

APPENDIX B

Study Area Soils Information



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Otsego County, New York**

Oneonta Rail Yard



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

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scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

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identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

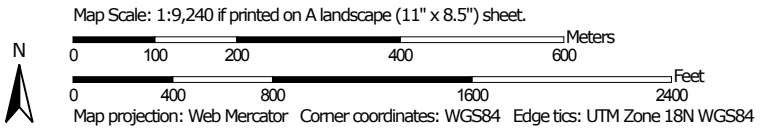
Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

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Soil Map may not be valid at this scale.




MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)




















Soils







 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features


Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Otsego County, New York
 Survey Area Data: Version 18, Sep 3, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 5, 2014—Sep 15, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ce	Carlisle muck	21.9	14.9%
ChB	Chenango gravelly silt loam, 3 to 8 percent slopes	28.3	19.3%
Re	Red Hook silt loam	4.2	2.9%
Ue	Udorthents, smoothed	59.8	40.8%
Wb	Wakeville silt loam	11.6	7.9%
Wg	Wayland soils complex, 0 to 3 percent slopes, frequently flooded	20.8	14.2%
Totals for Area of Interest		146.8	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

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The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Otsego County, New York

Ce—Carlisle muck

Map Unit Setting

National map unit symbol: 9w3w
Elevation: 970 to 1,750 feet
Mean annual precipitation: 38 to 46 inches
Mean annual air temperature: 45 to 48 degrees F
Frost-free period: 105 to 155 days
Farmland classification: Not prime farmland

Map Unit Composition

Carlisle and similar soils: 75 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Carlisle

Setting

Landform: Marshes, swamps
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Deep organic material

Typical profile

H1 - 0 to 72 inches: muck

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Very poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.20 to 5.95 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Available water storage in profile: Very high (about 23.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 5w
Hydrologic Soil Group: A/D
Hydric soil rating: Yes

Minor Components

Palms

Percent of map unit: 5 percent
Landform: Marshes, swamps
Hydric soil rating: Yes

Unnamed soils

Percent of map unit: 5 percent

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Alden

Percent of map unit: 3 percent
Landform: Depressions
Hydric soil rating: Yes

Edwards

Percent of map unit: 3 percent
Landform: Swamps, marshes
Hydric soil rating: Yes

Chippewa

Percent of map unit: 2 percent
Landform: Depressions
Hydric soil rating: Yes

Canandaigua

Percent of map unit: 2 percent
Landform: Depressions
Hydric soil rating: Yes

Fonda

Percent of map unit: 2 percent
Landform: Depressions
Hydric soil rating: Yes

Sapristis

Percent of map unit: 2 percent
Landform: Marshes, swamps
Hydric soil rating: Yes

Aquents

Percent of map unit: 1 percent
Landform: Marshes
Hydric soil rating: Yes

ChB—Chenango gravelly silt loam, 3 to 8 percent slopes

Map Unit Setting

National map unit symbol: 9w40
Elevation: 970 to 1,750 feet
Mean annual precipitation: 38 to 42 inches
Mean annual air temperature: 45 to 46 degrees F
Frost-free period: 105 to 145 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Chenango and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Chenango

Setting

Landform: Valley trains, terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Gravelly loamy glaciofluvial deposits over sandy and gravelly glaciofluvial deposits, derived mainly from sandstone, shale, and siltstone

Typical profile

H1 - 0 to 7 inches: gravelly silt loam

H2 - 7 to 27 inches: very gravelly loam

H3 - 27 to 72 inches: stratified extremely gravelly loamy sand

Properties and qualities

Slope: 3 to 8 percent

Depth to restrictive feature: More than 80 inches

Natural drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 5.95 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum in profile: 2 percent

Available water storage in profile: Low (about 4.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 2e

Hydrologic Soil Group: A

Hydric soil rating: No

Minor Components

Castile

Percent of map unit: 3 percent

Hydric soil rating: No

Scio

Percent of map unit: 2 percent

Hydric soil rating: No

Valois

Percent of map unit: 2 percent

Hydric soil rating: No

Unadilla

Percent of map unit: 2 percent

Hydric soil rating: No

Unnamed soils

Percent of map unit: 2 percent

Hydric soil rating: No

Deposit

Percent of map unit: 2 percent

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Hydric soil rating: No

Trestle

Percent of map unit: 2 percent

Hydric soil rating: No

Re—Red Hook silt loam

Map Unit Setting

National map unit symbol: 9w6v

Elevation: 970 to 1,750 feet

Mean annual precipitation: 38 to 42 inches

Mean annual air temperature: 45 to 46 degrees F

Frost-free period: 105 to 145 days

Farmland classification: Prime farmland if drained

Map Unit Composition

Red hook and similar soils: 80 percent

Minor components: 20 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Red Hook

Setting

Landform: Valley trains, terraces

Landform position (two-dimensional): Footslope

Landform position (three-dimensional): Tread

Down-slope shape: Concave

Across-slope shape: Linear

Parent material: Loamy glaciofluvial deposits

Typical profile

H1 - 0 to 12 inches: silt loam

H2 - 12 to 31 inches: gravelly sandy loam

H3 - 31 to 72 inches: stratified very channery loam to gravelly loamy sand to gravelly silty clay loam

Properties and qualities

Slope: 0 to 3 percent

Depth to restrictive feature: More than 80 inches

Natural drainage class: Somewhat poorly drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.20 to 1.98 in/hr)

Depth to water table: About 6 to 18 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum in profile: 5 percent

Available water storage in profile: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified

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Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Hydric soil rating: No

Minor Components

Castile

Percent of map unit: 5 percent
Hydric soil rating: No

Unnamed soils

Percent of map unit: 5 percent
Hydric soil rating: No

Atherton

Percent of map unit: 5 percent
Landform: Depressions
Hydric soil rating: Yes

Chenango

Percent of map unit: 5 percent
Hydric soil rating: No

Ue—Udorthents, smoothed

Map Unit Setting

National map unit symbol: 9w7d
Mean annual precipitation: 38 to 42 inches
Mean annual air temperature: 45 to 46 degrees F
Frost-free period: 105 to 145 days
Farmland classification: Not prime farmland

Map Unit Composition

Udorthents, smoothed and similar soils: 70 percent
Minor components: 30 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Udorthents, Smoothed

Typical profile

H1 - 0 to 4 inches: gravelly sandy loam
H2 - 4 to 72 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 15 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to high
(0.06 to 5.95 in/hr)
Depth to water table: About 36 to 72 inches
Frequency of flooding: None
Frequency of ponding: None

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Calcium carbonate, maximum in profile: 5 percent
Available water storage in profile: Low (about 5.4 inches)

Minor Components

Chenango

Percent of map unit: 6 percent
Hydric soil rating: No

Valois

Percent of map unit: 6 percent
Hydric soil rating: No

Unnamed soils

Percent of map unit: 6 percent
Hydric soil rating: Unranked

Hamplain

Percent of map unit: 6 percent
Hydric soil rating: No

Udorthents, refuse substratum

Percent of map unit: 6 percent
Hydric soil rating: Unranked

Wb—Wakeville silt loam

Map Unit Setting

National map unit symbol: 9w7x
Elevation: 970 to 1,750 feet
Mean annual precipitation: 38 to 42 inches
Mean annual air temperature: 45 to 46 degrees F
Frost-free period: 105 to 145 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Wakeville and similar soils: 75 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wakeville

Setting

Landform: Flood plains
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Talf
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Silty alluvium washed from areas of glacial drift derived mainly from shale, siltstone, and sandstone, with some limestone

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Typical profile

H1 - 0 to 7 inches: silt loam
H2 - 7 to 29 inches: silt loam
H3 - 29 to 72 inches: silt loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Calcium carbonate, maximum in profile: 5 percent
Available water storage in profile: High (about 10.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Hydric soil rating: No

Minor Components

Otego

Percent of map unit: 5 percent
Hydric soil rating: No

Hamplain

Percent of map unit: 5 percent
Hydric soil rating: No

Wayland

Percent of map unit: 5 percent
Landform: Flood plains
Hydric soil rating: Yes

Unnamed soils

Percent of map unit: 5 percent

Fluvaquents

Percent of map unit: 5 percent
Landform: Flood plains
Hydric soil rating: Yes

Wg—Wayland soils complex, 0 to 3 percent slopes, frequently flooded

Map Unit Setting

National map unit symbol: 2srgv
Elevation: 160 to 1,970 feet
Mean annual precipitation: 31 to 68 inches

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Mean annual air temperature: 43 to 52 degrees F
Frost-free period: 105 to 180 days
Farmland classification: Not prime farmland

Map Unit Composition

Wayland and similar soils: 60 percent
Wayland, very poorly drained, and similar soils: 30 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wayland

Setting

Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Silty and clayey alluvium derived from interbedded sedimentary rock

Typical profile

A - 0 to 6 inches: silt loam
Bg1 - 6 to 12 inches: silt loam
Bg2 - 12 to 18 inches: silt loam
C1 - 18 to 46 inches: silt loam
C2 - 46 to 72 inches: silty clay loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to high (0.14 to 14.17 in/hr)
Depth to water table: About 0 to 6 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Calcium carbonate, maximum in profile: 15 percent
Salinity, maximum in profile: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water storage in profile: Very high (about 12.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 5w
Hydrologic Soil Group: B/D
Hydric soil rating: Yes

Description of Wayland, Very Poorly Drained

Setting

Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Silty and clayey alluvium derived from interbedded sedimentary rock

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Typical profile

A - 0 to 6 inches: mucky silt loam
Bg1 - 6 to 12 inches: silt loam
Bg2 - 12 to 18 inches: silt loam
C1 - 18 to 46 inches: silt loam
C2 - 46 to 72 inches: silty clay loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Very poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to high
(0.14 to 14.17 in/hr)
Depth to water table: About 0 inches
Frequency of flooding: Frequent
Frequency of ponding: Frequent
Calcium carbonate, maximum in profile: 15 percent
Salinity, maximum in profile: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water storage in profile: Very high (about 12.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 5w
Hydrologic Soil Group: B/D
Hydric soil rating: Yes

Minor Components

Wakeville

Percent of map unit: 10 percent
Landform: Flood plains
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Talf
Down-slope shape: Concave
Across-slope shape: Linear
Hydric soil rating: No

References

- American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.
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- United States Department of Agriculture, Natural Resources Conservation Service. National forestry manual. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2_053374
- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624

United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

Hydrologic Soil Group and Surface Runoff

This table gives estimates of various soil water features. The estimates are used in land use planning that involves engineering considerations.

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The four hydrologic soil groups are:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas.

Surface runoff refers to the loss of water from an area by flow over the land surface. Surface runoff classes are based on slope, climate, and vegetative cover. The concept indicates relative runoff for very specific conditions. It is assumed that the surface of the soil is bare and that the retention of surface water resulting from irregularities in the ground surface is minimal. The classes are negligible, very low, low, medium, high, and very high.

Report—Hydrologic Soil Group and Surface Runoff

Absence of an entry indicates that the data were not estimated. The dash indicates no documented presence.

Hydrologic Soil Group and Surface Runoff—Otsego County, New York			
Map symbol and soil name	Pct. of map unit	Surface Runoff	Hydrologic Soil Group
Ce—Carlisle muck			
Carlisle	75	—	A/D

Hydrologic Soil Group and Surface Runoff--Otsego County, New York			
Map symbol and soil name	Pct. of map unit	Surface Runoff	Hydrologic Soil Group
ChB—Chenango gravelly silt loam, 3 to 8 percent slopes			
Chenango	85	—	A
Re—Red Hook silt loam			
Red hook	80	—	B/D
Ue—Udorthents, smoothed			
Udorthents, smoothed	70	—	A
Wb—Wakeville silt loam			
Wakeville	75	—	B/D
Wg—Wayland soils complex, 0 to 3 percent slopes, frequently flooded			
Wayland	60	—	B/D
Wayland, very poorly drained	30	—	B/D

Data Source Information

Soil Survey Area: Otsego County, New York
 Survey Area Data: Version 18, Sep 3, 2018

Stormwater Management (NY)

Proper management of stormwater runoff from construction sites and developed areas is an issue of growing importance in New York State. During construction, exposed soil is subject to a greater risk of erosion, resulting in a greater potential for sedimentation in waterways. Stormwater runoff increases on the rooftops of buildings, paved parking lots, and other impervious surfaces, and thus increases the potential for flooding and discharge of polluted runoff into open water. Management of stormwater runoff can prevent or reduce the availability, release, or transport of substances that can degrade surface and ground waters. Guidelines and design criteria for stormwater management practices have been established by the New York State Department of Environmental Conservation (2008).

These interpretations are designed to evaluate the limitations of soils for stormwater management practices. The purpose of the interpretations is to help decision makers use soil survey information in the selection and implementation of the stormwater management practices best suited to a particular location. The information in the interpretations is intended for planning purposes and does not eliminate the need for on-site investigation of the soil.

Rating class terms indicate the extent to which the soils are limited by the soil features that influence the design, construction, and performance of stormwater management practices. *Least limited* indicates that the soil has features that are very favorable for this practice. Good performance and low maintenance can be expected. *Somewhat limited* indicates that the soil has features that are moderately favorable for the practice. The limitations can be overcome or minimized by special planning, design, or construction. Fair performance and moderate maintenance can be expected. *Most limited* indicates that the soil has one or more features that are unfavorable for the practice. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive construction procedures. Poor performance and high maintenance can be expected.

The rating class is based on the maximum value of the rating indices generated for each soil feature considered. Where the rating value is:

equal to 0.0, the rating class is *least limited*.

greater than 0 and less than 1.0, the rating class is *somewhat limited*.

equal to 1.0, the rating class is *most limited*.

Design criteria in the "New York State Stormwater Management Design Manual" (New York State Department of Environmental Conservation, 2008) were used to guide the selection of potentially limiting soil properties. Additional limiting features incorporated into the interpretations are based on soil function for the specific practice.

Infiltration Practices

This interpretation is designed to evaluate the limitations of soils for stormwater management infiltration practices. Infiltration practices collect stormwater runoff in basins (or trenches) for storage prior to filtration through undisturbed soil in the basin (or trench) floor and sides. Deep, well drained, and permeable soils are required for implementing infiltration practices. Following is a synopsis of the soil features considered in this interpretation.

Excessive permeability: Excessive permeability in one or more layers may allow stormwater to move rapidly through the soil without sufficient filtering, resulting in a potential for groundwater contamination. Additional pretreatment or soil amendments may be required as part of an infiltration practice. The interpretation evaluates the range (low to high) of permeability values for the most transmissive layer in the soil.

Low permeability: Low permeability restricts movement of water through the soil, impeding the infiltration function. The interpretation evaluates the range (low to high) of permeability values for the least transmissive layer in the soil.

Slope gradient: Excessive slope limits the functionality of an infiltration practice. The representative slope gradient percent for the soil component is the property evaluated.

Depth to bedrock: Limited depth to bedrock impedes excavation and restricts infiltration. The minimum depth to bedrock is the property evaluated.

Depth to manufactured layer: In urban areas, some anthropogenic (human-altered) soils have a restrictive layer, such as pavement, below the surface. Limited depth to this feature impedes excavation and restricts infiltration. The minimum depth to a manufactured layer is the property evaluated.

Depth to saturation: A seasonal high water table in the upper part of the soil limits the storage capacity of an infiltration practice. The interpretation evaluates the minimum depth to a zone of saturation.

Excessive fines: Soils with a high content of silt and clay may become plugged with sediment from stormwater, resulting in restricted infiltration. The interpretation evaluates the weighted average of the percent clay and percent silt, for depths greater than 36 inches.

In addition to soil characteristics, other attributes of the site and the surrounding area are important factors in planning and implementing stormwater management practices. For example, proximity and slope direction from the installation practice to a drinking water well are important considerations when sites for infiltration practices are selected.

Pond Practices

This interpretation is designed to evaluate the limitations of soils for stormwater management ponds (excluding small "pocket ponds"). Although designs vary, most stormwater ponds are excavated, have a dam with a spillway, a separate forebay area, and a permanent pool 4 to 6 feet deep. Such designs detain stormwater for a number of days to a few weeks, allowing pollutants to settle out while aiding biological uptake of nutrients. Following is a synopsis of the soil features considered in this interpretation.

Permeability: Excessive permeability limits the capability of the soil to retain water. The interpretation evaluates the representative permeability in the least transmissive layer (minimum) and the bottom layer, excluding bedrock.

Slope gradient: Excessive slope reduces the feasibility of constructing a pond. The representative slope gradient percent for the soil component is the property evaluated.

Depth to bedrock: Limited depth to bedrock impedes excavation and construction of the pond. Minimum depth to bedrock is the property evaluated. The severity of the depth limitation increases as slope gradient increases, since the bedrock impedes grading and shaping of the land. The interpretation also evaluates slope gradient percent in conjunction with depth to bedrock.

Depth to manufactured layer: In urban areas, some anthropogenic (human-altered) soils have a restrictive layer, such as pavement, below the surface. Limited depth to this restriction impedes excavation and construction of the pond. The minimum depth to a manufactured layer is the property evaluated. The severity of the depth limitation increases as slope gradient increases, since the pavement or other restriction impedes grading and shaping of the land. The interpretation also evaluates slope gradient percent in conjunction with depth to a manufactured layer.

Flooding: Flooding limits the storage capacity of the pond and may degrade the quality of the site. The interpretation evaluates the flooding frequency of the soil.

Depth to saturation: A seasonal high water table at the surface of the soil limits the storage capacity of the pond. The interpretation evaluates the minimum depth to a zone of saturation.

In addition to soil characteristics, other attributes of the site and the surrounding area are important factors in planning and implementing stormwater ponds. For example, an increase in the runoff-generating potential and size of a contributing area upslope from the proposed pond site generally increases the size of the required area with suitable soils for constructing the stormwater pond.

Wetland Practices

This interpretation is designed to evaluate the limitations of soils for stormwater management wetlands. These are constructed, shallow-water areas designed to simulate the water quality improvement function of natural wetlands, as a stand-alone practice or as the downstream component of related practices, such as stormwater ponds or infiltration basins. Following is a synopsis of the soil features considered in this interpretation.

Permeability: Excessive permeability limits the capability of the soil to retain water. The interpretation evaluates the representative permeability in the least transmissive layer (minimum) and the bottom layer, excluding bedrock. In some organic soils, permeability is flagged as a limitation, even though the soil is saturated for most of the year because of its low position on the landscape. A zone of saturation in the soil partially offsets the limitation of excessive permeability. Water lost from the soil may be replenished during times of the year when the soil has a seasonal high water table. The interpretation evaluates whether a seasonal zone of saturation is within the upper 3 feet of the soil.

Slope gradient: Excessive slope limits the feasibility of constructing a wetland. The representative slope gradient percent for the soil component is the property evaluated.

Depth to bedrock: Limited depth to bedrock impedes excavation and construction of a wetland. The minimum depth to bedrock is the property evaluated. The severity of the depth limitation increases as slope gradient increases, since the bedrock impedes grading and shaping of the land. The interpretation also evaluates slope gradient percent in conjunction with depth to bedrock.

Depth to manufactured layer: In urban areas, some anthropogenic (human-altered) soils have a restrictive layer, such as pavement, below the surface. Limited depth to this restriction impedes excavation and construction of a wetland. The minimum depth to a manufactured layer is the property evaluated. The severity of the depth limitation increases as slope gradient increases, since the pavement or other restrictive material impedes grading and shaping of the land. The interpretation also evaluates slope gradient percent in conjunction with depth to a manufactured layer.

Surface fragments: Large fragments on the surface, such as stones or boulders, interfere with the regrading that may be required during construction of a wetland. The interpretation evaluates the representative size and percent cover of fragments on the surface of the soil.

Flooding: Flooding interferes with the function of a wetland practice and may degrade the quality of the site. The interpretation evaluates flooding frequency of the soil.

Hydric soil: Hydric soils are saturated near the surface for extended periods during the growing season and are commonly associated with naturally existing wetlands. A hydric soil limitation flags areas that may be designated as wetlands, and thus restricted from the development of stormwater wetlands. The interpretation evaluates the hydric rating and the minimum depth to saturation for the soil.

In addition to soil characteristics, other attributes of the site and the surrounding area are important factors in planning and implementing stormwater management practices. For example, stormwater management wetlands should not be created within areas of naturally existing wetlands, so these natural areas need to be identified to avoid their degradation. On-site evaluation by a trained wetland scientist can verify the occurrence of wetlands and determine the boundaries between wetlands and uplands.

References:

New York State Department of Environmental Conservation. April 2008. New York State Stormwater Management Design Manual.

New York State Department of Environmental Conservation. June 2000. Urban/Stormwater Runoff Management Practices Catalogue for Nonpoint Source Pollution Prevention in New York State.

Report—Stormwater Management (NY)

[On-site investigation may be needed to validate the interpretations in this table and to confirm the identity of the soil on a given site. The numbers in the value columns range from 0.01 to 1.00. The larger the value, the greater the potential limitation. The table shows a maximum of the top five limiting features for any given soil. The soil may have additional limitations.]

Stormwater Management (NY)–Otsego County, New York							
Map symbol and soil name	Pct. of map unit	Infiltration Practices		Pond Practices		Wetland Practices	
		Rating class and limiting features	Value	Rating class and limiting features	Value	Rating class and limiting features	Value
Ce—Carlisle muck							
Carlisle	75	Most limited		Most limited		Most limited	
		Depth to saturation	1.00	Depth to saturation	1.00	Hydric soil	1.00
				Excessive permeability	0.90	Excessive permeability	0.70
ChB—Chenango gravelly silt loam, 3 to 8 percent slopes							
Chenango	85	Somewhat limited		Most limited		Most limited	
		Excessive permeability	0.50	Excessive permeability	1.00	Excessive permeability	1.00
				Slope	0.50	Slope	0.90
Re—Red Hook silt loam							
Red hook	80	Most limited		Least limited		Somewhat limited	
		Depth to saturation	1.00			Potential hydric soil	0.50
		Excessive fines	0.50				
Ue—Udorthents, smoothed							
Udorthents, smoothed	70	Not rated		Not rated		Not rated	
Wb—Wakeville silt loam							
Wakeville	75	Most limited		Somewhat limited		Somewhat limited	
		Depth to saturation	1.00	Flooding	0.50	Flooding	0.50
		Excessive fines	0.50			Potential hydric soil	0.50
Wg—Wayland soils complex, 0 to 3 percent slopes, frequently flooded							
Wayland	60	Most limited		Most limited		Most limited	
		Depth to saturation	1.00	Flooding	1.00	Flooding	1.00
		Excessive fines	1.00	Depth to saturation	1.00	Hydric soil	1.00
Wayland, very poorly drained	30	Most limited		Most limited		Most limited	
		Depth to saturation	1.00	Flooding	1.00	Flooding	1.00
		Excessive fines	1.00	Depth to saturation	1.00	Hydric soil	1.00

Data Source Information

Soil Survey Area: Otsego County, New York
Survey Area Data: Version 18, Sep 3, 2018

APPENDIX C

Flood Insurance Rate Map

Obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the **Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations** tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18N. The **horizontal datum** was NAD 83, GRS 80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of information shown on this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #5202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was provided in digital format by the New York State Office of Cyber Security. This information was provided as 4-Band RGB and NIR, with pixel size 1.0' GSD from photography dated April 2011, and 2015.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to confirm to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

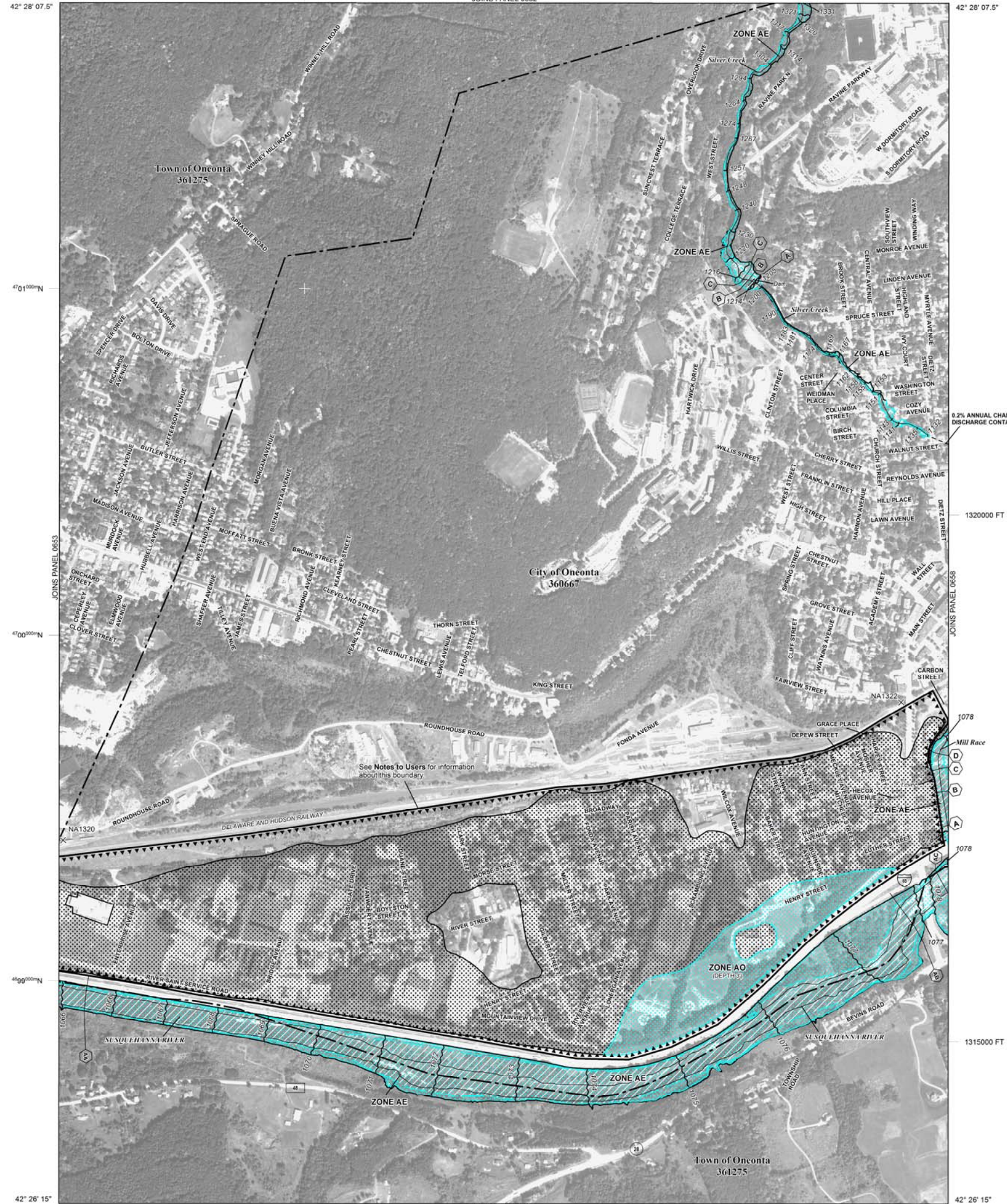
Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Information eXchange** at 1-877-336-2627 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Information eXchange may also be reached by Fax at 1-800-358-9620 and their website at <http://www.msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/business/nfip>.

ATTENTION: The levee, dike, or other structure that impacts flood hazards inside this boundary has not been shown to comply with Section 65.10 of the NFIP Regulations. As such, this FIRM panel will be revised at a later date to update the flood hazard information associated with this structure.

The flood hazard data inside this boundary on the FIRM panel has been republished from the previous effective (historic) FIRM for this area, after being converted from NGVD 29 to NAVD 88.



- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A — Cross section line
- 1 — Limited detail cross section line
- 2 — Transect line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

600000 FT
5000-foot grid values; New York State Plane coordinate system, West zone (FIPSZONE 3103), Transverse Mercator projection

DX5510 x
Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5
River Mile

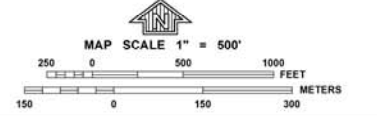
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
March 21, 2017

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



NFIP PANEL 0654E

FIRM
FLOOD INSURANCE RATE MAP
for OTSEGO COUNTY, NEW YORK
(ALL JURISDICTIONS)

CONTAINS:

COMMUNITY	NUMBER
ONEONTA, CITY OF	360667
ONEONTA, TOWN OF	361275

PANEL 654 OF 781
MAP SUFFIX: E
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
36077C0654E

EFFECTIVE DATE

APPENDIX D

Archeological Resources

OPRHP Correspondence



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO

Governor

ROSE HARVEY

Commissioner

September 26, 2018

Ms. Tracey Ledder
Senior Project Manager
Delaware Engineering
28 Madison Avenue Extension
Albany, NY 12203

Re: DEC
Oneonta Railyard Redevelopment
Town and City of Oneonta, Otsego County, NY
18PR04738

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the soil boring information, the USDA Soils Map, and the 1898 Sanborn Map in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6NYCRR Part 617).

Based on this review, it is the OPRHP's opinion that the Oneonta Railyard Redevelopment project area is characterized by disturbed soils, fill soils and hydric soils with little potential for intact archaeological sites and we no longer recommend a Phase IA archaeological survey. Therefore, it is the opinion of the OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If you have any questions, I can be reached at (518) 268-2179.

Sincerely,

Nancy Herter
Archaeology Unit Program Coordinator

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

APPENDIX E

Threatened and Endangered Species



United States Department of the Interior



FISH AND WILDLIFE SERVICE

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9349

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

In Reply Refer To:

August 08, 2017

Consultation Code: 05E1NY00-2017-SLI-3040

Event Code: 05E1NY00-2017-E-08771

Project Name: Oneonta Railyards

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (

http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9349
(607) 753-9334

Project Summary

Consultation Code: 05E1NY00-2017-SLI-3040

Event Code: 05E1NY00-2017-E-08771

Project Name: Oneonta Railyards

Project Type: DEVELOPMENT

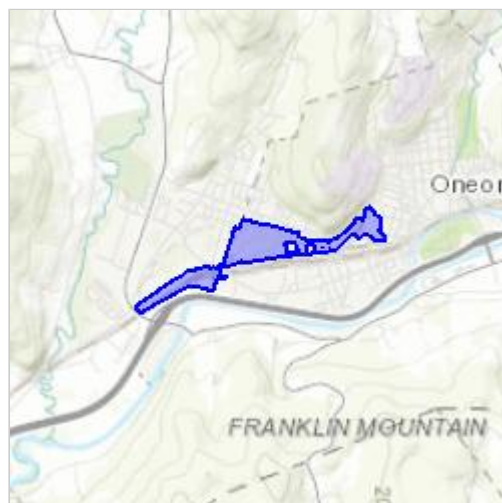
Project Description: The Otsego County Industrial Development Agency (IDA) is preparing a master plan and economic development strategy for the Oneonta Rail Yards, located within the City of Oneonta, New York. This project will provide an opportunity to create a new industrial/commercial business park, utilizing locational advantages by being in close proximity to the railroad. Establishing a new industrial/commercial business park will provide additional markets for Otsego County, create new jobs, and add to the local tax base.

The redevelopment of the Oneonta Rail Yards site, centered on Roundhouse Road and in the vicinity of Chestnut Street in the City of Oneonta, involves construction of a vehicular bridge for site access as well as the extension of utility infrastructure and site roadways. It is anticipated that structures and parking will accommodate the site. The total potential project area consists of approximately 17 individual parcels and approximately 200 acres with access to public water and sewer systems as well as natural gas.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/42.45057948330363N75.08649716463256W>



Counties: Otsego, NY

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.

APPENDIX F

Traffic Impact and Access Study

Proposed Oneonta Rail Yard Redevelopment

City of Oneonta, New York

PREPARED FOR

County of Otsego Industrial
Development Agency
189 Main Street
Oneonta, New York 13820

Delaware Engineering, DPC
28 Madison Avenue Extension
Albany, New York 12203

PREPARED BY



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November 2018

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Appendix C	Peak Hour Traffic Volume Data
Appendix D	NYSDOT Crash Data
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1

Introduction

VHB has conducted a traffic impact and access study (TIAS) for the proposed plan to redevelop approximately 50-acres of the Oneonta Rail Yard in the City of Oneonta in Otsego County. The proposed Oneonta Rail Yard Redevelopment project limits surround Roundhouse Road with the redevelopment area defined by Ceperley Avenue to the west, Chestnut Street to the north, Fonda Avenue to the east, and the railroad tracks to the south. A regional project location map is illustrated on Figure 1. The proposed redevelopment plan is anticipated to include a mix of light industrial, warehouse, distribution, and manufacturing land uses totaling 913,125 square feet (SF) as shown in the Conceptual Plan prepared by Delaware Engineering included in Appendix A.

This study quantifies existing and projected future traffic conditions with the redevelopment of the Oneonta Rail Yard and is consistent with the scope of services outlined in the Final Scoping Document dated May 14, 2018.

Proposed Redevelopment Plan

The redevelopment of the Oneonta Rail Yard, centered on Roundhouse Road in the City of Oneonta, includes the construction of building structures, parking, the extension of utility infrastructure, and reconfiguration of portions of Roundhouse Road and construction of additional roadways. As proposed, primary access to site for both passenger vehicles and heavy vehicles will be provided via Lower River Street (County Road (CR) 8) at Roundhouse Road with additional passenger vehicle access provided via Ceperley Avenue at Roundhouse Road and via Fonda Avenue.

The redevelopment plan shows a maximum development of 913,125 square feet in five buildings

- Three 103,125 SF buildings with access via a new roadway extension of Roundhouse Road
- A 70,000 SF building with access on Roundhouse Road
- A 533,750 SF building with access on a shifted alignment of Roundhouse Road and with direct access to the railroad

The existing railroad will provide an option for transportation of materials and goods to the new businesses in the Oneonta Rail Yard, with direct access provided at the largest building site of 533,750 SF.

Potential land uses include food processing, brewing/manufacturing, bottling/packaging, warehouse/storage, temperature-controlled distribution, import and export businesses.

Study Methodology

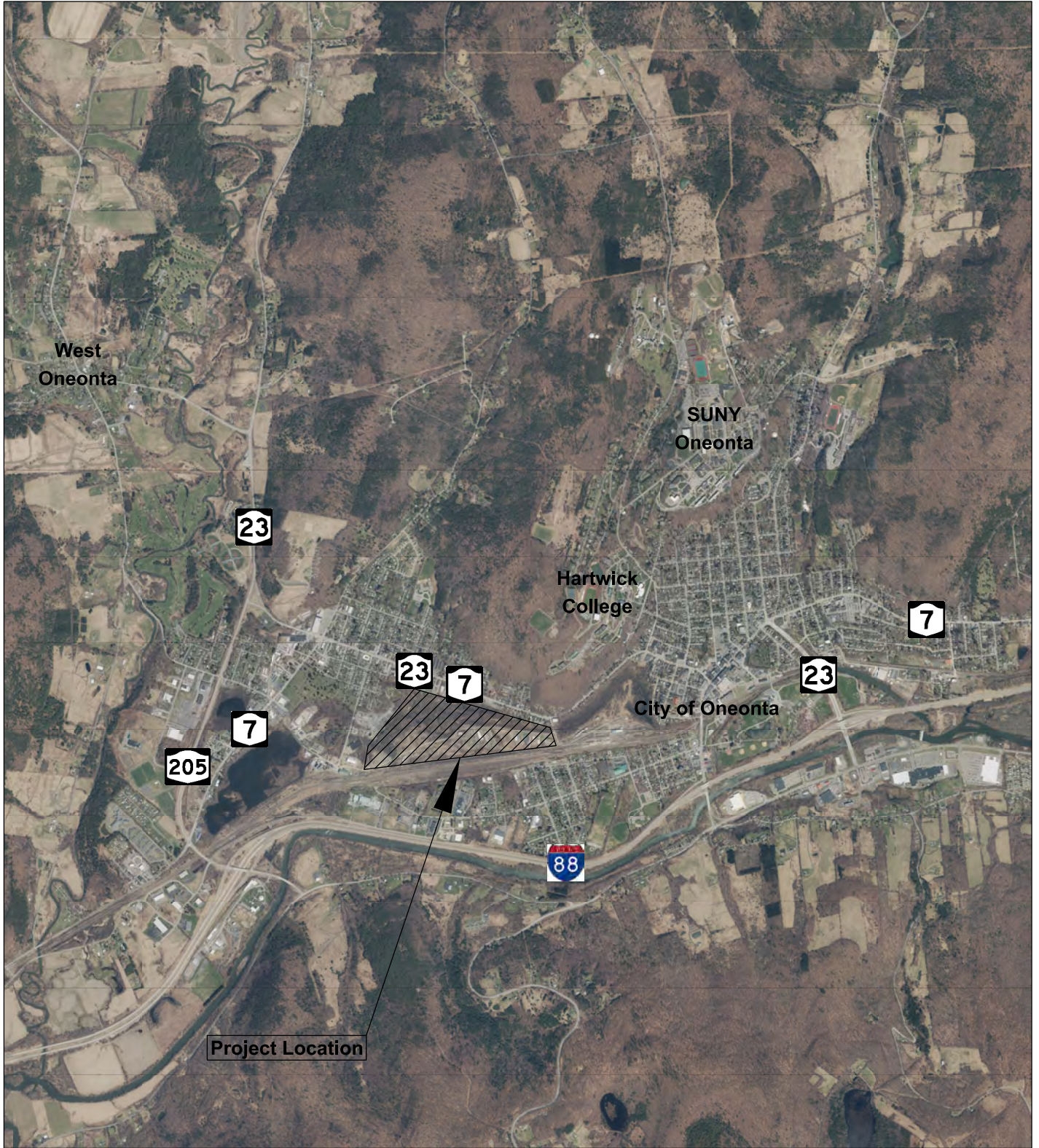
The study area for the proposed project is consistent with the Draft Generic Environmental Impact Statement (DGEIS) Final Scoping Document for the Redevelopment of the Oneonta Rail Yard that was issued on May 14, 2018. The scope includes a detailed evaluation of the following eight intersections which are illustrated on the below google aerial image:

1. NY Route 205/Oneida Street (NY Route 7)
2. NY Route 205/Country Club Road
3. Oneida Street (NY Route 7)/Lower River Street (CR 8)/Country Club Road
4. Lower River Street (CR 8)/Roundhouse Road/Ceperley Avenue
5. Chestnut Street (NY Route 7/23)/Ceperley Avenue/Murdock Avenue
6. Chestnut Street (NY Route 7/23)/Fonda Avenue
7. Roundhouse Road/Fonda Avenue
8. Chestnut Street (NY Route 7/23)/Main Street



This TIAS includes an evaluation of the existing traffic operations, an assessment of future conditions without the redevelopment of the Oneonta Rail Yard, an estimate of projected traffic volumes for the redevelopment, and the potential impact on future traffic operations in the area. The TIAS also includes a sensitivity evaluation during the summertime when recreational traffic exists in the study area, primarily related to the operation of the Cooperstown All Star Village baseball camp facility. In addition, the study includes a crash evaluation of the latest three years of available data from the New York State Department of Transportation (NYSDOT) at the following locations:

- › NY Route 205 between and including County Road 48 (south of Interstate 88) and Chestnut Street (NY Route 23)
- › Chestnut Street (NY Route 23) between and including NY Route 205 and Main Street
- › County Road 8 (Lower River Street/Rounhouse Road) between and including NY Route 205 and Fonda Avenue
- › NY Route 7 (Oneida Street) between and including NY Route 205 and Chestnut Street (NY Route 23)



Not to Scale



Project Location

Oneonta Rail Yard
Oneonta, New York

Figure 1

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed Oneonta Rail Yard Redevelopment Plan requires a thorough understanding of the existing transportation conditions in the study area including roadway geometry, traffic controls, daily and peak hour traffic flow, existing land uses at and surrounding the site, and multi-modal accommodations. Each of these elements is described in detail below.

