 was based on a 4 & > leg, urban, no left, signal, 5& > lanes intersection. This is the intersection at NY 33 – Tupper St. & Pearl St.
 - In the past ten years, SIMS identified RM 33-5301-1009, Intersection Code #29, as a PII in 2013*. This is the intersection at Route NY 33 – Tupper St. & Pearl St.

**It is noted that HAL data was only available up to 2019 when this study was initiated. The segment between RM 33-5301-1010 to RM 33-5301-1018 was also listed as a PII in 2020. Intersection # 29 (Tupper St & Pearl St. was also listed as a PII in 2020.*

➤ **Prevalent Collision Types:**

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1009 to RM 33-5301-1011 (Pearl St. to Ellicott St.)**
 SIMS and ALIS reported a combined fifty-four (54) collisions along Route NY 33, Tupper St. in the City of Buffalo for the study period as follows:
 - 17 Right-angle collisions (31% of total)
 - 14 Rear-end collisions (26% of total)
 - 10 Overtaking collisions (19% of total)
 - 4 Right-turn collisions (7% of total)
 - 3 Left turn collisions (6% of total)
 - 3 Pedestrian collisions (6% of total)
 - 2 Backing collisions (4% of total)
 - 1 Run-Off-Road/Fixed Object collision (2% of total)

- **ZONE 2: RM 33-5301-1011 to RM 33-5301-1013 (Ellicott St. to Elm St.)**
 SIMS and ALIS reported a combined forty-nine (49) collisions along Route NY 33, Tupper St. in the City of Buffalo for the study period as follows:
 - 33 Right-angle collisions (67% of total)
 - 10 Overtaking collisions (10% of total)
 - 3 Rear-end collisions (6% of total)
 - 2 Left-turn collisions (4% of total)
 - 1 Categorized as “Other” (2% of total)

INTERSECTIONS: (ZONE 1)

A portion of the above collisions occurred at the intersections as follows:

Intersection Code: 29 Pearl St. RM 33-5301-1009	12 Collisions	<ul style="list-style-type: none"> ➤ 6 Rear-end collisions (50% of total) ➤ 2 Overtaking collisions (17% of total) ➤ 2 Right-turn collisions (17% of total) ➤ 1 Left-turn collision (8% of total) ➤ 1 Backing collision (8% of total)
Intersection Code: 50 Main St. RM 33-5301-1010	4 Collisions	<ul style="list-style-type: none"> ➤ 2 Overtaking collisions (50% of total) ➤ 1 Rear-end collision (25% of total) ➤ 1 Right angle collision (25% of total)

Intersection Code: 31 Washington St. RM 33-5301-1010	22 Collision	<ul style="list-style-type: none"> ➤ 13 Right-angle collisions (59% of total) ➤ 5 Rear-end collisions (23% of total) ➤ 3 Pedestrian collisions (14% of total) ➤ 1 Left turn collision (5% of total)
Intersection Code: 34 Ellicott St. RM 33-5301-1011	7 Collisions	<ul style="list-style-type: none"> ➤ 3 Right-angle collisions (43% of total) ➤ 2 Overtaking collisions (29% of total) ➤ 1 Rear-end collision (14% of total) ➤ 1 Right-turn collision (14% of total)

INTERSECTIONS: (ZONE 2)

A portion of the above collisions occurred at the intersections as follows:

Intersection Code: 52 N. Oak St. RM 33-5301-1012	18 Collisions	<ul style="list-style-type: none"> ➤ 15 Right-angle collisions (83% of total) ➤ 2 Left-turn collisions (11% of total) ➤ 1 Rear-end collision (6% of total)
Intersection Code: 40 Elm St. (954D) RM 33-5301-1013	26 Collision	<ul style="list-style-type: none"> ➤ 18 Right angle collisions (69% of total) ➤ 5 Overtaking collisions (19% of total) ➤ 2 Rear-end collision (8% of total) ➤ 1 Categorized as "Other" collision (4% of total)

➤ **Severity of Collisions:**

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1009 to RM 33-5301-1011 (Pearl St. to Ellicott St.)**
 There were no fatal collisions. Fifteen (15) of the total collisions (28% of the total) resulted in injury. Thirty-eight (38) collisions (72% of the total) resulted in property damage only. A significance check of this severity distribution for both 'INJURY' and 'FATAL -plus- INJURY' revealed that the linear severity distribution falls within the expected range for this type of highway.
- **ZONE 2: RM 33-5301-1011 to RM 33-5301-1013 (Ellicott St. to Elm St.)**
 There were no fatal collisions. Eighteen (18) of the total collisions (37% of the total) resulted in injury. Thirty-one (31) collisions (63 % of the total) resulted in property damage only. A significance check of this severity distribution for both 'INJURY' and 'FATAL -plus- INJURY' revealed that the linear severity distribution is above the expected range for this type of highway.

INTERSECTIONS: (ZONE 1)

A portion of the above collisions occurred at the intersections as follows:

*	Intersection Code: 29 Pearl St. RM 33-5301-1009	<ul style="list-style-type: none"> ➤ 0 Injury collisions (0% of total) ➤ 12 Property damage only collisions (100% of total)
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*	Intersection Code: 50 Main St. RM 33-5301-1010	➤ 0 Injury collisions (0% of total) ➤ 4 Property damage only collisions (100% of total)
	Intersection Code: 31 Washington St. RM 33-5301-1010	➤ 11 Injury collisions (50% of total) ➤ 11 Property damage only collisions (50% of total)
*	Intersection Code: 34 Ellicott St. RM 33-5301-1011	➤ 4 Injury collisions (57% of total) ➤ 3 Property damage only collisions (43% of total)

A significance check of the severity distributions revealed that the intersection severity distribution at the Washington Street intersection is above the expected range, while all remaining intersections fall within the expected range for these types of intersections.

INTERSECTIONS: (ZONE 2)

A portion of the above collisions occurred at the intersections as follows:

*	Intersection Code: 52 N. Oak St. RM 33-5301-1012	➤ 9 Injury collisions (50% of total) ➤ 9 Property damage only collisions (50% of total)
	Intersection Code: 40 Elm St. (954D) RM 33-5301-1013	➤ 8 Injury collisions (31% of total) ➤ 18 Property damage only collisions (69% of total)

A significance check of the severity distributions revealed that N. Oak Street intersection severity distributions is above the expected range, while the Elm Street intersection falls within the expected range for these types of intersections.

➤ **Collision Rates:**

LINEAR SECTION:

- **ZONE 1: RM 33-5301-1009 to RM 33-5301-1011 (Pearl St. to Ellicott St.)**
 The computed linear collision rate for this section of Route NY 33, Tupper St. is 21.76 Accidents per Million Vehicle Miles of Travel (Acc/MVMT). The overall mean rate for this type of highway (partial access, urban, undivided, all lanes) is 3.42 Acc/MVMT. This indicates that the collision rate for this section of Route NY 33, Tupper St. is **significantly above** the comparable statewide average.
- **ZONE 2: RM 33-5301-1011 to RM 33-5301-1013 (Ellicott St. to Elm St.)**
 The computed linear collision rate for this section of Route NY 33, Tupper St. is 19.23 Accidents per Million Vehicle Miles of Travel (Acc/MVMT). The overall mean rate for this type of highway (partial access, urban, divided, all lanes) is 2.42 Acc/MVMT. This indicates that the collision rate for this section of Route NY 33, Tupper St. is **significantly above** the comparable statewide average.

INTERSECTIONS:

Intersections/Ramps where a “cluster” of collisions have been reported are identified for collision rate analysis. A “cluster” of collisions requires that three or more collisions have occurred at a single location. Only those intersections with 3 or more collisions are considered for collision rate analysis

due to the tendency of locations with low AADT's or locations with very low numbers of collisions sometimes yielding unnaturally high collision rates.

Considering only the intersections/ramps with 3 or more collisions, the computed intersection accident rates - Accidents per Million Entering Vehicles (Acc/MEV) are as follows:

Zone 1

INTERSECTION	TYPE OF INTERSECTION	INTERSECTION ACCIDENT RATE (Acc/MEV)	INTERSECTION MEAN RATE (Acc/MEV)
Intersection Code: 29 Pearl St. RM 33-5301-1009	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	0.91	0.56
Intersection Code: 50 Main St. RM 33-5301-1010	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	0.35	0.56
Intersection Code: 31 Washington St. RM 33-5301-1010	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	2.00	0.56
Intersection Code: 34 Ellicott St. RM 33-5301-1011	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	1.83	0.56

This indicates that the collision rates for NY 33 – Tupper St. and Pearl St., Main St., and Ellicott St. intersections are above and Washington Street is significantly above the statewide average for comparable intersections.

Zone 2

INTERSECTION	TYPE OF INTERSECTION	INTERSECTION ACCIDENT RATE (Acc/MEV)	INTERSECTION MEAN RATE (Acc/MEV)
Intersection Code: 52 N. Oak St. RM 33-5301-1012	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	0.99	0.56
Intersection Code: 40 Elm St. (954D) RM 33-5301-1013	4& > Legs, Urban, No Left, Signal, 1-4 Lanes (Code 88)	0.89	0.56

This indicates that the collision rates for NY 33 – Tupper St. and N. Oak St. and Elm St. intersections are above the statewide average for comparable intersections.

➤ **Right-Angle Collisions:**

The criteria for meeting a right-angle PIL & PII analysis are as follows:

- Collision type must be “Right-Angle”
- Collisions are based on 2 years of data
- A linear 3/10-mile section of roadway has had a minimum of:
 - 4 right-angle road collisions (urban functional class) and
- Percentage of right-angle road collisions is **1.5** times the average for similar highways in the region.
- 2020 Regional expected Accident Percentage State Highways (partial access, urban, undivided, all lanes) for Region 5 is **24.0%**

- 2019 Regional expected Accident Percentage State Highways (4&>Legs, Urban, Signal, 1-4 Lanes) for Region 5 is **19.2%**
- Threshold percentage of collisions needed to make the HAL list is **36.0%** (= 24.0 x 1.5) (free)
- Threshold percentage of collisions needed to make the HAL list is **28.8%** (= (19.2 x 1.5) (4&>Legs, Urban, Signal, 1-4 lanes))

* RIGHT-ANGLE PIL LINEAR	* 2-YEAR TIME FRAME	* NUMBER HAL ACCIDENTS	* HAL ACCIDENT %	Computed Threshold %
PIL 1				
RM 33-5301-1008 thru RM 33-5301-1009	9/1/2017 thru 8/31/2019	17	40	36.0
RM 33-5301-1009 thru RM 33-5301-1009****	**** 1/1/2018 Thru 12/31/2019	0** actual	0**	Same
* RIGHT-ANGLE PII	* 2-YEAR TIME FRAME	* NUMBER HAL ACCIDENTS	* HAL ACCIDENT %	Computed Threshold %
PII 1				
RM 33-5301-1009	9/1/2017 thru 8/31/2019	10	56	28.8
same	**** 1/1/2018 thru 12/31/2019	0** actual	0**	Same

NOTE: * represents information reported in SIMS for HAL and “actual” denotes found in study.
 ** Does not support this Right-Angle PIL.
 *** Linear segment is not sufficient for an accurate comparison.
 **** Actual study data, time frame is not sufficient for an accurate comparison.

