

reinforcing that speed using a speed feedback sign northbound. If these countermeasures were employed, recommended intersection sight distances could be met in both directions. If not, stopping sight distance requirements are still met looking south, which should still produce reasonably safe traffic operations.

### 3.6 Crash History

A crash analysis was performed for the road segment of NY Route 212 between Old Route 212 (located approximately 700 feet south of the proposed site) and Glasco Turnpike (located approximately 1,000 feet north of the proposed site). The analysis reviewed the three-year period between November 1, 2018 and October 31, 2021 and the general findings are as follows:

- At the intersection of NY Route 212 and Glasco Turnpike, there were 11 crashes that occurred over the studied period. Of these crashes, 5 resulted in injuries and 6 in property damage only. Right-Angle crashes occurred at a much higher rate than would be anticipated, accounting for 6 of the 11 crashes, and the crash rate was found to be 5.51 times higher than the state-wide average for comparable intersections. Westbound sight distance limitations and northbound travel speeds appear to be the most significant contributing factors to this rate. If tree trimming and vegetation removal was performed near the intersection and the 45-mph speed zone at the intersection was extended further south to reduce northbound speeds, the crash rate would likely improve.
- Along NY Route 212, from Old Route 212 to Glasco Turnpike, there were 10 crashes that occurred over the studied period. Of these crashes, 2 resulted in injuries and 8 in property damage only. Crashes involving animals or alcohol accounted for half of the crashes. The crash rate for the segment was found to be 2.23 times higher than the state-wide average for comparable roadway segments. The high number of animal crashes could possibly be reduced if speeds were decreased along the roadway to allow drivers more reaction time.

Based on the crash analysis, a reduction in northbound speed would be beneficial. As suggested earlier in this report, this could be achieved by extending the 45-mph zone further south by approximately 1,500 feet and installing a speed feedback sign as a traffic calming measure. Crash History data can be found in Appendix D.

**Table 2  
Crash Type Summary**

Location	Animal	Fixed Object	Rear End	Head On	Left Turn	Right Angle	Over-taking	Other	Total
NY-212 from Old Rt. 212 to Glasco Turnpike	3	3	1	1	1	-	-	1	10
Intersection of NY-212 and Glasco Turnpike	-	1	1	-	2	6	1	-	11