Currently, land uses in and near the Oneonta Rail Yard include:

- › Along Lower River Street
 - Stericycle
 - The Arc of Otsego/Oneonta Day Services
 - A&D Transport Services/Victory Repairs
 - Casella Waste Systems
 - Vacant warehouse building
 - Lutz Feed
 - Residential home
- › Along Roundhouse Road
 - Lutz Feed
 - Castings, Inc
 - Noah's World
 - Toonie Moonie
 - Primal Fitness
 - North Line Utilities
 - Approved Towing

- Porcelain Inc.
- Roundhouse Indoor Golf
- Symphony Medical Supply
- Opportunities Otsego
- Roundhouse Road Self Storage
- A.Treffeisen & Son Plumbing, HVAC, Electric
- Vacant buildings
- › Along Ceperley Avenue
 - Scholet Furniture
 - Cobleskill Stone Products
- › Fonda Avenue
 - Lands owned by the Delaware & Hudson Railway

As shown, much of the land uses surrounding the site include industrial land uses; therefore, redevelopment of the Oneonta Rail Yard with the identified land uses will fit well within the character of the land uses in the study area.

Roadway Geometry

Descriptions of the study area roadways providing access to the project site and study area intersections are included below.

Roadways

Table 1 summarizes the functional classification, roadway cross-section, posted speed limit, and average daily traffic volume for the study area roadways. The roadways are each described in more detail following the table.

Table 1 Roadway Characteristics

Location	Urban Functional Class	Cross-section	Posted Speed	AADT
NY Route 205	Principal arterial – other freeway/expressway	2, 12 ft lanes	55 mph	5,900 ^a
Oneida Street (NY Rt 7)	Minor arterial	2, 11 ft lanes	35 mph	7,350 ^a
Chestnut St (NY Rt 7/23)	Minor arterial	2, 10-11 ft lanes	30 mph	9,300 ^a
Country Club Rd (CR 8)	Local road	2, 10-11 ft lanes	30 mph	2,450 ^a
Lower River St (CR 8)	Local road	2, 11-12 ft lanes	30 mph	1,000 ^b
Ceperley Ave	Local road	2, 10 ft lanes	30 mph	500 ^a
Fonda Ave	Local road	2-way total 18 ft	Not posted	350 ^b
Roundhouse Rd	Private road	2-way total 24 ft	Not posted	210 ^b

a Most recent Annual Average Daily Traffic (AADT) volume available from NYSDOT expressed in vehicles per day.

b Average Daily Traffic estimated based on the assumption that the PM peak hour traffic is approximately 10% of the daily traffic.

NY Route 205

NY Route 205 is a limited access roadway in the study area and is classified as an urban principal arterial – other freeway/expressway and provides generally north-south travel through Otsego County. In the study area, NY Route 205 is a two-lane roadway with one 12-foot wide travel lane in each direction and wide 10 to 12-foot paved shoulders. The posted speed limit on NY Route 205 is 55-mph. There are no sidewalks on NY Route 205, so pedestrians and bicyclists use the wide shoulders. There is no direct land use access for parcels adjacent to NY Route 205 in the study area, but nearby land uses are primarily commercial near the southern end of the study area transitioning to residential on the northern end of the study area.

Oneida Street (NY Route 7)

Oneida Street (NY Route 7) is classified as an urban minor arterial providing generally east-west travel through Otsego County. In the study area, Oneida Street is a two-lane roadway with one 11-foot wide travel lane in each direction and 4 to 5-foot paved shoulders marked with bicycle symbols. The posted speed limit on Oneida Street is 35-mph. Sidewalks are provided on both sides of the roadway starting approximately 1,100 feet north of NY Route 205 and extending to Chestnut Street with a segment of sidewalk missing on the east side of the roadway along the car dealership and cemetery frontages between Country Club Road and Chestnut Street. Land use on Oneida Street is a mix of residential and commercial.

Chestnut Street (NY Route 7/23)

Chestnut Street is designated both NY Route 7 and NY Route 23 in the study area and is classified as an urban minor arterial providing generally east-west travel

through Oneonta. In the study area, Chestnut Street is a two-lane roadway with one 10 to 11-foot wide travel lane in each direction and 3-foot paved shoulders marked with bicycle symbols. The posted speed limit on Chestnut Street is 30-mph. Through the study corridor, sidewalks are provided on both sides of the roadway. Land use along Chestnut Street is a mix of residential and commercial.

Country Club Road

Country Club Road, also designated Otesgo County Road 8 (CR 8) is classified as an urban local road providing a connection between Country Club Drive and Lower River Street at Oneida Street. Country Club Road is a two-lane roadway with 10 to 11-foot travel lanes and 1 to 2-foot shoulders with a posted speed limit of 30-mph. A sidewalk is provided on the north side of Country Club Road from Wisteria Road to Oneida Street. Except for this section of the roadway, pedestrians and bicyclists share the road with motor vehicles. Land use on Lower River Street is a mix of residential and commercial.

Lower River Street

Lower River Street, also designated Otesgo County Road 8 (CR 8) is classified as an urban local road providing a connection between Country Club Road (CR 8) at Oneida Street (NY Route 7) and Roundhouse Road at Ceperley Avenue. Lower River Street is a two-lane roadway with 11 to 12-foot travel lanes and no shoulders with a posted speed limit of 30-mph. There are no sidewalks on Lower River Street, so pedestrians and bicyclists share the road with motor vehicles. Land use on Lower River Street is primarily commercial transitioning to industrial near Roundhouse Road.

Ceperley Avenue

Ceperley Avenue is classified as an urban local road providing a connection between Lower River Street at Roundhouse Road and Chestnut Street. Ceperley Avenue is an approximately 32-foot wide roadway with two travel lanes and on-street parking at the north end of the roadway near Chestnut Street. There is a sidewalk on the west side of the roadway for approximately 950 feet to the south of Chestnut Street and approximately 300 feet to the south of Chestnut Street on the east side of the roadway. At the north end of the roadway, land use on Ceperley Avenue is primarily residential. As Ceperley Avenue transitions towards the Rail Yard, land uses change to primarily industrial and the roadway narrows to provide a 27-foot wide roadway for two-way travel with no sidewalks or shoulders. Ceperley Avenue has a posted speed limit of 30-mph and signage restricting truck access except for local deliveries.

Fonda Avenue

Fonda Avenue is classified as an urban local road and extends from Chestnut Street (NY Route 7/23) to a dead end where access is provided to the Oneonta Rail Yard. Fonda Avenue provides an 18-foot wide roadway for two-way travel. There are no

shoulders or sidewalks on Fonda Avenue, so pedestrians and bicyclists share the road with motor vehicles. Land use on Fonda Avenue is a mix of residential and commercial near the intersection with Chestnut Street and transitions to industrial land uses as the roadway travels into the Oneonta Rail Yard. There is no posted speed limit on Fonda Avenue.

Roundhouse Road

Roundhouse Road is a local private road generally traveling in an east-west direction for approximately 1-mile connecting Lower River Street and Fonda Avenue. Roundhouse Road travel through the project site within the Oneonta Rail Yard and is an approximately 24-foot wide roadway for two-way travel. There are no shoulders or sidewalks on Roundhouse Road so pedestrians and bicyclists share the road with motor vehicles. There is no posted speed limit on Roundhouse Road and land use along the roadway is primarily industrial.

Intersections

NY Route 205/Oneida Street (NY Route 7)

The NY Route 205/Oneida Street intersection is a four-leg intersection operating under traffic signal control. For purposes of this study, NY Route 205 is considered an east-west roadway and Oneida Street is considered a north-south roadway. The eastbound NY Route 205 intersection approach provides a left-turn lane and a shared through/right-turn lane and the westbound intersection approach provides individual left, through, and right-turn lanes. The northbound and southbound Oneida Street/NY Route 7 intersection approaches provide a left-turn lane and a shared through/right-turn lane. Approximately 50-feet from the intersection stop bar, the shared through/right-turn lane splits to provide a channelized right-turn lane operating under yield sign control. There are no sidewalks at the intersection, but marked crosswalks with pedestrian pushbuttons, indicators, and countdown timers are provided on the NY Route 205 eastbound and Oneida Street (NY Route 7) southbound approaches to the intersection. The channelized right-turn lane on the Oneida Street approach has a marked crosswalk, but no pedestrian controls.

NY Route 205/Country Club Road (CR 8)

The NY Route 205/Country Club Road intersection is a four-leg intersection operating under traffic signal control. The northbound and southbound NY Route 205 intersection approaches each provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound Country Club Road intersection approaches each provide a single lane for shared travel movements. There are no sidewalks at the intersection, but a marked crosswalk is provided on the NY Route 205 northbound approach. There are pedestrian push buttons on each side of the crosswalk with a sign indicating "to cross street push button wait for green light". In addition, field review noted that new pedestrian indicators, countdown timers, and pushbuttons have been installed in all corners of the

intersection. As of October 7, 2018, the new accommodations were still bagged and not yet operating.

Country Club Road (CR 8)/Oneida Street (NY Route 7)/Lower River Street (CR 8)

The Country Club Road/Oneida Street/Lower River Street intersection is a four-leg intersection operating under traffic signal control. All four intersection approaches each provide a single lane for shared travel movements. The shoulders on Oneida Street are striped for bicycles and there are bicycle pavement markings adjacent to the stop bars on Country Club Road and Lower River Street indicating that the roadway is shared with vehicles and bicycles on these roadways. There are sidewalks on all four intersection corners with detectable warnings within the sidewalk ramps leading to marked crosswalks on all four intersection approaches. Pedestrian push buttons with indicators and countdown timers are provided on all four intersection approaches. Sidewalks extend on Oneida Street to the south on both sides of the roadway and to the north on the west side of the roadway. On Country Club Road, sidewalks extend west of the intersection on the north side of the roadway. There are no sidewalks on Lower River Street beyond the small section at the intersection corner.

Lower River Street/Ceperley Avenue/Roundhouse Road

This is a three-leg unsignalized intersection with no traffic control. The Roundhouse Road westbound approach to the intersection operates as if under stop sign control and the movements between Lower River Street and Ceperley Avenue operates as the free flow movement. As shown on the aerial image below, along the south side of the intersection there is a large curb cut servicing Lutz Feed; therefore, traffic volumes turning to and from Lutz Feed at this location were documented. Each roadway approach to the intersection provides a single lane for shared travel movements and as noted the Lutz Feed driveway approach is not clearly defined. There are no shoulders or sidewalks on any of the intersection approaches.



Chestnut Street (NY Route 7/23)/Ceperley Avenue/Murdock Avenue

This intersection is a four-way intersection with the Ceperley Avenue and Murdock Avenue intersection approaches separated by approximately 80 feet. This intersection is signalized and has two separate span wires that operate with a single controller. There are sidewalks on all four intersection approaches with marked crosswalks, pedestrian indicators and countdown timers. Ceperley Avenue is signed for no trucks, except local deliveries. There are bicycle pavement marking provided in the shoulders on Chestnut Street.

Chestnut Street (NY Route 7/23)/Fonda Avenue

This is a three-leg unsignalized intersection controlled with a stop sign on the Fonda Avenue northbound approach. All three legs to the intersection provide a single lane for shared travel movements. There are sidewalks provided on both sides of Chestnut Street west of the intersection and on the south side of Chestnut Street east of the intersection. There is a marked crosswalk across Chestnut Street on the west side of the intersection with pedestrian warning signs on both approaches. To the east of the intersection there is a wide shoulder on the south side of Chestnut Street where on-street parking is allowed.

Fonda Avenue/Roundhouse Road

This is a three-leg unsignalized intersection controlled with a stop sign on the Roundhouse Road eastbound approach. All three legs to the intersection provide a single lane for shared travel movements. There are no sidewalks provided on Fonda Avenue or Roundhouse Road. Roundhouse Road is signed as a private roadway.

Chestnut Street (NY Routes 7/23)/Main Street

This is a four-way intersection controlled with a traffic signal. The eastbound Chestnut Street intersection approach provides a shared left-turn/through lane and a right-turn lane. The Chestnut Street east leg of the intersection is for one-way eastbound travel away from the intersection. The northbound Main Street intersection approach provides a left-turn lane and a shared through/right-turn lane. Just south of the intersection there is a wide bus only lane along the east side of Main Street to service the City Transportation Center. This bus lane ends approximately 125 feet south of the intersection. The southbound Main Street intersection approach provides a single lane for shared travel movements. There are sidewalks on all four intersection approaches with marked crosswalks, pedestrian push buttons, indicators, and countdown timers.

Existing Traffic Volumes

Daily traffic volumes were collected on Chestnut Avenue east of Ceperley Avenue and on NY Route 205 south of Country Club Road for the period from Tuesday, May 8, 2018 through Friday, May 11, 2018 using automatic traffic recorders (ATRs).

Traffic volume data was collected when school was in session for the nearby colleges and when local elementary, middle, and high schools were in session. The traffic volume data are summarized in Table 2 and are included in Appendix B. It is noted that the NYSDOT data summarized in Table 1 is different than the data included below in Table 2 due to the timing and placement of the ATRs and the adjustments that the NYSDOT makes to the data they collect and publish. The data summarized in Table 2 were collected specifically for the evaluation of the Redevelopment of the Oneonta Rail Yard.

Table 2 Existing Traffic Volume Summary

Location	ADT ^a	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Volume	K Factor ^b	Dir. Dist. ^c	Volume	K Factor	Dir. Dist.
Chestnut Ave	8,825	560	6.3%	66% EB	705	8.0%	51% WB
NY Route 205	7,073	483	6.8%	66% SB	629	8.9%	60% NB

Source: VHB based on automatic traffic recorder counts conducted on May 8 through 11, 2018.

Note: Peak hours do not necessarily coincide with the peak hours of turning movement counts.

a Average Daily Traffic (ADT) volume expressed in vehicles per day.

b Represents the percent of daily traffic that occurs during the peak hour.

c Directional distribution of peak hour traffic.

As shown in Table 2, Chestnut Avenue carries approximately 8,825 vehicles per day (vpd) on a typical weekday with approximately 6.3% during the AM peak hour and 8.0% during the PM peak hour of the weekday daily traffic flow. Traffic flow along Chestnut Avenue is heavier in the eastbound direction during the AM peak hour and slightly heavier in the westbound direction during the PM peak hour. NY Route 205 carries approximately 7,073 vpd with 6.8% of daily traffic during the AM peak hour and 8.9% during the PM peak hour. Traffic flow on NY Route 205 is heavier in the southbound direction during the AM peak hour and heavier in the northbound direction during the PM peak hour.

Turning movement counts (TMCs) were conducted at the eight study area intersections on May 10, 2018 when all schools were in session during the weekday AM and PM peak periods from 6:00 to 9:00 AM and 3:00 to 6:00 PM on May 10, 2018. The peak hour traffic volume data is included in Appendix C and the 2018 Existing peak one-hour traffic volumes are illustrated on Figures 1 and 2. Based on the data, the AM peak hour varies throughout the study area but generally occurs from 7:30 AM to 8:30 AM from or 7:45 AM to 8:45 AM. The PM peak hour also varies but occurs at each intersection for a one-hour period between 3:15 PM and 5:15 PM.

Multi-Modal Accommodations

Public transportation in the study area is provided by Oneonta Public Transit (OPT). There are several bus routes that travel through at least a portion of the overall study area including:

- › Morning Commuter Route
- › Hillside Commons Route
- › River Street Route
- › State University Route
- › West End Route
- › Hartwick College/Southside Night Route

Of these routes, the West End Route and Morning Commuter Route travel closest to the Oneonta Rail Yard. The West End Route provides weekday service from 7:00 AM to 5:50 PM at approximately 30-minute intervals with a stop at the Chestnut Street/Fonda Street intersection. The Morning Commuter Route provides weekday service from 6:00 to 7:00 AM in the study area travelling to several area employers including Corning, Industrial Park, Southside Mall/Walmart, and Browne Street. No evening commuter service is provided.

As noted in the roadway and intersection descriptions the study area includes a mix of pedestrian and bicyclists accommodations including ranging from sidewalks, shoulders, crosswalks, pedestrian indicators, and countdown timers to no accommodations requiring pedestrians and bicyclists to share the roadway with passenger vehicles. The traffic volume data did not identify any bicyclists observed during the peak hour traffic counts; however, Table 3 summarizes the number of pedestrian crossings observed during both the AM and PM peak hours.

Table 3 Peak Hour Pedestrian Crossings

Location	AM Peak Hour	PM Peak Hour
NY Rt 205/Oneida St	1	1
NY Rt 205/Country Club Rd	1	0
Country Club Rd/Oneida St/Lower River St	5	3
Lower River St/Ceperley Ave/ Roundhouse Rd	1	4
Chestnut St/Ceperley Ave/Murdock Ave	9	8
Chestnut St/Fonda Ave	4	3
Fonda Ave/Roundhouse Rd	0	0
Chestnut St/Main St	41	400

The Chestnut Street/Main Street intersection experiences a large number of pedestrian crossings due to the intersection location within the downtown center, proximity of the Oneonta Public Transit Center, many nearby employers and commercial businesses, and the nearby parking garage. All of these factors contribute to the large number of pedestrian crossings at the intersection.

As noted in the roadway and intersection descriptions above, the study area network provides sidewalks on Chestnut Street, Oneida Street, and portions of Country Club Road and Ceperley Avenue. The traffic signals include a mix of pedestrian accommodations including sidewalks, ramps, detectable warning fields, crosswalks,

pedestrian indicators, pushbuttons, and countdown timers. The pushbuttons include a mix of elevator style buttons that light up when pushed, buttons with arrows identifying the crossing direction and multiple audible cues including beeping and voice. Bicycle pavement markings are provided in multiple locations on the shoulders and in the travel lane at traffic signals to identify the location for bicyclists to wait to trigger the traffic signal to change.

Vehicular Crash History

Crash data for the study area was obtained from NYSDOT for the latest available three-year period from January 1, 2015 to December 31, 2017 for the following roadway segments:

- › NY Route 205 between and including County Road 48 (south of Interstate 88) and Chestnut Street (NY Route 23)
- › Chestnut Street (NY Route 23) between and including NY Route 205 and Main Street
- › County Road 8 (Lower River Street/Roundhouse Road) between and including NY Route 205 and Fonda Avenue
- › NY Route 7 (Oneida Street) between and including NY Route 205 and Chestnut Street (NY Route 23)

Review of the data shows that during the three-year period, a total of 220 crashes occurred on these roadway segments. Table 4 summarizes the segment and intersection crashes and shows that of the 220 crashes, there were 26 injury crashes, 80 property damage collisions, 113 non-reportable incidents (no injury and less than \$2,000 in property damage), and one fatality. Two crashes involved pedestrians and one crash involved a bicyclist. The crash data is provided in Appendix D.

Table 4 Summary of Three-year Crash History

Location	Total Crashes	Severity			
		Fatal	INJ ^a	PDO ^b	NR ^c
Roadway Segment ^d					
NY Rt 205 from CR 48 to NY Rt 23	42	0	11	13	18
Chestnut Street from NY Rt 205 to Main St	142	1	13	51	77
Oneida St from Rt 205 to Chestnut St	33	0	2	15	16
CR 8 from NY Rt 205 to Fonda Ave	3	0	0	1	2
Total	220	1	26	80	113
Study Intersection					
NY Rt 205/Oneida St	8	0	4	2	2
NY Rt 205/Lower River St	6	0	2	2	2
Lower River St/Oneida St	3	0	0	1	2
Lower River St/Roundhouse Rd/ Ceperley Ave	0	0	0	0	0
Chestnut St/Ceperley Ave/Murdock Ave	6	0	0	2	4
Chestnut St/Fonda Ave	3	0	0	1	2
Fonda Ave/Roundhouse Rd	0	0	0	0	0
Chestnut St/Main St	16	1	1	6	8
Total	42	1	7	14	20

Source: NYSDOT crash data dated September 1, 2013 through August 31, 2016.

a Injury

b Property Damage Only

c Non-Reportable

d The study intersection crashes are included in the segment totals

As shown in Table 4, of the 220 total crashes on the evaluated roadway segments, 42 occurred at six of the study area intersections included within the roadway segments. Of the 42 intersection crashes, 20 were rear-end crashes and 6 were overtaking with the remaining crashes a mix of head on, left-turn, right angle, sideswipe, and other/unknown. The primary contributing factors of the intersection crashes were identified as driver inattention, following too closely, failure to yield right-of-way, and disregard of traffic control devices. The following is noted regarding the intersection crashes:

- › NY Route 205/Oneida Street – The 8 crashes at the intersection were all two vehicle crashes and involved a mix of rear end, overtaking, right angle, head on, and left-turn crashes. One crash at the intersection involved a heavy vehicle and appeared to be caused by the driver of the heavy vehicle changing lanes in an unsafe manner.

- › NY Route 205/Lower River Street – The 6 crashes at the intersection included 5 two vehicle crashes and one single vehicle crash that involved hitting a deer. The 5 two vehicle crashes included three rear end crashes, one right angle, and one unknown crash. The crashes were primarily caused by driver inattention, traffic control devices disregarded, and following too closely.
- › Lower River Street/Oneida Street – The three crashes at the intersection were all two vehicle crashes and included a rear end, sideswipe, and left-turn crash. Two of the crashes involved heavy vehicles. Of the two crashes, one involved tire failure on the truck and the second involved the driver of the passenger car disregarding the traffic control and turning into the truck travelling straight through the intersection.
- › Chestnut Street/Ceperley Avenue/Murdock Avenue – Of the six crashes at the intersection, five were two vehicle crashes and the last involved three vehicles. The crashes were primarily rear end collisions caused by following too closely.
- › Chestnut Street/Fonda Avenue – Of the three crashes that occurred at the intersection, one was a left-turn crash, one was a head on crash, and the final crash involved hitting a fire hydrant. The contributing factors included driver inattention, unsafe speed, and a limited or obstructed view.
- › Chestnut Street/Main Street – Sixteen crashes occurred at this intersection over the three-year study period. Of the 16 crashes, 9 were rear end crashes, 4 were overtaking crashes, and 3 were identified as other crashes. The primary contributing factor for the crashes was driver inattention. One crash at the intersection involved a heavy vehicle that was rear ended by a passenger vehicle apparently caused by driver inattention. It is noted that one of the crashes at the intersection involved a pedestrian fatality in which the pedestrian was crossing the street with the traffic signal and was struck by a driver making a left-turn and failing to yield the right of way to the pedestrian.

Review of the intersection crash data did not identify any prevalent crash types or patterns. As noted, there were only three crashes at the study area intersections that were noted as being associated with heavy vehicle traffic.

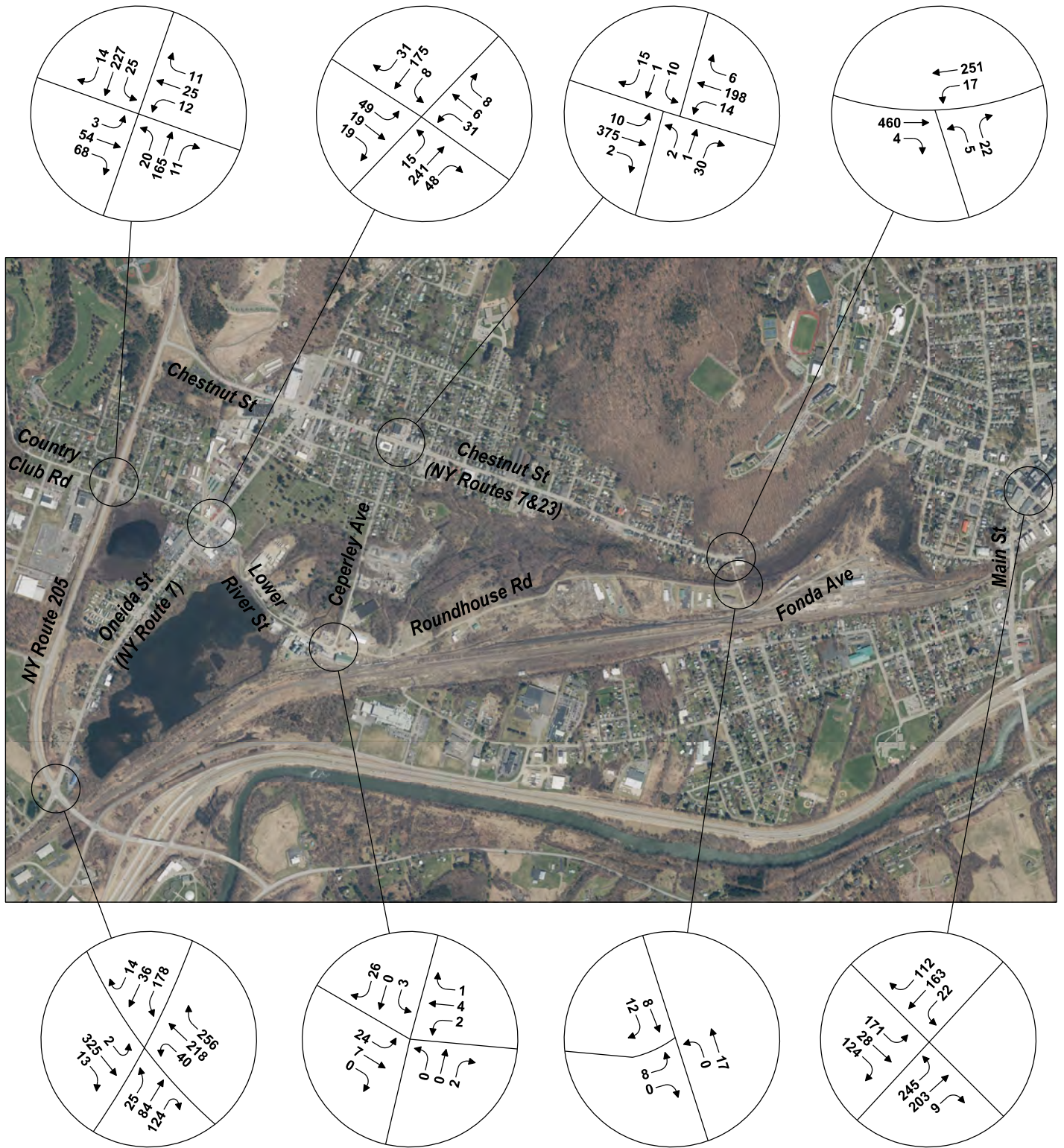
Of the 178 crashes that occurred on the roadway segments and were not at the study intersections, 41 were single-vehicle crashes and 137 were multi-vehicle crashes. The crashes included 69 rear end crashes, 34 angle crashes, and 14 overtaking crashes. The primary contributing factors were identified as driver inattention, following too closely, backing unsafely and failure to yield the right-of-way. The following is noted regarding crashes on the roadway segments (less the crashes at the study intersections):

- › NY Route 205 – There were 28 crashes on this 1.7 mile roadway segment; 11 single-vehicle crashes, 16 two-vehicle crashes, and 1 three-vehicle crash. Of the 11 single vehicle crashes, 7 involved collisions with deer caused by the animal's action. One crash involved a heavy vehicle that overturned due to disregarding the traffic control device. Thirteen of the 17 multi-vehicle crashes were rear end crashes caused by following too closely or driver inattention.

- › Chestnut Street – There were 117 crashes on this 2.7 mile roadway segment; 22 single-vehicle crashes, 89 two-vehicle crashes, and 6 three-vehicle crash. Of the 22 single vehicle crashes, 14 involved collisions with fixed objects and 5 involved collisions with deer. The apparent contributing factors ranged from alcohol involved animal’s action, driver inattention, and slippery pavement. The multi-vehicle crashes included 45 rear end crashes, 24 angle crashes, and 13 overtaking crashes. The primary causes were following too closely, driver inattention, backing unsafely, and failure to yield the right of way. A pedestrian crash occurred on Chestnut Street approximately 300 feet northwest of Main Street and involved a driver hitting a pedestrian apparently caused by driver inattention. There were two crashes involving heavy vehicles; one rear end crash caused by the driver of the truck following too closely and the second caused by a driver turning left failing to yield the right of way to a truck travelling straight.
- › County Road 8 – There were 3 crashes on this 1.7 mile roadway segment. One crash involved hitting a deer; one right- angle crash and one left-turn crash. The causes of the crashes were animal’s action, failure to yield the right of way, and improper turning maneuver.
- › Oneida Street – There were 30 crashes on this 1.1 mile roadway segment; 7 single-vehicle crashes, 18 two-vehicle crashes, and 5 three-vehicle crash. One of the single-vehicle crashes included a bicycle approximately 600 feet south of County Club Road and involved a driver making a left-turn and hitting the bicyclist travelling along the roadway. The crash was apparently caused by driver inattention. The 23 multi-vehicle crashes were primarily rear end or right angle crashes caused by backing unsafely, following too closely, or driver inattention. One rear end crash involved a heavy vehicle that was following too closely.

Review of the segment crash data did not identify any prevalent crash types or patterns. As noted, there were four crashes that were noted as being associated with heavy vehicle traffic.

AM Peak Hour



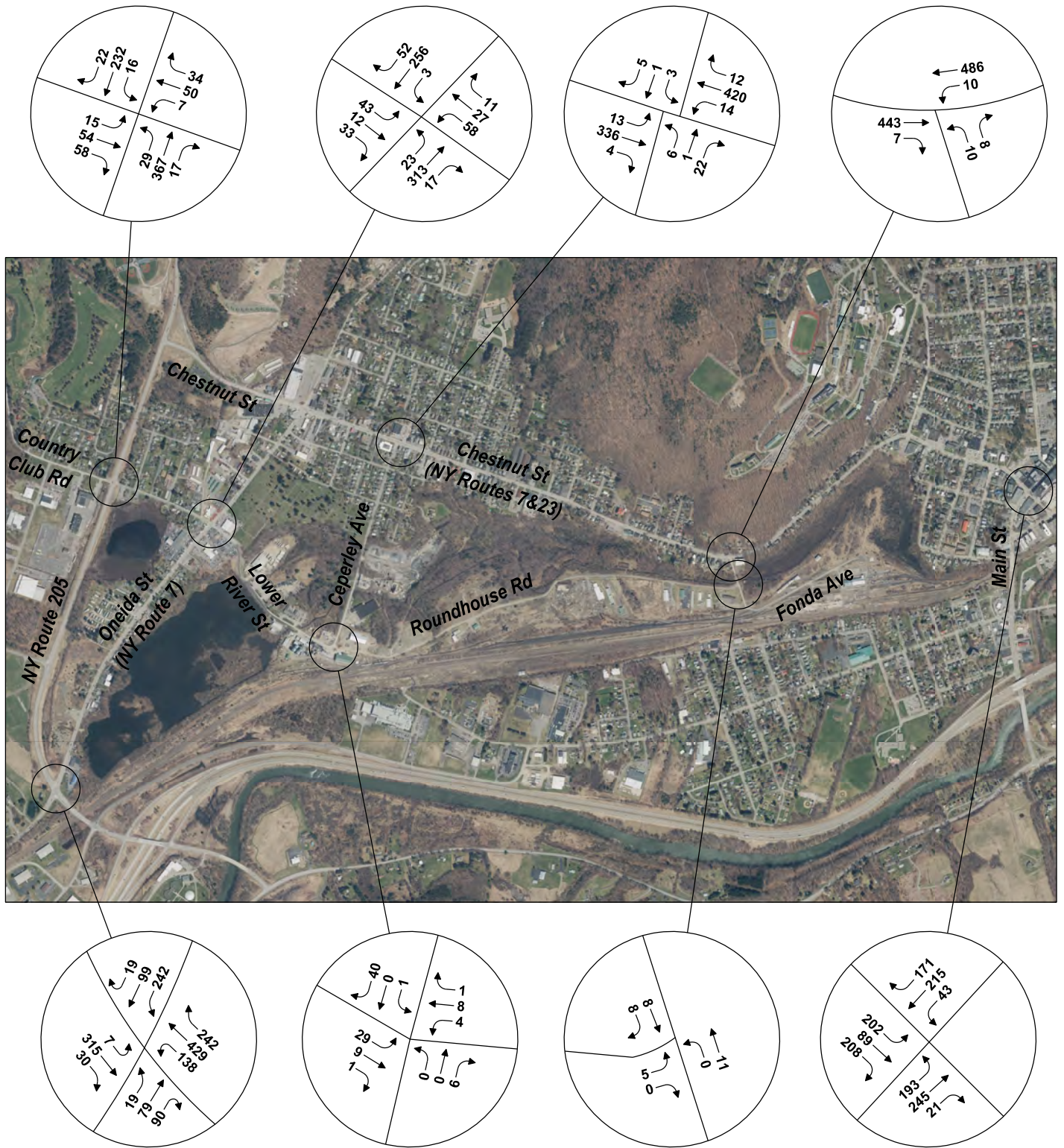
Not to Scale



2018 Existing
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 2

PM Peak Hour



Not to Scale



2018 Existing
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 3

3

Future Conditions

The Redevelopment Plan is based on a five-year build-out plan; therefore, the TIAS evaluates the conditions in the study area for the year 2023 to reflect the time period for full build-out of the Plan.

No-Build Conditions

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the project study area roadways. An alternative procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. For this evaluation, *both* procedures were used.

Historical traffic volumes data published by NYSDOT was reviewed for NY Routes 7, 23, and 205 in the study area. The data on NY Routes 7 and 23 showed that traffic volumes have been trending down over the last several years with decreases ranging between -1% and -4% per year. Traffic volumes on NY Route 205 showed a slight increase of 0.75% per year. To account for potential future growth in the study area, including the Downtown Revitalization Initiative, the 2018 existing traffic volumes were increased by 0.25% per year for five years to represent future 2023 conditions. This growth rate will account for potential background traffic growth and any site-specific development projects in the study area. The resulting 2023 No-Build peak hour traffic volumes are provided on Figures 4 and 5 and represent future traffic volumes in the study area prior to redevelopment of the Oneonta Rail Yard.

Build Conditions

Build traffic volumes were determined by estimating site-generated traffic volumes and distributing these volumes over the study area roadways. The site generated traffic volumes include new trips that are likely to be generated with the Redevelopment Plan development.

Master Plan Generated Traffic Volumes

To estimate the site-generated traffic, the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 10th Edition*¹ was utilized. The number of vehicle trips generated by the proposed Oneonta Rail Yard Redevelopment Plan with 913,125 SF of development was based on ITE land use code (LUC) 130 – Industrial Park. This land use code includes a mix of industrial or related land uses including a mix of manufacturing, service, and warehouse facilities and best represents the anticipated land uses within this site. Table 5 summarizes the projected trip generation associated with the proposed developments for the AM and PM peak hours.

Table 5 Trip Generation Summary

Weekday Time Period	Movement	Industrial Park ^a
AM Peak Hour	Enter	296
	<u>Exit</u>	<u>69</u>
	Total	365
PM Peak Hour	Enter	77
	<u>Exit</u>	<u>288</u>
	Total	365

a. Trip generation estimate based on ITE LUC 130 Industrial Park for 913,125 SF

As shown in Table 2, the proposed Oneonta Rail Yard Master Plan with 913,125 SF of development is anticipated to generate 365 vehicle trips during the AM peak hour with 296 entering vehicles and 69 exiting vehicles and 365 vehicle trips during the PM peak hour with 77 entering trips and 288 exiting trips.

Due to the site location within a rail yard, it is anticipated that vehicle trips to the site could potentially be reduced by businesses that use the railroad as a means for importing and exporting supplies and/or products. However, since much of the peak hour travel to and from site is associated with the movement of employees to and from each business, a reduction in the AM and PM peak hour trip generation

¹ Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, Washington D.C., September 2017.

was not taken as part of the traffic evaluation. This assumption provides for a conservative evaluation of the trip generation at the site.