This indicates according to SIMS* that the HAL Accident Percentage for:

- **PIL 1 - Route NY 33, Tupper St. from Franklin St. to Main St.:** SIMS reported forty-two (42) collisions during this time frame of which seventeen (17) involved Right-Angle collisions (actual **HAL ACCIDENT % is not computed since actual data found fourteen (14) collisions of which Zero (0) involved Right-Angle collisions based on linear segment
- **PII 1 - Route NY 33 – Tupper St. at Pearl St.:** SIMS reported eighteen (18) collisions during this time frame of which ten (10) involved Right-Angle collisions (actual **HAL ACCIDENT % is not computed since actual data found thirteen (13) collisions of which zero (0) involved Right-Angle collisions).

SIMS has no further protocol for addressing this type of HAL.

➤ **Summary:**

1. SIMS identified PILs, PIIs, on the 2019 HAL list as follows:
 - **PIL - RM 33-5301-1008 to RM 33-5301-1009.** This section is Route NY 33, Tupper St. from Franklin St. to Pearl St. However, the length of the linear segment is insufficient for an accurate comparison.
 - **PII - RM 33-5301-1009.** This is the intersection at NY 33, Tupper St. & Pearl St. Actual data **does not** support this location as a PII.
2. 2019 Specialty HAL was confirmed as follows:
 - There were no confirmed 2019 Specialty HAL's.
3. Collision Types:
 - **Linear:**
 - **Zone 1:** Right-angle (17); Rear-end (14); Overtaking (10); Right-turn (4); Left-turn (3); Pedestrian (3); Backing (2); Run-Off-Road/Fixed Object (1).
 - **Zone 2:** Right-angle (33); Overtaking (10); Rear-end (3); Left turn (2); Other (1).
 - **Intersections:**
 - **Pearl St.:** Rear End (6); Overtaking (2); Right-turn (2); Left-turn (1); Backing (1).
 - **Main St.:** Overtaking (2); Rear-end (1); Right-angle (1).
 - **Washington St.:** Right-angle (13); Rear-end (5); Pedestrian (3); Left turn (1).
 - **Ellicott St.:** Right-angle (3); Overtaking (2); Rear-end (1); Right-turn (1).
 - **N. Oak St.:** Right-angle (15); Left turn (2); Rear-end (1).
 - **Elm St. (954D):** Right-angle (18); Overtaking (5); Rear-end (2); Other (1).
4. Severity of Collisions
 - There were no fatal collisions within the study segment.
 - **Linear:**
 - **Zone 1:** Fifteen (15) Injury; thirty-eight (38) Property Damage Only. The linear severity distribution falls within the expected range for both "INJURY" and "INJURY plus FATAL" categories for this type of highway.
 - **Zone 2:** Eighteen (18) Injury; thirty-one (31) Property Damage Only. The linear severity distribution is above the expected range for both "INJURY" and "INJURY plus FATAL" categories for this type of highway.
 - **Intersections:**
 - **Pearl St.:** Zero (0) Injury; Twelve (12) Property Damage Only.
 - **Main St.:** Zero (0) Injury; Four (4) Property Damage Only.
 - **Washington St.:** Eleven (11) Injury; Eleven (11) Property Damage Only.
 - **Ellicott St.:** Four (4) Injury; Three (3) Property Damage Only.
 - **N. Oak St.:** Nine (9) Injury; Nine (9) Property Damage Only.
 - **Elm St. (954D):** Eight (8) Injury; Eighteen (18) Property Damage Only.

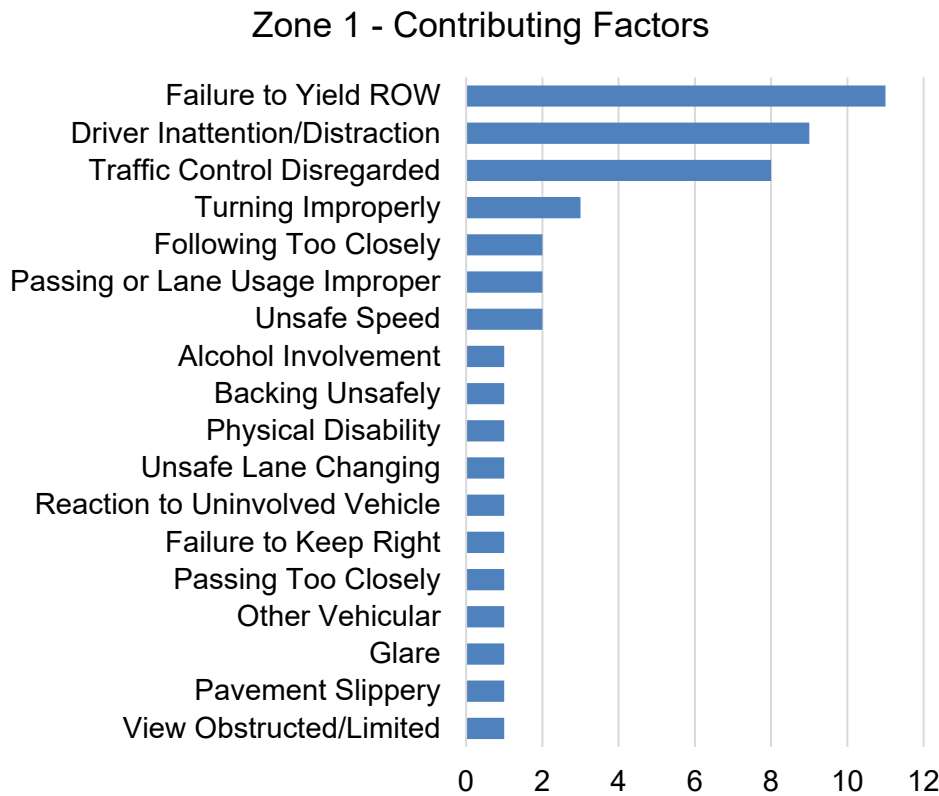
A significance check of the severity distributions with 3 or more collisions revealed that NY 33 - Tupper Street at Washington Street, and N. Oak Street intersection severity distributions **is above** the expected range for these types of intersections, while all others fell within the expected range for similar intersections.

5. Collision Rates

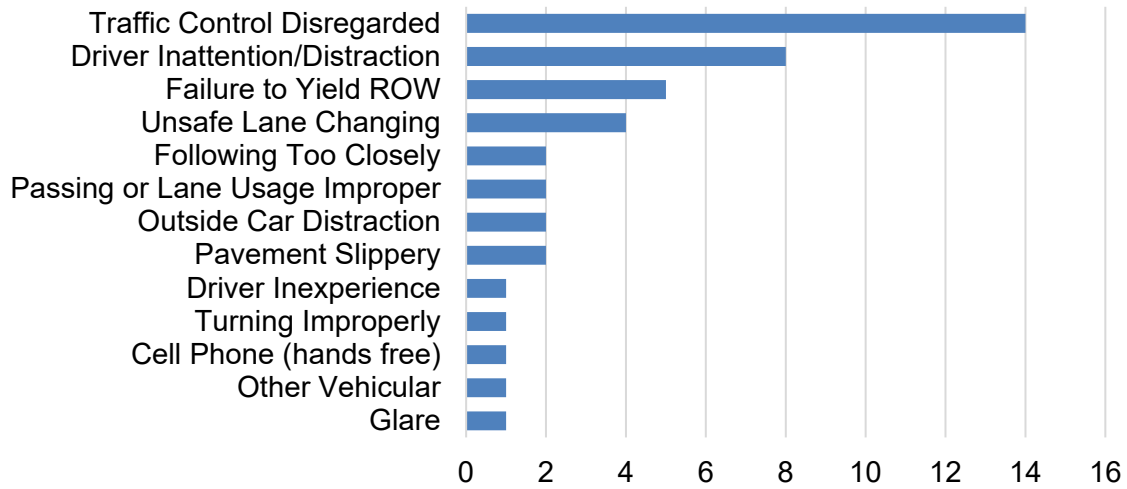
- **Linear:**
 - **Zone 1:** The collision rate for NY 33, Tupper St. within the study segment **is significantly above** the statewide average for comparable facilities.
 - **Zone 2:** The collision rate for NY 33, Tupper St. within the study segment **is significantly above** the statewide average for comparable facilities.

- **Intersections:**
 - The collision rates for NY 33, Tupper St. at Washington St. **is significantly above** the statewide average for comparable intersections.
 - The collision rates for NY 33, Tupper St. at Pearl St., Main St., , Ellicott St., N. Oak St., and Elm St. intersections are **above** the statewide average for comparable intersections.

6. Apparent Contributing Factors



Zone 2 - Contributing Factors



7. Recommendations

It is expected that project design will be completed by consultant. Based on data presented herein and in coordination with GBNRTC, it is expected that safety recommendations for this project will be made by the consultant for review and concurrence by NYSDOT.

We have no further comments at this time. Please contact Otto Wieand at (716) 847-3382 or Marty Takac at (716) 847-5084 if you have any questions.