Trip Distribution and Assignment

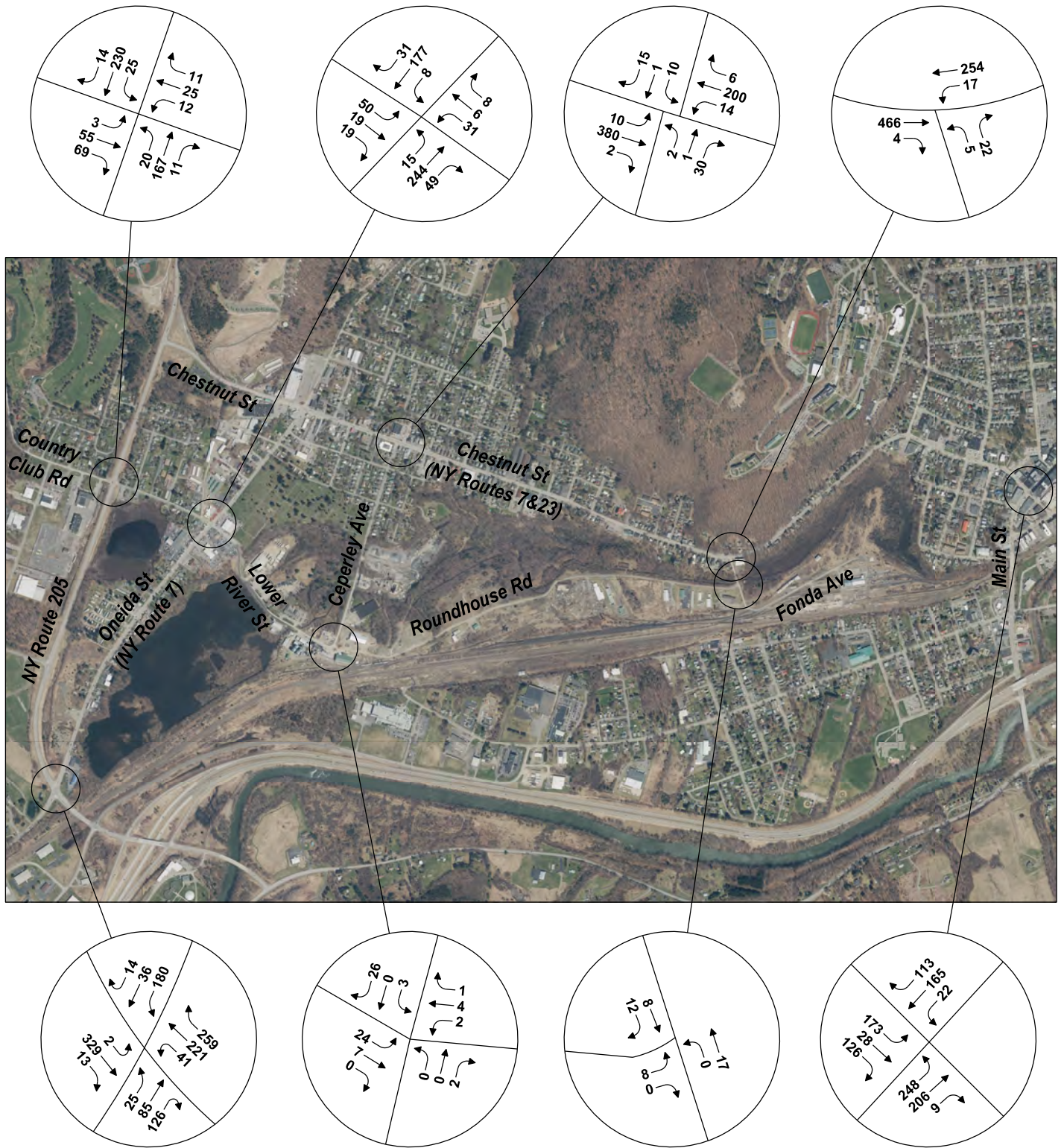
The directional distribution of traffic approaching and departing the project sites is a function of several variables: population densities, existing travel patterns, and the efficiency of area roadways. Based on a review of the existing travel patterns, surrounding roadway network, and population centers in the area it is estimated that 65% of traffic will approach and depart the site via Lower River Street, 25% will access the site via Fonda Road, and the remaining 10% will travel to and from the site via Ceperley Avenue. It is noted that site-related traffic travelling to and from Fonda Road and Ceperley Avenue will be passenger vehicles and will not include heavy vehicle traffic traveling to and from businesses within the Rail Yard. Fonda Road would also potentially provide access for emergency vehicles. The detailed trip distribution pattern is illustrated on Figure 6.

As noted, during the AM and PM peak hours, trips to and from the site are expected to be primarily passenger vehicles associated with employees arriving and departing the site. Passenger vehicles can access the site via Lower River Street, Fonda Road, or Ceperley Avenue. As noted previously, Fonda Road is a narrow, low volume road and Ceperley Avenue is posted with a truck restriction; therefore, all heavy vehicle traffic travelling to and from the site will be directed to use Lower River Street. Review of the existing traffic volume data shows that heavy vehicles are currently accessing the study area through Lower River Street via NY Route 205 and Oneida Street (NY Route 7). Although the number of heavy vehicles accessing the site is anticipated to increase, the percentage of heavy vehicle traffic during the AM and PM peak hours is expected to remain consistent with the existing conditions since a higher percentage of traffic entering and exiting the site will be passenger vehicles.

Build Traffic Volumes

The site-generated traffic volumes were assigned to the roadway network according to the distribution and travel patterns described above and are shown on Figures 7 and 8. The Trip Assignment volumes were added to the 2023 No-Build traffic volumes to develop the 2023 Build traffic volumes. Figures 9 and 10 present the resulting 2023 Build traffic volumes for the weekday AM and PM peak hours, respectively with full build-out of the Master Plan.

AM Peak Hour



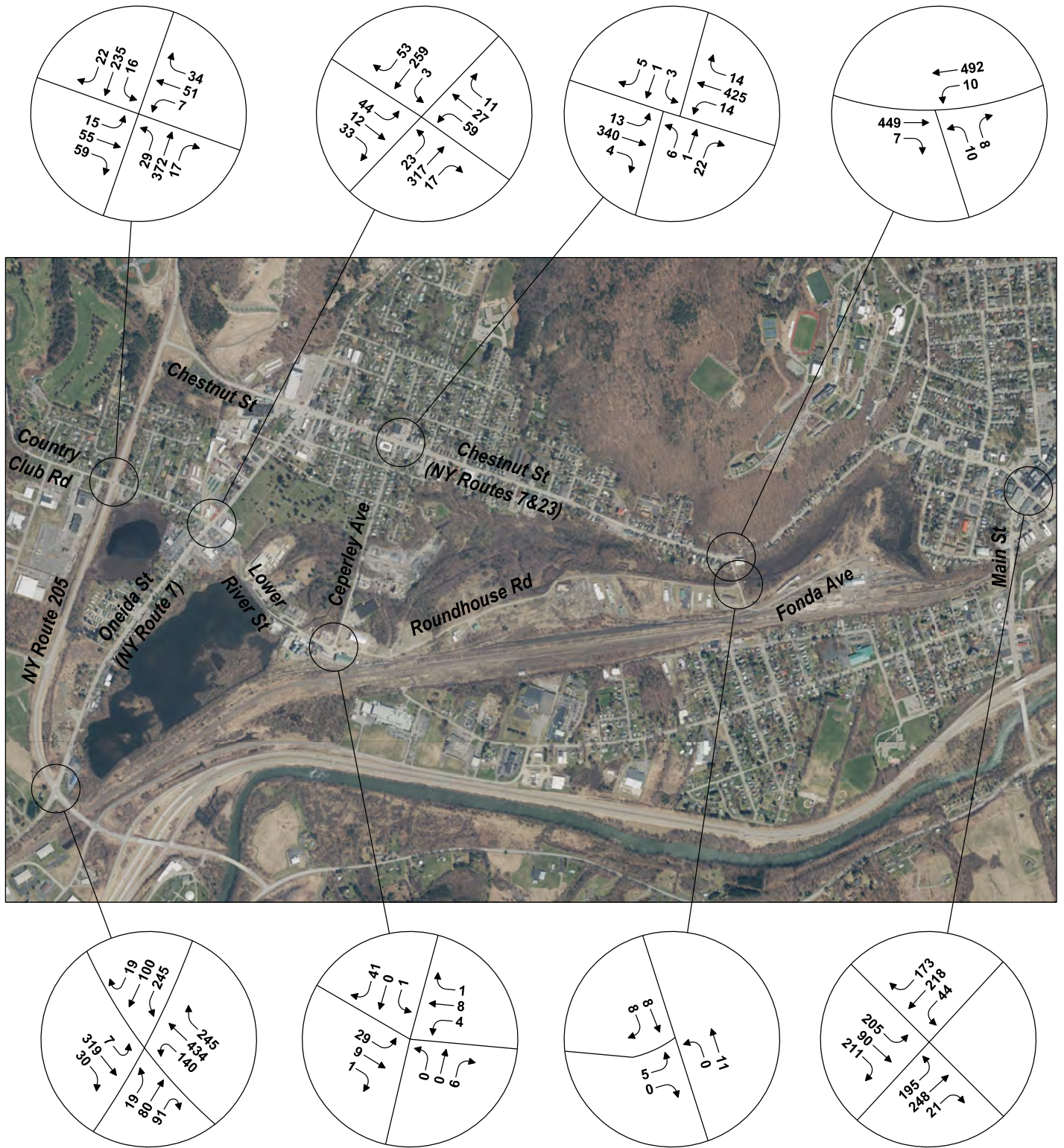
Not to Scale



2023 No-Build
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 4

PM Peak Hour



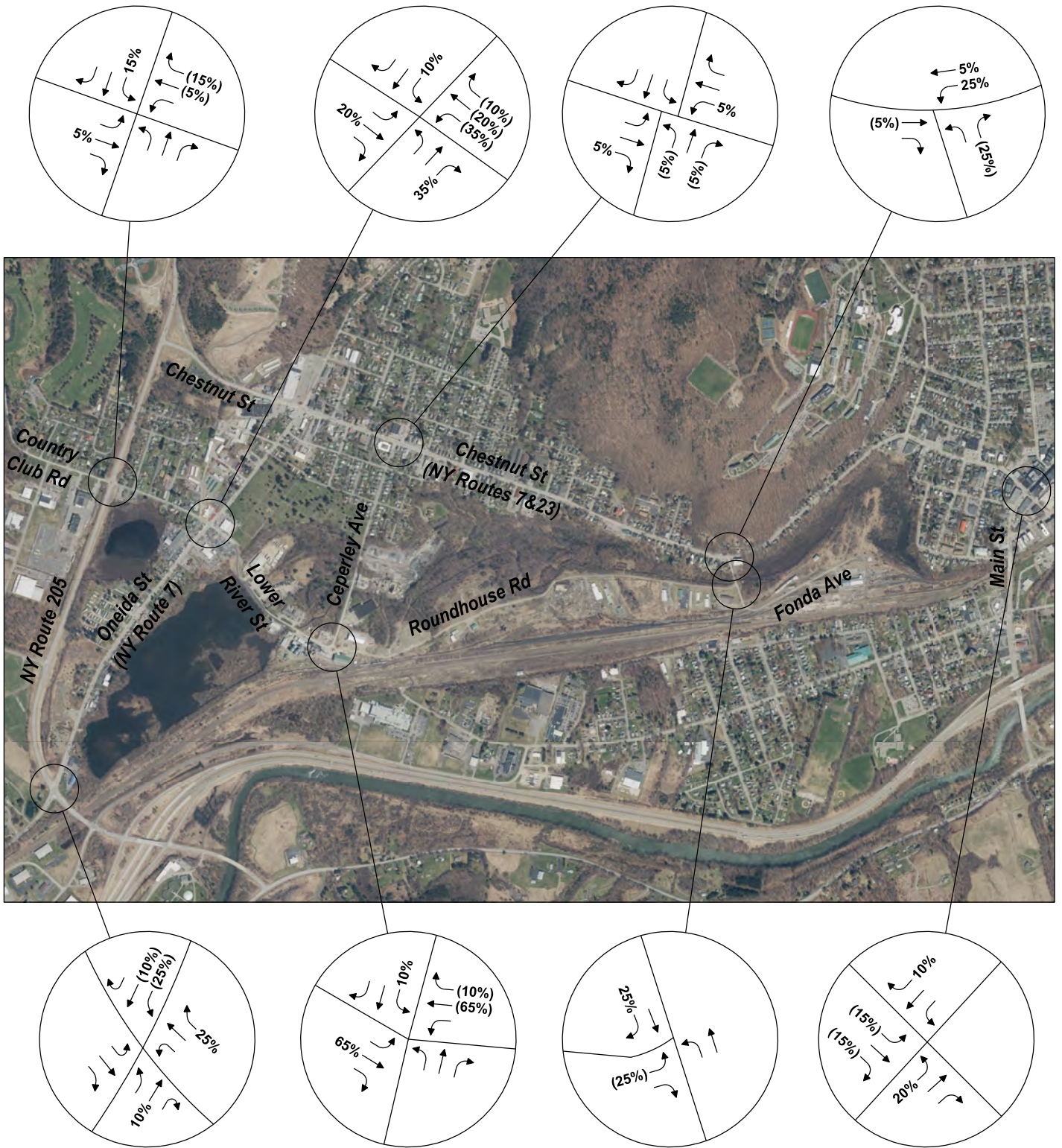
Not to Scale



2023 No-Build
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 5

xx = Entering Trips
 (xx) = Exiting Trips



Not to Scale

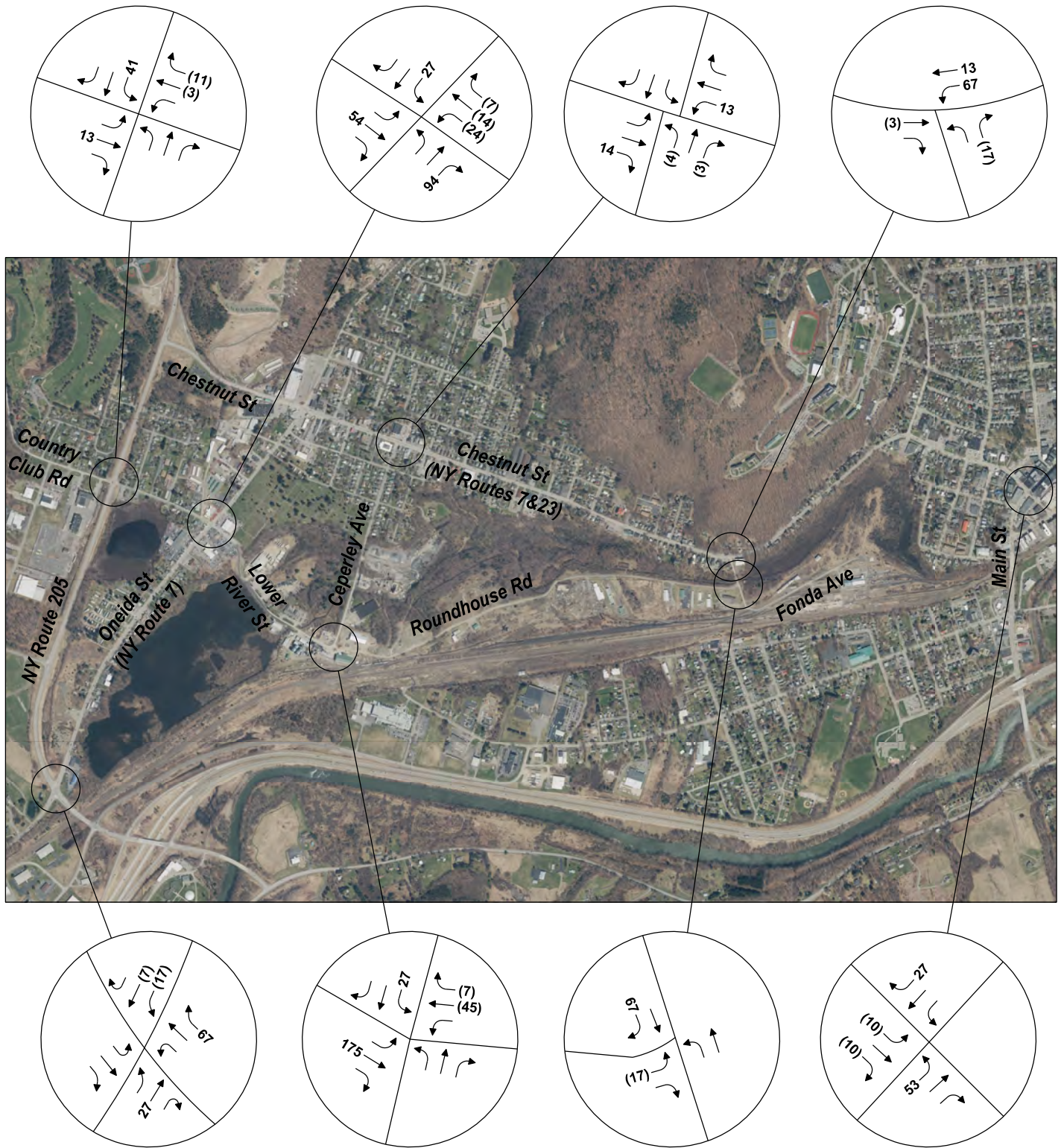


Trip Distribution

Oneonta Rail Yard
 Oneonta, New York

Figure 6

AM Peak Hour



Not to Scale

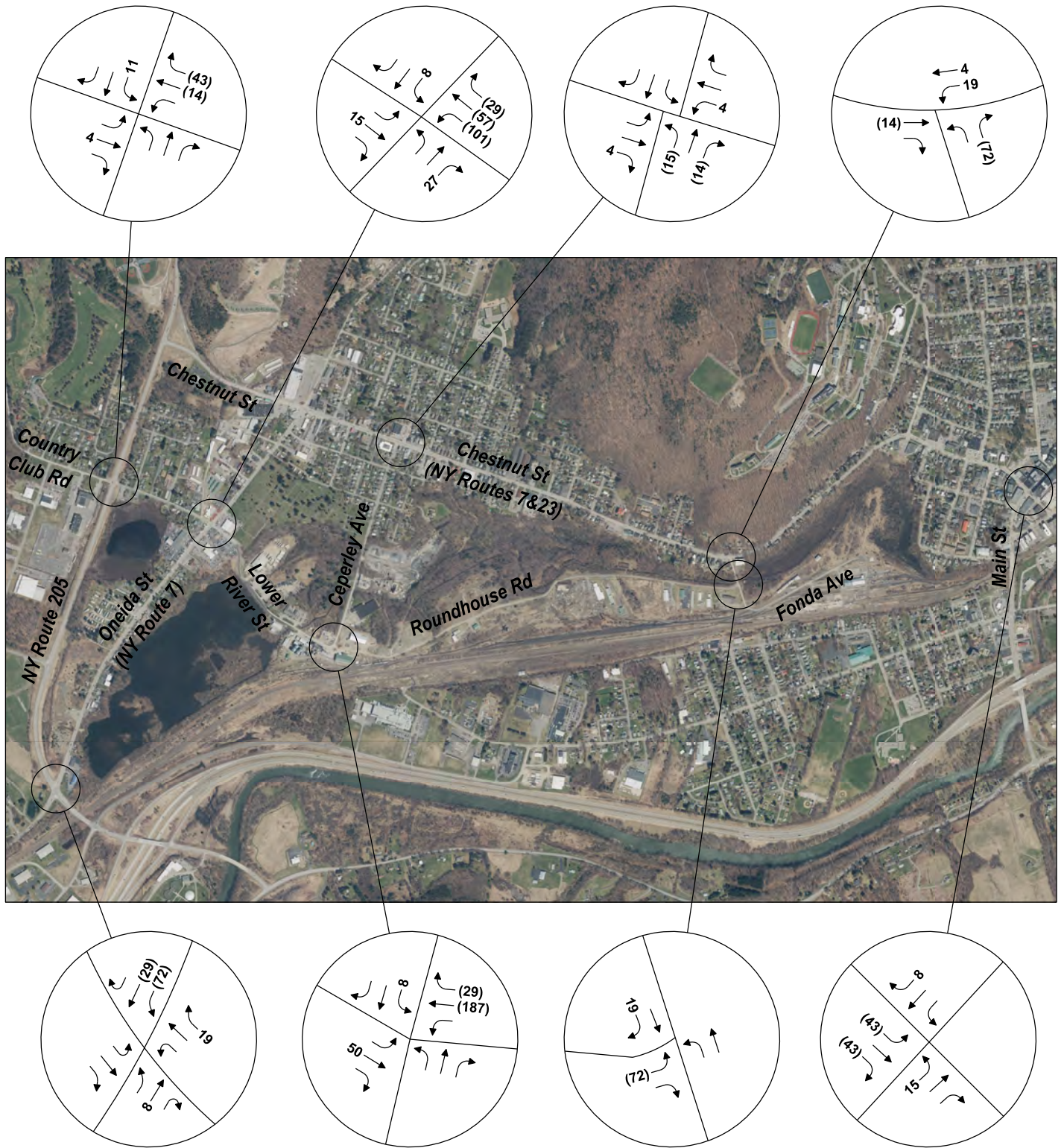


Trip Assignment

Oneonta Rail Yard
Oneonta, New York

Figure 7

PM Peak Hour



Not to Scale

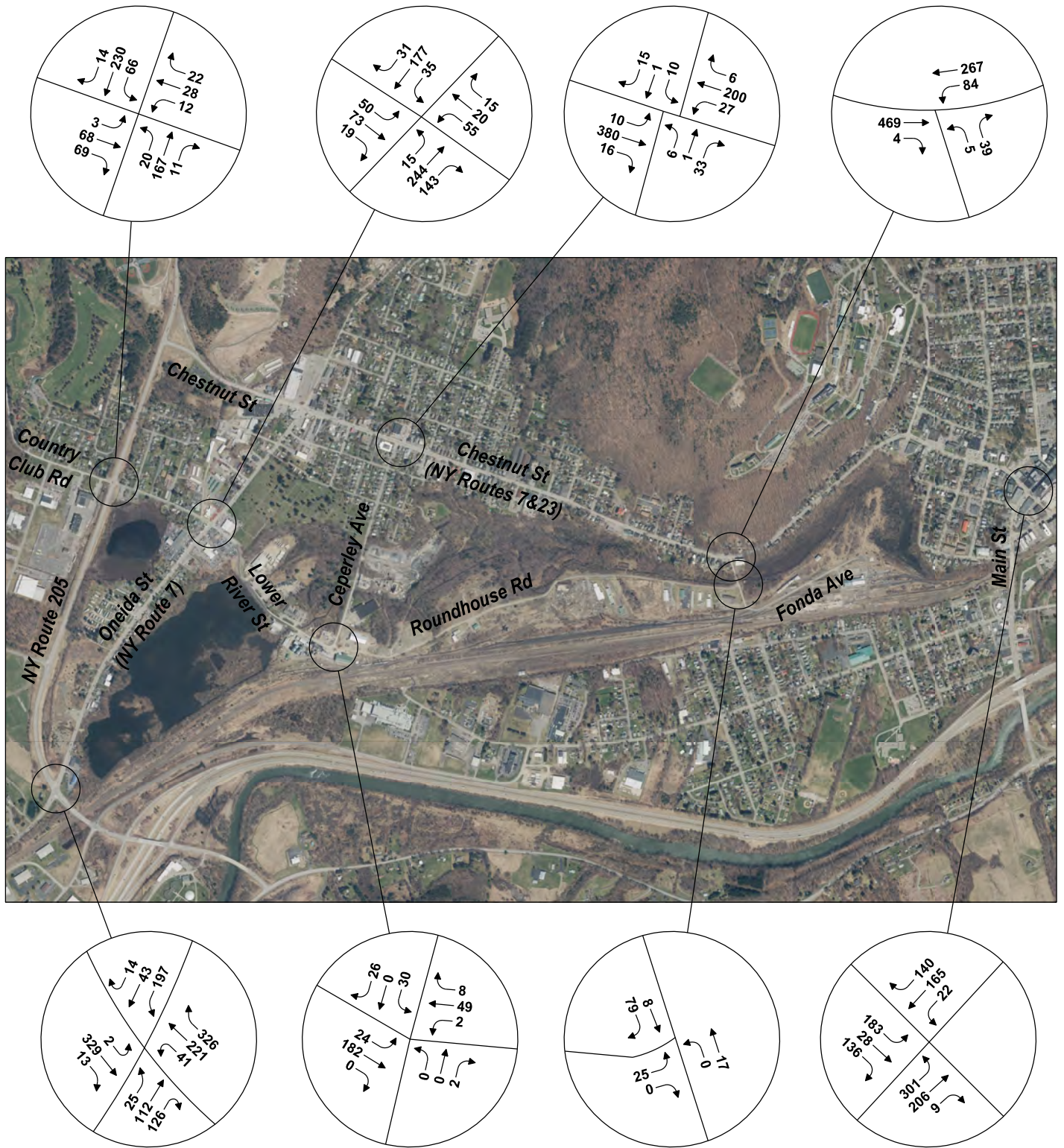


Trip Assignment

Oneonta Rail Yard
Oneonta, New York

Figure 8

AM Peak Hour



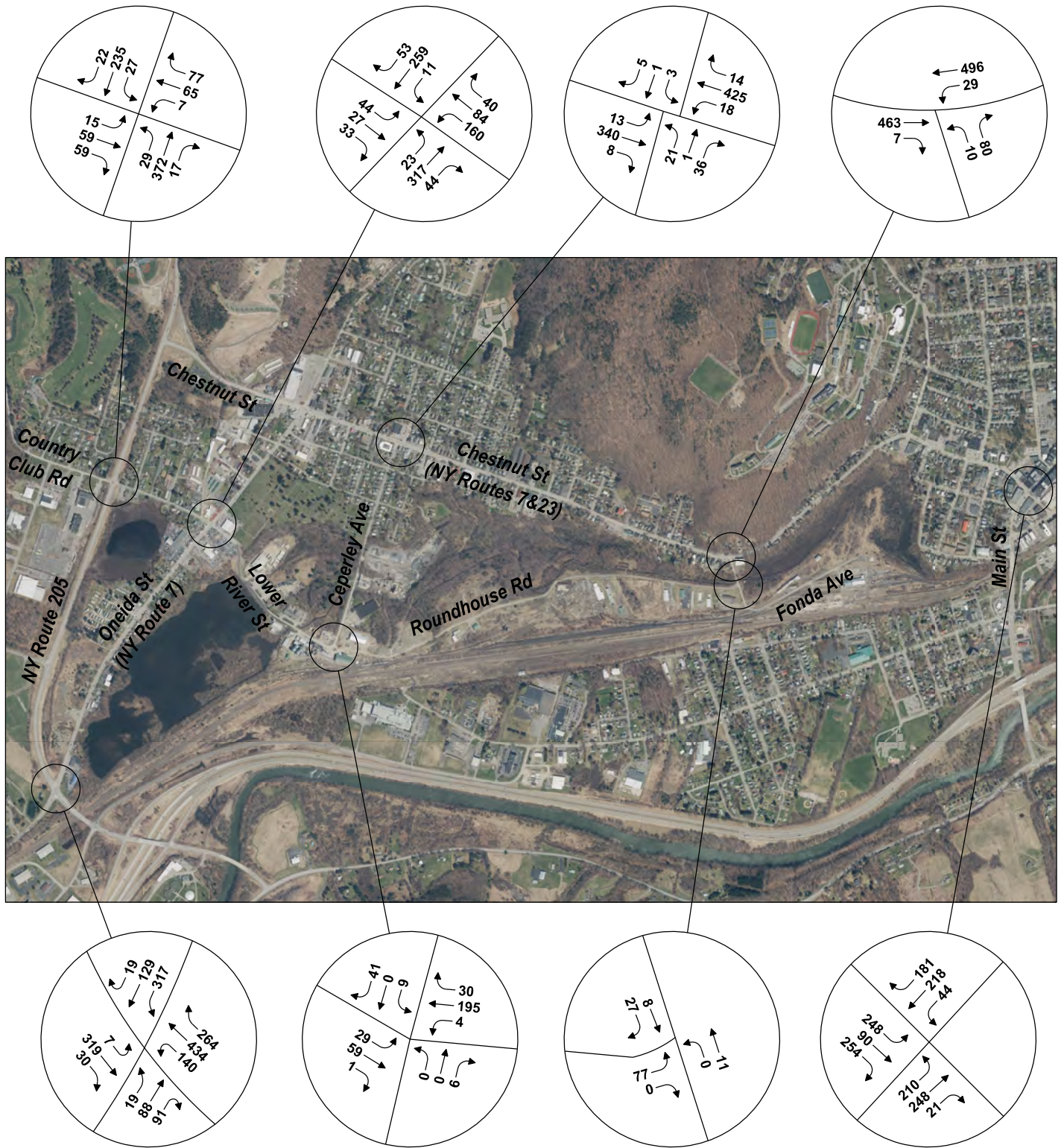
Not to Scale



2023 Build
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 9

PM Peak Hour



Not to Scale



2023 Build
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 10

4

Traffic Operations Analysis

To assess quality of flow, intersection capacity analyses were conducted with respect to 2018 Existing, 2023 No-Build, and 2023 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service. This chapter addresses intersection operations at the study area intersections.

Level-of-Service and Delay Criteria

The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)². Level of service (LOS) is a measure that considers many factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing long vehicle delays.

Intersection Capacity Analysis

Intersection capacity analyses were conducted at all intersections in the study area. Analyses were conducted for the 2018 Existing, 2023 No-Build, and 2023 Build conditions. Tables 6 and 7 summarize the capacity analyses for the Existing, No-

² Highway Capacity Manual, Transportation Research Board, Washington D.C., 2010.

Build, and Build conditions, respectively. The capacity analyses worksheets are included in Appendix E to this document.

The Lower River Street/Ceperley Avenue/Roundhouse Road intersection was evaluated as a three-leg intersection assuming stop sign control on the Roundhouse Road intersection approach.

As shown in Tables 6 and 7, the study area intersections operate with acceptable levels of service under 2018 Existing and 2023 No-Build conditions. Under the 2023 Build conditions, the Oneida Street southbound left-turn movement at the NY Route 205/Oneida Street intersection will operate at LOS E with 55 seconds of average delay during the PM peak hour. All other intersection movements and approaches will operate at LOS D or better; however, the following drops in level of service are noted:

- › NY Route 205/Oneida Street – During the AM peak hour, the northbound left-turn and through/right-turn movements and the southbound left-turn movement drop from LOS C to D with an increase in average vehicle delay from one to three seconds. During the PM peak hour, the eastbound through/right-turn movement drops from C to D with a five second increase in average vehicle delay, the westbound through movement drops from B to C with a four second increase in average vehicle delay, and the southbound left-turn movement drops from D to E with an 11 second increase in average vehicle delay. The overall intersection operations remain at LOS C during both peak hours with average vehicle delays of 23 seconds during the AM peak hour and 35 seconds during the PM peak hour.
- › NY Route 205/Country Club Road – During the PM peak hour, the westbound approach drops from LOS B to C with a three second increase in average vehicle delay. Overall intersection operations remain at LOS B conditions with average vehicle delays of 15 seconds during the AM peak hour and 16 seconds during the PM peak hour.
- › Lower River Street/Roundhouse Road/Ceperley Avenue – The Roundhouse Road approach to Lower River Street/Ceperley Avenue currently operates at LOS A during both peak hours. This continues through the No-Build conditions. Due to the anticipated growth in the Rail Yard and associated traffic volumes, it is recommended that the redevelopment include reconfiguration of this intersection so that the Lower River Street and Roundhouse Road approaches are the mainline and the Ceperley Avenue southbound approach is the minor, stop sign controlled approach. It is also recommended that the Lutz Feed driveway approach is better defined as a driveway to either align as a fourth intersection leg (stop sign controlled) or provide driveway(s) offset from the intersection, with offset distance maximized to minimize interaction with the intersection. To provide a worst case evaluation of the future condition at the intersection, it was assumed a defined Lutz Feed driveway would become a fourth intersection leg. With the intersection reconfiguration as a four-leg intersection, all approaches will operate at LOS B or better during the AM and PM peak hours in the Build condition with the full redevelopment of the rail yard. The future proposed

alignment is schematically drawing shown in the below. As the schematic illustrates, additional realignment of the Lower River Street and Roundhouse Road intersection approaches would further improve the intersection operations.



- › Chestnut Street/Main Street – During the PM peak hour, the southbound approach drops from LOS B to C with a two second increase in average vehicle delay. Overall intersection operations remain at LOS B conditions with average vehicle delays of 13 seconds during the AM peak hour and 18 seconds during the PM peak hour.

Although some minor drops in approach levels of service are anticipated during the peak hours, the study area intersections are able to accommodate full build-out of the proposed redevelopment of the Oneonta Rail Yard. As noted, the Lower River Street/Roundhouse Road/Ceperley Avenue intersection should be reconstructed to provide a clear through movement between Lower River Street and Roundhouse Road with stop control on the Ceperley Avenue and Lutz Feed driveway approaches to accommodate the future 2023 Build traffic volume conditions.

The redevelopment will include realignment of a portion of Roundhouse Road and an extension of the internal roadway network connecting to Roundhouse Road with a loop road. Although Roundhouse Road is currently a private road, all the internal roadways, including the existing segments of Roundhouse Road should be designed and constructed or upgraded to the appropriate City roadway standards suitable for both passenger and heavy vehicle traffic. As noted, Fonda Avenue is a narrow low volume roadway with a total pavement width of 18-feet. It is recommended that heavy vehicle traffic from the site be directed to enter and exit via Lower River Road; however, to better accommodate the anticipated increase in passenger vehicle traffic, it is recommended that Fonda Avenue be evaluated to determine the feasibility of providing additional roadway width to better accommodate the increased traffic anticipated with redevelopment. In the minimum, this roadway should be improved with resurfacing as the pavement is currently in fair condition.

Table 6 AM Peak Hour Intersection Levels of Service Summary

Location/Movement	2018 Existing		2023 No-Build		2023 Build	
	LOS ^a	Delay ^b	LOS	Delay	LOS	Delay
NY Rt 205/Oneida St						
NY Rt 205 EB L	B	16	B	16	B	17
TR	C	23	C	23	C	24
NY Rt 205 WB L	D	35	D	36	D	37
T	B	12	B	12	B	12
R	B	12	B	12	B	13
Oneida St NB L	C	35	C	35	D	37
TR	C	32	C	33	D	36
Oneida St SB L	C	34	C	35	D	36
TR	C	23	C	23	C	23
Overall	C	22	C	22	C	23
NY Rt 205/Country Club Rd						
Country Club Rd EB LTR	B	15	B	15	B	16
Country Club Rd WB LTR	B	14	B	14	B	15
NY Rt 205 NB L	C	21	C	21	C	23
TR	B	12	B	12	B	14
NY Rt 205 SB L	C	21	C	21	C	20
TR	B	13	B	13	B	13
Overall	B	14	B	14	B	15
Oneida St/Country Club Rd/Lower River St						
Country Club Rd EB LTR	A	6	A	6	A	8
Lower River St WB LTR	A	6	A	6	A	8
Oneida St NB LTR	A	7	A	7	A	7
Oneida St SB LTR	A	6	A	6	A	6
Overall	A	7	A	7	A	7
Lower River St/Ceperley Ave/Roundhouse Rd/Lutz Feed Dwy						
Ceperley Ave SB L	A	7	A	7	A	8
Roundhouse Rd WB LR	A	10	A	10	B	12
Lower River St EB L					A	8
Roundhouse Rd WB L	Na	Na	Na	Na	A	8
Lutz Feed Dwy NB LTR					B	10
Ceperley Ave SB LTR					B	11
Ceperley Ave/Murdock Ave/Chestnut St						
Chestnut St EB LTR	A	7	A	7	A	7
Chestnut St WB LTR	A	6	A	6	A	6
Ceperley Ave NB LTR	B	15	B	15	B	15
Murdock Ave SB LTR	B	15	B	15	B	16
Overall	A	7	A	7	A	7
Fonda Ave/Chestnut St						
Chestnut St WB L	A	9	A	9	A	9
Fonda Ave NB LR	B	13	B	14	B	14
Fonda Ave/Roundhouse Rd						
Fonda Ave NB L	--	--	--	--	--	--

Location/Movement	2018 Existing		2023 No-Build		2023 Build	
	LOS ^a	Delay ^b	LOS	Delay	LOS	Delay
Roundhouse Rd EB LR	A	9	A	9	A	10
Main St/Chestnut St						
Chestnut St EB LT	C	22	C	22	C	23
R	B	14	B	14	B	14
Main St NB L	A	7	A	7	A	7
TR	A	5	A	5	A	5
Main ST SB LTR	B	15	B	15	B	16
Overall	B	12	B	12	B	13

a Level of service

b Average total delay, in seconds per vehicle.

-- Not applicable or no traffic volume

Table 7 PM Peak Hour Intersection Levels of Service Summary

Location/Movement	2018 Existing		2023 No-Build		2023 Build	
	LOS ^a	Delay ^b	LOS	Delay	LOS	Delay
NY Rt 205/Oneida St						
NY Rt 205 EB L	C	22	C	22	C	27
TR	C	30	C	30	D	35
NY Rt 205 WB L	D	47	D	48	D	53
T	B	16	B	16	C	20
R	B	13	B	13	B	16
Oneida St NB L	D	46	D	47	D	52
TR	D	45	D	46	D	53
Oneida St SB L	D	43	D	44	E	55
TR	C	29	C	30	C	30
Overall	C	28	C	29	C	35
NY Rt 205/Country Club Rd						
Country Club Rd EB LTR	B	20	C	20	C	21
Country Club Rd WB LTR	B	19	B	19	C	22
NY Rt 205 NB L	C	25	C	25	C	26
TR	B	13	B	13	B	14
NY Rt 205 SB L	C	27	C	28	C	27
TR	B	12	B	11	B	11
Overall	B	15	B	15	B	16
Oneida St/Country Club Rd/Lower River St						
Country Club Rd EB LTR	A	7	A	7	A	7
Lower River St WB LTR	A	7	A	7	A	10
Oneida St NB LTR	A	7	A	7	A	9
Oneida St SB LTR	A	7	A	7	A	9
Overall	A	7	A	7	A	9
Lower River St/Ceperley Ave/Roundhouse Rd/Lutz Feed Dwy						
Ceperley Ave SB L	A	7	A	7	A	7
Roundhouse Rd WB LR	A	10	A	10	B	14
Lower River St EB L	Na	Na	Na	Na	A	8

Location/Movement	2018 Existing		2023 No-Build		2023 Build	
	LOS ^a	Delay ^b	LOS	Delay	LOS	Delay
Roundhouse Rd WB L					A	7
Lutz Feed Dwy NB LTR					A	9
Ceperley Ave SB LTR					B	11
Ceperley Ave/Murdock Ave/Chestnut St						
Chestnut St EB LTR	A	5	A	5	A	6
Chestnut St WB LTR	A	6	A	6	A	7
Ceperley Ave NB LTR	B	16	B	16	B	16
Murdock Ave SB LTR	B	17	B	17	B	19
Overall	A	6	A	6	A	7
Fonda Ave/Chestnut St						
Chestnut St WB L	A	9	A	9	A	9
Fonda Ave NB LR	C	18	C	18	C	16
Fonda Ave/Roundhouse Rd						
Fonda Ave NB L	--	--	--	--	--	--
Roundhouse Rd EB LR	A	9	A	9	A	10
Main St/Chestnut St						
Chestnut St EB LT	C	27	C	27	C	29
R	B	18	B	18	B	19
Main St NB L	A	8	A	8	A	9
TR	A	7	A	7	A	8
Main ST SB LTR	B	19	B	19	C	21
Overall	B	17	B	17	B	18

a Level of service

b Average total delay, in seconds per vehicle.