OAW/MPT
Attachments

cc: B. Kirby, P.E., Asst. Regional Traffic Engineer
N. Kinderman, P.E., N. Erie Resident Engineer

Accident History For Location

Date:		3/25/2021											H.S.I. #		
County: Erie		Route No. or Street Name: NY 33 - Tupper Street											Notes: (1) Unless space permits, first events only are plotted.		
Town/City: Buffalo		At Intersection With: From Pearl Street to Elm Street ZONE 1											(2) Apparent contributing factors 1 and 2 refer to driver #1.		
Time period: 1/1/2019 to 12/31/2020		Number of Months: 24											Apparent contributing factors 3 and 4 refer to driver #2.		
Accident #	Date	Time (Military)	# Veh.	Severity	Accident Type	Environmental Factors								Description	
						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4		
6	2/1/2019	18:30	2	PDO	Rear End	Dark Lighted	Straight & Level	Snow/Ice	Clear	Following Too Closely					V1 & V2 EB on W. Tupper St. at Main St. V2 attempted to turn right onto Main St. causing V1 to slide on snow/ice rearending V2.
7	2/6/2019	19:28	2	PDO	Right Angle	Dark Lighted	Straight & Level	Dry	Clear	Driver Inattention/ Distraction	Driver Inattention/ Distraction				V1 EB on Tupper, passing through a red light. V2 SB on Washington St. V1 struck V2 at a right angle.
8	2/12/2019	8:50	2	PDO	Rear End	Daylight	Straight & Level	Slush	Clear						V1 & V2 SB on Pearl St. at Tupper. St. V1 began braking, however due to slippery pavement, V1 could not stop in time and rearended V2.
11	2/22/2019	10:45	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Cloudy			Failure to Yield ROW			V1 (Buffalo Fire Dept, Engine 2) EB on Tupper St. with emergency lights and sirens engaged. V2 SB on Ellicott St. with a green light. V1 struck V2 at a right angle.
14	3/8/2019	9:55	2	PDO	Overtaking	Daylight	Straight & Level	Snow/Ice	Clear						V2 was parked on 512 Pearl St. facing NB near W. Tupper St. V1 NB on Pearl St when the side compartment opened striking V2 drivers side mirror.
16	3/12/2019	15:33	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Clear						V1 & V2 EB on E Tupper St. at Washington St. V1 was in the right lane. V2 was in the left lane. V1 attempted to merge from the right to the left lane and struck V2. V1 driver states she did not see V2.
17	3/20/2019	9:10	2	PDO	Rear End	Daylight	Straight & Level	Dry	Clear	Glare	View Obstructed/ Limited				V1 & V2 EB on W. Tupper St. at Pearl St. V2 was stopped at red light. V1 struck V2 rearending V2. V1 driver stated his view was obstructed from the sun and that he did not see V2 stopped.
19	3/29/2019	20:06	2	Injury	Rear End	Dark Lighted	Straight & Level	Dry	Clear	Driver Inattention/ Distraction					V1 & V2 EB on E. Tupper St. at Washington St. V2 was stopped in traffic at red light. V1 failed to stop and rearended V2.
20	4/7/2019	11:25	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear						V2 EB on E. Tupper proceeding through the signal light which was yellow. V1 SB on Washington St. striking V2 at the intersection of E. Tupper St and Washington St. V1 driver could not recall if she had a red or green light.
21	4/23/2019	12:38	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear			Traffic Control Disregarded			V1 EB on E. Tupper St. V2 SB on Washington St. V1 hit V2 at a right angle. According to witness, V2 ran the red light.
29	7/4/2019	1:38	2	PDO	Right Angle	Dark Lighted	Straight & Level	Dry	Clear	Alcohol Involvement	Driver Inattention/ Distraction				V1 EB on E. Tupper St. and passed through a red signal. V2 NB on Ellicott St. V1 struck V2 at a right angle. V1 driver did admit to being distracted from his cell phone. V1 failed multiple field sobriety test. Tickets Issued
31	7/9/2019	14:52	2	PDO	Rear End	Daylight	Straight & Level	Dry	Clear	Driver Inattention/ Distraction					V1 & V2 EB on W. Tupper St. at Pearl St. V2 was stopped in traffic. V1 rearended V2.
32	7/28/2019	20:19	2	Injury	Right Angle	Dark Lighted	Straight & Level	Dry	Clear						V2 NB on Ellicott St. V1 EB on E. Tupper St. V1 struck V2 at a right angle. Officers were unable to determine position of the traffic signals.
34	7/31/2019	9:10	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear	Traffic Control Disregarded					V1 EB on E. Tupper and struck V2 SB on Washington St. V1 driver stated he went through a red light.

Accident History For Location

Date:		3/25/2021										H.S.I. #		
County: Erie		Route No. or Street Name: NY 33 - Tupper Street										Notes: (1) Unless space permits, first events only are plotted.		
Town/City: Buffalo		At Intersection With: From Pearl Street to Elm Street ZONE 1										(2) Apparent contributing factors 1 and 2 refer to driver #1.		
Time period: 1/1/2019 to 12/31/2020		Number of Months: 24										Apparent contributing factors 3 and 4 refer to driver #2.		
Accident #	Date	Time (Military)	# Veh.	Severity	Accident Type	Environmental Factors								Description
						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4	
36	8/4/2019	1:35	2	PDO	Overtaking	Dark Lighted	Straight & Level	Dry	Clear			Turning Improperly	Passing or Lane Usage Improper	V1 & V2 EB on W. Tupper St. V1 was in the right lane. V2 was in the left lane. V2 turned right from the left lane to proceed SB on Pearl St. V2 struck V1 and fled the scene.
38	9/9/2019	1:31	2	Injury	Right Angle	Dark Lighted	Straight & Level	Dry	Clear	Failure to Yield ROW	Driver Inattention/ Distraction			V2 (Ambulance) SB on Washington St with emergency light and sirens activated and did stop at the red signal at E. Tupper St. and proceeded through intersection. V1 EB on E. Tupper St. did strike V2 at a right angle causing V2 to overturn onto it's side. Tickets Issued
39	9/10/2019	9:19	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear	Traffic Control Disregarded				V2 SB on Washington St. V1 EB on E. Tupper St. V1 ran the red light and struck V2 at a right angle.
40	9/12/2019	14:10	2	PDO	Rear End	Daylight	Straight & Level	Dry	Cloudy					V1 & V2 NB on Pearl St at W. Tupper St. V1 rearended V2.
41	9/21/2019	19:56	2	PDO	Left Turn	Dark Lighted	Straight & Level	Dry	Clear	Turning Improperly	Other Vehicular			V1 EB exiting a parking lot turning left onto Ellicott St. (NB) near E. Tupper St. V2 SB on Ellicott St. V1 struck V2. It should be noted a vehicle was illegally parked on Ellicott St impeding the driver of V1 vision.
42	9/28/2019	8:07	2	PDO	Rear End	Daylight	Straight & Level	Wet	Clear	Driver Inattention/ Distraction				V1 & V2 EB on Tupper St. at Pearl St. V2 was stopped at the red light. V1 rearended V2. V1 driver states "it just happened".
43	10/5/2019	10:16	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear					V1 EB on E. Tupper St. V2 SB on Washington St. V1 hit V2 at a right angle. Both drivers believe they had a green light.
47	11/11/2019	16:50	2	PDO	Right Turn	Dark Lighted	Straight & Level	Snow/Ice	Snow	Physical Disability	Unsafe Speed			V1 SB on Pearl St. attempting a right turn onto W. Tupper St. V2 EB on W. Tupper St. stopped in traffic. V1 turning right struck V2 then fled the scene.
48	11/25/2019	18:15	2	PDO	Rear End	Dark Lighted	Straight & Level	Dry	Cloudy	Driver Inattention/ Distraction				V1 & V2 EB on E. Tupper St. at Ellicott St. V2 waiting for signal to change V1 rearended V2 then V1 left the scene.
51	12/2/2019	17:14	1	Injury	Pedestrian	Dark Lighted	Straight & Level	Wet	Cloudy			Failure to Yield ROW		V1 NB on Washington St. turning right onto Tupper St. 2 Pedestrians were crossing past the crosswalk and against traffic. V1 struck the 2 pedestrians.
52	12/4/2019	6:56	2	PDO	Left Turn	Dawn	Straight & Level	Wet	Sleet/ Hail/ Freezing Rain	Traffic Control Disregarded	Failure to Yield ROW			V2 (Buffalo Fire Vehicle) EB on Tupper St. with lights and sirens stopped at red light at Washington St. before proceeding. V1 SB on Washington St. also did stop at corresponding green light and continued to make a left turn EB on E. Tupper St. V1 struck V2.
53	12/4/2019	8:17	1	Injury	Pedestrian	Daylight	Straight & Level	Wet	Cloudy	Failure to Yield ROW				Pedestrian 1 SB attempting to cross E. Tupper St. east of Washington St. V2 WB on E. Tupper St. Pedestrian 1 struck V2 in the passengers side mirror.
54	12/5/2019	21:33	3	Injury	Right Angle	Dark Lighted	Straight & Level	Dry	Clear					V1 SB on Washington St. V2 EB on E. Tupper St. V3 parked in the SE corner of Washington St. and E. Tupper St. V1 struck V2 at right angle causing V2 to roll over and strike V3. V1 driver stated V2 ran the red light. V2 driver could not remember what color the signal was.
55	12/11/2019	8:37	2	PDO	Rear End	Daylight	Straight & Level	Snow/Ice	Snow	Pavement Slippery				V2 (On duty police) SB on Pearl St. at W. Tupper St. stopped ar red light. V1 also SB on Pearl St. rearended V2.

Accident History For Location

Date:	3/25/2021	H.S.I. #	
County:	Erie	Route No. or Street Name:	NY 33 - Tupper Street
Town/City:	Buffalo	At Intersection With:	From Pearl Street to Elm Street ZONE 1
Time period:	1/1/2019 to 12/31/2020	Number of Months:	24

Notes: (1) Unless space permits, first events only are plotted.
 (2) Apparent contributing factors 1 and 2 refer to driver #1.
 Apparent contributing factors 3 and 4 refer to driver #2.