-- Not applicable or no traffic volume

Sight Distance

As noted, primary access to the site will be provided via the existing Lower River Street/Ceperley Avenue/Roundhouse Road and Fonda Avenue/Roundhouse Road intersections. Since traffic volumes at these intersections will be increasing with redevelopment of the Oneonta Rail Yard, sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO)³ was performed at the two intersections. Both stopping sight distance (SSD) for traffic approaching the site access and intersection sight distance (ISD) at the site access were measured.

There is no posted speed limit on Fonda Avenue, but the speed limit on nearby roadways is posted at 30-mph; therefore, the measured sight distances were compared to a 35-mph operating speed (30 mph plus 5 mph). The Lower River Street/Ceperley Avenue/Roundhouse Road intersection sight distance was evaluated

³ A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2013

with the proposed reconfiguration with Ceperley Avenue as the minor street approach. The posted speed limit on Lower River Street is 30-mph; therefore, the measured sight distances were compared to a 35-mph operating speed (30 mph posted plus 5 mph). The sight distance at the Lower River Street/Ceperley Avenue/Roundhouse Road intersection should be reconfirmed during the detailed design of the reconfiguration as the assumptions made in the field based on the current conditions and alignment could change.

SSD is the distance along the roadway for a vehicle approaching from either direction to perceive, react and come to a complete stop before colliding with an object in the road. Table 8 summarizes the stopping sight distance evaluation.

ISD is based on the time required for perception, reaction, and completion of the desired turning maneuver into or out of the site driveway. Calculation of the ISD includes the time to (1) turn and clear the intersection without conflicting with approaching vehicles; and (2) upon turning, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. Table 9 summarizes the intersection sight distance analysis.

It is noted that intersection sight distance measurements were completed from the perspective of a passenger vehicle at both intersections since the Ceperley Avenue approach to Lower River Street/Roundhouse Road and Roundhouse Road approach to Fonda Avenue will primarily serve passenger vehicles and heavy vehicle traffic associated with the proposed redevelopment is not recommended on these roadway approaches.

Table 8 Stopping Sight Distance

Location	Traveling	Guideline (feet) ^a	Measured (feet) ^b
Fonda Ave at Roundhouse Rd	NB	250	310
	SB	287 ^c	340
Lower River St/Roundhouse Rd at Ceperley Ave	EB	250	600+
	WB	250	600+

a Based on standards established in A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2013 for a 35-mph operating speed.

b Based on field measurements taken by VHB.

c Guideline adjusted for a 9% downgrade on Fonda Avenue approaching Roundhouse Road.

Review of the results of the stopping sight distance evaluation shows that the measured stopping sight distances on Fonda Avenue approaching Roundhouse Road meet the AASHTO guidelines for a 35-mph operating speed. In addition, Lower River Street and Roundhouse Road approaching a realigned Ceperley Avenue exceed the AASHTO guidelines for a 35-mph operating speed.

Table 9 Intersection Sight Distance

Location	Field Measurement ^a		AASHTO Guideline (feet) ^b		
	View	Distance (feet)	Left-turn Out	Right-turn Out	Left-turn In
Roundhouse Rd at Fonda Ave	Looking Left	345	390	335	NA
	Looking Right	340	390	NA	NA
	Looking Straight	345	NA	NA	285
Ceperley Ave at Lower River St/ Roundhouse Rd	Looking Left	600+	390	335	NA
	Looking Right	600+	390	NA	NA
	Looking Straight	600+	NA	NA	285

a Based on field measurements taken by VHB.

b Based on standards established in A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2013 for a 45-mph operating speed.

Table 9 shows that the sight distances looking left for a right-turn movement and looking straight to turn left from Roundhouse Road to Fonda Avenue meet the AASHTO guidelines for a 35-mph operating speed. The sight distances looking left and right to turn left out of Roundhouse Road are less than the AASHTO guideline by approximately 50 feet. When looking left a driver can see to the adjacent Chestnut Street intersection. When looking right, a driver can see approximately 340 feet and is limited by existing vegetation and the curve of Fonda Avenue as shown in the photograph. Based on information provided in the New York State Supplement to the Manual of Uniform Traffic Control Devices (MUTCD) the available sight distance looking to the left and right is less than desirable but not critically limited therefore sight distance mitigation like intersection warning signs are not needed. To maximize sight lines looking to the right, it is recommended that the vegetation on the east side of Fonda Avenue at the roadway curve be cleared to the extent possible (as shown in Photograph 1).

With the minor realignment and reconfiguration of the Lower River Street/ Roundhouse Road/Ceperley Avenue intersection the available intersection sight distance will meet the AASHTO guidelines for a 35-mph operating speed. It is noted that to provide good sight distances looking to the right from Ceperley Avenue, parking in the southwest quadrant of the parcel in the northwest quadrant of the intersection, as shown in the following photograph, should be restricted.



Photograph 1: Looking right (D_R) from Roundhouse Road to Fonda Avenue



Photograph 2: Looking right (D_R) from Ceperley Avenue to Lower River Street

Heavy Vehicle Access

The land uses identified for development in the Oneonta Rail Yard Redevelopment Plan includes food processing, brewing/manufacturing, bottling/packaging, warehouse/storage, temperature-controlled distribution, import and export. These types of uses have a higher percentage of heavy vehicle traffic to transport goods and materials to and from the facility. The railroad provides one source of access to the site, while the roadway surface network provides a second. As noted previously, heavy vehicles are restricted on Ceperley Avenue.

During the existing AM and PM peak hours, heavy vehicles account for approximately 10% to 20% of two-way traffic on Lower River Street, 2% to 5% of two-way traffic on Oneida Street south of Country Club Road, and approximately 4% to 9% on NY Route 205 north of Country Club Road. Review of the intersection turning movement traffic counts shows that heavy vehicles destined to and from the north from the rail yard use NY Route 205, while heavy vehicles destined to and from the south or to Interstate 88 use Oneida Street (NY Route 7). As noted, heavy vehicles are currently maneuvering through the study area and the crash data does not indicate a consistent pattern of heavy vehicle crashes indicating that the existing lane widths, approach grades, and intersection turning radii are sufficiently accommodating these types of vehicles. Heavy vehicles were also documented accessing the site via Fonda Avenue, though this number is smaller. Due to the existing truck restriction on Ceperley Avenue and the narrower width of Fonda Avenue, it is recommended that as new development occurs in the Oneonta Rail Yard, all heavy vehicle traffic be directed to access the site via Lower River Street and Country Club Road to NY Route 205 and Oneida Street. This recommendation should be reinforced with appropriate signing and will also reduce the potential for increased heavy vehicle traffic in residential areas located north of the project site.

Emergency Vehicles

Emergency vehicles currently access the project site through Lower River Street, Ceperley Avenue, and Fonda Avenue. With redevelopment, emergency vehicles will continue to access the site through these three roadways. The capacity and sight distance improvements identified previously will benefit both passenger vehicle traffic to and from the site and emergency vehicle access as well as heavy vehicle traffic along Lower River Street.

Seasonal Evaluation

A sensitivity analysis was completed to determine the operations in the study area during the summer months when recreational traffic exists in the study area, mostly related to the operation of the Cooperstown All Star Village baseball camp facility. Daily traffic volumes were collected on Chestnut Avenue east of Ceperley Avenue and on NY Route 205 south of Country Club Road, consistent with the locations data was collected in May, for the period from Thursday, August 23, 2018 through

Tuesday, August 28, 2018 using automatic traffic recorders (ATRs). It was confirmed that the Cooperstown All Star Village baseball camp facility was fully operational during the count periods.

Review of the ATR data shows that traffic volumes in August are higher on Fridays and weekends than they are in May. Further review of the data shows that the Friday condition in August is higher than the weekday average in August; therefore, to provide a worst-case seasonal evaluation. Table 10 provides a comparison between the average weekday condition in May and the Friday condition in August for the AM and PM peak periods and the total daily traffic volume.

Table 10 ATR Data Comparison

Location	May Weekday Average	August Friday	Change
NY Route 205			
AM Peak Period	424	418	-1.4%
PM Peak Period	582	624	7.3%
Daily	7,074	8,147	15.2%
Chestnut Street			
AM Peak Period	452	442	-2.1%
PM Peak Period	678	805	18.7%
Daily	8,825	10,509	19.1%

The volume comparison shows that during the AM peak period, the traffic volumes in August on a Friday are slightly lower than the average weekday traffic volume experienced during May; therefore, no seasonal AM peak hour evaluation is needed. There is potential for the seasonal Friday PM peak hour traffic volume conditions to occur concurrently with the PM peak hour traffic travelling to and from the Oneonta Rail Yard; therefore, to evaluate seasonal operations, the through volumes for the 2023 No-Build traffic volumes on NY Route 205 were increased by 7.5% and the Chestnut Street volumes were increased by 19% to represent the PM peak period seasonal increase in traffic. The Trip Assignment for the PM peak hour was then added to the seasonally increased traffic volumes. The 2023 Build PM Peak Hour Peak Season traffic volumes are illustrated on Figure 11.

Intersection capacity analyses were conducted at the five study intersections on NY Route 205 and Chestnut Street to evaluate the operations on a Friday PM peak hour when the peak season traffic volumes may occur concurrently with the vehicles travelling to and from the proposed redevelopment project. Table 11 compares the 2023 Build and 2023 Build Peak Season for the PM Peak Hour.

With redevelopment of the Oneonta Rail Yard during the peak season condition, additional increases in average vehicle delay can be expected. The following change in level of service can be expected:

- › NY Route 205/Oneida Street – The overall intersection LOS drops from C to D with a one second increase in average vehicle delay
- › Ceperley Avenue/Murdock Avenue/Chestnut Street – The southbound Murdock Avenue approach to Chestnut Street will drop in LOS from B to C with a two second increase in average vehicle delay
- › Main Street/Chestnut Street – The Chestnut Street eastbound right-turn movement drops from LOS B to C with a six second increase in average vehicle delay. The Main Street northbound left-turn movement will drop from LOS A to B with a three second increase in average vehicle delay. The overall intersection LOS will drop from B to C with a six second increase in average vehicle delay.

The analysis shows that there will be some drops in level of service during the PM peak hour during the Friday peak summer conditions, but the study area is able to accommodate full build-out of the proposed Oneonta Rail Yard redevelopment without additional mitigation. These increases in delay are expected to only occur during the PM peak hour on Fridays during the summer months.

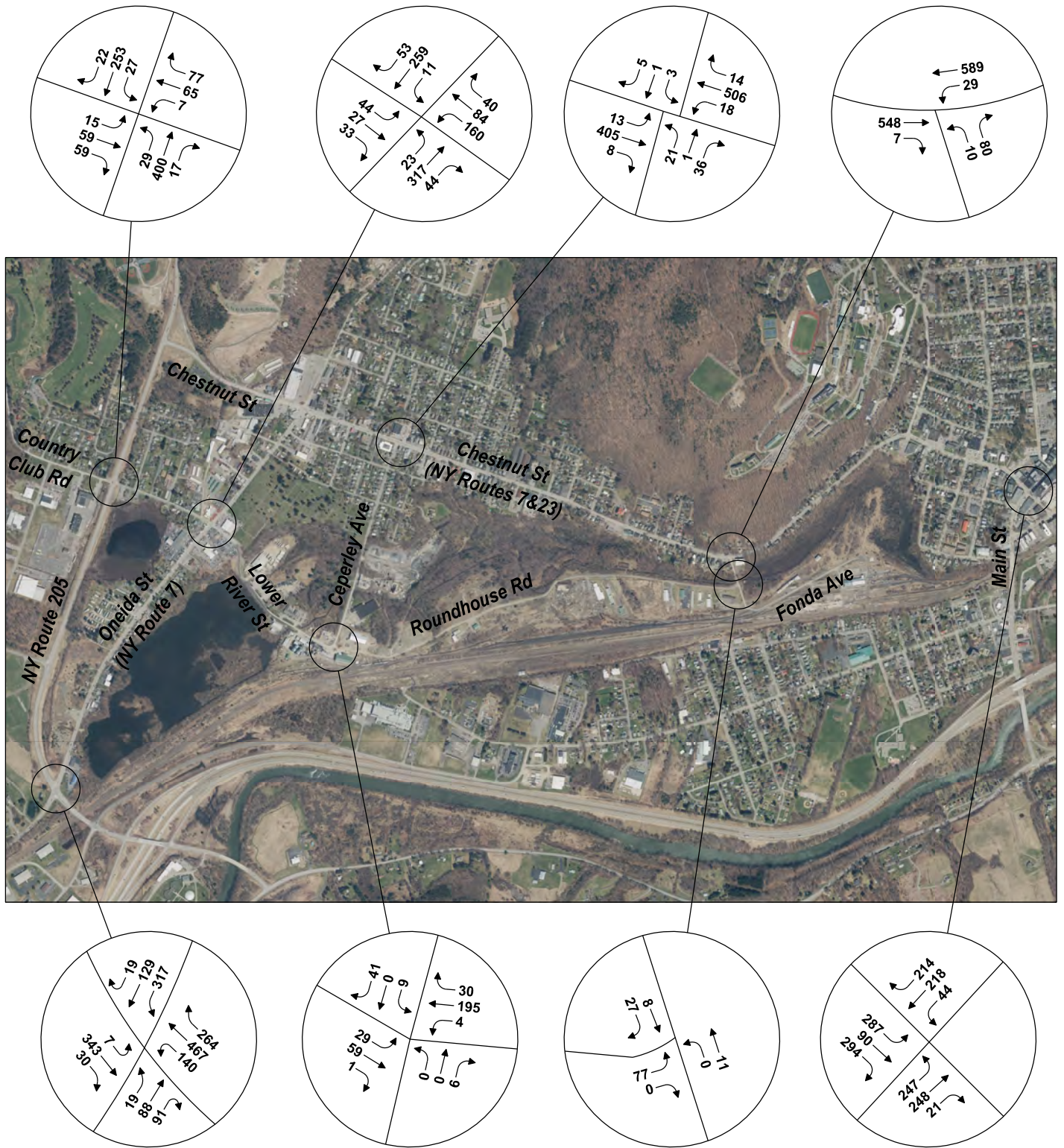
Table 11 PM Peak Hour Intersection Levels of Service Comparison

Location/Movement	2023 Build		2023 Peak Season	
	LOS	Delay	LOS	Delay
NY Rt 205/Oneida St				
NY Rt 205 EB L	C	27	C	29
TR	D	35	D	37
NY Rt 205 WB L	D	53	D	54
T	C	20	C	21
R	B	16	B	16
Oneida St NB L	D	52	D	53
TR	D	53	D	54
Oneida St SB L	E	55	E	57
TR	C	30	C	30
Overall	C	35	D	36
NY Rt 205/Country Club Rd				
Country Club Rd EB LTR	C	21	C	22
Country Club Rd WB LTR	C	22	C	23
NY Rt 205 NB L	C	26	C	27
TR	B	14	B	14
NY Rt 205 SB L	C	27	C	28
TR	B	11	B	11
Overall	B	16	B	16
Ceperley Ave/Murdock Ave/Chestnut St				
Chestnut St EB LTR	A	6	A	6
Chestnut St WB LTR	A	7	A	7
Ceperley Ave NB LTR	B	16	B	18
Murdock Ave SB LTR	B	19	C	21
Overall	A	7	A	7
Fonda Ave/Chestnut St				
Chestnut St WB LT	A	9	A	9
Fonda Ave NB LR	C	16	C	18
Main St/Chestnut St				
Chestnut St EB LT	C	29	C	34
R	B	19	C	25
Main St NB L	A	9	B	12
TR	A	8	A	10
Main ST SB LTR	C	21	C	31
Overall	B	18	C	24

a Level of service

b Average total delay, in seconds per vehicle

PM Peak Hour



Not to Scale



2023 Build Peak Season
Traffic Volumes
Oneonta Rail Yard
Oneonta, New York

Figure 11

5

Conclusion

VHB has prepared a traffic impact and access study for the proposed redevelopment of the Oneonta Rail Yard. The following is noted regarding the traffic evaluation:

- › Full build-out of the proposed Oneonta Rail Yard includes the construction of 913,125 SF of industrial park land uses. Access to the site for passenger vehicles is proposed via Lower River Street, Ceperley Avenue, and Fonda Avenue. Heavy vehicle access to the site is proposed via Lower River Street.
- › Review of the latest three years of crash data did not identify any prevalent crash types or patterns at the study area intersections or on the roadway segments. No crash related mitigation is recommended.
- › With 913,125 Sf of new development, the Oneonta Rail Yard is expected to generate an additional 365 vehicle trips during the AM peak hour (296 entering and 69 exiting) and 365 vehicle trips (77 entering and 288 exiting) during the PM peak hour.
- › The level of service evaluations show that the eight study area intersections will operate with acceptable overall levels of service C or better during the AM and PM peak hours with the full redevelopment.
- › The intersection analysis shows some drops in level of service will occur on individual intersection approaches between the future No-Build and Build conditions. The drops in level of service maintain overall levels of service D or better except for the Oneida Street southbound left-turn movement at the NY Route 205/Oneida Street intersection which will operate at level of service E during the PM peak hour with average vehicle delays of 55 seconds. No mitigation is recommended as a result of the level of service drops, since minor

increases in the average vehicle delay, ranging from one to eleven seconds, is anticipated and good overall intersection operations are maintained at all intersections.

- › It is recommended that the Lower River Street/Roundhouse Road/Ceperley Avenue intersection be reconfigured with redevelopment of the rail yard to provide a clear through movement from Lower River Street to Roundhouse Road as this is expected to be the higher volume traffic flow under future conditions. With this change, the Ceperley Avenue and Lutz Feed driveway approaches to the roadway should operate with stop sign control. With the intersection modifications it is also recommended that the Lutz Feed driveway approach is better defined as a driveway to either align as a fourth intersection leg (stop sign controlled) or provide driveway(s) offset from the intersection, with offset distance maximized to minimize interaction with the intersection. This modification will need to be further coordinated with Lutz Feed to ensure adequate site circulation is maintained at this site.
- › Within the rail yard, the existing segments of Roundhouse Road should be designed and constructed or upgraded to the appropriate City roadway standards suitable for both passenger and heavy vehicle traffic.
- › Fonda Avenue is a narrow low volume roadway with a total pavement width of 18-feet. It is recommended that Fonda Avenue be further evaluated to determine the feasibility of providing additional roadway width to better accommodate the increased passenger vehicle traffic anticipated with redevelopment. In the minimum, this roadway should be improved with resurfacing as the pavement is currently in fair condition.
- › The sight distance evaluation at the Fonda Avenue/Roundhouse Road intersection shows that stopping sight distances meet the AASHTO guidelines for a 35-mph operating speed. Sight distances looking left and right for a vehicle to turn left out of the site are approximately 45 to 50 feet short of the guideline. These distances are limited by the existing Chestnut Street intersection to the north and the horizontal curve and vegetation to the south of the intersection on Fonda Avenue. Based on information provided in the New York State Supplement to the Manual of Uniform Traffic Control Devices (MUTCD) the available sight distance looking to the left and right is less than desirable but not critically limited therefore sight distance mitigation like intersection warning signs are not needed. To maximize sight lines looking to the right, it is recommended that the vegetation on the east side of Fonda Avenue at the roadway curve be cleared to the extent possible.
- › The sight distance evaluation at a reconfigured Lower River Street/Roundhouse Road/Ceperley Avenue intersection shows that the measured sight distances looking left and right from Ceperley Avenue will be provided through limiting parking in the northwest quadrant of the intersection. The sight distance at this intersection should be reconfirmed during the detailed design of the reconfiguration as the assumptions made in the field based on the current conditions and alignment could change.

- › Heavy vehicles currently access the site on Lower River Street and Fonda Avenue. It is recommended that with redevelopment of the area, heavy vehicles be directed to access the Oneonta Rail Yard via Lower River Street to NY Route 205 and Oneida Street (NY Route 7). This recommendation should be reinforced with appropriate signing and will reduce the potential for increased heavy vehicle traffic in residential areas located north of the project site.
- › Emergency vehicles currently access the site through Lower River Street, Ceperley Avenue, and Fonda Avenue. Emergency access will be maintained via these three roadways with re-development of the study area.
- › Friday PM peak hour traffic volumes on NY Route 205 and Chestnut Street can increase in summer months from 12% (NY Route 205) to 28% (Chestnut Street). Intersection evaluations with seasonally increased traffic volumes show that the study area intersection can accommodate the peak seasonal conditions and the redevelopment of the rail yard without additional mitigation.

As shown in the detailed traffic evaluation presented in this report, the proposed redevelopment of the Oneonta Rail Yard will have a minor on travel in the study area network. The off-site intersection mitigation is limited to reconfiguration of the Lower River Street/Roundhouse Road/Ceperley Avenue intersection, clearing within the sight triangles on Lower River Street and Fonda Avenue, and potential upgrades to Fonda Avenue to provide additional roadway width.

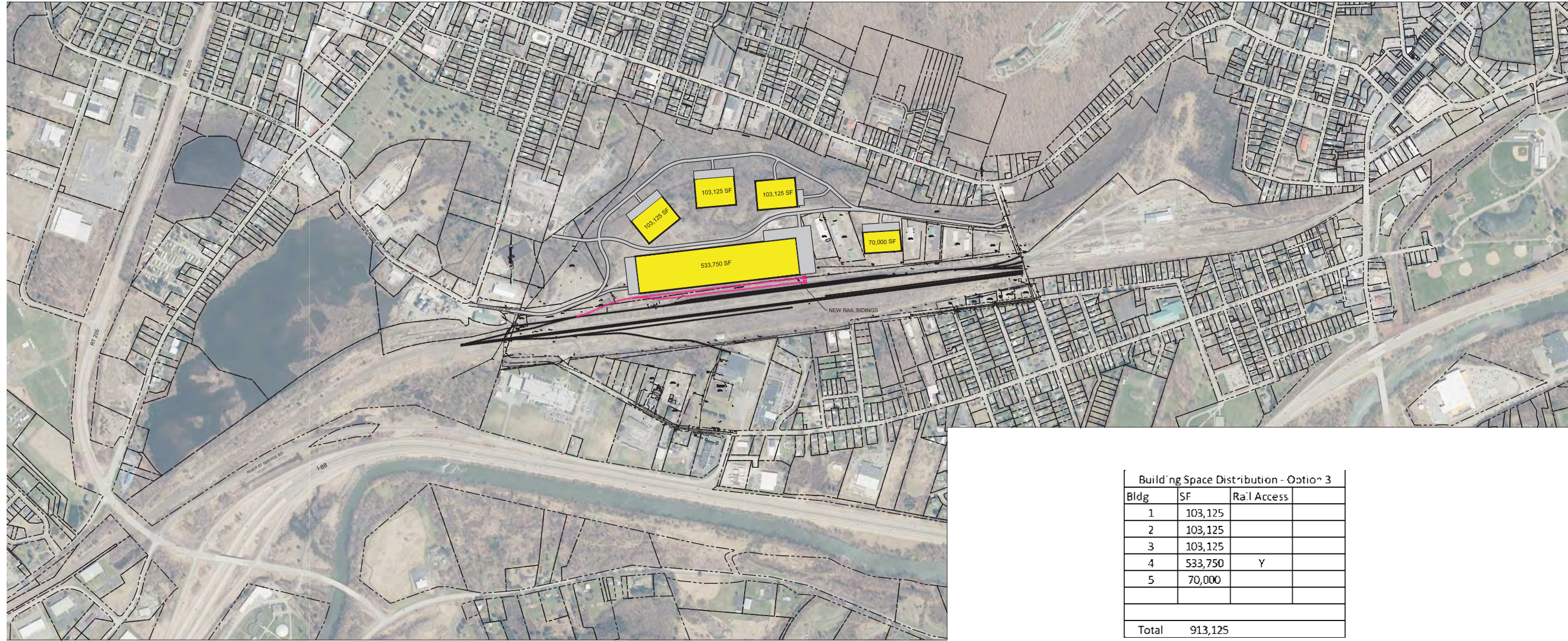


Appendix

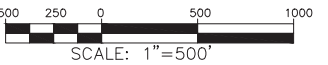
- A. Conceptual Plan
- B. Automatic Traffic Recorder Data
- C. Peak Hour Traffic Volume Data
- D. NYSDOT Crash Data
- E. Intersection Capacity Analysis Worksheets



Conceptual Plan



Building Space Distribution - Option 3			
Bldg	SF	Rail Access	
1	103,125		
2	103,125		
3	103,125		
4	533,750	Y	
5	70,000		
Total			913,125



DATE: 1/2018
 DRAWN BY: TJ
 SCALE: AS SHOWN
 REVIEWED BY: MBB
 PROJECT NO.: 16-1259-1
 FILE: FILE NAME

DELAWARE ENGINEERING, D.P.C.
 CIVIL AND ENVIRONMENTAL ENGINEERING
 28 MADISON AVENUE EXTENSION ALBANY, NY 12203-5116 452.1250
 8-12 DIETZ STREET, SUITE 303, ONEONTA, NY 13820-6074 532.8073
 31 NORTH MAIN STREET, LIBERTY, NY 12754-12754 532.9952

REVISIONS	
NO.	DESCRIPTION

ONEONTA RAILYARD
 REDEVELOPMENT
 OTSEGO COUNTY IDA
 ONEONTA, NY

ONEONTA RAILYARD
 OPTION 3

SHEET:
FIG 3

CONCEPTUAL

WARNING - IF IS A VIOLATION OF NEW YORK EDUCATION LAW SECTION 7209.3, FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR, TO ALTER THIS DOCUMENT IN ANY WAY. IF ALTERED THE ALTERING PERSON SHALL COMPLY WITH THE REQUIREMENTS OF NEW YORK EDUCATION LAW, SECTION 7209.3.



Automatic Traffic Recorder Data

Tri-State Traffic Data Inc

Road Name: NY 7 & 23 Chesnut St
 Segment: 80' W of Hubbekk Ave
 Ctr#: 0895

184 Baker Rd
 Coatesville PA 19320

GPS: 42.454269, -75.091065

Start Time	07-May-18		08-May-18		09-May-18		10-May-18		11-May-18		Weekday Average		12-May-18		13-May-18	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	*	*	*	*	15	21	22	17	24	25	20	21	*	*	*	*
01:00	*	*	*	*	11	17	13	23	9	22	11	21	*	*	*	*
02:00	*	*	*	*	11	13	7	20	5	7	8	13	*	*	*	*
03:00	*	*	*	*	18	6	12	10	8	7	13	8	*	*	*	*
04:00	*	*	*	*	19	16	15	12	16	13	17	14	*	*	*	*
05:00	*	*	*	*	58	32	76	43	24	12	53	29	*	*	*	*
06:00	*	*	*	*	170	77	177	95	0	0	116	57	*	*	*	*
07:00	*	*	*	*	336	208	322	204	0	0	219	137	*	*	*	*
08:00	*	*	*	*	357	193	380	188	0	1	246	127	*	*	*	*
09:00	*	*	*	*	320	238	354	204	0	0	225	147	*	*	*	*
10:00	*	*	*	*	314	222	256	236	0	0	190	153	*	*	*	*
11:00	*	*	*	*	289	326	328	263	0	0	206	196	*	*	*	*
12:00 PM	*	*	*	*	363	323	349	294	0	0	237	206	*	*	*	*
01:00	*	*	*	*	312	308	292	280	0	0	201	196	*	*	*	*
02:00	*	*	272	308	274	319	274	326	*	*	273	318	*	*	*	*
03:00	*	*	315	342	326	377	278	354	*	*	306	358	*	*	*	*
04:00	*	*	319	358	337	382	352	337	*	*	336	359	*	*	*	*
05:00	*	*	294	320	340	354	295	332	*	*	310	335	*	*	*	*
06:00	*	*	232	282	258	290	225	261	*	*	238	278	*	*	*	*
07:00	*	*	166	205	179	236	176	209	*	*	174	217	*	*	*	*
08:00	*	*	144	152	135	176	141	162	*	*	140	163	*	*	*	*
09:00	*	*	88	105	91	154	86	114	*	*	88	124	*	*	*	*
10:00	*	*	39	70	74	67	55	68	*	*	56	68	*	*	*	*
11:00	*	*	35	42	39	34	33	45	*	*	36	40	*	*	*	*
Total	0	0	1904	2184	4646	4389	4518	4097	86	87	3719	3585	0	0	0	0
Day	0		4088		9035		8615		173		7304		0		0	
AM Peak	-	-	-	-	08:00	11:00	08:00	11:00	00:00	00:00	08:00	11:00	-	-	-	-
Vol.	-	-	-	-	357	326	380	263	24	25	246	196	-	-	-	-
PM Peak	-	-	16:00	16:00	12:00	16:00	16:00	15:00	-	-	16:00	16:00	-	-	-	-
Vol.	-	-	319	358	363	382	352	354	-	-	336	359	-	-	-	-

Comb. Total	0	4088	9035	8615	173	7304	0	0
ADT	ADT 7,304	AADT 7,304						

Tri-State Traffic Data Inc

Road Name: NY 205
 Segment: 475' S of Country Club Rd
 Ctr#: 0884

184 Baker Rd
 Coatesville PA 19320

GPS: 42.451754, -75.105737

Start Time	07-May-18		08-May-18		09-May-18		10-May-18		11-May-18		Weekday Average		12-May-18		13-May-18	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
12:00 AM	*	*	*	*	21	9	19	3	23	9	21	7	*	*	*	*
01:00	*	*	*	*	13	1	11	8	17	8	14	6	*	*	*	*
02:00	*	*	*	*	8	7	4	7	9	4	7	6	*	*	*	*
03:00	*	*	*	*	7	15	6	15	7	11	7	14	*	*	*	*
04:00	*	*	*	*	13	36	16	38	13	40	14	38	*	*	*	*
05:00	*	*	*	*	33	99	37	89	32	85	34	91	*	*	*	*
06:00	*	*	*	*	105	224	94	223	25	44	75	164	*	*	*	*
07:00	*	*	*	*	157	330	168	310	0	0	108	213	*	*	*	*
08:00	*	*	*	*	173	299	171	288	2	0	115	196	*	*	*	*
09:00	*	*	*	*	168	226	168	245	0	0	112	157	*	*	*	*
10:00	*	*	*	*	197	198	199	232	0	0	132	143	*	*	*	*
11:00	*	*	*	*	217	223	217	193	0	0	145	139	*	*	*	*
12:00 PM	*	*	*	*	212	230	237	213	0	0	150	148	*	*	*	*
01:00	*	*	*	*	224	196	242	207	0	0	155	134	*	*	*	*
02:00	*	*	*	*	279	211	239	206	*	*	259	208	*	*	*	*
03:00	*	*	349	198	355	240	284	238	*	*	329	225	*	*	*	*
04:00	*	*	348	221	350	256	401	250	*	*	366	242	*	*	*	*
05:00	*	*	315	226	342	224	347	199	*	*	335	216	*	*	*	*
06:00	*	*	229	150	225	138	221	143	*	*	225	144	*	*	*	*
07:00	*	*	178	117	192	114	176	115	*	*	182	115	*	*	*	*
08:00	*	*	135	76	153	77	148	86	*	*	145	80	*	*	*	*
09:00	*	*	69	64	94	57	90	65	*	*	84	62	*	*	*	*
10:00	*	*	43	22	52	29	78	31	*	*	58	27	*	*	*	*
11:00	*	*	44	20	35	23	55	27	*	*	45	23	*	*	*	*
Total Day	0	0	1710	1094	3625	3462	3628	3431	128	201	3117	2798	0	0	0	0
AM Peak Vol.	-	-	-	-	217	330	217	310	32	85	145	213	-	-	-	-
PM Peak Vol.	-	-	15:00	17:00	15:00	16:00	16:00	16:00	-	-	16:00	16:00	-	-	-	-
	-	-	349	226	355	256	401	250	-	-	366	242	-	-	-	-

Comb. Total	0	2804	7087	7059	329	5915	0	0
ADT	ADT 5,876	AADT 5,876						



Peak Hour Traffic Volume Data



www.TSTData.com
184 Baker Rd

Oneonta, NY
NY 7/NY 205
Thursday, May 10, 2018
Location: 42.442631, -
75.107863

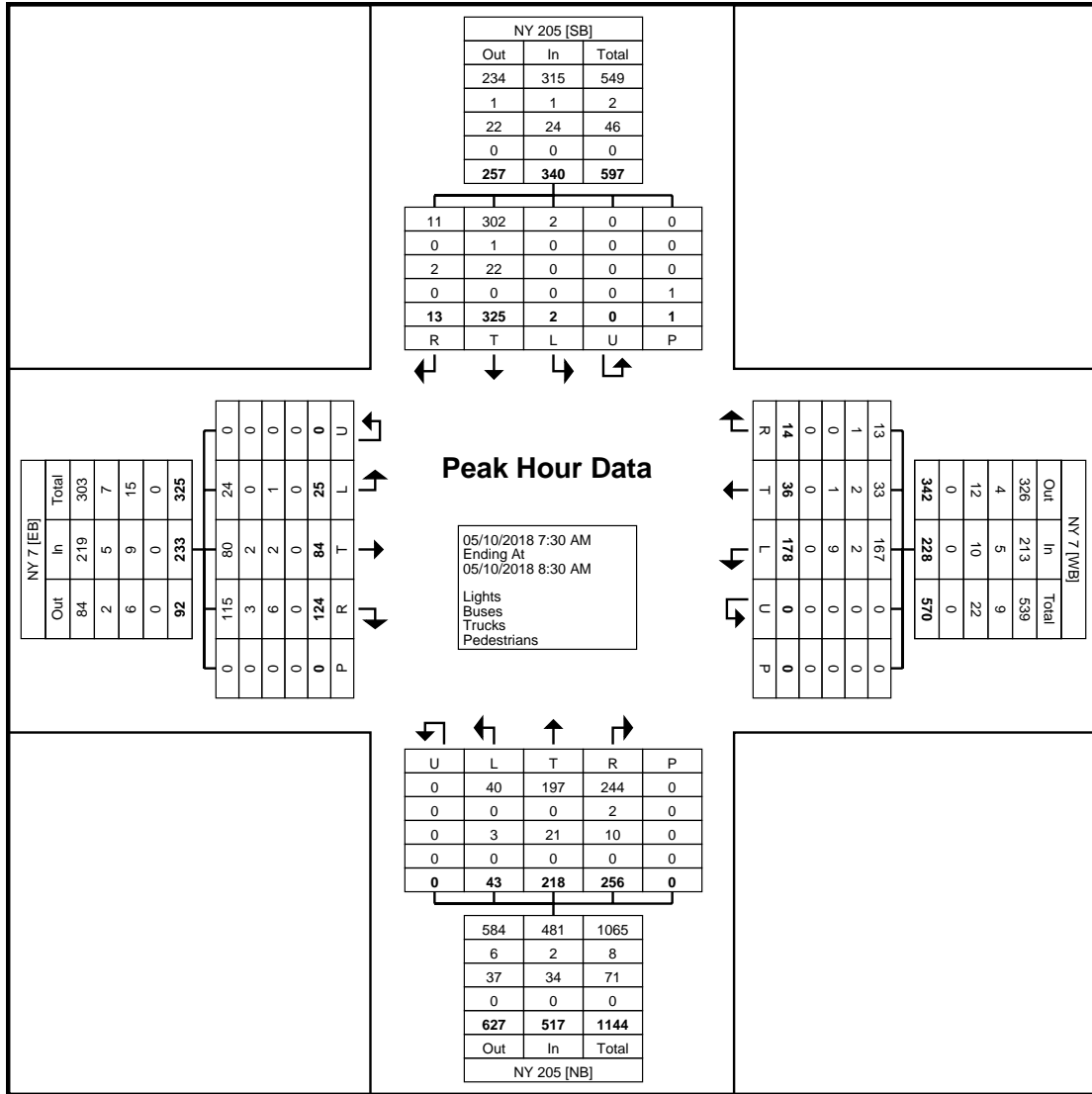
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: NY 7 at NY 205
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