Accident #	Date	Time (Military)	# Veh.	Severity	Accident Type	Environmental Factors								Description
						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4	
56	12/11/2019	15:00	2	PDO	Left Turn	Daylight	Straight & Level	Wet	Cloudy			Failure to Yield ROW	Reaction to Uninvolved Vehicle	V1 EB on W. Tupper St. in the right lane. V2 WB on W. Tupper St. and makes a left turn onto Pearl St. in front of V1 causing V1 to strike V2 in the passengers door. V2 operator claims an uninvolved vehicle was stopped in the EB left lane of W. Tupper and waved at her to make the left turn.
79	2/2/2018	8:58	2	PDO	Backing	Daylight	Straight & Level	Dry	Clear					V1 while facing SB and backing up (NB) at 520 Ellicott St. near E. Tupper St. V2 SB on Ellicott St. stopped. V2 collided with V1.
80	2/6/2018	15:07	2	Injury	Right Turn	Daylight	Straight & Level	Snow/Ice	Clear					V1 NB on Ellicott St. making a right turn on E. Tupper St. EB. V2 (Bus) EB on E. Tupper St. V1 struck V2. Bouth drivers state the other driver went through the red light.
81	3/23/2018	14:12	3	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear	Traffic Control Disregarded				V1 SB on Washington St. V2 EB on E. Tupper St. V3 NB on Washington St. V1 ran the red light and struck V2 at a right angle. V1 spun and struck V3. V1 driver states she realized the light was red after it was too late to stop.
83	4/3/2018	17:14	2	PDO	Rear End	Daylight	Straight & Level	Wet	Rain	Driver Inattention/ Distraction				V1 & V2 EB on E. Tupper St. at Washington St. V2 was stopped in traffic at red light. V1 failed to stop and rearended V2.
84	4/6/2018	17:15	2	PDO	Rear End									V1 & V2 on Tupper St. at Main St. V1 was stopped at stop light. V2 rearended V1. Could not plot the crash, no direction of travel was given on the MV-104.
85	4/8/2018	2:00	1	Unknown	Run Off Rd./ Fixed Object	Dark Lighted	Straight & Level	Wet	Clear					V1 EB on W. Tupper St. at Main St. V1 hopped the curb and drove into the wall of the building on the south side of W. Tupper St. V1 was found abandoned on W. Tupper St.
87	4/24/2018	10:03	3	PDO	Right Turn	Daylight	Straight & Level	Dry	Clear					V1 SB on Pearl St making a right turn onto W. Tupper St. WB and V1 coffee spilled distracting her. Whern she looked up she hit V2 and V3 which were parked on W. Tupper St. WB.
89	5/8/2018	11:36	2	PDO	Right Turn	Daylight	Straight & Level	Dry	Clear	Traffic Control Disregarded				V1 EB on W. Tupper St. V2 NB on Pearl St. turning right onto W. Tupper St. EB. V2 had a green light. V1 went through the red light and struck V2.
90	5/10/2018	11:09	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Cloudy	Unsafe Lane Changing	Failure to Yield ROW			V1 & V2 EB on E. Tupper St. at Washington St. V2 was in the left lane and V1 was in the right lane. V1 attempted to change lanes and V1 struck V2.
91	5/11/2018	12:20	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Cloudy	Failure to Yield ROW	Unsafe Speed			V2 SB on Washington St. V1 EB on E. Tupper St. V2 had a green light. V1 went through the red light and struck V2 at a right angle..
92	5/13/2018	Unknown	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear	Failure to Yield ROW				V1 SB on Washington St. V2 EB on Tupper St. V1 struck V2 at a right angle. Both claim to have a green light. Witness stated that V1 signal light just turned red.
94	5/26/2018	16:11	2	Injury	Overtaking	Daylight	Straight & Level	Dry	Clear	Passing or Lane Usage Improper				V1 & V2 EB on E. Tupper St. at Ellicott St. V2 was in the left lane. V1 was in the right lane. V1 attempted to make a left turn onto Ellicott St NB from the right lane overtaking V2.

Accident History For Location

Date:		3/25/2021										H.S.I. #		
County:		Erie		Route No. or Street Name:		NY 33 - Tupper Street						Notes: (1) Unless space permits, first events only are plotted.		
Town/City:		Buffalo		At Intersection With:		From Pearl Street to Elm Street ZONE 1						(2) Apparent contributing factors 1 and 2 refer to driver #1.		
Time period:		1/1/2019 to 12/31/2020		Number of Months:		24						Apparent contributing factors 3 and 4 refer to driver #2.		
Accident #	Date	Time (Military)	# Veh.	Severity	Accident Type	Environmental Factors								Description
						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4	
96	6/18/2018	17:20	3	Injury	Rear End	Daylight	Straight & Level	Dry	Cloudy					V1, V2 & V3 NB on Washington St at W. Tupper St. V1 rear-ended V2 causing V2 to rear-end V3. V2 & V3 were stopped at the light.
97	6/27/2018	9:56	2	PDO	Rear End	Daylight	Straight & Level	Dry	Cloudy	Following Too Closely				V1 & V2 EB on E. Tupper St. at Washington St. The light was changing from yellow to red and V2 was coming to a stop. V1 failed to stop and rear-ended V2.
98	7/2/2018	Unknown	2	Injury	Rear End	Daylight	Straight & Level	Dry	Clear					V1 & V2 NB on Washington St. at E. Tupper St. V1 was stopped at the red light. V2 rear-ended V1.
99	7/18/2018	17:10	1	Injury	Pedestrian	Daylight	Straight & Level	Dry	Clear	Passing Too Closely				V1 SB on Washington St. making a left turn onto E. Tupper St. EB. Pedestrian was walking SB (actually EB across Washington St.) V1 had a green arrow and struck the pedestrian while making the left turn.
100	7/24/2018	12:25	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Clear	Failure to Yield ROW				V1 & V2 SB on Ellicott St. at E. Tupper St. V1 in the left lane. V2 in the right lane. V1 had changed lanes to the right and struck V2. V1 driver stated V2 was in her blind spot and did not see V2.
101	8/6/2018	11:37	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear					V2 SB on Washington St. V1 EB on Tupper St. V2 was struck by V1 at a right angle. Both drivers believe they had a green light.
105	8/18/2018	21:09	2	PDO	Overtaking	Dark Lighted	Straight & Level	Dry	Clear	Driver Inattention/ Distraction	Failure to Yield ROW			V1 & V2 EB on W. Tupper St. at Pearl St. V1 in the left lane. V2 in the right lane. V1 failed to maintain his lane and struck V2.
106	8/31/2018	13:56	2	PDO	Backing	Daylight	Straight & Level	Dry	Clear	Backing Unsafely				V1 & V2 NB on Pearl St. at W. Tupper St. V1 did not see V2 and backed up and struck V2. V2 was stopped.
110	9/26/2018	8:35	2	PDO	Right Angle	Daylight	Straight & Level	Wet	Cloudy	Traffic Control Disregarded				V2 SB on Washington St. V1 EB on E. Tupper St. V1 passed through a red light and collided with V2 at a right angle.
112	10/13/2018	3:32	2	PDO	Overtaking	Dark Lighted	Straight & Grade	Wet	Rain	Failure to Keep Right	Turning Improperly			V1 & V2 EB on Tupper St. east of Washington St. V2 in the right lane. V1 in the center lane. V1 tried to make a right turn from the center lane and struck V2.
116	11/12/2018	17:41	2	PDO	Overtaking	Dark Lighted	Straight & Level	Dry	Clear					V2 SB on Main St. in the right lane. V1 SB on Main St. in the left turn lane. V1 merged into the straight thru lane and overtook V2.
120	12/11/2018	23:15	2	PDO	Right Angle	Dark Lighted	Straight & Level	Wet	Cloudy	Traffic Control Disregarded				V2 EB on Tupper St. V1 SB on Main St. V2 driver and witness stated V1 ran the red light and struck V2 at a right angle.
123	12/29/2018	0:45	2	PDO	Overtaking	Dusk	Straight & Level	Wet	Rain					V1 & V2 EB on E. Tupper St. at Main St. V2 in the left lane. V1 in the right lane. V1 attempted to turn left onto Main St. NB from the right lane and overtook V2.

ACCIDENT SUMMARY SHEET

Location: NY 33 - Tupper Street
 Period Covered: 1/1/2019 to 12/31/2020
 Date: 3/25/2021

Town/City/Village: Buffalo
 County: Erie

<table border="1"> <thead> <tr> <th colspan="3">Time of Day</th> </tr> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr><td>00:00-06:00</td><td>6</td><td>11%</td></tr> <tr><td>06:00-10:00</td><td>12</td><td>22%</td></tr> <tr><td>10:00-16:00</td><td>17</td><td>31%</td></tr> <tr><td>16:00-19:00</td><td>10</td><td>19%</td></tr> <tr><td>19:00-24:00</td><td>7</td><td>13%</td></tr> <tr><td>Unknown</td><td>2</td><td>4%</td></tr> <tr><td>Total</td><td>54</td><td>100%</td></tr> </tbody> </table>	Time of Day				#	%	00:00-06:00	6	11%	06:00-10:00	12	22%	10:00-16:00	17	31%	16:00-19:00	10	19%	19:00-24:00	7	13%	Unknown	2	4%	Total	54	100%	<table border="1"> <thead> <tr> <th colspan="3">Weather</th> </tr> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr><td>Clear</td><td>35</td><td>65%</td></tr> <tr><td>Cloudy</td><td>12</td><td>22%</td></tr> <tr><td>Rain</td><td>3</td><td>6%</td></tr> <tr><td>Snow</td><td>2</td><td>4%</td></tr> <tr><td>Sleet/ Hail/ Freezing Rain</td><td>1</td><td>2%</td></tr> <tr><td>Fog/ Smog/ Smoke</td><td>0</td><td>0%</td></tr> <tr><td>Other</td><td>0</td><td>0%</td></tr> <tr><td>Unknown</td><td>1</td><td>2%</td></tr> <tr><td>Total</td><td>54</td><td>100%</td></tr> </tbody> </table>	Weather				#	%	Clear	35	65%	Cloudy	12	22%	Rain	3	6%	Snow	2	4%	Sleet/ Hail/ Freezing Rain	1	2%	Fog/ Smog/ Smoke	0	0%	Other	0	0%	Unknown	1	2%	Total	54	100%																		
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Time period:	1/1/2019 to 12/31/2020	Number of Months:	24		Apparent contributing factors 3 and 4 refer to driver #2.

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						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4		
1	1/10/2019	15:07	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Cloudy	Traffic Control Disregarded					V1 NB on Elm St. V2 EB on Tupper St. V2 driver states V1 ran the red light and struck V2.
2	1/25/2019	20:56	2	PDO	Right Angle	Dark Lighted	Straight & Level	Snow/Ice	Snow	Pavement Slippery					V1 SB on N. Oak St. V2 EB on E. Tupper St. V1 failed to stop at the red light due to slippery winter driving conditions and struck V2.
3	2/27/2019	13:00	2	PDO	Right Angle	Daylight	Straight & Level	Wet	Clear	Failure to Yield ROW					V2 NB on Elm St. in the right hand lane. V1 EB on E. Tupper. V2 proceeded through the green light and V1 struck V2 at a right angle pushing V2 onto the grass.
4	1/28/2019	16:09	2	PDO	Rear End	Daylight	Straight & Level	Slush	Clear						V1 & V2 EB on E. Tupper St. at Elm St. V2 slowed down in traffic at a green light due to an emergency vehicle with lights/sirens on approaching the intersection of E. Tupper St. at Elm St. V1 tried to stop but could not and rear-ended V2.
5	1/30/2019	12:14	2	PDO	Right Angle	Daylight	Curve & Level	Snow/Ice	Snow						V1 NB on E. Tupper St. V2 NB on Elm St. V1 struck V2 at a right angle. V2 driver claims he had a green light.
9	2/15/2019	18:21	2	Injury	Right Angle	Dark Lighted	Straight & Level	Dry	Clear						V2 NB on Elm St. and had the green light. V1 EB on E. Tupper and went through the red light striking V2 at a right angle.
10	2/17/2019	10:44	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Cloudy			Traffic Control Disregarded			V1 EB on E Tupper. V2 SB on Oak St. Witness stated he saw V2 run the red light and struck V1 at a right angle.
12	3/5/2019	11:45	2	Injury	Right Angle	Daylight	Straight & Grade	Wet	Cloudy	Traffic Control Disregarded					V1 EB on E. Tupper St. V2 NB on Elm St. V1 driver states the was unfamiliar with the area and did not see the red light until it was too late to stop V1 struck V2 at a right angle.
13	3/3/2019	0:10	2	PDO	Overtaking	Dark Lighted	Straight & Grade	Wet	Cloudy	Unsafe Lane Changing					V1 EB on E. Tupper St. in the right lane. V2 EB on E. Tupper St. in the left lane. V1 attempted to turn left onto Elm St. and collided with V2.
15	3/10/2019	9:15	2	PDO	Overtaking	Daylight	Straight & Level	Wet	Rain						V1 & V2 EB on Tupper St. near N. Oak St. traveling towards entrance to Thruway Rte 33. V1 in the left lane. V2 in the right lane. V2 driver changed lanes from right to left on top of driver of V1.
18	3/21/2019	5:03	2	Injury	Right Angle	Dark Lighted	Straight & Level	Wet	Rain	Driver Inexperience	Driver Inexperience				V1 EB on Tupper St. V2 SB on N. Oak St. V1 struck V2 causing damage to both vehicles.
22	4/26/2019	14:19	2	Injury	Overtaking										V1 was EB on E. Tupper St. at Elm St. V2 was in the right lane. V2 overtook V1.
23	5/8/2019	23:12	2	PDO	Right Angle	Dark Lighted	Straight & Level	Dry	Clear			Traffic Control Disregarded			V1 NB on Elm St. (one way street) V2 EB on Tupper St. V1 went through a red light and struck V2 at a right angle. V1 had the ROW. As a result of the accident, V1 did jump the curb and struck utility pole #429.
24	6/7/2019	12:38	2	Injury	Rear End	Daylight	Straight & Level	Dry	Clear	Following Too Closely					V1 & V2 EB on E. Tupper St. at Elm St. V2 was stopped at the red light. V1 struck V2 from behind. V1 driver states V2 stopped suddenly and could not stop in time.

Accident History For Location

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Time period:		1/1/2019 to 12/31/2020		Number of Months:		24						Apparent contributing factors 3 and 4 refer to driver #2.		
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						Light Conditions	Rdwy Charactr	Rdwy Surf Cond.	Weather	Apparent Contributing Factor 1	Apparent Contributing Factor 2	Apparent Contributing Factor 3	Apparent Contributing Factor 4	
25	6/22/2019	19:14	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear	Driver Inattention/ Distraction	Traffic Control Disregarded			V1 EB on E. Tupper St. V2 SB on N. Oak St. with a steady green signal. V1 failed to stop for the strady red signal and struck V2 at a right angle.
26	6/23/2019	17:43	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear			Traffic Control Disregarded	Failure to Yield ROW	V1 EB on E. Tupper St. going through a green light. V2 SB on N. Oak St. disregarding a steady red light. V1 struck V2 at a right angle.
27	6/27/2019	19:57	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear			Driver Inattention/ Distraction	Traffic Control Disregarded	V2 SB on N. Oak St. stopped at red light. V1 EB on E. Tupper St. with green signal. V2 proceeded through the red signal causing V2 to strike V1 at a right angle.
28	6/30/2019	4:35	3	PDO	Rear End	Dark Lighted	Straight & Level	Dry	Clear	Driver Inattention/ Distraction				V1 V2 & V3 EB on E. Tupper St. at N. Oak St. V1 struck V2 resulted in V2 to strike V3. V2 was stopped behind V3 at the red light.
30	7/7/2019	14:41	1	PDO	Other	Daylight	Straight & Level	Dry	Clear	Following Too Closely				V1 (motorcycle) NB on Elm St. at E. Tupper St. V1 driver locked his brakes causing him to fall off the motorcycle and drop it.
33	7/30/2019	13:51	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear	Outside Car Distraction				V1 EB on E. Tupper St. V2 NB on Elm St. Both vehicles collided in the intersection. Both drivers stated they had the ROW. V2 struck pole # 335301-101.
35	7/31/2019	16:15	2	PDO	Left Turn	Daylight	Straight & Level	Dry	Clear					V1 SB on N. Oak St. making a left turn (EB) on E. Tupper St. struck V2 EB on E. Tupper St. Both vehicle drivers claiming to have green lights.
37	9/5/2019	12:43	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Clear	Unsafe Lane Changing				V1 & V2 NB on Elm St. at W. Tupper St. V1 struck V2 while merging into the right lane to avoid stopped vehicle ahead causing damage to both vehicles.
44	10/8/2019	19:24	2	PDO	Overtaking	Dark Lighted	Straight & Level	Dry	Clear					V1 & V2 EB on E. Tupper St at Elm St. V1 was in the left lane. V2 was in the right lane. V2 put directional on and attempted to turn left onto Elm St. NB. V2 struck V1.
45	10/17/2019	13:41	2	PDO	Right Angle	Daylight	Straight & Level	Wet	Rain	Failure to Yield ROW				V1 EB on E. Tupper St and did pass red light at E. Tupper St / Oak St. V2 SB on Oak St. V1 struck V2 at right angle.
46	10/29/2019	10:41	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Clear	Unsafe Lane Changing				V1 & V2 EB on W Tupper St. V1 attempted to make a left hand turn from the right lane onto Elm St. and in doing so struck V2 in the left lane.
49	11/27/2019	19:59	2	PDO	Right Angle	Dark Lighted	Straight & Level	Wet	Rain					V1 EB on E. Tupper St. V2 SB on Oak St. V1 struck V2 rear passenger's side. V1 driver states she had a green light. V2 driver also states she had a green light. Witness stated V2 had the green light.
50	12/1/2019	18:47	2	PDO	Right Angle	Dark Lighted	Straight & Level	Wet	Rain	Other Vehicular		Other Vehicular		V2 SB on N. Oak St. V1 EB on E. Tupper St. V2 struck V1 at a right angle. Both parties stated they had the ROW.
57	12/21/2019	15:57	3	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear			Driver Inattention/ Distraction	Traffic Control Disregarded	V1 & V2 EB on E. Tupper St at Elm St. V3 NB on Elm St. Both V1 & V2 struck V3. V1 & V2 had green light. V3 ran the red light. V1 & V2 were in separate lanes.

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78	1/2/2018	13:40	2	PDO	Right Angle	Daylight	Straight & Level	Snow/Ice	Sleet/Hail/Freezing Rain	Pavement Slippery					V1 NB on Elm St. V2 EB on E. Tupper St. V2 had the ROW when it was struck by V1 V1 driver stated that the roads were icy and he could not stop.
82	3/25/2018	7:50	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear	Glare					V1 EB on E. Tupper St. V2 SB on N. Oak St. V1 struck V2 at a right angle. V2 had the green light. V1 stated the sun was in her eyes.
86	4/21/2018	10:56	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear			Traffic Control Disregarded	Failure to Yield ROW	V1 EB on E. Tupper St. V2 NB on Elm St. V2 ran redlight causing V1 to strike it.	
88	4/25/2018	14:12	2	Injury	Right Angle	Daylight	Straight & Level	Wet	Rain					V1 EB on E. Tupper St. V2 NB on Elm St. V1 struck V2 at a right angle. Both drivers stated they had a green light.	
93	5/16/2018	13:25	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear			Traffic Control Disregarded		V1 EB on E. Tupper St. with a green traffic light. V2 (Buffalo Sewer Authority truck and trailer) NB on Elm St. with a red signal light. V2 crossed the intersection with the red light and V1 struck the trailer spinning V1 and hitting utility pole #429/ST195.	
95	5/30/2018	10:37	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear			Traffic Control Disregarded		V2 NB on Elm St. V1 EB on E. Tupper St. V2 went through the red light and struck V1. V2 driver only recalls driving north on Elm St.	
102	8/10/2018	Unknown	2	PDO	Left Turn									V2 SB on N. Oak St. making a left turn through a red light. V1 EB on E. Tupper St. V2 made the left turn through the red light and was struck by V1.	
103	8/13/2018	21:07	2	PDO	Right Angle	Dark Lighted	Straight & Level	Wet	Clear			Driver Inattention/ Distraction		V1 EB on E. Tupper St. V2 NB on Elm St. V1 driver was wiping his eye glasses causing him to drive through the red light and striking V2 at a right angle. V2 then continued to strike a pole at 429 Elm St.	
104	8/15/2018	20:18	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear					V1 SB on N. Oak St. V2 EB on E. Tupper St. V1 and V2 struck at a right angle. V1 & V2 drivers stated they had a green light.	
107	9/1/2018	7:40	2	PDO	Overtaking	Daylight	Straight & Level	Dry	Clear					V1 EB on E. Tupper St. in the right lane. V2 EB on E. Tupper St. in the left lane. V1 attempted to turn left onto Elm St. from the right lane and collided with V2.	
108	9/20/2018	0:24	2	PDO	Right Angle	Dark Lighted	Straight & Level	Dry	Clear	Failure to Yield ROW	Cell Phone (hands free)			V1 NB on Elm St. V2 EB on E. Tupper St. V1 failed to stop at traffic signal and struck V2 which had the ROW.	
109	9/25/2018	22:00	2	Injury	Right Angle	Dark Lighted	Straight & Level	Wet	Rain					V1 EB on E. Tupper St. V2 NB on Elm St. V2 struck V1. Police could not determine what caused the accident. Both drivers claim they had the ROW.	
111	10/8/2018	6:20	2	Injury	Right Angle	Dawn	Straight & Grade	Wet	Rain					V1 EB on E. Tupper St. V2 SB on N. Oak St. V1 collided with V2 at a right angle. Both drivers stated their light was green.	
113	10/20/2018	9:47	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Cloudy	Traffic Control Disregarded				V1 NB on Elm St. V2 EB on E. Tupper St. V1 ran the red light and struck V2 at a right angle.	