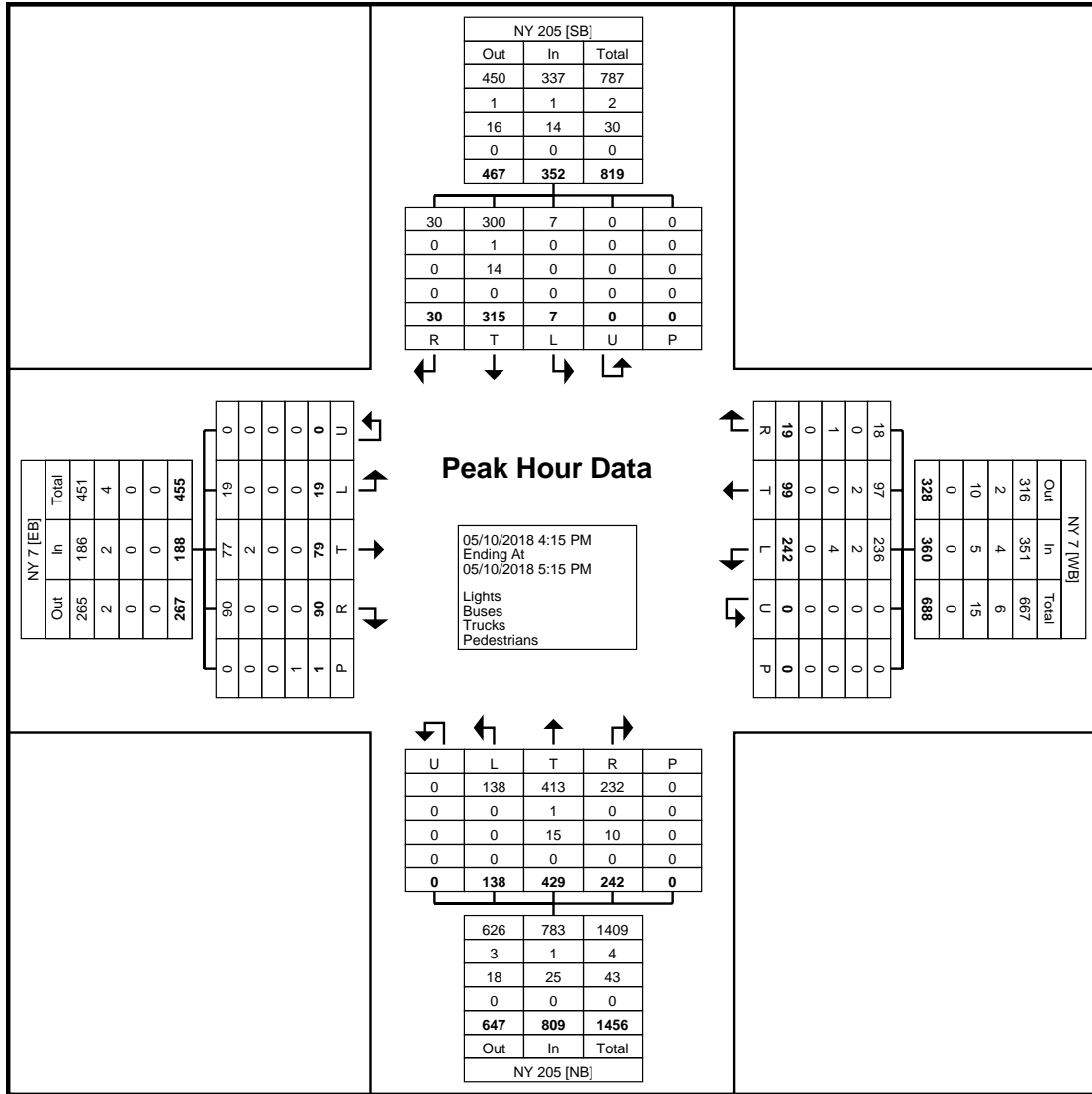
Turning Movement Peak Hour Data (7:30 AM)

Start Time	NY 7 Eastbound							NY 7 Westbound							NY 205 Northbound							NY 205 Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:30 AM	7	22	5	28	0	0	62	45	15	1	1	0	0	62	5	42	48	13	0	0	108	0	83	3	1	0	0	87	319
7:45 AM	10	29	9	25	0	0	73	58	9	0	1	0	0	68	7	66	62	22	0	0	157	1	95	2	1	0	1	99	397
8:00 AM	4	16	5	22	0	0	47	33	4	2	3	0	0	42	13	52	45	14	0	0	124	0	77	2	0	0	0	79	292
8:15 AM	4	17	3	27	0	0	51	42	8	1	5	0	0	56	18	58	39	13	0	0	128	1	70	3	1	0	0	75	310
Total	25	84	22	102	0	0	233	178	36	4	10	0	0	228	43	218	194	62	0	0	517	2	325	10	3	0	1	340	1318
Approach %	10.7	36.1	9.4	43.8	0.0	-	-	78.1	15.8	1.8	4.4	0.0	-	-	8.3	42.2	37.5	12.0	0.0	-	-	0.6	95.6	2.9	0.9	0.0	-	-	-
Total %	1.9	6.4	1.7	7.7	0.0	-	17.7	13.5	2.7	0.3	0.8	0.0	-	17.3	3.3	16.5	14.7	4.7	0.0	-	39.2	0.2	24.7	0.8	0.2	0.0	-	25.8	-
PHF	0.625	0.724	0.611	0.911	0.000	-	0.798	0.767	0.600	0.500	0.500	0.000	-	0.838	0.597	0.826	0.782	0.705	0.000	-	0.823	0.500	0.855	0.833	0.750	0.000	-	0.859	0.830
Lights	24	80	20	95	0	-	219	167	33	4	9	0	-	213	40	197	183	61	0	-	481	2	302	8	3	0	-	315	1228
% Lights	96.0	95.2	90.9	93.1	-	-	94.0	93.8	91.7	100.0	90.0	-	-	93.4	93.0	90.4	94.3	98.4	-	-	93.0	100.0	92.9	80.0	100.0	-	-	92.6	93.2
Buses	0	2	2	1	0	-	5	2	2	0	1	0	-	5	0	0	2	0	0	-	2	0	1	0	0	0	-	1	13
% Buses	0.0	2.4	9.1	1.0	-	-	2.1	1.1	5.6	0.0	10.0	-	-	2.2	0.0	0.0	1.0	0.0	-	-	0.4	0.0	0.3	0.0	0.0	-	-	0.3	1.0
Trucks	1	2	0	6	0	-	9	9	1	0	0	0	-	10	3	21	9	1	0	-	34	0	22	2	0	0	-	24	77
% Trucks	4.0	2.4	0.0	5.9	-	-	3.9	5.1	2.8	0.0	0.0	-	-	4.4	7.0	9.6	4.6	1.6	-	-	6.6	0.0	6.8	20.0	0.0	-	-	7.1	5.8
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Oneonta, NY
NY 7/NY 205
Thursday, May 10, 2018
Location: 42.442631, -
75.107863



Turning Movement Peak Hour Data Plot (7:30 AM)



Turning Movement Peak Hour Data Plot (4:15 PM)



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184 Baker Rd

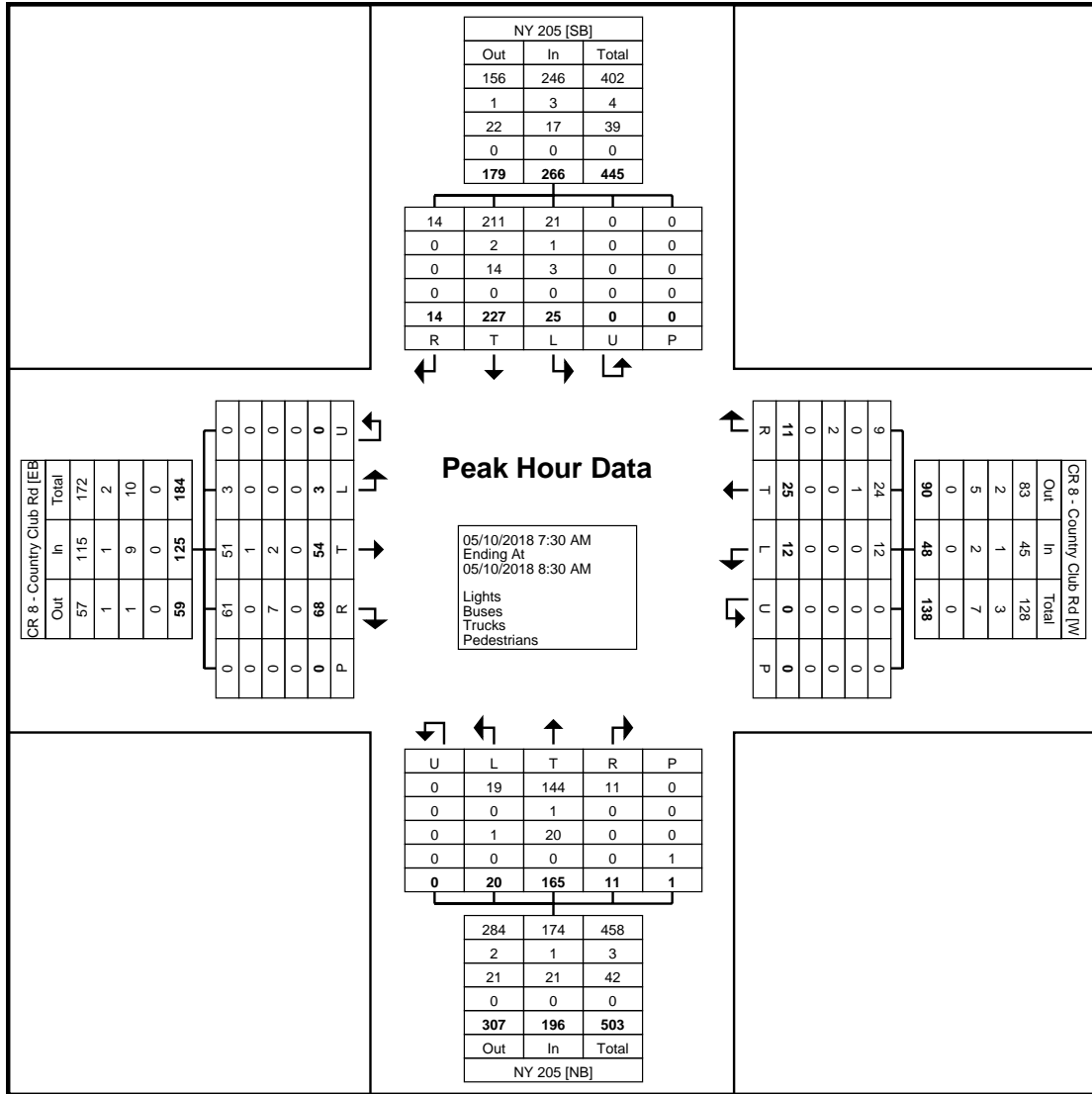
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Oneonta, NY
NY 205/CR 8
Thursday, May 10, 2018
Location: 42.453016, -
75.105509

Count Name: NY 205 at CR 8 -
Country Club Rd
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	CR 8 - Country Club Rd Eastbound						CR 8 - Country Club Rd Westbound						NY 205 Northbound						NY 205 Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	15	19	0	0	34	3	6	3	0	0	12	2	35	1	0	0	38	8	65	2	0	0	75	159
7:45 AM	2	16	21	0	0	39	3	10	3	0	0	16	7	46	3	0	0	56	4	56	2	0	0	62	173
8:00 AM	0	12	14	0	0	26	3	5	4	0	0	12	6	38	5	0	0	49	7	47	6	0	0	60	147
8:15 AM	1	11	14	0	0	26	3	4	1	0	0	8	5	46	2	0	1	53	6	59	4	0	0	69	156
Total	3	54	68	0	0	125	12	25	11	0	0	48	20	165	11	0	1	196	25	227	14	0	0	266	635
Approach %	2.4	43.2	54.4	0.0	-	-	25.0	52.1	22.9	0.0	-	-	10.2	84.2	5.6	0.0	-	-	9.4	85.3	5.3	0.0	-	-	-
Total %	0.5	8.5	10.7	0.0	-	19.7	1.9	3.9	1.7	0.0	-	7.6	3.1	26.0	1.7	0.0	-	30.9	3.9	35.7	2.2	0.0	-	41.9	-
PHF	0.375	0.844	0.810	0.000	-	0.801	1.000	0.625	0.688	0.000	-	0.750	0.714	0.897	0.550	0.000	-	0.875	0.781	0.873	0.583	0.000	-	0.887	0.918
Lights	3	51	61	0	-	115	12	24	9	0	-	45	19	144	11	0	-	174	21	211	14	0	-	246	580
% Lights	100.0	94.4	89.7	-	-	92.0	100.0	96.0	81.8	-	-	93.8	95.0	87.3	100.0	-	-	88.8	84.0	93.0	100.0	-	-	92.5	91.3
Buses	0	1	0	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	1	2	0	0	-	3	6
% Buses	0.0	1.9	0.0	-	-	0.8	0.0	4.0	0.0	-	-	2.1	0.0	0.6	0.0	-	-	0.5	4.0	0.9	0.0	-	-	1.1	0.9
Trucks	0	2	7	0	-	9	0	0	2	0	-	2	1	20	0	0	-	21	3	14	0	0	-	17	49
% Trucks	0.0	3.7	10.3	-	-	7.2	0.0	0.0	18.2	-	-	4.2	5.0	12.1	0.0	-	-	10.7	12.0	6.2	0.0	-	-	6.4	7.7
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)



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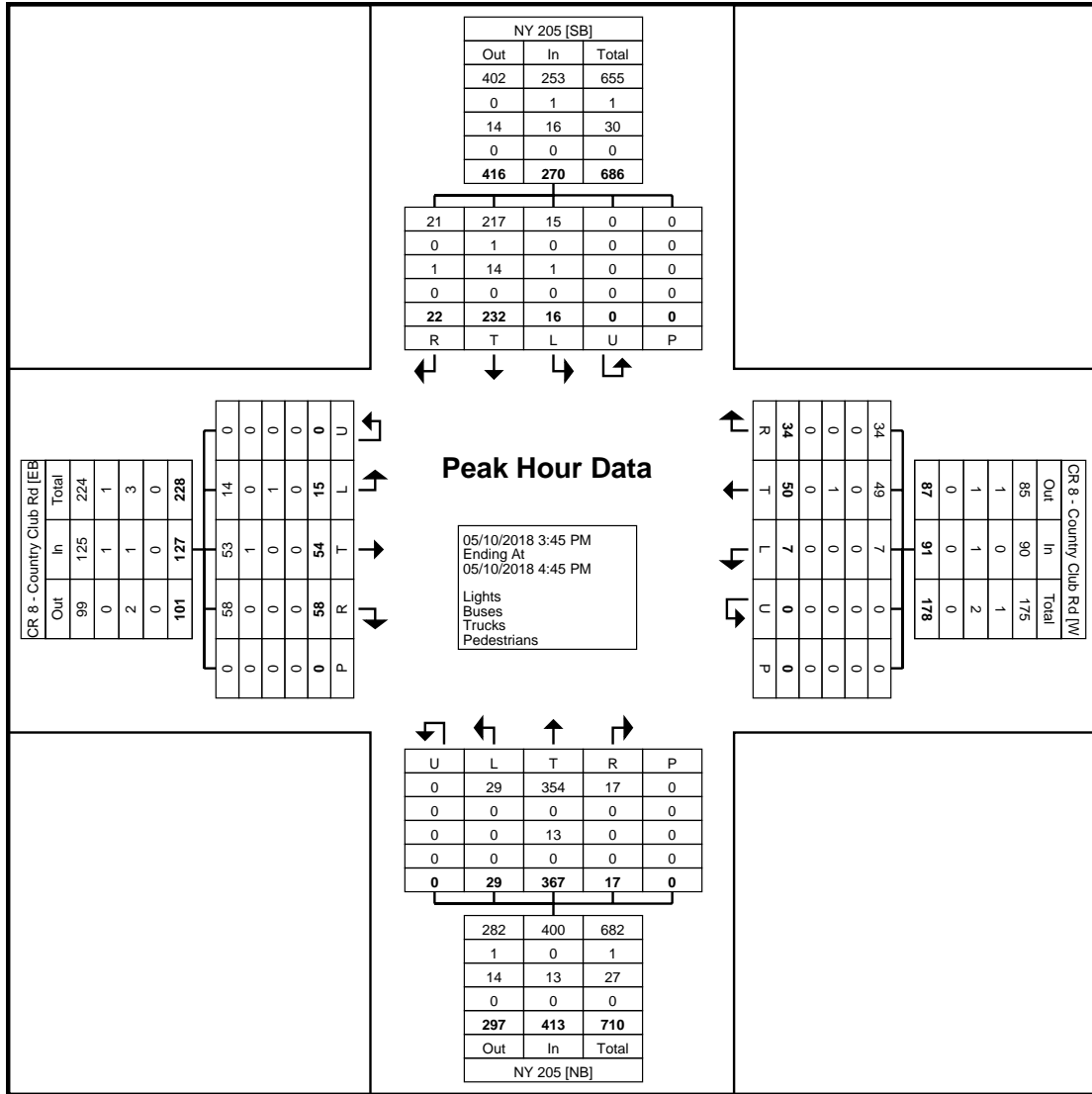
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Oneonta, NY
NY 205/CR 8
Thursday, May 10, 2018
Location: 42.453016, -
75.105509

Count Name: NY 205 at CR 8 -
Country Club Rd
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Turning Movement Peak Hour Data (3:45 PM)

Start Time	CR 8 - Country Club Rd Eastbound						CR 8 - Country Club Rd Westbound						NY 205 Northbound						NY 205 Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:45 PM	5	12	12	0	0	29	3	8	7	0	0	18	2	94	2	0	0	98	4	48	4	0	0	56	201
4:00 PM	3	15	8	0	0	26	1	12	8	0	0	21	9	79	6	0	0	94	3	46	10	0	0	59	200
4:15 PM	4	12	18	0	0	34	2	15	10	0	0	27	9	98	6	0	0	113	3	75	5	0	0	83	257
4:30 PM	3	15	20	0	0	38	1	15	9	0	0	25	9	96	3	0	0	108	6	63	3	0	0	72	243
Total	15	54	58	0	0	127	7	50	34	0	0	91	29	367	17	0	0	413	16	232	22	0	0	270	901
Approach %	11.8	42.5	45.7	0.0	-	-	7.7	54.9	37.4	0.0	-	-	7.0	88.9	4.1	0.0	-	-	5.9	85.9	8.1	0.0	-	-	-
Total %	1.7	6.0	6.4	0.0	-	14.1	0.8	5.5	3.8	0.0	-	10.1	3.2	40.7	1.9	0.0	-	45.8	1.8	25.7	2.4	0.0	-	30.0	-
PHF	0.750	0.900	0.725	0.000	-	0.836	0.583	0.833	0.850	0.000	-	0.843	0.806	0.936	0.708	0.000	-	0.914	0.667	0.773	0.550	0.000	-	0.813	0.876
Lights	14	53	58	0	-	125	7	49	34	0	-	90	29	354	17	0	-	400	15	217	21	0	-	253	868
% Lights	93.3	98.1	100.0	-	-	98.4	100.0	98.0	100.0	-	-	98.9	100.0	96.5	100.0	-	-	96.9	93.8	93.5	95.5	-	-	93.7	96.3
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	1.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.4	0.2
Trucks	1	0	0	0	-	1	0	1	0	0	-	1	0	13	0	0	-	13	1	14	1	0	-	16	31
% Trucks	6.7	0.0	0.0	-	-	0.8	0.0	2.0	0.0	-	-	1.1	0.0	3.5	0.0	-	-	3.1	6.3	6.0	4.5	-	-	5.9	3.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (3:45 PM)



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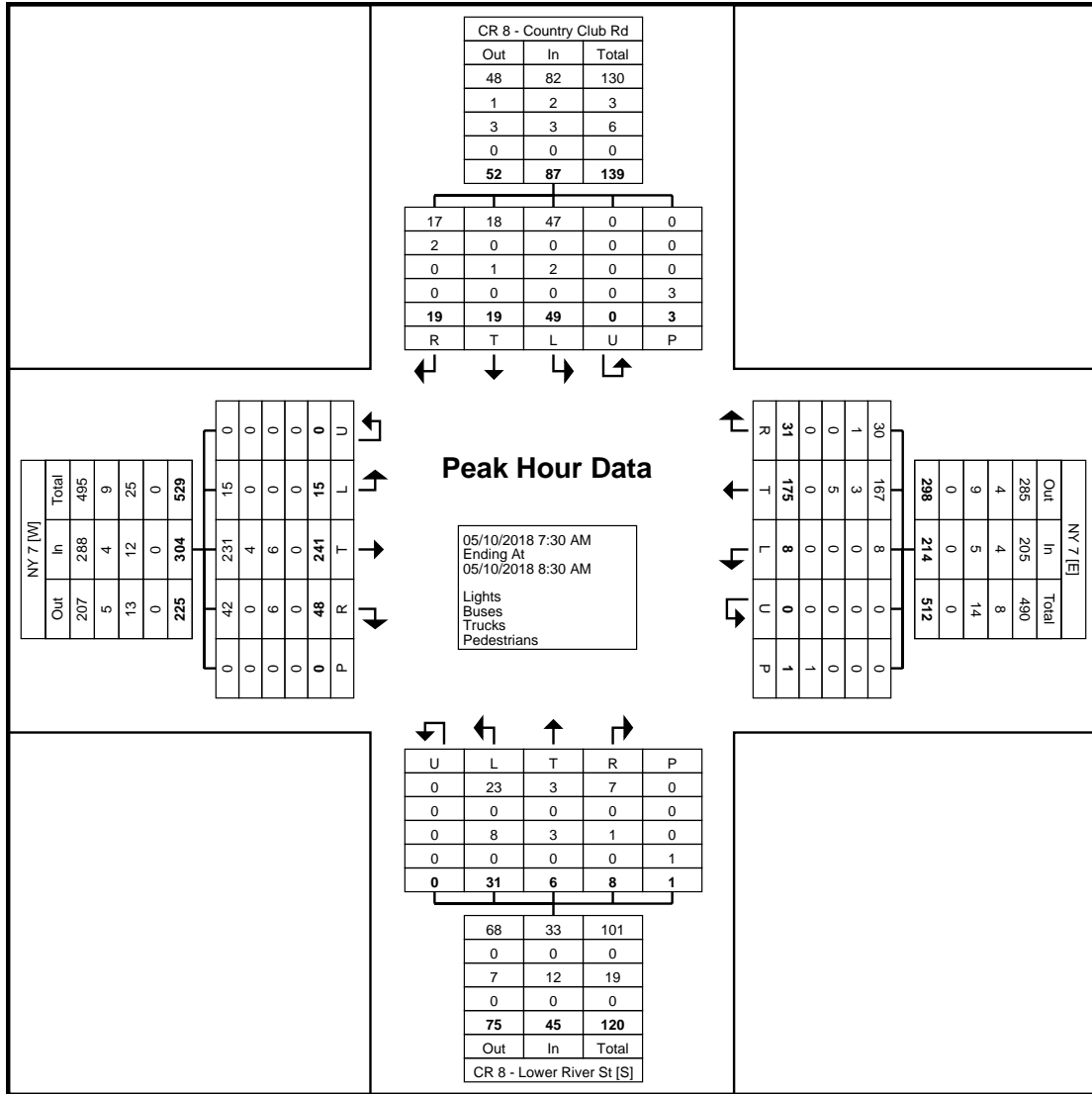
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Oneonta, New York
NY 7 at CR 8 - Country Club Rd
Thursday, May 10, 2018
Location: 42.451681, -
75.100884

Count Name: NY 7 at CR 8 -
Country Club Rd
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	NY 7 Eastbound							NY 7 Westbound							CR 8 - Lower River St Northbound							CR 8 - Country Club Rd Southbound							Int. Total	
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total		
7:30 AM	4	57	11	0	0	0	72	1	45	10	0	0	0	56	7	2	2	0	0	0	11	9	8	3	1	0	0	21	160	
7:45 AM	1	65	20	2	0	0	88	3	54	12	0	0	0	69	7	1	1	0	0	0	9	12	5	4	0	0	2	21	187	
8:00 AM	5	64	5	3	0	0	77	4	36	6	0	0	0	46	8	1	1	1	0	0	11	16	3	4	0	0	0	23	157	
8:15 AM	5	55	6	1	0	0	67	0	40	3	0	0	1	43	9	2	2	1	0	1	14	12	3	7	0	0	1	22	146	
Total	15	241	42	6	0	0	304	8	175	31	0	0	1	214	31	6	6	2	0	1	45	49	19	18	1	0	3	87	650	
Approach %	4.9	79.3	13.8	2.0	0.0	-	-	3.7	81.8	14.5	0.0	0.0	-	-	68.9	13.3	13.3	4.4	0.0	-	-	56.3	21.8	20.7	1.1	0.0	-	-	-	
Total %	2.3	37.1	6.5	0.9	0.0	-	46.8	1.2	26.9	4.8	0.0	0.0	-	32.9	4.8	0.9	0.9	0.3	0.0	-	6.9	7.5	2.9	2.8	0.2	0.0	-	13.4	-	
PHF	0.750	0.927	0.525	0.500	0.000	-	0.864	0.500	0.810	0.646	0.000	0.000	-	0.775	0.861	0.750	0.750	0.500	0.000	-	0.804	0.766	0.594	0.643	0.250	0.000	-	0.946	0.869	
Lights	15	231	36	6	0	-	288	8	167	30	0	0	-	205	23	3	5	2	0	-	33	47	18	16	1	0	-	82	608	
% Lights	100.0	95.9	85.7	100.0	-	-	94.7	100.0	95.4	96.8	-	-	-	95.8	74.2	50.0	83.3	100.0	-	-	73.3	95.9	94.7	88.9	100.0	-	-	94.3	93.5	
Buses	0	4	0	0	0	-	4	0	3	1	0	0	-	4	0	0	0	0	0	-	0	0	0	2	0	0	-	2	10	
% Buses	0.0	1.7	0.0	0.0	-	-	1.3	0.0	1.7	3.2	-	-	-	1.9	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	11.1	0.0	-	-	2.3	1.5	
Trucks	0	6	6	0	0	-	12	0	5	0	0	0	-	5	8	3	1	0	0	-	12	2	1	0	0	0	-	3	32	
% Trucks	0.0	2.5	14.3	0.0	-	-	3.9	0.0	2.9	0.0	-	-	-	2.3	25.8	50.0	16.7	0.0	-	-	26.7	4.1	5.3	0.0	0.0	-	-	3.4	4.9	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)



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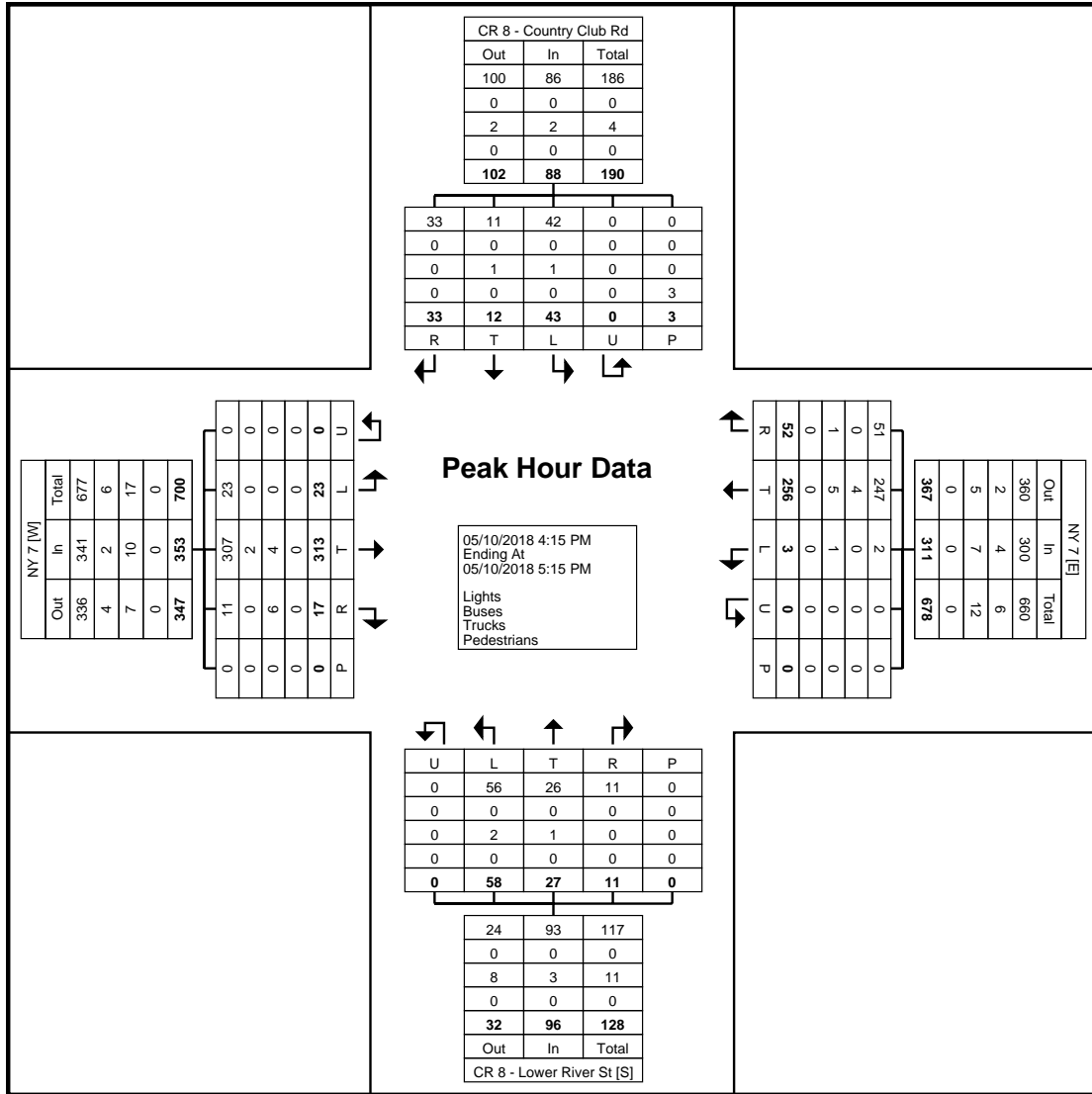
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Oneonta, New York
NY 7 at CR 8 - Country Club Rd
Thursday, May 10, 2018
Location: 42.451681, -
75.100884

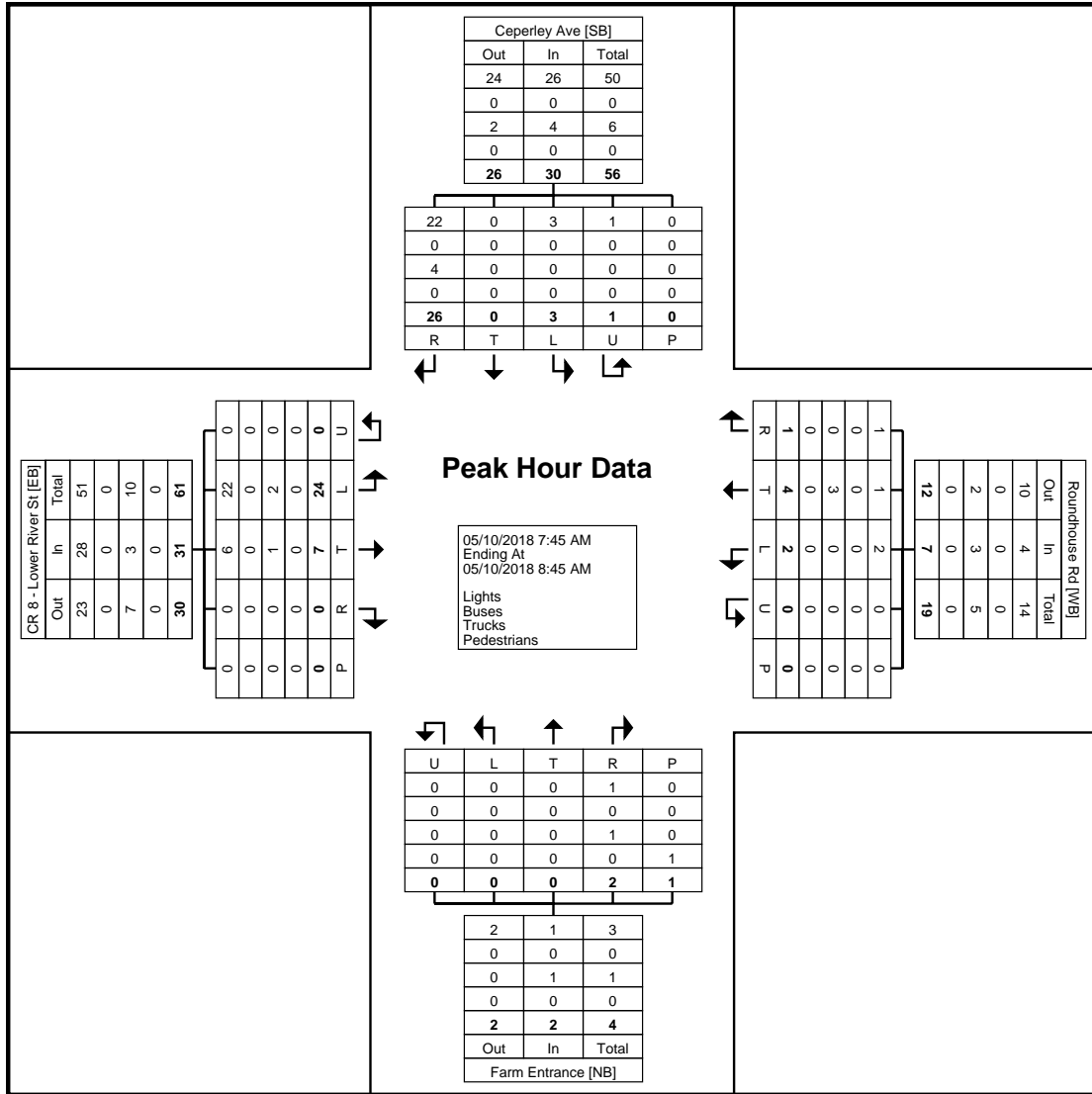
Count Name: NY 7 at CR 8 -
Country Club Rd
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

Start Time	NY 7 Eastbound							NY 7 Westbound							CR 8 - Lower River St Northbound							CR 8 - Country Club Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:15 PM	5	73	4	0	0	0	82	3	55	18	0	0	0	76	13	8	2	2	0	0	25	12	2	6	2	0	2	22	205
4:30 PM	5	94	3	0	0	0	102	0	68	16	0	0	0	84	16	7	2	0	0	25	10	7	5	4	0	0	26	237	
4:45 PM	6	71	3	1	0	0	81	0	63	13	0	0	0	76	11	4	0	0	0	15	16	2	4	3	0	0	25	197	
5:00 PM	7	75	6	0	0	0	88	0	70	5	0	0	0	75	18	8	5	0	0	31	5	1	3	6	0	1	15	209	
Total	23	313	16	1	0	0	353	3	256	52	0	0	0	311	58	27	9	2	0	96	43	12	18	15	0	3	88	848	
Approach %	6.5	88.7	4.5	0.3	0.0	-	-	1.0	82.3	16.7	0.0	0.0	-	-	60.4	28.1	9.4	2.1	0.0	-	-	48.9	13.6	20.5	17.0	0.0	-	-	-
Total %	2.7	36.9	1.9	0.1	0.0	-	41.6	0.4	30.2	6.1	0.0	0.0	-	36.7	6.8	3.2	1.1	0.2	0.0	-	11.3	5.1	1.4	2.1	1.8	0.0	-	10.4	-
PHF	0.82	0.832	0.667	0.250	0.000	-	0.865	0.250	0.914	0.722	0.000	0.000	-	0.926	0.806	0.844	0.450	0.250	0.000	-	0.774	0.672	0.429	0.750	0.625	0.000	-	0.846	0.895
Lights	23	307	10	1	0	-	341	2	247	51	0	0	-	300	56	26	9	2	0	-	93	42	11	18	15	0	-	86	820
% Lights	100.0	98.1	62.5	100.0	-	-	96.6	66.7	96.5	98.1	-	-	-	96.5	96.6	96.3	100.0	100.0	-	-	96.9	97.7	91.7	100.0	100.0	-	-	97.7	96.7
Buses	0	2	0	0	0	-	2	0	4	0	0	0	-	4	0	0	0	0	0	-	0	0	0	0	0	0	-	0	6
% Buses	0.0	0.6	0.0	0.0	-	-	0.6	0.0	1.6	0.0	-	-	-	1.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.7
Trucks	0	4	6	0	0	-	10	1	5	1	0	0	-	7	2	1	0	0	0	-	3	1	1	0	0	0	-	2	22
% Trucks	0.0	1.3	37.5	0.0	-	-	2.8	33.3	2.0	1.9	-	-	-	2.3	3.4	3.7	0.0	0.0	-	-	3.1	2.3	8.3	0.0	0.0	-	-	2.3	2.6
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:15 PM)



Turning Movement Peak Hour Data Plot (7:45 AM)