Accident History For Location

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Time period:	1/1/2019 to 12/31/2020	Number of Months: 24

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114	10/17/2018	20:14	2	PDO	Overtaking	Dark Lighted	Straight & Level	Wet	Rain	Unsafe Lane Changing	Passing or Lane Usage Improper			V1 & V2 EB on E. Tupper St. at N. Oak St. V1 failed to maintain their lane overtaking V2. V2 then struck the curb causing a flat tire.
115	11/6/2018	12:00	2	PDO	Overtaking	Daylight	Straight & Level	Wet	Rain	Passing or Lane Usage Improper	Outside Car Distraction			V1 & V2 EB on E. Tupper St. at N. Oak St. V1 was in the right lane. V2 was in the middle lane. V1 overtook V2. V1 stated she struck a pot hole causing her to veer into the middle lane striking V2.
117	11/19/2018	13:29	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear			Driver Inattention/ Distraction		V1 SB on N. Oak St. V2 EB on E. Tupper St. V2 went through the red light and was struck by V1.
118	11/30/2018	21:11	2	Injury	Right Angle	Dark Lighted	Straight & Level	Wet	Cloudy	Traffic Control Disregarded	Driver Inattention/ Distraction			V1 SB on N. Oak St. V2 EB on E. Tupper St. V2 went through the red light and struck V1 at right angle.
119	12/7/2018	9:22	2	Injury	Overtaking	Daylight	Straight & Level	Dry	Clear	Turning Improperly				V1 & V2 EB on E. Tupper St. V2 in the left lane. V1 in the right lane. V1 attempted to turn left onto Elm St. from the right lane and struck V2.
121	12/13/2018	12:24	2	PDO	Right Angle	Daylight	Straight & Level	Dry	Clear	Driver Inattention/ Distraction	Traffic Control Disregarded			V2 NB on Elm St. V1 EB on E. Tupper St. V1 went through a red traffic signal and hitting V2 at a right angle.
122	12/19/2018	11:56	2	Injury	Right Angle	Daylight	Straight & Level	Dry	Clear					V1 EB on E. Tupper St. V2 SB on N. Oak St. V2 driver saw the cars moving on E. Tupper St. and tried to brake but they did not work and V2 struck V1 at a right angle.

ACCIDENT SUMMARY SHEET

Location: NY 33 - Tupper Street
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Time of Day			Weather		
	#	%		#	%
00:00-06:00	1	8%	Clear	8	67%
06:00-10:00	4	33%	Cloudy	2	17%
10:00-16:00	5	42%	Rain	0	0%
16:00-19:00	1	8%	Snow	2	17%
19:00-24:00	1	8%	Sleet/ Hail/ Freezing Rain	0	0%
Unknown	0	0%	Fog/ Smog/ Smoke	0	0%
Total	12	100%	Other	0	0%
			Unknown	0	0%
			Total	12	100%

Light Condition			Time of Year		
	#	%		#	%
Daylight	9	75%	Winter (Dec-Feb)	3	25%
Dawn	0	0%	Spring (Mar-May)	2	17%
Dusk	0	0%	Summer (Jun-Aug)	4	33%
Dark Lighted	3	25%	Fall (Sep-Nov)	3	25%
Dark Unlighted	0	0%	Total	12	100%
Unknown	0	0%			
Total	12	100%			

Collision Type			Roadway Character		
	#	%		#	%
Overtaking	2	17%	Straight & Level	12	100%
Rear End	6	50%	Straight & Grade	0	0%
Right Angle	0	0%	Straight & Hillcrest	0	0%
Left Turn	1	8%	Curve & Level	0	0%
Head on/SS	0	0%	Curve & Grade	0	0%
Run Off Rd./ Fixed Object	0	0%	Curve & Hillcrest	0	0%
Pedestrian	0	0%	Unknown	0	0%
Bicycle	0	0%	Total	12	100%
Animal	0	0%			
Backing	1	8%			
Right Turn	2	17%			
Other	0	0%			
Unknown	0	0%			
Total	12	100%			

Collision Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0%	Dry	7	58%
Injury	0	0%	Wet	2	17%
PDO	12	100%	Muddy	0	0%
Unknown	0	0%	Snow/Ice	2	17%
Total	12	100%	Slush	1	8%
			Other	0	0%
			Unknown	0	0%
			Total	12	100%

8,17,31,36,40,42,47,55,56,89,105,106

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	#	%		#	%
00:00-06:00	1	25%	Clear	2	50%
06:00-10:00	0	0%	Cloudy	1	25%
10:00-16:00	0	0%	Rain	1	25%
16:00-19:00	2	50%	Snow	0	0%
19:00-24:00	1	25%	Sleet/ Hail/ Freezing Rain	0	0%
Unknown	0	0%	Fog/ Smog/ Smoke	0	0%
Total	4	100%	Other	0	0%
			Unknown	0	0%
			Total	4	100%

Light Condition			Time of Year		
	#	%		#	%
Daylight	0	0%	Winter (Dec-Feb)	3	75%
Dawn	0	0%	Spring (Mar-May)	0	0%
Dusk	1	25%	Summer (Jun-Aug)	0	0%
Dark Lighted	3	75%	Fall (Sep-Nov)	1	25%
Dark Unlighted	0	0%	Total	4	100%
Unknown	0	0%			
Total	4	100%			

Collision Type			Roadway Character		
	#	%		#	%
Overtaking	2	50%	Straight & Level	4	100%
Rear End	1	25%	Straight & Grade	0	0%
Right Angle	1	25%	Straight & Hillcrest	0	0%
Left Turn	0	0%	Curve & Level	0	0%
Head on/SS	0	0%	Curve & Grade	0	0%
Run Off Rd./ Fixed Object	0	0%	Curve & Hillcrest	0	0%
Pedestrian	0	0%	Unknown	0	0%
Bicycle	0	0%	Total	4	100%
Animal	0	0%			
Backing	0	0%			
Right Turn	0	0%			
Other	0	0%			
Unknown	0	0%			
Total	4	100%			

Collision Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0%	Dry	1	25%
Injury	0	0%	Wet	2	50%
PDO	4	100%	Muddy	0	0%
Unknown	0	0%	Snow/Ice	1	25%
Total	4	100%	Slush	0	0%
			Other	0	0%
			Unknown	0	0%
			Total	4	100%

6, 116, 120, 123

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Time of Day			Weather		
	#	%		#	%
00:00-06:00	1	5%	Clear	14	64%
06:00-10:00	6	27%	Cloudy	6	27%
10:00-16:00	6	27%	Rain	1	5%
16:00-19:00	4	18%	Snow	0	0%
19:00-24:00	3	14%	Sleet/ Hail/ Freezing Rain	1	5%
Unknown	2	9%	Fog/ Smog/ Smoke	0	0%
Total	22	100%	Other	0	0%
			Unknown	0	0%
			Total	22	100%

Light Condition			Time of Year		
	#	%		#	%
Daylight	16	73%	Winter (Dec-Feb)	5	23%
Dawn	1	5%	Spring (Mar-May)	7	32%
Dusk	0	0%	Summer (Jun-Aug)	6	27%
Dark Lighted	5	23%	Fall (Sep-Nov)	4	18%
Dark Unlighted	0	0%	Total	22	100%
Unknown	0	0%			
Total	22	100%			

Collision Type			Roadway Character		
	#	%		#	%
Overtaking	0	0%	Straight & Level	22	100%
Rear End	5	23%	Straight & Grade	0	0%
Right Angle	13	59%	Straight & Hillcrest	0	0%
Left Turn	1	5%	Curve & Level	0	0%
Head on/SS	0	0%	Curve & Grade	0	0%
Run Off Rd./ Fixed Object	0	0%	Curve & Hillcrest	0	0%
Pedestrian	3	14%	Unknown	0	0%
Bicycle	0	0%	Total	22	100%
Animal	0	0%			
Backing	0	0%			
Right Turn	0	0%			
Other	0	0%			
Unknown	0	0%			
Total	22	100%			

Collision Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0%	Dry	17	77%
Injury	11	50%	Wet	5	23%
PDO	11	50%	Muddy	0	0%
Unknown	0	0%	Snow/Ice	0	0%
Total	22	100%	Slush	0	0%
			Other	0	0%
			Unknown	0	0%
			Total	22	100%

7, 19, 20, 21, 34, 38, 39, 43, 51, 52, 53, 54, 81, 83, 91, 92, 96, 97, 98, 99, 101, 110

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Time of Day			Weather		
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00:00-06:00	2	8%	Clear	18	69%
06:00-10:00	3	12%	Cloudy	4	15%
10:00-16:00	15	58%	Rain	2	8%
16:00-19:00	2	8%	Snow	1	4%
19:00-24:00	4	15%	Sleet/ Hail/ Freezing Rain	1	4%
Unknown	0	0%	Fog/ Smog/ Smoke	0	0%
Total	26	100%	Other	0	0%
			Unknown	0	0%
			Total	26	100%

Light Condition			Time of Year		
	#	%		#	%
Daylight	19	73%	Winter (Dec-Feb)	6	40%
Dawn	0	0%	Spring (Mar-May)	3	20%
Dusk	0	0%	Summer (Jun-Aug)	3	20%
Dark Lighted	7	27%	Fall (Sep-Nov)	3	20%
Dark Unlighted	0	0%	Total	15	100%
Unknown	0	0%			
Total	26	100%			

Collision Type			Roadway Character		
	#	%		#	%
Overtaking	5	19%	Straight & Level	23	88%
Rear End	2	8%	Straight & Grade	2	8%
Right Angle	18	69%	Straight & Hillcrest	0	0%
Left Turn	0	0%	Curve & Level	1	4%
Head on/SS	0	0%	Curve & Grade	0	0%
Run Off Rd./ Fixed Object	0	0%	Curve & Hillcrest	0	0%
Pedestrian	0	0%	Unknown	0	0%
Bicycle	0	0%	Total	26	100%
Animal	0	0%			
Backing	0	0%			
Right Turn	0	0%			
Other	1	4%			
Unknown	0	0%			
Total	26	100%			

Collision Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0%	Dry	17	65%
Injury	8	31%	Wet	6	23%
PDO	18	69%	Muddy	0	0%
Unknown	0	0%	Snow/Ice	2	8%
Total	26	100%	Slush	1	4%
			Other	0	0%
			Unknown	0	0%
			Total	26	100%

1, 3, 4, 5, 9, 12, 13, 23, 24, 30, 33, 44, 46, 57, 78, 86, 88, 93, 95, 103, 107, 108, 109, 113, 119, 121

ACCIDENT SUMMARY SHEET

Location: NY 33 - Tupper Street
 Period Covered: 1/1/2019 to 12/31/2020
 Date: 3/25/2021

Town/City/Village: Buffalo
 County: Erie

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11, 29, 32, 48, 80, 94, 100,