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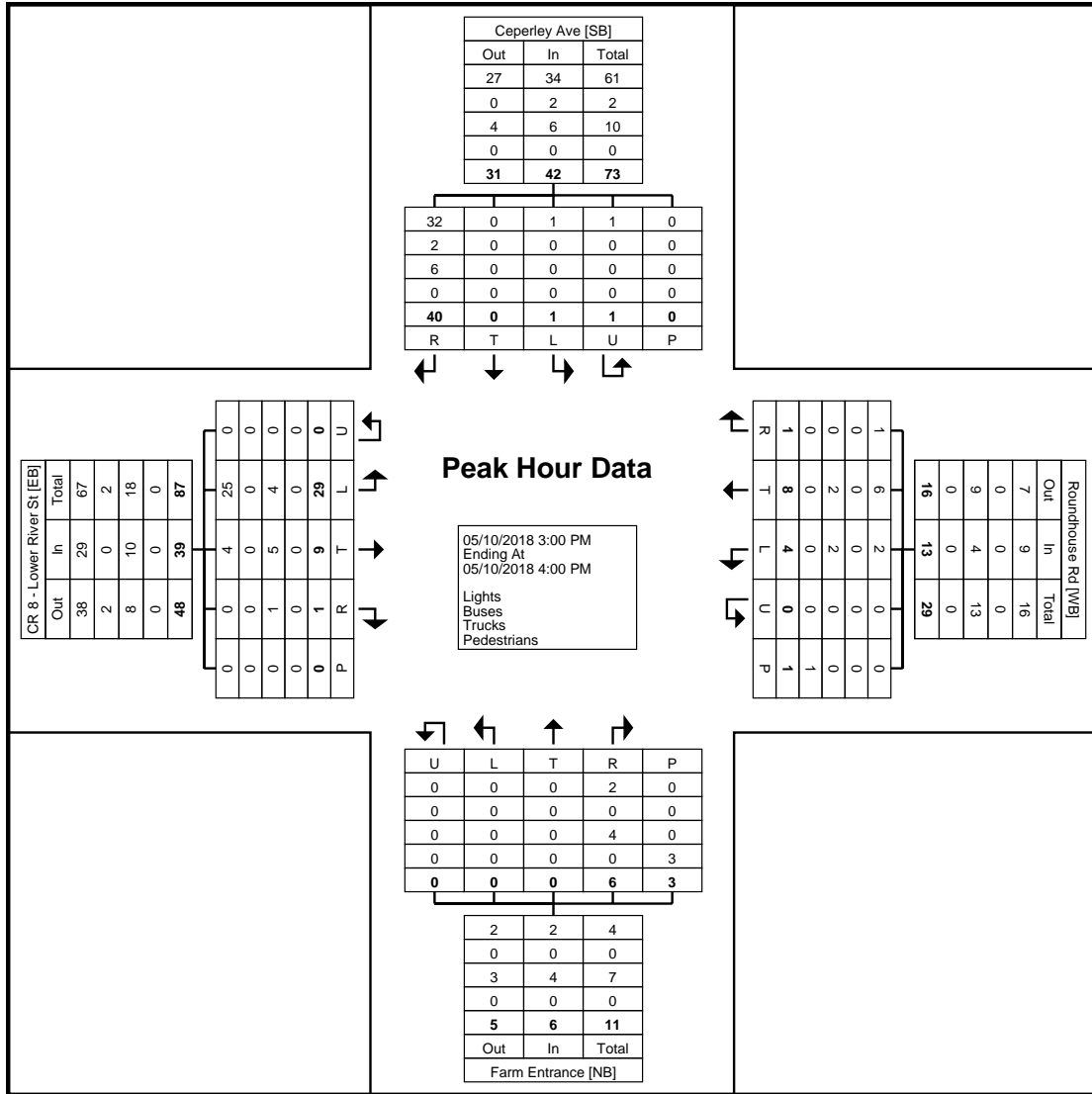
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Oneonta, NY
Lower River St/Carperley Ave
Thursday, May 10, 2018
Location: 42.447571, -
75.095143

Count Name: CR 8 - Lower
River St at Ceperley Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

Start Time	CR 8 - Lower River St Eastbound						Roundhouse Rd Westbound						Farm Entrance Northbound						Ceperley Ave Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	12	2	0	0	0	14	1	2	0	0	0	3	0	0	0	0	2	0	0	0	15	0	0	15	32
3:15 PM	9	1	0	0	0	10	1	2	0	0	0	3	0	0	1	0	0	1	1	0	9	0	0	10	24
3:30 PM	3	3	0	0	0	6	2	2	0	0	0	4	0	0	3	0	0	3	0	0	8	1	0	9	22
3:45 PM	5	3	1	0	0	9	0	2	1	0	1	3	0	0	2	0	1	2	0	0	8	0	0	8	22
Total	29	9	1	0	0	39	4	8	1	0	1	13	0	0	6	0	3	6	1	0	40	1	0	42	100
Approach %	74.4	23.1	2.6	0.0	-	-	30.8	61.5	7.7	0.0	-	-	0.0	0.0	100.0	0.0	-	-	2.4	0.0	95.2	2.4	-	-	-
Total %	29.0	9.0	1.0	0.0	-	39.0	4.0	8.0	1.0	0.0	-	13.0	0.0	0.0	6.0	0.0	-	6.0	1.0	0.0	40.0	1.0	-	42.0	-
PHF	0.604	0.750	0.250	0.000	-	0.696	0.500	1.000	0.250	0.000	-	0.813	0.000	0.000	0.500	0.000	-	0.500	0.250	0.000	0.667	0.250	-	0.700	0.781
Lights	25	4	0	0	-	29	2	6	1	0	-	9	0	0	2	0	-	2	1	0	32	1	-	34	74
% Lights	86.2	44.4	0.0	-	-	74.4	50.0	75.0	100.0	-	-	69.2	-	-	33.3	-	-	33.3	100.0	-	80.0	100.0	-	81.0	74.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	-	5.0	0.0	-	4.8	2.0
Trucks	4	5	1	0	-	10	2	2	0	0	-	4	0	0	4	0	-	4	0	0	6	0	-	6	24
% Trucks	13.8	55.6	100.0	-	-	25.6	50.0	25.0	0.0	-	-	30.8	-	-	66.7	-	-	66.7	0.0	-	15.0	0.0	-	14.3	24.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (3:00 PM)



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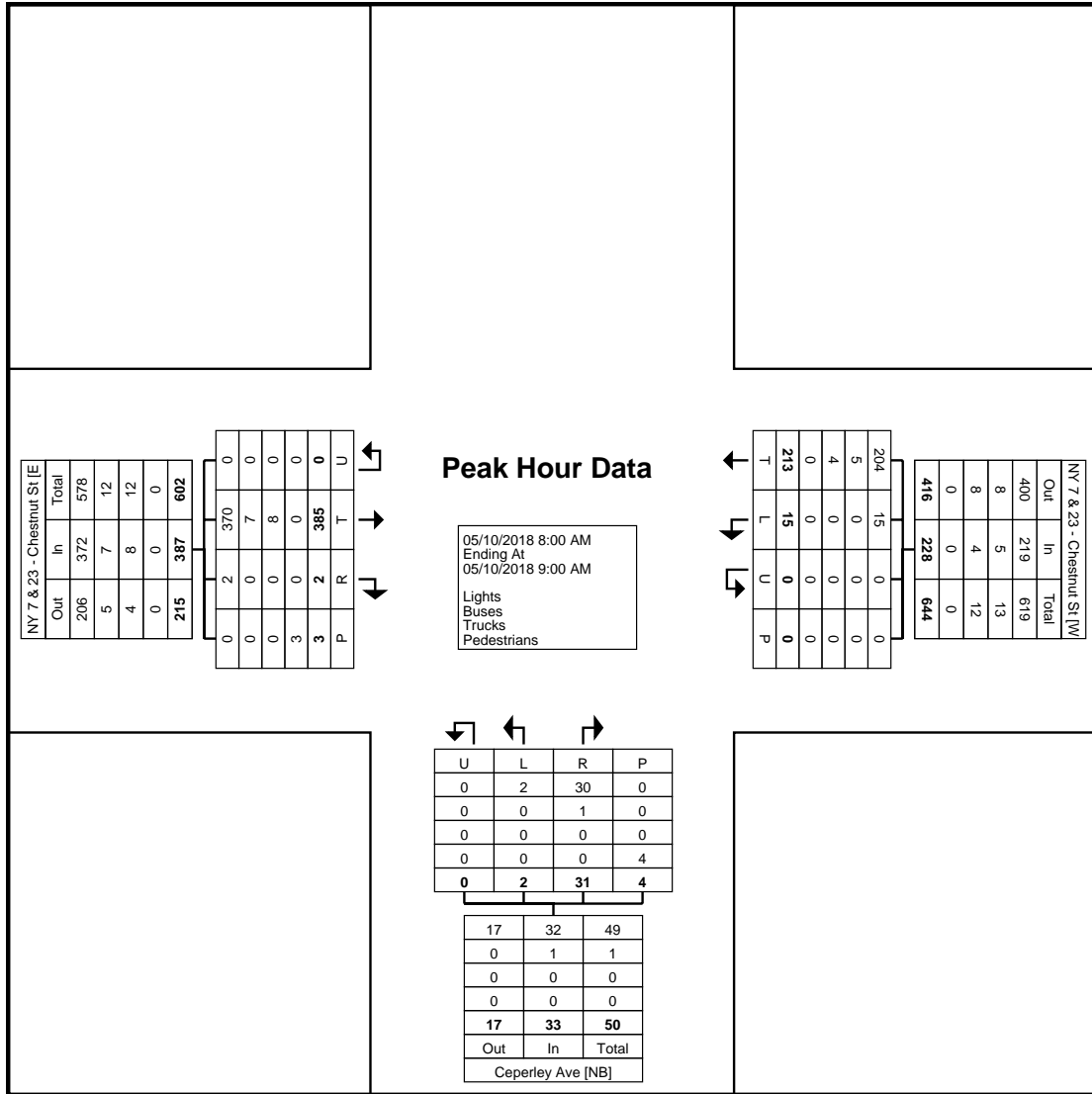
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Oneonta, NY
NY 7/Ceperley Ave
Thursday, May 10, 2018
Location: 42.454508, -
75.092054

Count Name: NY 7 & 23 -
Chestnut St at Ceperley Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Ceperley Ave Northbound					Int. Total	
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds		App. Total
8:00 AM	90	0	0	0	90	0	51	0	0	51	0	7	0	0	2	7	148
8:15 AM	97	1	0	1	98	3	42	0	0	45	1	10	0	0	0	11	154
8:30 AM	83	0	0	0	83	5	66	0	0	71	1	6	0	0	1	7	161
8:45 AM	115	1	0	2	116	7	54	0	0	61	0	8	0	0	1	8	185
Total	385	2	0	3	387	15	213	0	0	228	2	31	0	0	4	33	648
Approach %	99.5	0.5	0.0	-	-	6.6	93.4	0.0	-	-	6.1	93.9	0.0	0.0	-	-	-
Total %	59.4	0.3	0.0	-	59.7	2.3	32.9	0.0	-	35.2	0.3	4.8	0.0	0.0	-	5.1	-
PHF	0.837	0.500	0.000	-	0.834	0.536	0.807	0.000	-	0.803	0.500	0.775	0.000	0.000	-	0.750	0.876
Lights	370	2	0	-	372	15	204	0	-	219	2	30	0	0	-	32	623
% Lights	96.1	100.0	-	-	96.1	100.0	95.8	-	-	96.1	100.0	96.8	-	-	-	97.0	96.1
Buses	7	0	0	-	7	0	5	0	-	5	0	1	0	0	-	1	13
% Buses	1.8	0.0	-	-	1.8	0.0	2.3	-	-	2.2	0.0	3.2	-	-	-	3.0	2.0
Trucks	8	0	0	-	8	0	4	0	-	4	0	0	0	0	-	0	12
% Trucks	2.1	0.0	-	-	2.1	0.0	1.9	-	-	1.8	0.0	0.0	-	-	-	0.0	1.9
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)



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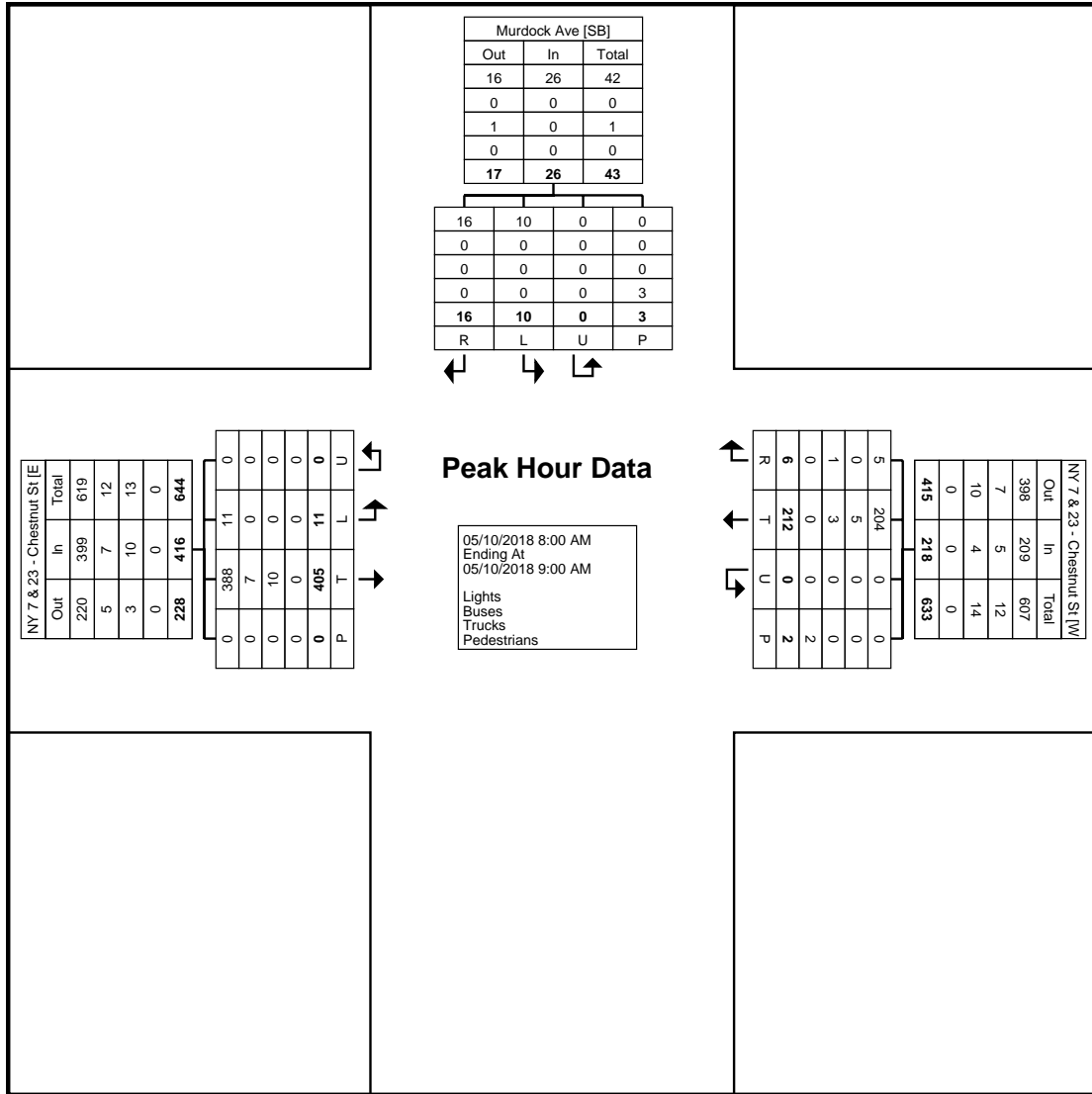
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Count Name: NY 7 & 23 -
Chestnut St at Murdock Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Oneonta, NY
NY 7/Chestnut St
Thursday, May 10, 2018
Location: 42.454508, -
75.092054

Turning Movement Peak Hour Data (8:00 AM)

Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Murdock Ave Southbound					Int. Total	
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds		App. Total
8:00 AM	3	94	0	0	97	48	1	0	0	49	2	3	0	0	1	5	151
8:15 AM	3	104	0	0	107	43	0	0	2	43	5	3	0	0	0	8	158
8:30 AM	2	87	0	0	89	67	1	0	0	68	2	2	1	0	2	5	162
8:45 AM	3	120	0	0	123	54	4	0	0	58	1	7	0	0	0	8	189
Total	11	405	0	0	416	212	6	0	2	218	10	15	1	0	3	26	660
Approach %	2.6	97.4	0.0	-	-	97.2	2.8	0.0	-	-	38.5	57.7	3.8	0.0	-	-	-
Total %	1.7	61.4	0.0	-	63.0	32.1	0.9	0.0	-	33.0	1.5	2.3	0.2	0.0	-	3.9	-
PHF	0.917	0.844	0.000	-	0.846	0.791	0.375	0.000	-	0.801	0.500	0.536	0.250	0.000	-	0.813	0.873
Lights	11	388	0	-	399	204	5	0	-	209	10	15	1	0	-	26	634
% Lights	100.0	95.8	-	-	95.9	96.2	83.3	-	-	95.9	100.0	100.0	100.0	-	-	100.0	96.1
Buses	0	7	0	-	7	5	0	0	-	5	0	0	0	0	-	0	12
% Buses	0.0	1.7	-	-	1.7	2.4	0.0	-	-	2.3	0.0	0.0	0.0	-	-	0.0	1.8
Trucks	0	10	0	-	10	3	1	0	-	4	0	0	0	0	-	0	14
% Trucks	0.0	2.5	-	-	2.4	1.4	16.7	-	-	1.8	0.0	0.0	0.0	-	-	0.0	2.1
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)



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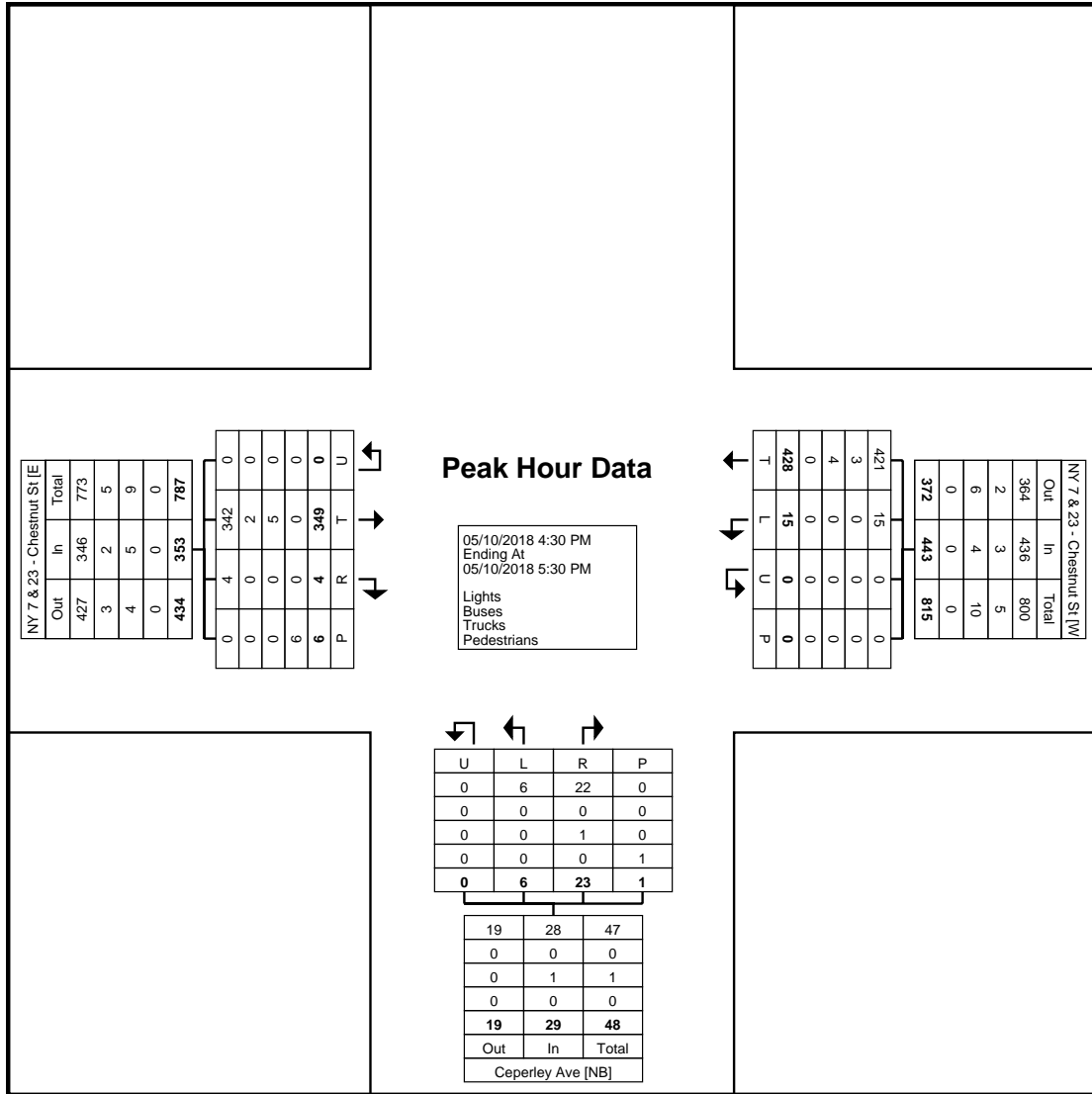
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Count Name: NY 7 & 23 -
Chestnut St at Ceperley Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Oneonta, NY
NY 7/Ceperley Ave
Thursday, May 10, 2018
Location: 42.454508, -
75.092054

Turning Movement Peak Hour Data (4:30 PM)

Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Ceperley Ave Northbound					Int. Total	
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds		App. Total
4:30 PM	96	1	0	0	97	3	116	0	0	119	0	7	0	0	0	7	223
4:45 PM	80	1	0	3	81	4	106	0	0	110	1	6	0	0	0	7	198
5:00 PM	88	1	0	3	89	6	104	0	0	110	2	6	0	0	1	8	207
5:15 PM	85	1	0	0	86	2	102	0	0	104	3	4	0	0	0	7	197
Total	349	4	0	6	353	15	428	0	0	443	6	23	0	0	1	29	825
Approach %	98.9	1.1	0.0	-	-	3.4	96.6	0.0	-	-	20.7	79.3	0.0	0.0	-	-	-
Total %	42.3	0.5	0.0	-	42.8	1.8	51.9	0.0	-	53.7	0.7	2.8	0.0	0.0	-	3.5	-
PHF	0.909	1.000	0.000	-	0.910	0.625	0.922	0.000	-	0.931	0.500	0.821	0.000	0.000	-	0.906	0.925
Lights	342	4	0	-	346	15	421	0	-	436	6	22	0	0	-	28	810
% Lights	98.0	100.0	-	-	98.0	100.0	98.4	-	-	98.4	100.0	95.7	-	-	-	96.6	98.2
Buses	2	0	0	-	2	0	3	0	-	3	0	0	0	0	-	0	5
% Buses	0.6	0.0	-	-	0.6	0.0	0.7	-	-	0.7	0.0	0.0	-	-	-	0.0	0.6
Trucks	5	0	0	-	5	0	4	0	-	4	0	1	0	0	-	1	10
% Trucks	1.4	0.0	-	-	1.4	0.0	0.9	-	-	0.9	0.0	4.3	-	-	-	3.4	1.2
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)



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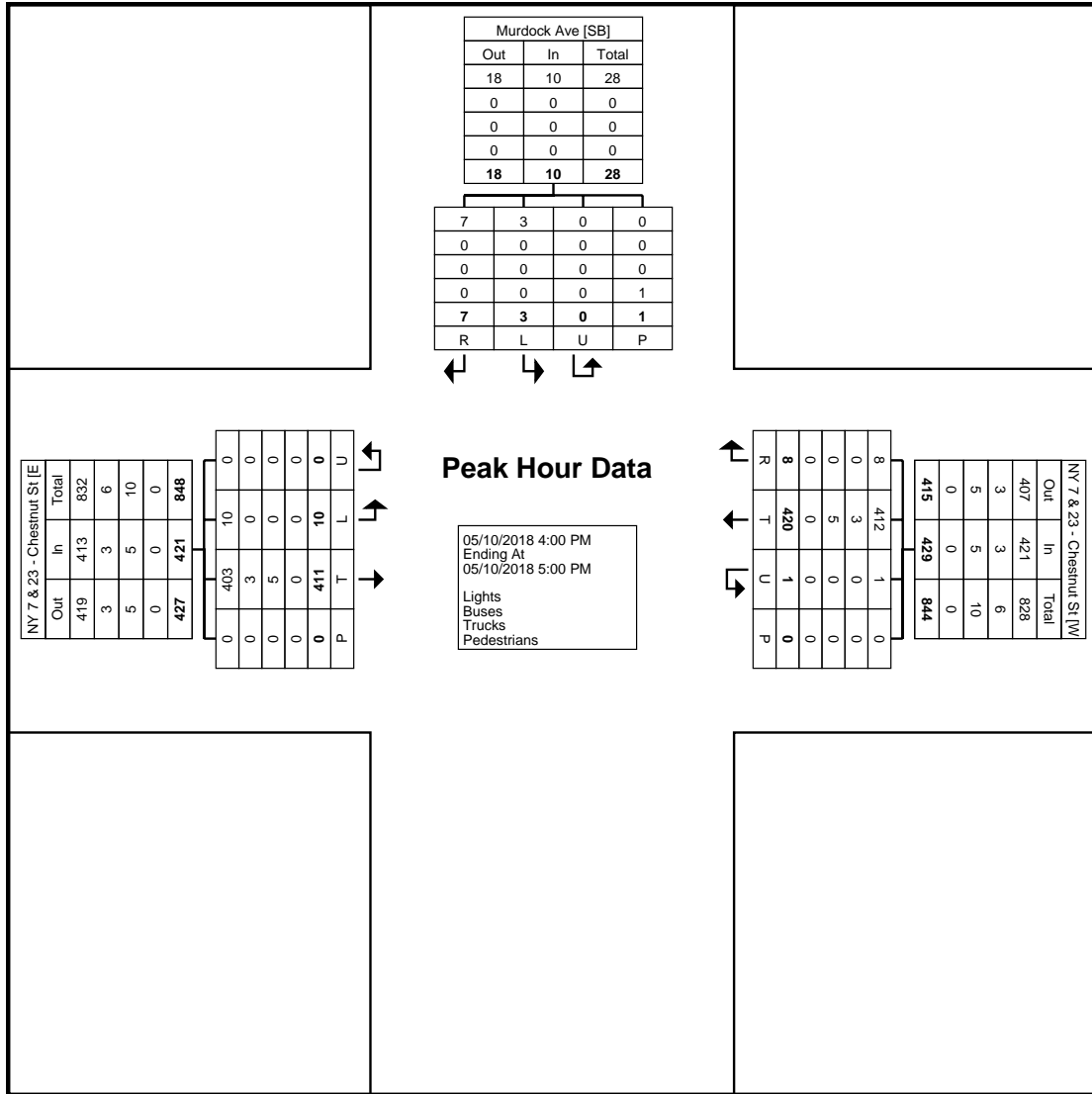
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Oneonta, NY
NY 7/Chestnut St
Thursday, May 10, 2018
Location: 42.454508, -
75.092054

Count Name: NY 7 & 23 -
Chestnut St at Murdock Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Murdock Ave Southbound					Int. Total	
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds		App. Total
4:00 PM	4	104	0	0	108	100	3	0	0	103	1	1	1	0	0	3	214
4:15 PM	1	102	0	0	103	96	3	0	0	99	1	2	0	0	1	3	205
4:30 PM	3	101	0	0	104	116	1	1	0	118	1	2	0	0	0	3	225
4:45 PM	2	104	0	0	106	108	1	0	0	109	0	0	1	0	0	1	216
Total	10	411	0	0	421	420	8	1	0	429	3	5	2	0	1	10	860
Approach %	2.4	97.6	0.0	-	-	97.9	1.9	0.2	-	-	30.0	50.0	20.0	0.0	-	-	-
Total %	1.2	47.8	0.0	-	49.0	48.8	0.9	0.1	-	49.9	0.3	0.6	0.2	0.0	-	1.2	-
PHF	0.625	0.988	0.000	-	0.975	0.905	0.667	0.250	-	0.909	0.750	0.625	0.500	0.000	-	0.833	0.956
Lights	10	403	0	-	413	412	8	1	-	421	3	5	2	0	-	10	844
% Lights	100.0	98.1	-	-	98.1	98.1	100.0	100.0	-	98.1	100.0	100.0	100.0	-	-	100.0	98.1
Buses	0	3	0	-	3	3	0	0	-	3	0	0	0	0	-	0	6
% Buses	0.0	0.7	-	-	0.7	0.7	0.0	0.0	-	0.7	0.0	0.0	0.0	-	-	0.0	0.7
Trucks	0	5	0	-	5	5	0	0	-	5	0	0	0	0	-	0	10
% Trucks	0.0	1.2	-	-	1.2	1.2	0.0	0.0	-	1.2	0.0	0.0	0.0	-	-	0.0	1.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)



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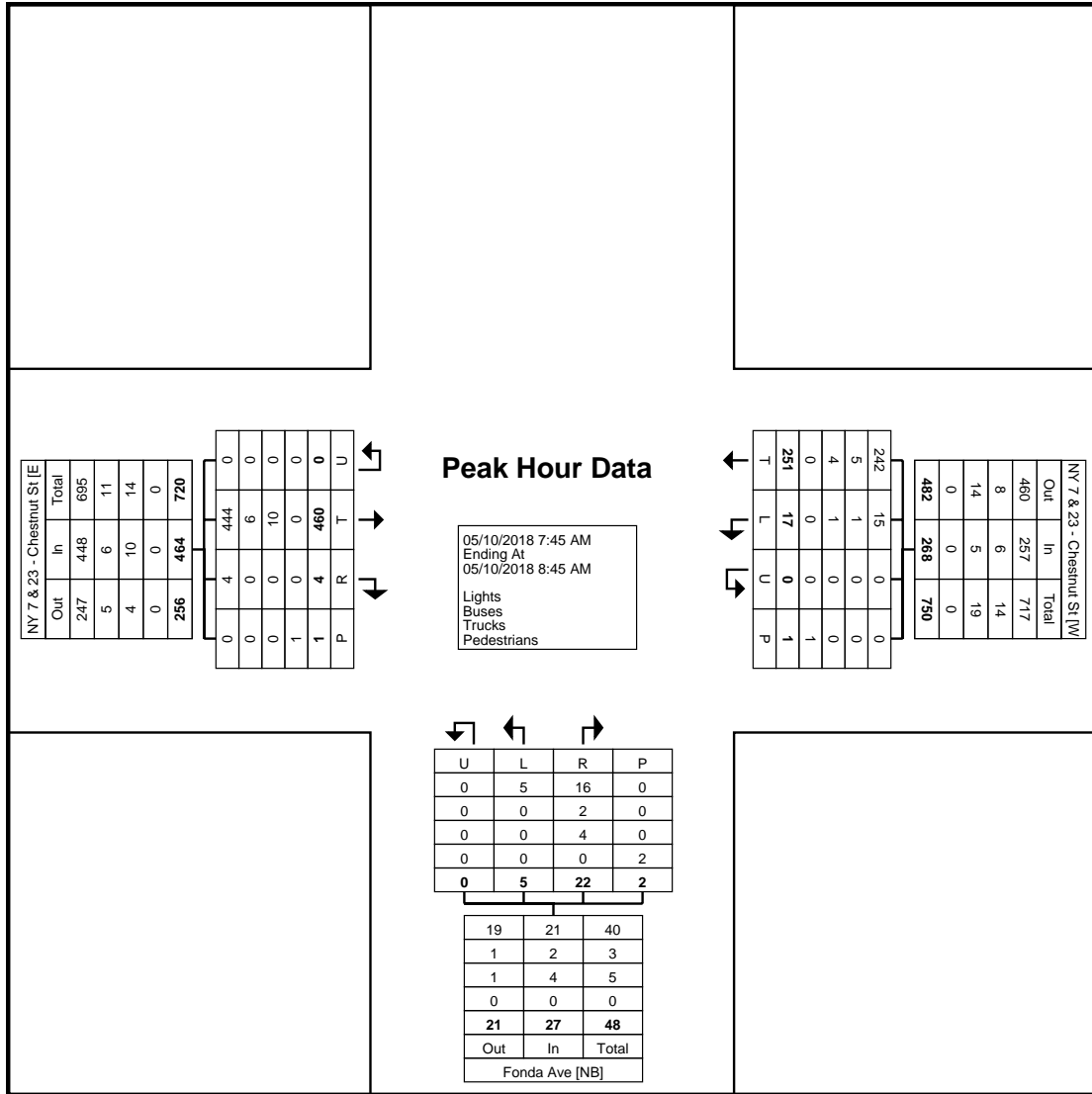
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Count Name: NY 7 & 23 -
Chestnut St at Fonda Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Oneonta, NY
NY 7/23 & Fonda Ave
Thursday, May 10, 2018
Location: 42.450676, -
75.076654

Turning Movement Peak Hour Data (7:45 AM)

Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Fonda Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:45 AM	119	1	0	1	120	5	53	0	1	58	0	8	0	0	8	186
8:00 AM	100	0	0	0	100	3	68	0	0	71	1	10	0	2	11	182
8:15 AM	116	1	0	0	117	3	73	0	0	76	2	2	0	0	4	197
8:30 AM	125	2	0	0	127	6	57	0	0	63	2	2	0	0	4	194
Total	460	4	0	1	464	17	251	0	1	268	5	22	0	2	27	759
Approach %	99.1	0.9	0.0	-	-	6.3	93.7	0.0	-	-	18.5	81.5	0.0	-	-	-
Total %	60.6	0.5	0.0	-	61.1	2.2	33.1	0.0	-	35.3	0.7	2.9	0.0	-	3.6	-
PHF	0.920	0.500	0.000	-	0.913	0.708	0.860	0.000	-	0.882	0.625	0.550	0.000	-	0.614	0.963
Lights	444	4	0	-	448	15	242	0	-	257	5	16	0	-	21	726
% Lights	96.5	100.0	-	-	96.6	88.2	96.4	-	-	95.9	100.0	72.7	-	-	77.8	95.7
Buses	6	0	0	-	6	1	5	0	-	6	0	2	0	-	2	14
% Buses	1.3	0.0	-	-	1.3	5.9	2.0	-	-	2.2	0.0	9.1	-	-	7.4	1.8
Trucks	10	0	0	-	10	1	4	0	-	5	0	4	0	-	4	19
% Trucks	2.2	0.0	-	-	2.2	5.9	1.6	-	-	1.9	0.0	18.2	-	-	14.8	2.5
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)



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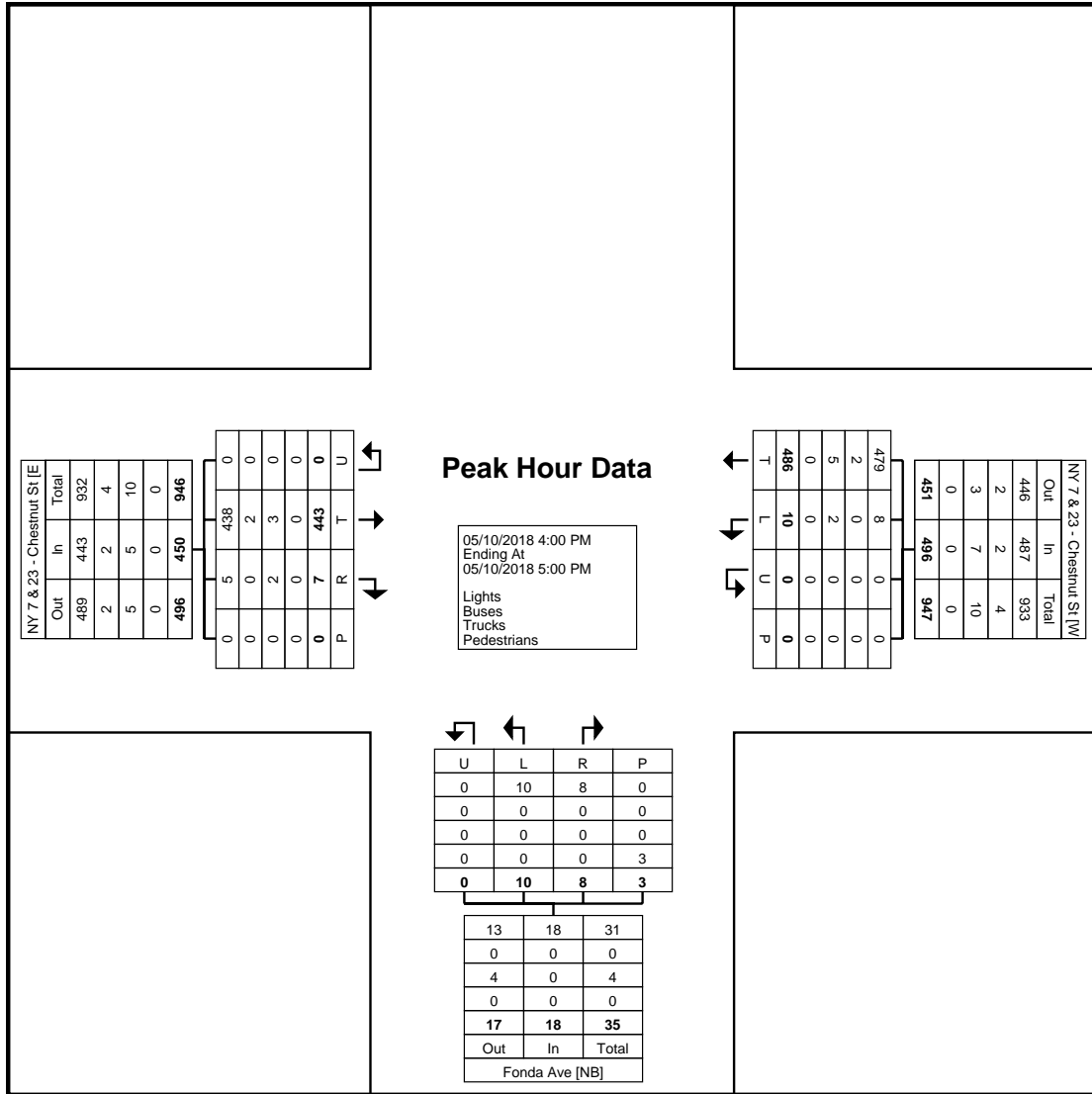
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Count Name: NY 7 & 23 -
Chestnut St at Fonda Ave
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

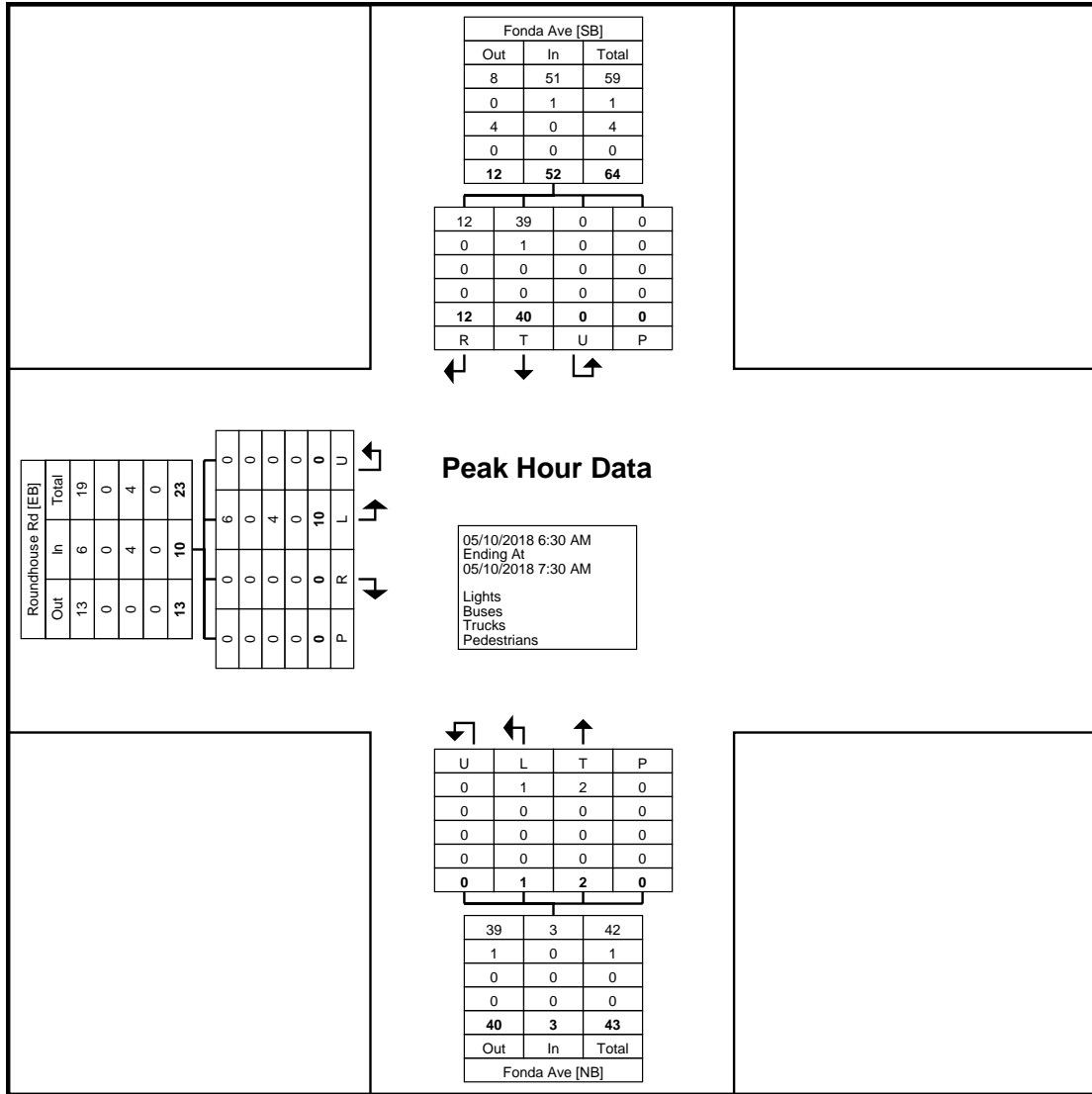
Oneonta, NY
NY 7/23 & Fonda Ave
Thursday, May 10, 2018
Location: 42.450676, -
75.076654

Turning Movement Peak Hour Data (4:00 PM)

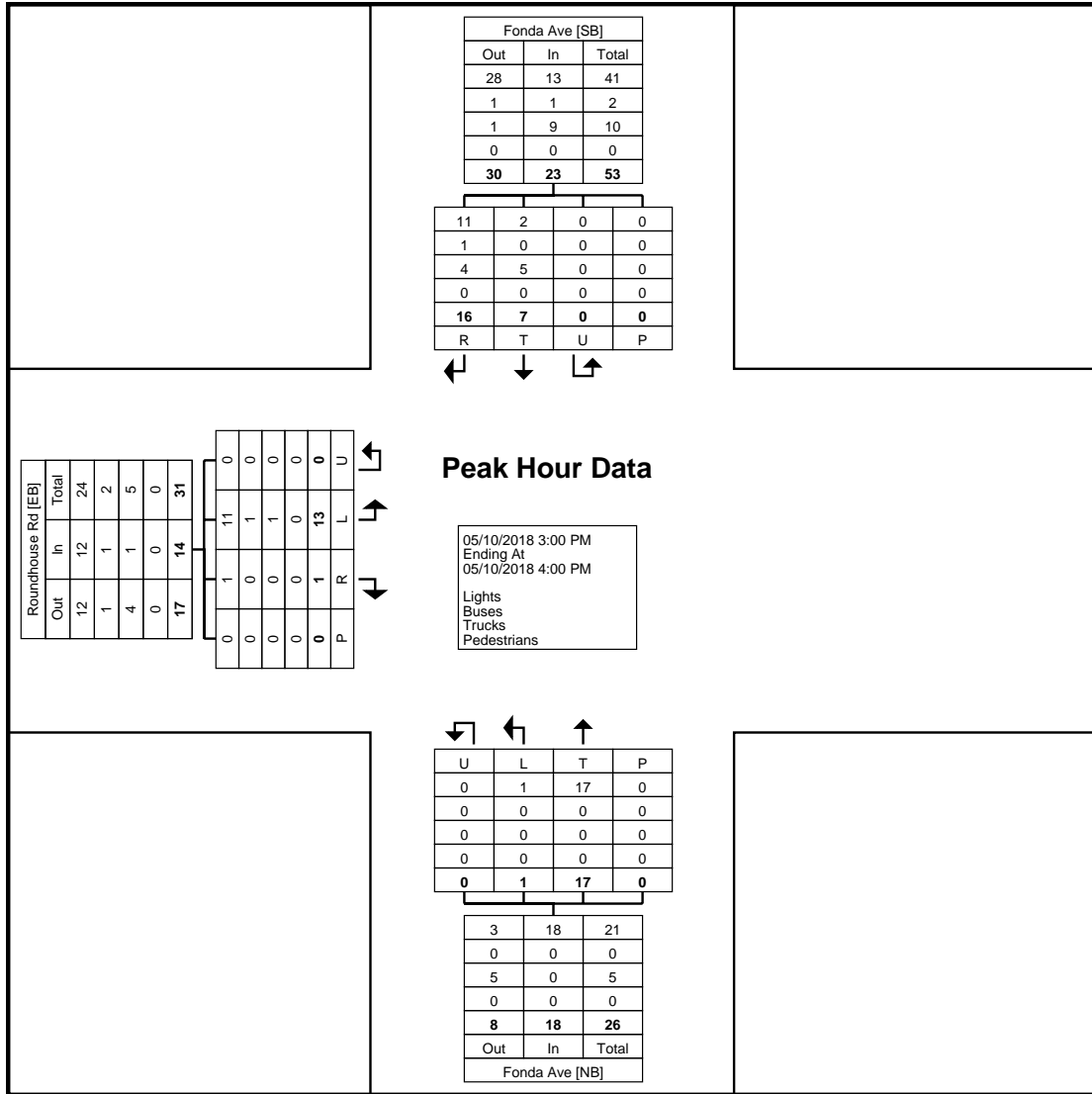
Start Time	NY 7 & 23 - Chestnut St Eastbound					NY 7 & 23 - Chestnut St Westbound					Fonda Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
4:00 PM	117	2	0	0	119	2	117	0	0	119	4	2	0	0	6	244
4:15 PM	108	0	0	0	108	5	117	0	0	122	0	3	0	0	3	233
4:30 PM	102	2	0	0	104	2	142	0	0	144	4	0	0	1	4	252
4:45 PM	116	3	0	0	119	1	110	0	0	111	2	3	0	2	5	235
Total	443	7	0	0	450	10	486	0	0	496	10	8	0	3	18	964
Approach %	98.4	1.6	0.0	-	-	2.0	98.0	0.0	-	-	55.6	44.4	0.0	-	-	-
Total %	46.0	0.7	0.0	-	46.7	1.0	50.4	0.0	-	51.5	1.0	0.8	0.0	-	1.9	-
PHF	0.947	0.583	0.000	-	0.945	0.500	0.856	0.000	-	0.861	0.625	0.667	0.000	-	0.750	0.956
Lights	438	5	0	-	443	8	479	0	-	487	10	8	0	-	18	948
% Lights	98.9	71.4	-	-	98.4	80.0	98.6	-	-	98.2	100.0	100.0	-	-	100.0	98.3
Buses	2	0	0	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	0.5	0.0	-	-	0.4	0.0	0.4	-	-	0.4	0.0	0.0	-	-	0.0	0.4
Trucks	3	2	0	-	5	2	5	0	-	7	0	0	0	-	0	12
% Trucks	0.7	28.6	-	-	1.1	20.0	1.0	-	-	1.4	0.0	0.0	-	-	0.0	1.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)



Turning Movement Peak Hour Data Plot (6:30 AM)



Turning Movement Peak Hour Data Plot (3:00 PM)



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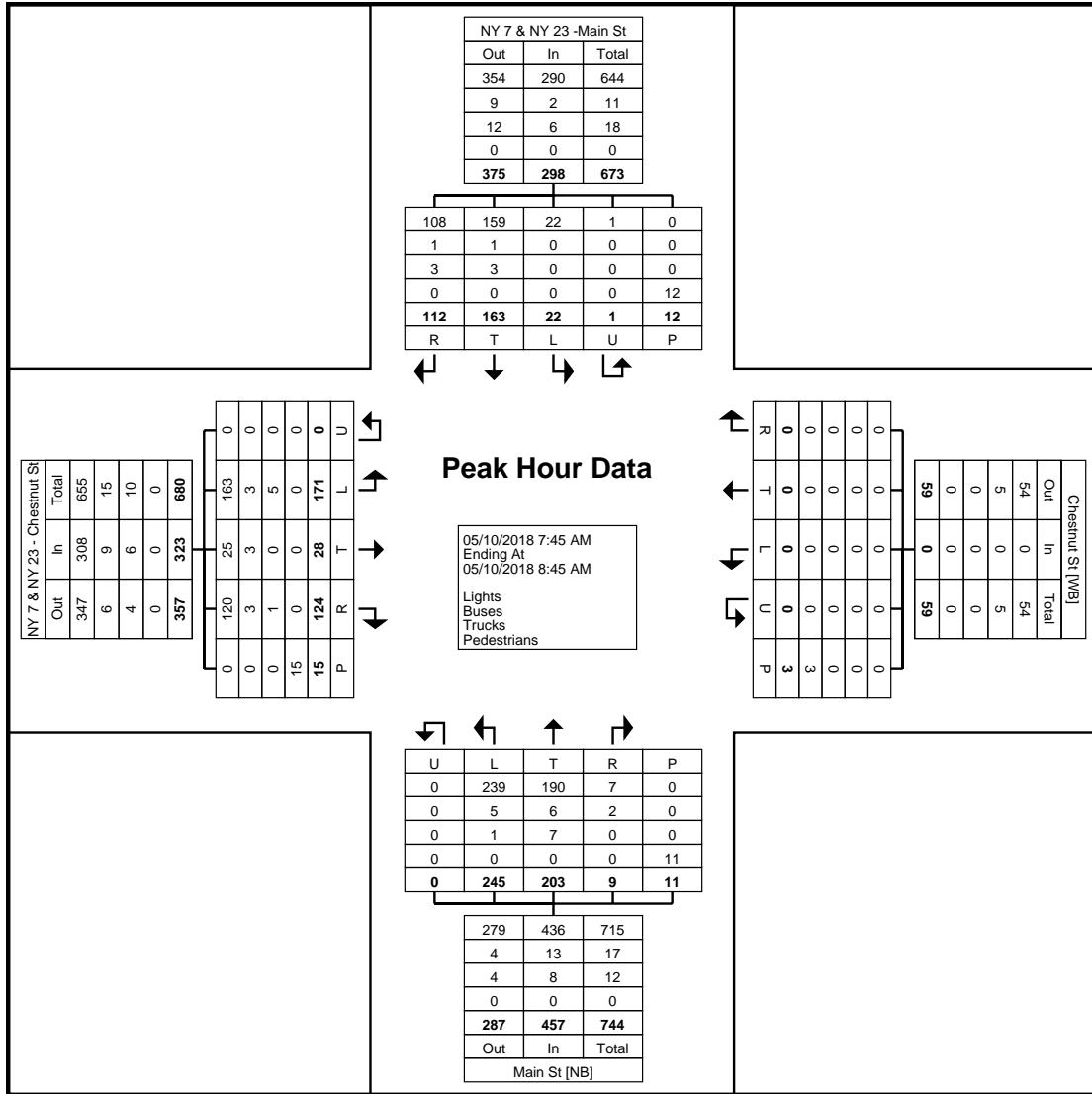
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Oneonta, NY
NY 7/23 @ Main St
Thursday, May 10, 2018
Location: 42.452883, -
75.063151

Count Name: NY 7 & 23 -
Chestnut St at Main St
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	NY 7 & NY 23 - Chestnut St Eastbound							Chestnut St Westbound							Main St Northbound							NY 7 & NY 23 -Main St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:45 AM	51	5	13	11	0	5	80	0	0	0	0	0	0	0	65	41	2	0	0	8	108	3	40	34	0	0	1	77	265
8:00 AM	37	7	18	9	0	1	71	0	0	0	0	0	0	0	53	44	3	0	0	1	100	2	42	21	0	0	2	65	236
8:15 AM	40	8	25	10	0	2	83	0	0	0	0	0	2	0	64	65	3	0	0	0	132	6	42	23	0	1	1	72	287
8:30 AM	43	8	29	9	0	7	89	0	0	0	0	0	1	0	63	53	1	0	0	2	117	11	39	34	0	0	8	84	290
Total	171	28	85	39	0	15	323	0	0	0	0	0	3	0	245	203	9	0	0	11	457	22	163	112	0	1	12	298	1078
Approach %	52.9	8.7	26.3	12.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	53.6	44.4	2.0	0.0	0.0	-	-	7.4	54.7	37.6	0.0	0.3	-	-	-
Total %	15.9	2.6	7.9	3.6	0.0	-	30.0	0.0	0.0	0.0	0.0	0.0	-	0.0	22.7	18.8	0.8	0.0	0.0	-	42.4	2.0	15.1	10.4	0.0	0.1	-	27.6	-
PHF	0.838	0.875	0.733	0.886	0.000	-	0.907	0.000	0.000	0.000	0.000	0.000	-	0.000	0.942	0.781	0.750	0.000	0.000	-	0.866	0.500	0.970	0.824	0.000	0.250	-	0.887	0.929
Lights	163	25	82	38	0	-	308	0	0	0	0	0	-	0	239	190	7	0	0	-	436	22	159	108	0	1	-	290	1034
% Lights	95.3	89.3	96.5	97.4	-	-	95.4	-	-	-	-	-	-	-	97.6	93.6	77.8	-	-	-	95.4	100.0	97.5	96.4	-	100.0	-	97.3	95.9
Buses	3	3	2	1	0	-	9	0	0	0	0	0	-	0	5	6	2	0	0	-	13	0	1	1	0	0	-	2	24
% Buses	1.8	10.7	2.4	2.6	-	-	2.8	-	-	-	-	-	-	-	2.0	3.0	22.2	-	-	-	2.8	0.0	0.6	0.9	-	0.0	-	0.7	2.2
Trucks	5	0	1	0	0	-	6	0	0	0	0	0	-	0	1	7	0	0	0	-	8	0	3	3	0	0	-	6	20
% Trucks	2.9	0.0	1.2	0.0	-	-	1.9	-	-	-	-	-	-	-	0.4	3.4	0.0	-	-	-	1.8	0.0	1.8	2.7	-	0.0	-	2.0	1.9
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	-	3	-	-	-	-	-	-	11	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)



www.TSTData.com
184 Baker Rd

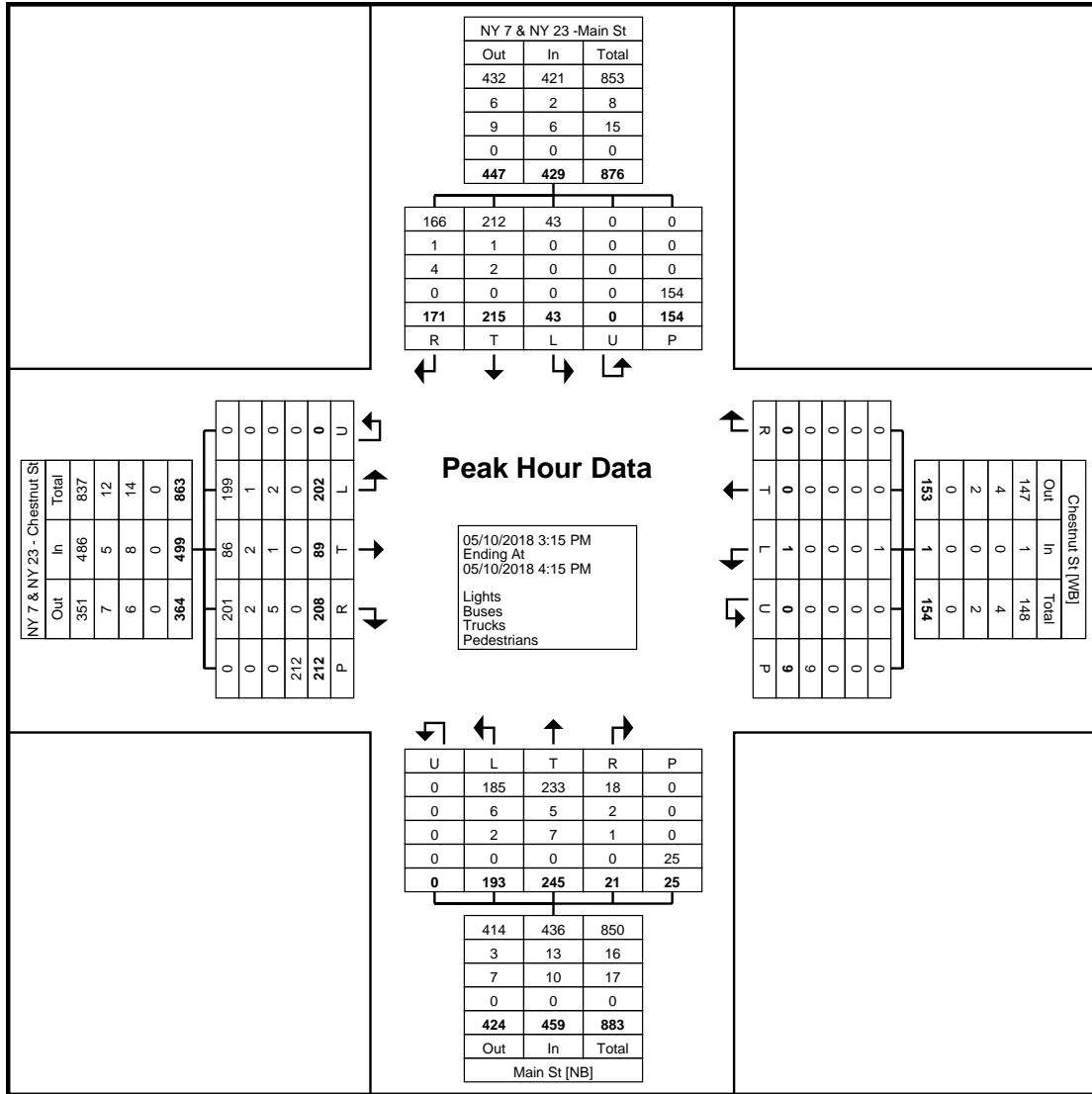
Coatesville, Pennsylvania, United States 19320
610-466-1469
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Oneonta, NY
NY 7/23 @ Main St
Thursday, May 10, 2018
Location: 42.452883, -
75.063151

Count Name: NY 7 & 23 -
Chestnut St at Main St
Site Code: Oneonta, New York
Start Date: 05/10/2018
Page No: 5

Turning Movement Peak Hour Data (3:15 PM)

Start Time	NY 7 & NY 23 - Chestnut St Eastbound							Chestnut St Westbound							Main St Northbound							NY 7 & NY 23 -Main St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
3:15 PM	44	20	13	40	0	71	117	0	0	0	0	0	1	0	49	61	2	0	0	3	112	10	62	41	0	0	39	113	342
3:30 PM	52	27	20	38	0	25	137	1	0	0	0	0	5	1	57	67	4	0	0	9	128	10	46	41	1	0	28	98	364
3:45 PM	51	25	16	26	0	65	118	0	0	0	0	0	3	0	34	51	4	0	0	8	89	12	53	42	0	0	48	107	314
4:00 PM	55	17	39	16	0	51	127	0	0	0	0	0	0	0	53	66	11	0	0	5	130	11	54	46	0	0	39	111	368
Total	202	89	88	120	0	212	499	1	0	0	0	0	9	1	193	245	21	0	0	25	459	43	215	170	1	0	154	429	1388
Approach %	40.5	17.8	17.6	24.0	0.0	-	-	100.0	0.0	0.0	0.0	0.0	-	-	42.0	53.4	4.6	0.0	0.0	-	-	10.0	50.1	39.6	0.2	0.0	-	-	-
Total %	14.6	6.4	6.3	8.6	0.0	-	36.0	0.1	0.0	0.0	0.0	0.0	-	0.1	13.9	17.7	1.5	0.0	0.0	-	33.1	3.1	15.5	12.2	0.1	0.0	-	30.9	-
PHF	0.918	0.824	0.564	0.750	0.000	-	0.911	0.250	0.000	0.000	0.000	0.000	-	0.250	0.846	0.914	0.477	0.000	0.000	-	0.883	0.896	0.867	0.924	0.250	0.000	-	0.949	0.943
Lights	199	86	85	116	0	-	486	1	0	0	0	0	-	1	185	233	18	0	0	-	436	43	212	165	1	0	-	421	1344
% Lights	98.5	96.6	96.6	96.7	-	-	97.4	100.0	-	-	-	-	-	100.0	95.9	95.1	85.7	-	-	-	95.0	100.0	98.6	97.1	100.0	-	-	-	96.8
Buses	1	2	0	2	0	-	5	0	0	0	0	0	-	0	6	5	2	0	0	-	13	0	1	1	0	0	-	2	20
% Buses	0.5	2.2	0.0	1.7	-	-	1.0	0.0	-	-	-	-	-	0.0	3.1	2.0	9.5	-	-	-	2.8	0.0	0.5	0.6	0.0	-	-	0.5	1.4
Trucks	2	1	3	2	0	-	8	0	0	0	0	0	-	0	2	7	1	0	0	-	10	0	2	4	0	0	-	6	24
% Trucks	1.0	1.1	3.4	1.7	-	-	1.6	0.0	-	-	-	-	-	0.0	1.0	2.9	4.8	-	-	-	2.2	0.0	0.9	2.4	0.0	-	-	1.4	1.7
Pedestrians	-	-	-	-	-	212	-	-	-	-	-	-	9	-	-	-	-	-	-	25	-	-	-	-	-	-	154	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (3:15 PM)



NYSDOT Crash Data

Accident Location Information System (ALIS)

Date: 05/17/18

01:44

County Interim Accident Summary

Page: 1

14965_ASR

Date in this report covers the period - 1/1/2015-12/31/2017

Complete Accident data from NYSDMV is only available thru 12/31/2017 12:00:00 AM

[Printer Friendly Report](#)

COUNTY	TOTAL	AT					Number Of Accidents					LIGHT CONDITION	
		INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	DWN/DSK	DAY	NIGHT
OTSEGO	220	114	1	26	80	113	41	22	3	9	5	161	51
Total	220	114	1	26	80	113	41	22	3	9	5	161	51

Note : Crashes for which location is unspecified are listed as *UNKNOWN.

Accident Location Information System(ALIS)

Date: 5/17/2018
1:41:31 PM

Accident Verbal Description

14965_VDR

Date in this report covers the period - 1/1/2015-12/31/2017

Complete Accident data from NYS DMV is only available thru 12/31/2017 12:00:00 AM

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: CHESTNUT ST

AT INTERSECTION WITH State Highway 7 Dr

1/7/2015	Wed 09:05 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2015-35544946
	Accident Class: NON-REPORTABLE			Police Agency: NYSP ONEONTA	Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: TRAFFIC SIGNAL	
	Manner of Collision: RIGHT ANGLE			Weather: CLOUDY	
	Road Surface Condition: WET	Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
	Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 46	Sex: F Citation Issued: Y
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED		

Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 63	Sex: F Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST

AT INTERSECTION WITH Hubbell Ave

1/3/2015	Sat 12:07 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2015-35548366
	Accident Class: NON-REPORTABLE			Police Agency: NYSP ONEONTA	Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: NONE	
	Manner of Collision: REAR END			Weather: CLOUDY	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
	Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 54	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 21	Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021196 Street: CHESTNUT ST
 AT INTERSECTION WITH State Hwy 23

1/11/2015 Sun 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-3555745**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 AT INTERSECTION WITH TELFORD ST

1/12/2015 Mon 08:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35559152**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3507 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 85 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4561 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
AT INTERSECTION WITH ACADEMY ST

1/28/2015 Wed 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35577717**
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
AT INTERSECTION WITH Ramp

1/30/2015 Fri 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35580712**
Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: TN
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY, TIRE FAILURE/INADEQUATE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:

1/30/2015 Fri 12:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35580804**
Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031205 Street: STATE HIGHWAY 7
 AT INTERSECTION WITH State Highway 205

2/4/2015 Wed 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35589157
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 43 Meters East of State Highway 7 Dr

2/14/2015 Sat 16:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35603636
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 40 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 15 Meters East of ACADEMY ST

2/13/2015 Fri 16:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35608385**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: SNOW
 Road Surface Condition: SLUSH Road Char.: CURVE AND GRADE Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: CHESTNUT ST
 AT INTERSECTION WITH State Highway 7 Dr

2/16/2015 Mon 09:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35610186**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: 30 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3969 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
AT INTERSECTION WITH LEWIS AVE

2/19/2015 Thu 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35618889**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2560 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
11 Meters East of ACADEMY ST

2/19/2015 Thu 06:51 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35623729**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SNOW
 Road Surface Condition: SLUSH Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2729 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3347 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: [Route] 7
AT INTERSECTION WITH Chestnut St

2/6/2015 Fri 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35625786**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: UNKNOWN
 Road Surface Condition: SNOW/ICE Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031209 Street: STATE HIGHWAY 7
 34 Meters South of Unnamed Street

3/2/2015 Mon 11:28 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2015-35630554**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: SNOW
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3171 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 80000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Country Club Rd

3/1/2015 Sun 14:18 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB Case: **2015-35633235**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: UNKNOWN Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5353 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST
AT INTERSECTION WITH CHESTNUT ST

3/6/2015 Fri 13:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35636735
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, OTHER (VEHICLE)

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: FONDA AVE
AT INTERSECTION WITH CHESTNUT ST

3/19/2015 Thu 11:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35656821
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
53 Meters East of State Highway 7 Dr

3/18/2015 Wed 20:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35657469
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Ramp
4/4/2015 Sat 20:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2015-35674273**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 34 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011312 Street: [Route] 23
 AT INTERSECTION WITH [Route] 205
3/21/2015 Sat 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2015-35687890**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3257 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 68 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: PARKING LOT
AT INTERSECTION WITH State Highway 23

4/14/2015 Tue 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35691617
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 6300 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6300 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031214 Street: ONEIDA ST
46 Meters South of Unnamed Street

3/6/2015 Fri 06:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35702482
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032000 Street: CHESTNUT ST
12 Meters East of WEST END AVE

5/7/2015 Thu 10:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2015-35713628**
 Accident Class: INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2756 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
 53 Meters East of SPRING ST

5/11/2015 Mon 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35723959**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: WINNEY HILL RD
 AT INTERSECTION WITH CHESTNUT ST

4/15/2015 Wed 14:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35735906**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: UNKNOWN

Road Surface Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: UNKNOWN
 Action of Ped/Bicycle: NOT APPLICABLE
 Light Condition: UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2747 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031206 Street: STATE HIGHWAY 7
 176 Meters North of State Highway 205

6/2/2015 Tue 11:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35746085
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2745 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 81 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032000 Street: CHESTNUT ST
 AT INTERSECTION WITH W End Ave

6/4/2015 Thu 21:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35756179
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ALCOHOL INVOLVEMENT, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 5 Driver's Age: 41 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031205 Street: STATE HIGHWAY 7
 AT INTERSECTION WITH State Highway 205

6/11/2015 Thu 13:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2015-35756180
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3961 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: TURNING IMPROPER, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2582 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 28 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH CHURCH ST

6/16/2015 Tue 22:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35761731
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
40 Meters West of Watkins Ave

6/15/2015 Mon 12:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35761732
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: SIDESWIPE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IL
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:
 6/27/2015 Sat 05:43 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2015-35791877
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: OVERTURNED Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: AL
 Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNSAFE SPEED

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
AT INTERSECTION WITH Ceperley Ave

7/6/2015 Mon 09:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35797113
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 16 Meters East of Lewis Ave

7/9/2015 Thu 23:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35800965
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST

7/16/2015 Thu 18:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35809039
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: FLASHING LIGHT
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031206 Street: [Route] 7
 161 Meters North of [Route] 205

7/24/2015 Fri 12:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35812509
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3947 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031206 Street: STATE HIGHWAY 7
 206 Meters North of State Highway 205

7/24/2015 Fri 12:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35815552
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011311 Street: STATE HIGHWAY 205
8/3/2015 Mon 22:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35827922**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031209 Street: STATE HIGHWAY 7
 AT INTERSECTION WITH Unnamed Street
7/16/2015 Thu 15:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35832526**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: OTHER NON-COLLISION Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, TIRE FAILURE/INADEQUATE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 50 Meters East of Murdock Ave
7/29/2015 Wed 15:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35839265**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3265 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3066 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 AT INTERSECTION WITH Hubbell Ave

8/14/2015 Fri 23:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35845745**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST

8/20/2015 Thu 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35856170**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
40 Meters East of Murdock Ave

7/20/2015 Mon 12:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35862548
Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 6 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
29 Meters East of Lewis Ave

9/1/2015 Tue 14:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35867856
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: STATE HIGHWAY 205
AT INTERSECTION WITH Country Club Rd

9/9/2015 Wed 09:50 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35878675**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4430 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Corporate Dr

9/8/2015 Tue 17:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2015-35880069**
 Accident Class: INJURY Police Agency: NYSP ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4265 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3392 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :3 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
AT INTERSECTION WITH WATKINS AVE

9/25/2015 Fri 10:32 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35904508**
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
15 Meters West of WEST ST

10/5/2015 Mon 21:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35911145**
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: Y
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
15 Meters East of SPRING ST

10/1/2015 Thu 18:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35911149**

Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: ONEONTA CITY PD

Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3507 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2723 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: ONEIDA ST
 AT INTERSECTION WITH Unnamed Street

10/19/2015 Mon 05:00 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2015-35929517
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4987 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4186 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
 AT INTERSECTION WITH MAIN ST

10/28/2015 Wed 10:15 AM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K Case: 2015-35941057
 Accident Class: FATAL Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION

Action of Ped/Bicycle: CROSSING WITH SIGNAL

Veh :2 PEDESTRIAN Registered Weight: State of Registration: -3
 Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3380 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: CORPORATE DR
 AT INTERSECTION WITH State Highway 205

10/28/2015 Wed 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35943101**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, TIRE FAILURE/INADEQUATE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031212 Street: ONEIDA ST
 AT INTERSECTION WITH COUNTRY CLUB RD

10/26/2015 Mon 13:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35944656**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031213 Street: ONEIDA ST
 AT INTERSECTION WITH Keith St

11/4/2015 Wed 13:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35953209
 Accident Class: PROPERTY DAMAGE Police Agency: NYS ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4532 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 TRUCK Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011306 Street: STATE HIGHWAY 205
 110 Meters North of Browne St

11/5/2015 Thu 17:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35956499
 Accident Class: NON-REPORTABLE Police Agency: NYS ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031212 Street: STATE HIGHWAY 7
AT INTERSECTION WITH Country Club Rd

11/11/2015 Wed 14:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35963046
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2710 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 TRUCK Registered Weight: 75000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031211 Street: STATE HIGHWAY 7
91 Meters South of Country Club Rd

11/11/2015 Wed 12:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35965407
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021198 Street: CHESTNUT ST

102 Meters West of State Highway 7 Dr

11/11/2015 Wed 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35969415**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Weather: CLOUDY
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Light Condition: DAYLIGHT
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: [Route] 23

17 Meters East of Spring St

11/20/2015 Fri 17:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35977351**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4106 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031206 Street: STATE HIGHWAY 7

219 Meters North of State Highway 205

11/27/2015 Fri 15:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35986415**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY

	Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Light Condition: DAYLIGHT
Veh :2	CAR/VAN/PICKUP Num of Occupants: 4 Direction of Travel: NORTH-EAST Pre-Accd Action: PARKED Apparent Factors: NOT APPLICABLE, NOT APPLICABLE	Registered Weight: Driver's Age: Public Property Damage: OTHER	State of Registration: NY Sex: Citation Issued: School Bus Involved: OTHER
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: NORTH Pre-Accd Action: BACKING Apparent Factors: DRIVER INATTENTION, BACKING UNSAFELY	Registered Weight: Driver's Age: 54 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: Y School Bus Involved: OTHER
County: Otsego 11/29/2015	Muni: Oneonta(T) Ref. Marker: 205 94011311 Sun 19:51 PM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH DEER Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: STATE HIGHWAY 205 Persons Injured: 0 Police Agency: NYSP ONEONTA Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Extent of Injuries: Case: 2015-35988837 Num of Veh: 1 Traffic Control: NO PASSING ZONE Weather: CLEAR Light Condition: DARK-ROAD UNLIGHTED
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: SOUTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE	Registered Weight: 3163 Driver's Age: 24 Public Property Damage: OTHER	State of Registration: NY Sex: M Citation Issued: N School Bus Involved: OTHER
County: Otsego 11/30/2015	Muni: Oneonta(T) Ref. Marker: 7 94031206 212 Meters North of State Highway 205 Mon 17:40 PM Persons Killed: 0 Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Street: STATE HIGHWAY 7 Persons Injured: 0 Police Agency: NYSP ONEONTA Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE	Extent of Injuries: Case: 2015-36000744 Num of Veh: 3 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR Light Condition: DARK-ROAD LIGHTED
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: WEST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY	Registered Weight: Driver's Age: 36 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: Y School Bus Involved: OTHER
Veh :3	CAR/VAN/PICKUP Num of Occupants: 1	Registered Weight: Driver's Age: 31	State of Registration: NY Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 42 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 21 Meters East of Shepherd Ave

11/30/2015 Mon 20:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36000749**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: LOWER RIVER ST
 527 Meters South of State Highway 7

12/9/2015 Wed 08:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36003823**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 69 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031219 Street: CHESTNUT ST
12/6/2015 Sun 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36003826**
 Accident Class: NON-REPORTABLE Police Agency: NYS ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031213 Street: KEITH ST
 AT INTERSECTION WITH ONEIDA ST
1/14/2016 Thu 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36052434**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 1
 Type Of Accident: COLLISION WITH SIGN POST Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST
2/2/2016 Tue 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36080256**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, GLARE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH CHURCH ST

2/3/2016 Wed 13:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36082163**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: WATKINS AVE
 AT INTERSECTION WITH CHESTNUT ST

2/8/2016 Mon 08:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36089985**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3375 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3682 State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE LANE CHANGE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031205 Street: STATE HIGHWAY 7
 AT INTERSECTION WITH State Highway 205

2/8/2016 Mon 14:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36094954**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3195 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHURCH ST
 AT INTERSECTION WITH CHESTNUT ST

2/19/2016 Fri 12:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2016-36109572**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4556 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, REACTION TO OTHER UNINVOLVED VEHICL

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:

2/26/2016 Fri 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36111507**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 15 Meters East of SPRING ST

2/25/2016 Thu 10:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36118048**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3754 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 6410 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3392 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 34 Meters East of West St

3/1/2016 Tue 14:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36120214**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031213 Street: ONEIDA ST
 40 Meters South of Keith St

3/11/2016 Fri 17:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36131774**
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2894 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Corporate Dr

3/8/2016 Tue 14:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36132100**
 Accident Class: INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5704 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 21 Meters West of Richards Ave

3/14/2016 Mon 14:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36136192**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4606 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3322 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 34 Meters East of WEST ST

3/19/2016 Sat 15:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36140787**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3929 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRUGS (ILLEGAL), NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3347 State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031219 Street: STATE HWY 7
4/1/2016 Fri 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36157615**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2955 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3407 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 AT INTERSECTION WITH Murdock Ave
4/5/2016 Tue 12:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36167806**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 69 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 86 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST

AT INTERSECTION WITH CHESTNUT ST

4/23/2016

Sat 01:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36182153**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: ENTERING PARKED POSITION
 Apparent Factors: NOT APPLICABLE, PASSING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032000 Street: CHESTNUT ST

AT INTERSECTION WITH WEST END AVE

4/30/2016

Sat 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36188694**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST
AT INTERSECTION WITH CHESTNUT ST

5/2/2016 Mon 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36193995**
Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3408 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5491 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011303 Street: STATE HIGHWAY 205
AT INTERSECTION WITH State Highway 7

6/10/2016 Fri 23:05 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2016-36252532**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4388 State of Registration: NY
Num of Occupants: 5 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:
6/10/2016 Fri 18:18 PM Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2016-36257929

Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: NYSP ONEONTA
 Traffic Control: NO PASSING ZONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 84 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: GLARE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
 53 Meters West of King St

6/17/2016 Fri 16:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36261038
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 24 Meters West of Shepherd Ave

5/16/2016 Mon 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36261153
 Accident Class: NON-REPORTABLE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031214 Street: STATE HIGHWAY 7
 19 Meters South of Parking Lot

6/20/2016 Mon 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36272401**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 77 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011303 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH State Highway 7

6/19/2016 Sun 16:55 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2016-36273676**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
 Num of Occupants: 2 Driver's Age: 55 Sex: F Citation Issued: N

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032003 Street: CHESTNUT ST
AT INTERSECTION WITH KEARNEY ST

6/25/2016 Sat 10:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2016-36280119**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
Type Of Accident: RAN OFF ROAD ONLY Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 719 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031211 Street: STATE HIGHWAY 7
181 Meters South of Country Club Rd

7/7/2016 Thu 07:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36288114**
Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032004 Street: CHESTNUT ST
95 Meters West of Lewis Ave