ACCIDENT SUMMARY SHEET

Location: NY 33 - Tupper Street
 Period Covered: 1/1/2019 to 12/31/2020
 Date: 3/25/2021

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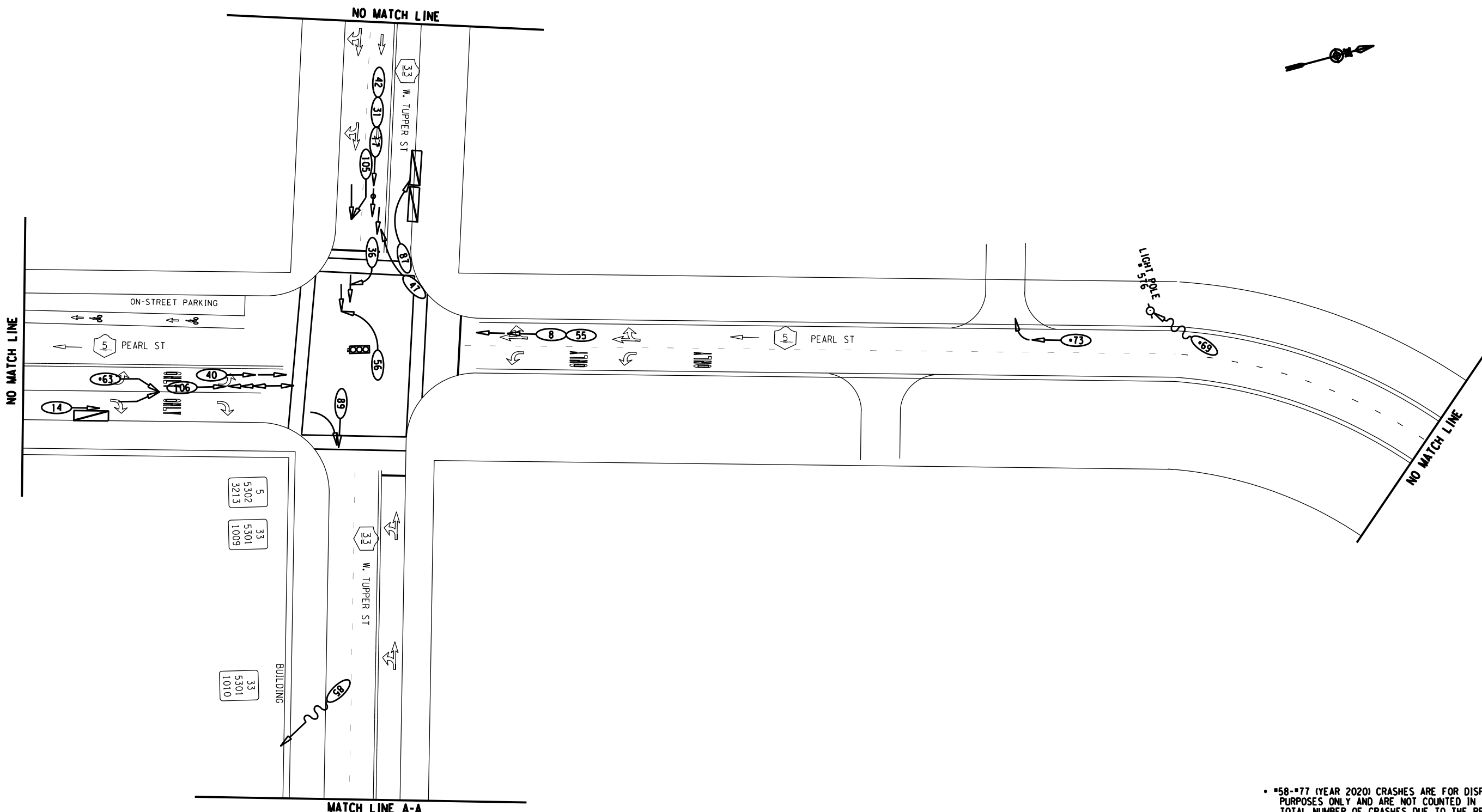
Time of Day			Weather		
	#	%		#	%
00:00-06:00	2	11%	Clear	9	50%
06:00-10:00	2	11%	Cloudy	2	11%
10:00-16:00	4	22%	Rain	5	28%
16:00-19:00	3	17%	Snow	1	6%
19:00-24:00	6	33%	Sleet/ Hail/ Freezing Rain	0	0%
Unknown	1	6%	Fog/ Smog/ Smoke	0	0%
Total	18	100%	Other	0	0%
			Unknown	1	6%
			Total	18	100%

Light Condition			Time of Year		
	#	%		#	%
Daylight	10	56%	Winter (Dec-Feb)	4	22%
Dawn	1	6%	Spring (Mar-May)	2	11%
Dusk	0	0%	Summer (Jun-Aug)	7	39%
Dark Lighted	6	33%	Fall (Sep-Nov)	5	28%
Dark Unlighted	0	0%	Total	18	100%
Unknown	1	6%			
Total	18	100%			

Collision Type			Roadway Character		
	#	%		#	%
Overtaking	0	0%	Straight & Level	16	89%
Rear End	1	6%	Straight & Grade	1	6%
Right Angle	15	83%	Straight & Hillcrest	0	0%
Left Turn	2	11%	Curve & Level	0	0%
Head on/SS	0	0%	Curve & Grade	0	0%
Run Off Rd./ Fixed Object	0	0%	Curve & Hillcrest	0	0%
Pedestrian	0	0%	Unknown	1	6%
Bicycle	0	0%	Total	18	100%
Animal	0	0%			
Backing	0	0%			
Right Turn	0	0%			
Other	0	0%			
Unknown	0	0%			
Total	18	100%			

Collision Severity			Roadway Surface Condition		
	#	%		#	%
Fatal	0	0%	Dry	10	56%
Injury	9	50%	Wet	6	33%
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Total	18	100%	Slush	0	0%
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			Total	18	100%

2, 10, 18, 25, 26, 27, 28, 35, 45, 49, 50, 82, 102, 104, 111, 117, 118, 122,



*58-77 (YEAR 2020) CRASHES ARE FOR DISPLAY PURPOSES ONLY AND ARE NOT COUNTED IN THE TOTAL NUMBER OF CRASHES DUE TO THE REDUCED TRAFFIC VOLUME AND THE REDUCED NUMBER OF CRASHES FROM THE COVID 19 PANDEMIC.

ACCIDENT DETAIL

TYPE OF ACCIDENT (SEE LEGEND)

NUMBER OF VEHICLES

KEY NUMBER (SEE FORM TE 213)

SYMBOLS

→ MOVING VEHICLE	⚡ F-FATAL INJURY
⇐ BACKING VEHICLE	🚶 PEDESTRAIN
⏸ STOPPED VEHICLE	🚲 BICYCLE
▭ PARKED VEHICLE	🏍 MOTORCYCLE
◻ FIXED OBJECT	🦌 DEER

SIGNALIZED INTERSECTIONS:
W. TUPPER ST. AT PEARL ST.

NOTES:

- ACCIDENT LOCATIONS ARE APPROXIMATE.
- DRIVEWAYS ARE ONLY SHOWN IN RELATIONSHIP TO ACCIDENTS.

COLLISION DIAGRAM

PROJECT
ROUTE NY 33 - TUPPER ST.
FROM PEARL ST. TO ELM ST.

DRAWN BY
M. TAKAC

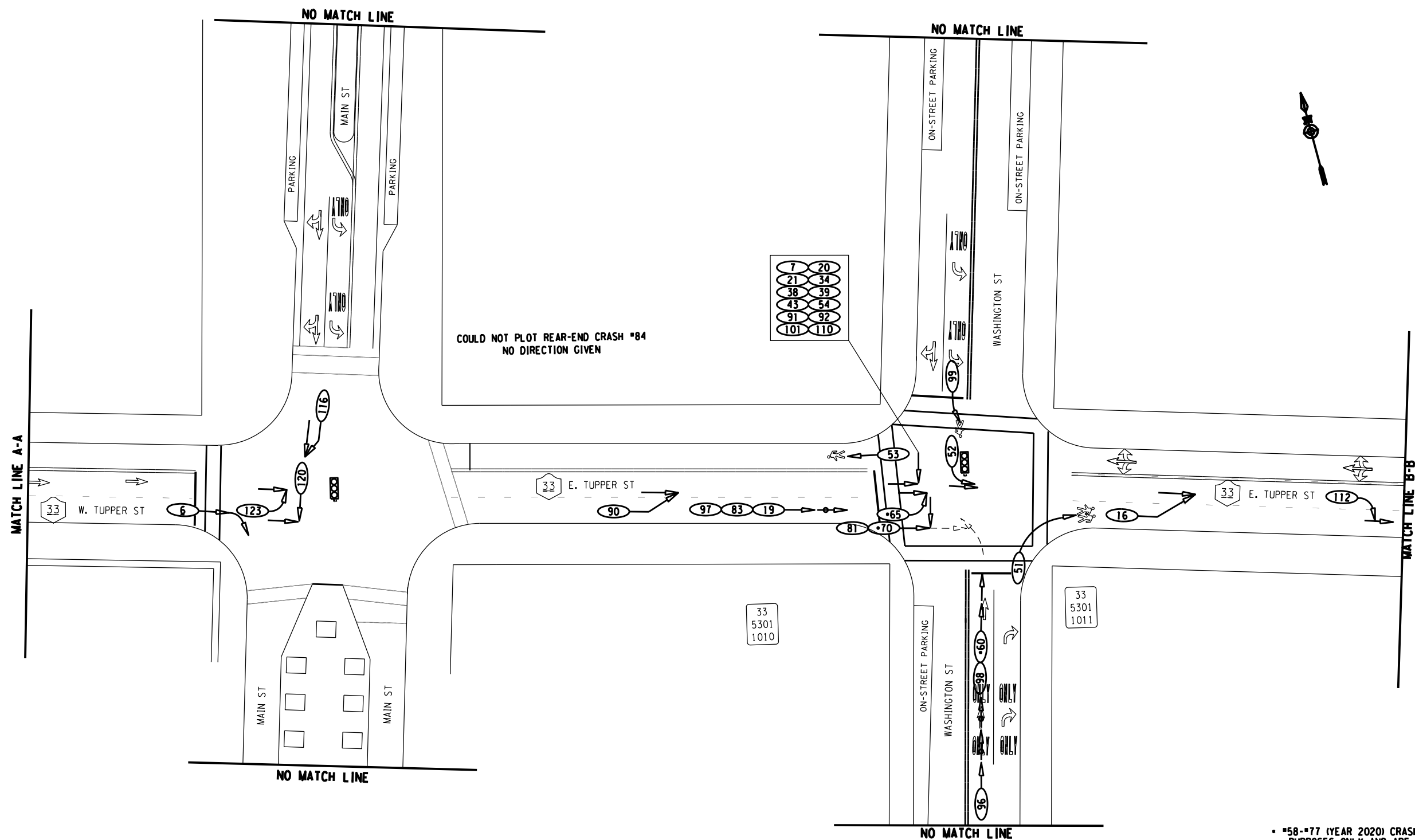
DATE DRAWN
4/27/2021

SCALE
NO SCALE

PAGE
1 OF 4

NOTES:

- ACCIDENTS THAT COULD NOT BE PLOTTED *84.
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- FIXED OBJECT
- FATAL INJURY
- PEDESTRAIN
- BICYCLE
- MOTORCYCLE
- DEER

SIGNALIZED INTERSECTIONS:
 W. TUPPER ST. / E. TUPPER ST. AT MAIN ST.
 E. TUPPER ST. AT WASHINGTON ST.

NOTES:

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COLLISION DIAGRAM

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 FROM PEARL ST. TO ELM ST.

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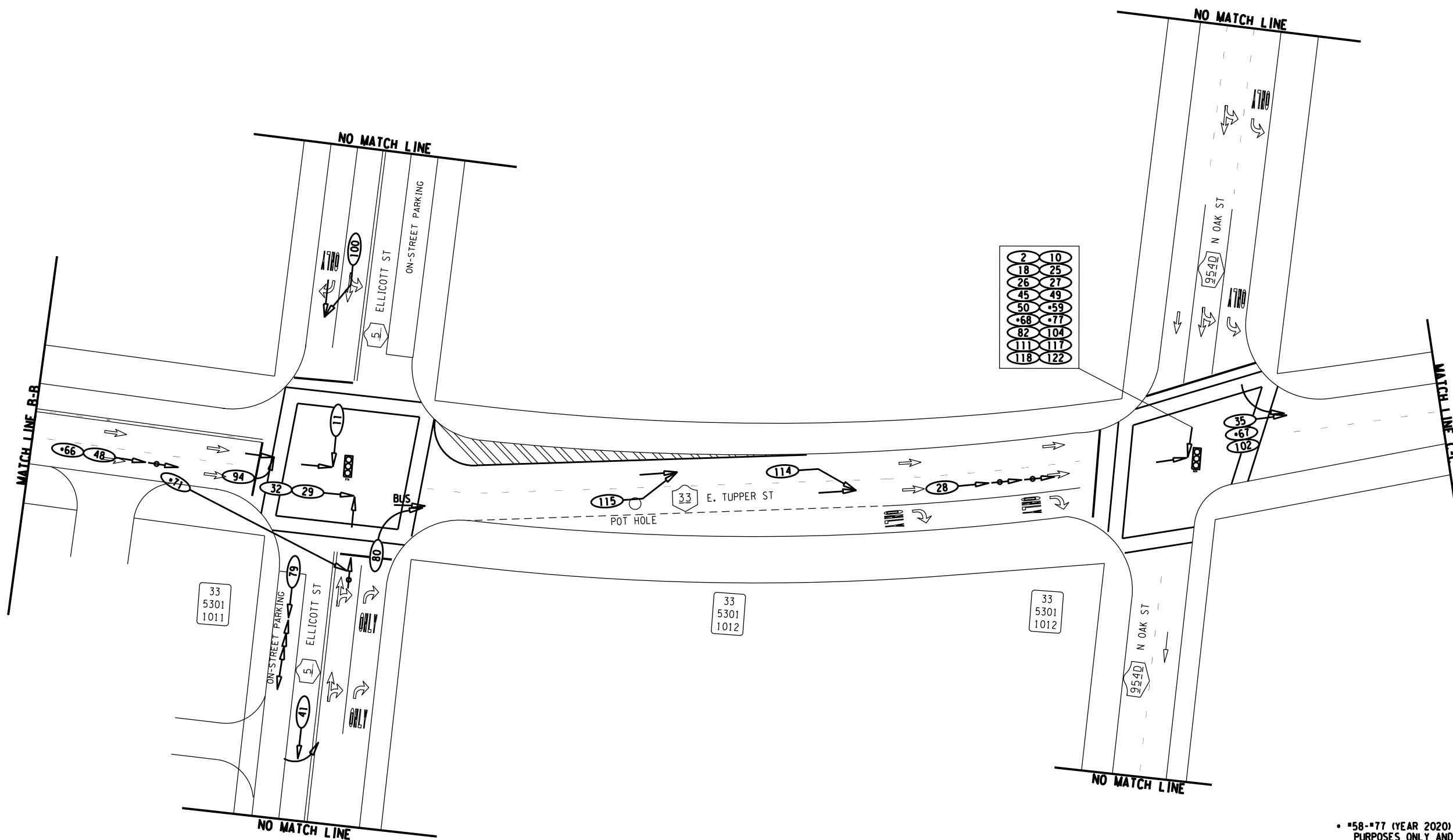
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- 🚶 PEDESTRAIN
- 🚲 BICYCLE
- 🏍️ MOTORCYCLE
- 🦌 DEER

SIGNALIZED INTERSECTIONS:
 E. TUPPER ST. AT ELLICOTT ST.
 E. TUPPER ST. AT N. OAK ST.

NOTES:

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COLLISION DIAGRAM

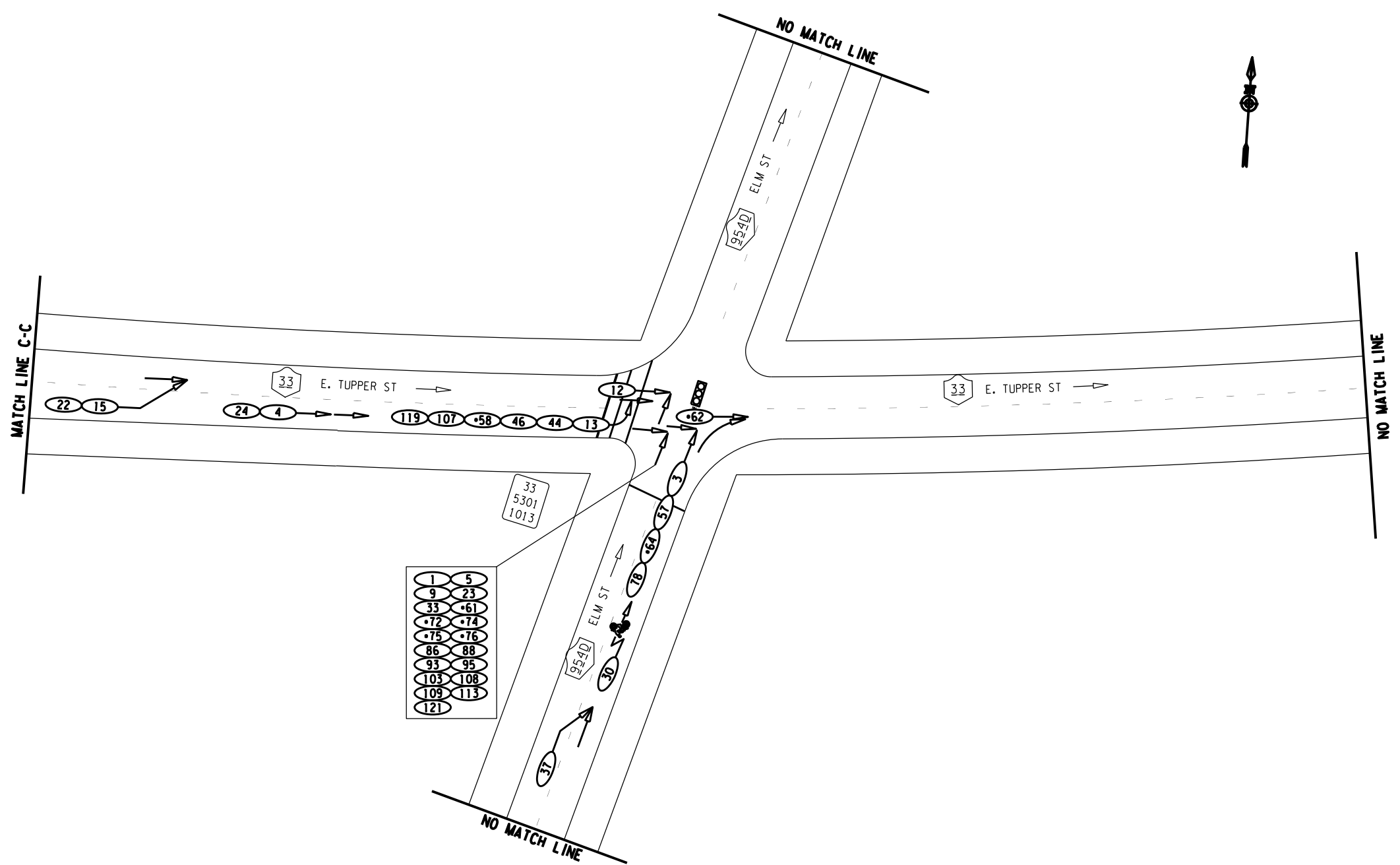
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 FROM PEARL ST. TO ELM ST.

DRAWN BY M. TAKAC DATE DRAWN 4/27/2021

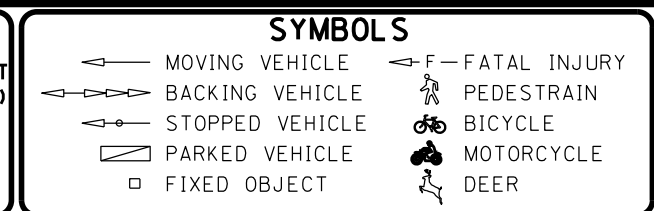
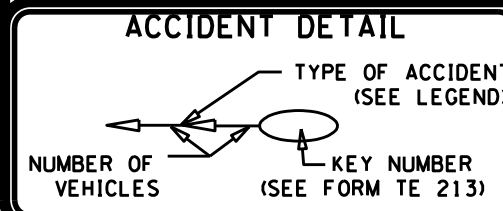
SCALE NO SCALE PAGE 3 OF 4

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SIGNALIZED INTERSECTIONS:
 E. TUPPER ST. AT ELM ST.

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COLLISION DIAGRAM

PROJECT
 ROUTE NY 33 - TUPPER ST.
 FROM PEARL ST. TO ELM ST.
 DRAWN BY M. TAKAC DATE DRAWN 4/27/2021
 SCALE NO SCALE PAGE 4 OF 4

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