7/12/2016 Tue 17:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36297617**
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:
8/8/2016 Mon 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36334593**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3197 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST
8/5/2016 Fri 17:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36337971**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3056 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH ACADEMY ST
8/4/2016 Thu 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36339756**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4003 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011302 Street: STATE HIGHWAY 205
8/12/2016 Fri 13:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36343206**
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, PHYSICAL DISABILITY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3948 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 15 Meters West of WALL ST
8/13/2016 Sat 10:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36347957**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST

AT INTERSECTION WITH Spring St

8/8/2016 Mon 18:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36349586**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4221 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST

AT INTERSECTION WITH ACADEMY ST

8/24/2016 Wed 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36356112**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2588 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031207 Street: STATE HIGHWAY 7

254 Meters South of Unnamed Street

8/31/2016 Wed 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36366584**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3872 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2728 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011302 Street: STATE HIGHWAY 205

85 Meters South of State Highway 7

8/19/2016 Fri 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36370258**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3513 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4922 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST

22 Meters East of Spring St

8/27/2016 Sat 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36370918**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: DRIVER INATTENTION, BACKING UNSAFELY

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 15 Meters West of RAYMOND AVE

9/2/2016 Fri 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36373915**
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2781 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3795 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031219 Street: CHESTNUT ST
9/5/2016 Mon 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36375846**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2533 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2560 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: WINNEY HILL RD
 AT INTERSECTION WITH Chestnut St

8/24/2016 Wed 15:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36377432
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4181 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2762 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 83 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: TURNING IMPROPER, NOT ENTERED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
 AT INTERSECTION WITH MAIN ST

9/9/2016 Fri 14:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36380948
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3265 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3255 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
 AT INTERSECTION WITH MAIN ST

9/23/2016 Fri 16:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36396386
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
 61 Meters East of Spring St

9/25/2016 Sun 20:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36401614
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031207 Street: STATE HIGHWAY 7
 234 Meters South of Unnamed Street

9/27/2016 Tue 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36405538
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: STATE HIGHWAY 205
 46 Meters North of Country Club Rd

10/1/2016 Sat 10:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36407061
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: HUBBELL AVE
AT INTERSECTION WITH Chestnut St

10/10/2016 Mon 01:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36434594
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2564 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO KEEP RIGHT

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
46 Meters West of LEWIS AVE

10/20/2016 Thu 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36436827
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:

10/25/2016 Tue 12:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36442102**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032001 Street: CHESTNUT ST
 42 Meters East of James St

10/17/2016 Mon 02:44 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36443004**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3112 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, DRUGS (ILLEGAL)

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032003 Street: CHESTNUT ST
 AT INTERSECTION WITH PEARL ST

10/30/2016 Sun 01:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36446366**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3233 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, ALCOHOL INVOLVEMENT

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
AT INTERSECTION WITH LEWIS AVE

11/1/2016 Tue 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36450379
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: OTHER NON-COLLISION Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2922 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PAVEMENT DEFECTIVE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
AT INTERSECTION WITH WATKINS AVE

11/9/2016 Wed 15:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36469515
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3924 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: CHESTNUT ST
61 Meters West of State Highway 7 Dr

11/1/2016 Tue 15:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36484287
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 15 Meters East of LEWIS AVE

11/21/2016 Mon 15:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: **2016-36484649**
 Accident Class: INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4156 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INEXPERIENCE, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2547 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: RIVER ST SERVICE RD
 AT INTERSECTION WITH State Highway 205

11/15/2016 Tue 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36488997**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 16 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 AT INTERSECTION WITH LEWIS AVE

11/29/2016 Tue 10:27 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36503740
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 AT INTERSECTION WITH RICHARDS AVE

12/2/2016 Fri 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36504777
 Accident Class: NON-REPORTABLE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 82 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
 AT INTERSECTION WITH FONDA AVE

12/13/2016 Tue 19:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36517724**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: HEAD ON Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4513 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4273 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 30 Meters West of WEST ST

12/15/2016 Thu 22:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36523023**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032004 Street: CHESTNUT ST
 91 Meters West of LEWIS AVE

12/13/2016 Tue 20:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36525462**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2820 State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3885 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: STATE HIGHWAY 7
 AT INTERSECTION WITH Country Club Rd

12/7/2016 Wed 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36532684
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
 Manner of Collision: OTHER Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3355 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011312 Street: [Route] 205
 AT INTERSECTION WITH [Route] 23

12/12/2016 Mon 04:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36547777
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3391 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST
 AT INTERSECTION WITH CHESTNUT ST

1/5/2017 Thu 12:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36555007
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA

Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: WALL ST
 AT INTERSECTION WITH CHESTNUT ST

1/6/2017 Fri 13:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2017-3655012
 Accident Class: INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING/ NO SIGNAL/ MARKED CROSSWA

Veh :1 CAR/VAN/PICKUP Registered Weight: 3710 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
 51 Meters East of Fonda Ave

1/12/2017 Thu 18:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36569710
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3102 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3392 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, FAILURE TO YIELD RIGHT OF WAY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032010 Street: CHESTNUT ST
 152 Meters West of CLINTON ST

1/26/2017 Thu 15:03 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36583930
 Accident Class: INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2439 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3771 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031213 Street: ONEIDA ST
 AT INTERSECTION WITH Keith St

1/30/2017 Mon 15:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36592653
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3555 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 32 Sex: F Citation Issued: N

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST

2/12/2017 Sun 10:11 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36605773
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2826 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 AT INTERSECTION WITH Murdock Ave

3/17/2017 Fri 09:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36654532
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 52 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: CHESTNUT ST
AT INTERSECTION WITH State Highway 7 Dr

3/17/2017 Fri 20:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36656971
 Accident Class: INJURY Police Agency: NYSP SIDNEY Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 16500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
30 Meters West of FONDA AVE

3/17/2017 Fri 21:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36657155
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
AT INTERSECTION WITH MAIN ST

3/19/2017 Sun 00:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36666745
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032001 Street: CHESTNUT ST
 AT INTERSECTION WITH SHAFFER AVE
3/31/2017 Fri 12:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36667583**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3478 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2560 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH ACADEMY ST
4/3/2017 Mon 11:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36673084**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
 AT INTERSECTION WITH Watkins Ave

4/8/2017 Sat 02:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36678497**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
 Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2793 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, ALCOHOL INVOLVEMENT

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032011 Street: CLINTON ST
 AT INTERSECTION WITH CHESTNUT ST

4/5/2017 Wed 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36682935**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: SIDESWIPE Weather: CLOUDY
 Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2434 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3380 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 60 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031214 Street: ONEIDA ST
10 Meters South of Parking Lot

2/15/2017 Wed 18:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36684765**
Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: HEAD ON Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: ME
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: Y
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4065 State of Registration: NY
Num of Occupants: 2 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
AT INTERSECTION WITH MURDOCK AVE

3/6/2017 Mon 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36685823**
Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3391 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: LOWER RIVER ST
402 Meters South of ONEIDA ST

4/13/2017 Thu 11:51 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36685824
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
AT INTERSECTION WITH MAIN ST

4/17/2017 Mon 10:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36693471
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3761 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3554 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011303 Street: STATE HIGHWAY 205
AT INTERSECTION WITH State Highway 7

4/20/2017 Thu 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36694012
Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
AT INTERSECTION WITH Murdock Ave

4/27/2017 Thu 12:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36702359
Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 1 Driver's Age: 93 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4365 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
15 Meters West of CHURCH ST

4/21/2017 Fri 19:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36706767
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031212 Street: ONEIDA ST
 AT INTERSECTION WITH COUNTRY CLUB RD

5/1/2017 Mon 09:41 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36707575
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4051 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 107000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: TIRE FAILURE/INADEQUATE, UNKNOWN

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 AT INTERSECTION WITH LEWIS AVE

5/5/2017 Fri 13:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36712671
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4796 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 88194062004 Street: [Route] 88
5/8/2017 Mon 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36716114**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031211 Street: STATE HIGHWAY 7
 181 Meters South of Country Club Rd
5/6/2017 Sat 10:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36716944**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5117 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
 8 Meters East of King St

5/16/2017 Tue 00:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36726608
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 AT INTERSECTION WITH RICHARDS AVE

5/17/2017 Wed 14:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36726625
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3830 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3494 State of Registration: NY

Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 AT INTERSECTION WITH RICHARDS AVE

5/17/2017 Wed 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36726630
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2955 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032007 Street: CHESTNUT ST
 AT INTERSECTION WITH FONDA AVE

5/23/2017 Tue 09:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36736903
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 80 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Ramp
 5/20/2017 Sat 10:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36737560
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 74 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 16 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031217 Street: CHESTNUT ST
 30 Meters West of Richards Ave
 5/26/2017 Fri 14:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36744348
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3438 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2772 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 AT INTERSECTION WITH Hubbell Ave

5/25/2017 Thu 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36748210
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 77 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST

6/6/2017 Tue 14:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36754797
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: RAIN
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: [Route] 205
 AT INTERSECTION WITH COUNTRY CLUB RD

6/7/2017 Wed 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36755953
 Accident Class: NON-REPORTABLE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Light Condition: DAYLIGHT

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: NORTH
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Registered Weight:
 Driver's Age: 16
 Public Property Damage: OTHER

State of Registration: NY
 Sex: F
 Citation Issued: Y
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: NORTH
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
 Driver's Age: 53
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032003 Street: CHESTNUT ST
 AT INTERSECTION WITH PEARL ST

6/3/2017 Sat 18:29 PM Persons Killed: 0 Persons Injured: 1
 Accident Class: PROPERTY DAMAGE AND INJURY
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries: B
 Police Agency: ONEONTA CITY PD

Case: 2017-36764189
 Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: EAST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Registered Weight: 2841
 Driver's Age: 27
 Public Property Damage: OTHER

State of Registration: NY
 Sex: F
 Citation Issued: Y
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: EAST
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight: 2634
 Driver's Age: 17
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

County: Otsego Muni: Oneonta(C) Ref. Marker: 205 94011300 Street: STATE HIGHWAY 205
 6/13/2017 Tue 14:18 PM Persons Killed: 0 Persons Injured: 0

Accident Class: PROPERTY DAMAGE
 Type Of Accident: OTHER NON-COLLISION
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries:
 Police Agency: NYSP ONEONTA
 Traffic Control: NO PASSING ZONE
 Weather: CLOUDY

Case: 2017-36764960
 Num of Veh: 1
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1

Registered Weight:
 Driver's Age: 62

State of Registration: SD
 Sex: M
 Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TOW HITCH DEFECTIVE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032000 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST END AVE

6/15/2017 Thu 13:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36766901
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032005 Street: CHESTNUT ST
 30 Meters West of LEWIS AVE

6/17/2017 Sat 00:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36768979
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FAILURE TO KEEP RIGHT, UNSAFE SPEED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH CHURCH ST

6/17/2017 Sat 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36772052
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 AT INTERSECTION WITH Raymond Ave

6/22/2017 Thu 09:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36779799
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street:
 6/27/2017 Tue 16:42 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2017-36790544
 Accident Class: INJURY Police Agency: NYSP ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3290 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 32 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: 0 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH Ramp

7/1/2017 Sat 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36795895**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 8500 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3958 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 80 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 21 Meters West of Shepherd Ave

7/7/2017 Fri 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36797599**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021196 Street: CHESTNUT ST
 AT INTERSECTION WITH State Hwy 23

7/14/2017 Fri 15:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36808141
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: FLASHING LIGHT
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031216 Street: CHESTNUT ST
 50 Meters West of Raymond Ave

7/13/2017 Thu 08:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36815677
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: IL
 Num of Occupants: 4 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, FAILURE TO YIELD RIGHT OF WAY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 AT INTERSECTION WITH WEST ST

7/28/2017 Fri 20:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36826113
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031218 Street: CHESTNUT ST
 AT INTERSECTION WITH Hubbell Ave

8/1/2017 Tue 12:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36843140
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3161 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :2 TRUCK Registered Weight: 98200 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011301 Street: [Route] 60
 AT INTERSECTION WITH [Route] 205

8/9/2017 Wed 10:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36844003
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 9 Driver's Age: 50 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: 88I94062004 Street: [Route] 88

8/9/2017 Wed 15:26 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36844286
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3944 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 205 94011300 Street: [Route] 205
 AT INTERSECTION WITH State Hwy 991D

8/17/2017 Thu 16:56 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36856211
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3334 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032001 Street: CHESTNUT ST
 15 Meters East of TILLEY AVE

8/16/2017 Wed 14:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36857274
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3151 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031205 Street: [Route] 7
 AT INTERSECTION WITH [Route] 205

8/7/2017 Mon 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36867411
 Accident Class: PROPERTY DAMAGE Police Agency: OTSEGO CO SO Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4172 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011303 Street: STATE HIGHWAY 205
 AT INTERSECTION WITH State Highway 7

8/23/2017 Wed 17:53 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36870991
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: HEAD ON Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3850 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4228 State of Registration: NY

Num of Occupants: 2 Driver's Age: 75 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 30 Meters West of WEST ST

8/30/2017 Wed 16:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36871953**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: [Route] 205
 AT INTERSECTION WITH COUNTRY CLUB RD

8/20/2017 Sun 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36877727**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3436 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 15 Meters West of MAIN ST

9/12/2017 Tue 17:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36886247**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: POLICE/FIRE EMERGENCY
 Manner of Collision: OVERTAKING Weather: CLEAR

	Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: STRAIGHT/ GRADE	Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE
Veh :2	OTHER Registered Weight: Num of Occupants: 1 Direction of Travel: SOUTH-EAST Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE	Driver's Age: 28 Public Property Damage: OTHER	State of Registration: Sex: M Citation Issued: N School Bus Involved: OTHER
Veh :1	CAR/VAN/PICKUP Registered Weight: Num of Occupants: 1 Direction of Travel: SOUTH-EAST Pre-Accd Action: CHANGING LANES Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION	Driver's Age: 85 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER
County: Otsego	Muni: Oneonta(T)	Ref. Marker: 205 94011306	Street: STATE HIGHWAY 205
113 Meters North of Browne St			
9/5/2017	Tue 09:03 AM Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH GUIDE RAIL Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Killed: 0 Persons Injured: 0 Police Agency: NYSP ONEONTA	Extent of Injuries: Traffic Control: NO PASSING ZONE Weather: CLOUDY Light Condition: DAYLIGHT
			Case: 2017-36889219 Num of Veh: 1
Veh :1	CAR/VAN/PICKUP Registered Weight: 3065 Num of Occupants: 1 Direction of Travel: NORTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE	Driver's Age: 38 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: Y School Bus Involved: OTHER
County: Otsego	Muni: Oneonta(T)	Ref. Marker: 7 94031218	Street: CHESTNUT ST
AT INTERSECTION WITH Murdock Ave			
9/22/2017	Fri 07:32 AM Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	Persons Killed: 0 Persons Injured: 0 Police Agency: NYSP ONEONTA	Extent of Injuries: Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY Light Condition: DAYLIGHT
			Case: 2017-36900467 Num of Veh: 2
Veh :1	CAR/VAN/PICKUP Registered Weight: Num of Occupants: 2 Direction of Travel: EAST Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE, NOT APPLICABLE	Driver's Age: 56 Public Property Damage: OTHER	State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: CELL PHONE (HAND HELD), FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: COUNTRY CLUB RD
 AT INTERSECTION WITH [Route] 205

9/29/2017 Fri 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36908181
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH CHURCH ST

9/26/2017 Tue 19:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36916006
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3521 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3090 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032008 Street: CHESTNUT ST
38 Meters East of King St

9/21/2017 Thu 15:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36918785**
Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032013 Street: CHESTNUT ST
AT INTERSECTION WITH WATKINS AVE

10/10/2017 Tue 15:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36925797**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ONEONTA CITY PD Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FELL ASLEEP

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011309 Street: STATE HIGHWAY 205
48 Meters North of Country Club Rd

10/7/2017 Sat 23:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36926648**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3797 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST
 AT INTERSECTION WITH CHESTNUT ST

10/24/2017 Tue 16:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36951777**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3555 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3380 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032011 Street: STATE HWY 23
 19 Meters West of Clinton St

11/3/2017 Fri 18:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36963585**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3309 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
AT INTERSECTION WITH MAIN ST

11/2/2017 Thu 12:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36964839
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3552 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CO
 Num of Occupants: 2 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011312 Street: STATE HIGHWAY 205
19 Meters South of State Hwy 23

11/10/2017 Fri 22:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36974579
 Accident Class: NON-REPORTABLE Police Agency: OTSEGO CO SO Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
32 Meters East of Wall St

11/6/2017 Mon 09:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36986351
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST
 AT INTERSECTION WITH CHESTNUT ST

11/13/2017 Mon 19:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2017-36986358**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH ACADEMY ST

11/10/2017 Fri 08:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2017-36986360**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031219 Street: CHESTNUT ST
11/15/2017 Wed 15:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36986412**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Otsego Muni: Oneonta(C) Ref. Marker: Street: CHURCH ST
 AT INTERSECTION WITH Chestnut St
11/15/2017 Wed 17:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36986428**
 Accident Class: PROPERTY DAMAGE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3674 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032006 Street: CHESTNUT ST
 75 Meters West of Fonda Ave

11/22/2017 Wed 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36998279
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
 30 Meters East of WEST ST

11/21/2017 Tue 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36999164
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 205 94011312 Street: [Route] 205

AT INTERSECTION WITH CHESTNUT ST

11/28/2017 Tue 18:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37009042**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA TOWN CONSTABULARY DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: MAIN ST

AT INTERSECTION WITH CHESTNUT ST

11/29/2017 Wed 17:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37009070**
 Accident Class: INJURY Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3205 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4060 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: Street: LOWER RIVER ST

348 Meters South of State Highway 7

11/26/2017 Sun 13:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37009764**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 1

Type Of Accident: COLLISION WITH DEER
 Manner of Collision: OTHER
 Road Surface Condition: WET
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: NONE
 Weather: CLOUDY
 Light Condition: DAYLIGHT

Veh :1 CAR/VAN/PICKUP Registered Weight: 4982 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032015 Street: CHESTNUT ST
 AT INTERSECTION WITH MAIN ST

12/7/2017 Thu 14:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37032194
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, REACTION TO OTHER UNINVOLVED VEHICL

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 66 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032014 Street: CHESTNUT ST
 AT INTERSECTION WITH CHURCH ST

12/19/2017 Tue 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37045389
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031206 Street: STATE HIGHWAY 7
 204 Meters North of State Highway 205

12/26/2017 Tue 21:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37055657
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3330 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031214 Street: ONEIDA ST
 30 Meters South of Unnamed Street

12/27/2017 Wed 19:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37056558
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Otsego Muni: Oneonta(T) Ref. Marker: 7 94031213 Street: ONEIDA ST
11 Meters South of Unnamed Street

12/29/2017 Fri 22:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37061207**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP ONEONTA Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2861 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO KEEP RIGHT, UNSAFE LANE CHANGE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032012 Street: CHESTNUT ST
34 Meters East of West St

12/17/2017 Sun 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37158558**
 Accident Class: NON-REPORTABLE Police Agency: ONEONTA CITY PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 5 Driver's Age: 34 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

County: Otsego Muni: Oneonta(T) Ref. Marker: 23 94021199 Street: CHESTNUT ST
AT INTERSECTION WITH State Highway 7 Dr

12/10/2017 Sun 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37184480**
 Accident Class: NON-REPORTABLE Police Agency: NYSP ONEONTA Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Otsego Muni: Oneonta(C) Ref. Marker: 7 94032011 Street: CLINTON ST

AT INTERSECTION WITH CHESTNUT ST

12/16/2017

Sat 09:43 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2017-37185754

Accident Class: PROPERTY DAMAGE

Police Agency: ONEONTA CITY PD

Num of Veh: 1

Type Of Accident: COLLISION WITH TREE

Traffic Control: NONE

Manner of Collision: OTHER

Weather: CLEAR

Road Surface Condition: WET

Road Char.: CURVE AND HILLCREST

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE























Veh :1 CAR/VAN/PICKUP Registered Weight: 4437 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, BRAKES DEFECTIVE



Intersection Capacity Analysis Worksheets

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205



















2018 Existing
 Peak hour

Component												
	R			R			N	N	N	R	R	
Phase Configurations												
Phase Duration (s)	2	32	13	0	218	2	2	8	12	18	3	1
Phase Offset (s)	2	32	13	0	218	2	2	8	12	18	3	1
Number of Phases		2	12	1		1	3	8	18			1
Initial Delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Delay (s)	100		100	100		100	100		100	100		100
Parking Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at Low Flow (s)	100	11	100	1	12	1810	100	181	1	12	1	1
Delay Low Rate (s)	2	32	12	8	23	233	30	101	0	21	3	0
Delay No of Phases	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Delay (s)	0				10						8	8
Delay (s)	02		1	102	81		1	212	0	21	382	0
Delay On Green (s)	0.33	0.33	0.33	0.0	0	0	0.0	0.11	0.00	0.1	0.22	0.00
Delay at Low Flow (s)	1	10	2	11	12	138	1810	181	0	10	1	0
Delay (s)	2	0	0	8	23	233	30	101	0	21	3	0
Delay at Low(s)	1	0	11	11	12	138	1810	181	0	10	1	0
Delay (g/s)	0.1	0.0	1.3	2.0			1.2	3	0.0	8	1	0.0
Delay (g/s)	0.1	0.0	1.3	2.0			1.2	3	0.0	8	1	0.0
Proportion	100		0.03	100		100	100		0.00	100		0.00
Delay Ratio (s)	0.02	0	81	102	81		1	212	0	21	382	0
Delay Ratio (s)	0.00	0.00	0.0	0	0.31	0.31	0.33	0.8	0.00	0.82	0.11	0.00
Delay Ratio (s)		0	12.8	1	12.3	1133	8	3	0	82	23	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Stream Filter (s)	100	0.00	100	100	100	100	100	100	0.00	100	100	0.00
Delay (d), s	12	0.0	210	32	112	111	330	2	0.0	2	22	0.0
Delay (d2), s	0.0	0.0	21	2	0.3	0.3	1	2	0.0		0.2	0.0
Delay (d3), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay of (0), s	0.0	0.0	3	10	32	28	0	20	0.0		0	0.0
Delay (d), s	12	0.0	231	32	11	11	3	322	0.0	33	228	0.0
Delay O				D								
Delay (s)		0						131			2	
Delay (s)		231			13			328			323	
Delay O												
Delay (s)	1	2	3					8				
Assigned Phs	1	2	3					8				
Phase Duration (Y R), s	113	30	88	211		20	12	13				
Change Period (Y R), s	0	0	2			0	2					
Phase Setting (a), s	230	30	3	2		30	3	2				
Phase Learning (g 1), s	0	13	32	3		8	10					
Phase Learning (g 1), s	0.1		0.0	1.0			0	0				
Intersection												
2010 Delay			21									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd


















2018 Existing
 Peak hour

												
Component	R			R			N	N	N R		R	
Phase configurations												
Phase duration (s)	3		8	12	2	11	1	1	11	2	22	1
Phase offset (s)	3		8	12	2	11	1	1	11	2	22	1
Number of lanes			1	3	8	18			2	12	1	1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	1	100	18.2	1.2	18.2	18.10	1	100	1.38	1.82	100
Delay low flow rate (s)	3			13	2	12	21	1	12	2	2	1
Delay No of lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak hour factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent delay (s)								13	13	1		
Delay (s)	0	1.2	18	1.8	220	8	1	0	3	80	2	3
Delay On green (s)	0.21	0.21	0.21	0.21	0.21	0.21	0.0	0.32	0.32	0.0	0.33	0.33
Delay at low flow (s)	11	18	8.0	1	103	3	1.23	1.0	10	1.0	1	101
Delay (s)	13	0	0	2	0	0	21	0	1.1	2	0	2.2
Delay at low flow (s)	1	0	0	1.00	0	0	1.23	0	1	1.0	0	1
Delay (g/s)	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	3	0	0.0	
Delay (g/s)	3.1	0.0	0.0	1.1	0.0	0.0	0	0.0	3	0	0.0	
Proportion	0.02		0	0.2		0.23	1.00		0.0	1.00		0.0
Delay (s)	2	0	0		0	0	1	0	3	80	0	8
Ratio (s)	0.32	0.00	0.00	0.12	0.00	0.00	0.2	0.00	0.3	0.3	0.00	0
Delay (s)	3	0	0	80	0	0	1	0	2102	1	0	221
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Stream filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay (s)	1.3	0.0	0.0	1.3	0.0	0.0	1	0.0	1.10	1.3	0.0	1.11
Delay (s)	0	0.0	0.0	0.2	0.0	0.0	1	0.0	1	1.8	0.0	1
Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)	1	0.0	0.0	0	0.0	0.0	0.3	0.0	1	0.3	0.0	2
Delay (s)	1	0.0	0.0	1.3	0.0	0.0	2.13	0.0	1.2	2.12	0.0	1.30
Delay (s)		1.3			2			2.12			2.8	
Delay (s)		1			1.3			1.33			1.38	
Delay (s)	1	2	3				8					
Assigned Phs	1	2					8					
Phs Duration (Y R), s	8.2	20		13		2.10		1.3				
Change Period (Y R), s	0	0			0	0						
Delay (s)	1.0	3.0		1	1.0	3.0		1				
Delay (s)	2			1	2		3.1					
Delay (s)	0.0	1		1.0	0.0	1		1.1				
Intersection												
2010 Delay			13.8									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2018 Existing
 Peak hour

												
Component	R			R			N	N	N R		R	
Phase configurations												
Phase 1 (veh/h)	1	1	31	8	1	2	1	8	8	1	31	
Phase 2 (veh/h)	1	1	31	8	1	2	1	8	8	1	31	
Number	2	12	1	1	3	8	18	1	0	0	1	
Initial (s), eh	0	0	0	0	0	0	0	0	0	0	0	
Pedike d (s)	100	100	100	100	100	100	100	100	100	100	100	
Parking bus, d	100	100	100	100	100	100	100	100	100	100	100	
at low, eh h ln	100	1	100	100	1	100	100	180	100	100	1818	100
at low Rate, eh h	22	1	3	1	2	3	201	3	0	0	1	0
at No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent available, eh h	1	1	0	8	0	1	1	0	3	1	21	88
Priority On green	0.32	0.32	0.32	0.32	0.32	0.32	0.3	0.3	0.3	0.3	0.3	0.3
at low, eh h	38	22	2	2	21	2	0	208	3	1	3	2
at low (s), eh h ln	3	0	0	2	0	0	3	0	0	2	0	0
at low(s), eh h ln	102	0	0	11	0	0	13	0	0	1	0	0
er e(g s), s	00	00	00	00	00	00	00	00	00	00	00	00
le lear(g), s	10	00	00	0	00	00	1	00	00	2	00	00
Pro n ane	0	0	0	1	0	0	0	0	0	0	0	0
ane r a (), eh h	0	0	0	21	0	0	0	0	0	0	0	0
Ratio()	0.13	0.00	0.00	0.08	0.00	0.00	0	0.00	0.00	0.32	0.00	0.00
ail a (a), eh h	32	0	0	2	0	0	1882	0	0	100	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter()	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00
nifor Dela (d), s eh	3	00	00	1	00	00	00	00	00	2	00	00
n r Dela (d2), s eh	01	00	00	00	00	00	03	00	00	02	00	00
nitial Dela (d3), s eh	00	00	00	00	00	00	00	00	00	00	00	00
ile a kOf (0), eh ln	0	00	00	03	00	00	20	00	00	13	00	00
n r Dela (d), s eh	3	00	00	2	00	00	0	00	00	00	00	00
n r O												
roa h ol, eh h	3			2			3			2		
roa h Dela , s eh	3			2			0					
roa h O												
ier	1	2	3				8					
ssigned Phs		2					8					
Phs Duration (Y R), s		123		132			123			132		
hange Period (Y R), s		2		2			2			2		
a reen etting (a), s				2			2					
a lear i e(g 1), s		30					2			1		
reen t i e(), s		0		2			0			28		

Intersection Summary
 2010 Trl Dela
 2010 O

Notes

Intersection						
North Delaware						
Element	R		N		NR	
lane configurations	2	3	2	2	1	
raffle, eh h	2	3	2		1	
ature ol, eh h	0	0	0	0	0	0
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign ontr ol	None		None			None
R hannel ed						
torage ength					0	
eh in edian torage,	0		0	0		
rade,	0		2	0		
Peak our a tor						
ea ehil es,	8	1	0	1		0
t low	32			3		1
Major						
Element	a or1		a or2		inor1	
onfliting low ll	0	0	1	0	8	3
tage 1					3	
tage 2					2	
riti al dw			1		1	2
riti al dw tg 1					1	
riti al dw tg 2					1	
ollow u dw			2 2		1	3 3
Pot a 1 aneu er			1 81		2	10 2
tage 1					828	
tage 2					822	
Platoon lo ked,						
o a 1 aneu er			1 81		0	10 2
o a 2 aneu er					0	
tage 1					828	
tage 2					820	
Road						
Element	N		n1		R	
ontrol Dela , s	0		0 8			
O						
inor ane a or t						
a a it (eh h)			812		1 81	
ane Ratio			0 008		0 002	
ontrol Dela (s)					3	0
ane O						
th tile (eh)			0		0	

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2018 Existing
 Peak hour

Component	R			R			N	N	N	R	R	
lane configurations												
traffic volume (veh/h)	10	3	2	1	18		2	1	30	10	1	1
saturation volume (veh/h)	10	3	2	1	18		2	1	30	10	1	1
Number		2	12	1		1	3	8	18			1
initial delay (s), veh	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		0	100		0
Parking spaces, delay	100	100	100	100	100	100	100	100	100	100	100	100
delay at low, veh/h ln	100	182	100	100	182	100	1	123	1	1	1	1
delay low Rate, veh/h	11	31	2	1	228		2	1	3	11	1	1
delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay, veh/h	123	830		13	81	23		3	11	2		
delay On green	0	0	0	0	0	0	0.08	0.08	0.08	0.0	0.0	0.0
delay at low, veh/h	1	1	8	3	10	0	8		10		0	1028
delay volume (veh/h)		0	0	21	0	0	3	0	0	2	0	0
delay at low(s), veh/h ln	181	0	0	18	0	0	12	0	0	1	0	0
delay green(s), s	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
delay clear(g), s		0.0	0.0	2	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Proportion delay	0.02		0.00	0.0		0.03	0.0		0.2	0.38		0
delay ratio (veh/h)		0	0	3	0	0	12	0	0	111	0	0
Ratio (s)	0	0.00	0.00	0.2	0.00	0.00	0.2	0.00	0.00	0.2	0.00	0.00
delay platooning (veh/h)	21	0	0	2082	0	0	10	0	0	11	0	0
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
stream filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
delay for Delay (d), s veh	1	0.0	0.0	3	0.0	0.0	13.8	0.0	0.0	1.2	0.0	0.0
delay for Delay (d2), s veh	0	0.0	0.0	0.2	0.0	0.0	0	0.0	0.0	0	0.0	0.0
initial Delay (d3), s veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
delay for Delay (d), s veh	2.8	0.0	0.0	1	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
delay for Delay (d), s veh		0.0	0.0		0.0	0.0	1	0.0	0.0	1.1	0.0	0.0
delay for Delay (d), s veh					2.1			3			2	
delay for Delay (d), s veh								1			1.1	
delay for Delay (d), s veh												
delay for Delay (d), s veh	1	2	3					8				
delay for Delay (d), s veh		2						8				
Phs Duration (Y R), s		18		2		18						
change Period (Y R), s		2		2		2		2				
delay for Delay (d), s		3		21		3		20.8				
delay for Delay (d), s				2		2		2				
delay for Delay (d), s				0.1		1		0.1				

Intersection Summary
 2010 Delay
 2010 O

Notes

Intersection						
North Delaware St						
Component	R		N		N R	
lane configurations	0		1	2	1	22
raffia, eh h	0		1	2	1	22
structure, eh h	0		1	2	1	22
onfliting Peds, hr	0	2	2	0	1	1
ign control	ree	ree	ree	ree	to	to
R channelled	None		None		None	
storage length					0	
eh in median storage,	0			0	0	
rade,	0			3	3	
Peak hour a tor						
ea ehiles,	3	0	12		0	2
t low			18	2	1	23
Major						
Component	a or1		a or2		inor1	
onfliting low ll	0	0	8	0	81	8
tage 1					83	
tage 2					28	
riti al dw			22			
riti al dw tg 1						
riti al dw tg 2						
ollow u dw			2308		3	3 3
Pot a 1 aneu er			1028		322	1
tage 1						
tage 2					21	
Platoon lo ked,						
o a 1 aneu er			102		31	12
o a 2 aneu er					31	
tage 1						
tage 2					0	
Road						
ontrol Delaware St	0		0		13	
O						
Inorane a or t						
Component	N n1		R			
a a it (eh h)	8		102			
ane Ratio	0	0 1	0 0 1			
ontrol Delaware (s)	13		8 0			
ane O						
th tile (eh)	0	2	0 1			

Intersection						
North Delaware						
Element		R	N	N	R	R
lane configurations	4			4	4	
raffle, eh h	8	0	0	1	8	12
ature ol, eh h	8	0	0	1	8	12
onfliting Peds, hr	0	0	0	0	0	0
ign control	to	to	ree	ree	ree	ree
R channelled		None		None		None
torage length	0					
eh in edian storage,	0			0	0	
rade,	0			0	0	
Peak hour factor	80	80	80	80	80	80
ea ehiles,	0	0	0	0	3	0
t low	10	0	0	21	10	1
Major						
Element	inor2	a or1		a or2		
onfliting low ll	3	18	2	0		0
tage 1	18					
tage 2	21					
ritial dw	8	2	1			
ritial dw tg 1	8					
ritial dw tg 2	8					
ollow u dw	38	33	22			
Pot a 1 aneu er	88	10	103			
tage 1	1					
tage 2	12					
Platoon locked,						
o a 1 aneu er	88	10	103			
o a 2 aneu er	88					
tage 1	1					
tage 2	12					
Road						
Element		N				
ontrol Delaware	1		0		0	
O						
Inorane aor t						
Element		N	N	n1	R	
a a it (eh h)		103		88		
ane Ratio				0.011		
ontrol Delaware (s)		0		1		
ane O						
th tile (eh)		0		0		

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2018 Existing
 Peak hour

Component	R			R			N			R		
Phase Configurations												
Phase 1 (veh)	11	28	12	0	0	0	2	203		22	13	112
Phase 2 (veh)	11	28	12	0	0	0	2	203		22	13	112
Number			1					2	12	1		1
Initial (), eh	0	0	0				0	0	0	0	0	0
Pedikeed ()	100		0				0		0	0		0.8
Parking Bus, d	100	100	100				100	100	100	100	100	100
at low, eh ln	100	1	18				18.3	18.2	1	100	18.2	100
low Rate, eh h	18	30	133				2.3	218	10	2	1	120
No of lanes	0	1	1				1	1	0	0	1	0
Peak hour factor	0.3	0.3	0.3				0.3	0.3	0.3	0.3	0.3	0.3
Percent ea eh,	3	11	3				2			2	2	2
a, eh h	2.8		2					10		0	3	2.2
ri e On reen	0.20	0.20	0.20				0.1	0.1	0.1	0.38	0.38	0.38
at low, eh h	1.80	2.1	1.21				1	1	81	8		3
olu e(), eh h	21	0	133				2.3	0	228	31	0	0
at low(s), eh h ln	1.21	0	1.21				1	0	183	1.88	0	0
er e(g s), s		0.0	3					0.0	31	0.0	0.0	0.0
lear(g), s		0.0	3					0.0	31	8.0	0.0	0.0
Pro n ane	0.8		100				100		0.0	0.08		0.38
ane r a (), eh h	3	0	2					0	1123	11	0	0
Ratio()	0.2	0.00	0.2				0.3	0.00	0.20	0	0.00	0.00
ail a (a), eh h	0.3	0	101				81	0	1.3	138	0	0
Platoon Ratio	100	100	100				100	100	100	100	100	100
stream filter()	100	0.00	100				100	0.00	100	100	0.00	0.00
nifor Dela (d), s eh	20	0.0	13					0.0		133	0.0	0.0
n r Dela (d2), s eh	13	0.0	0.2				0.2	0.0	0.3	1	0.0	0.0
nitial Dela (d3), s eh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
ile a kOf (0), eh ln	3.2	0.0	0.0				2.1	0.0	1	0	0.0	0.0
n r Dela (d), s eh	22.0	0.0	13				8	0.0	2	1	0.0	0.0
n r O												
roa h ol, eh h		3						1			31	
roa h Dela , s eh		18.8						0			1	
roa h O												
ier	1	2	3					8				
ssigned Phs		2										
Phs Duration (Y R), s		3		1	13.1	2						
hange Period (Y R), s		3		3	2	3						
a reen etting (a), s		0		30	8							
a lear i e(g 1), s		1		8		10.0						
reen t i e(), s		10.8		13	0.2							
ntersection u ar												
2010 trl Dela			12.3									
2010 O												























Notes

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 Page

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2023 No-Build
 Peak hour



















												
Component	R			R			N	N	N	R	R	
Phase configurations												
Phase duration (s)	2	32	13	1	221	2	2	8	12	180	3	1
Phase offset (s)	2	32	13	1	221	2	2	8	12	180	3	1
Number of lanes		2	12	1		1	3	8	18			1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	11	100	1	12	1810	100	181	1	12	1	1
Delay low flow rate (s)	2	3	12		2	23	30	102	0	21	3	0
Delay number of lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak hour factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent delay (s)	0				10						8	8
Delay (s)	01		1	102	8	2	1	210	0	2	38	0
Priority on green (s)	0.33	0.33	0.33	0.0	0	0	0.0	0.11	0.00	0.1	0.22	0.00
Delay at low flow (s)	10	110	2	11	12	138	1810	181	0	10	1	0
Delay (s)	2	0	08		2	23	30	102	0	21	3	0
Delay at low flow (s)	10	0	11	11	12	138	1810	181	0	10	1	0
Delay (s)	01	00	1	20	8	8	12	3	00	8	1	00
Delay (s)	01	00	1	20	8	8	12	3	00	8	1	00
Proportion	100		0.03	100		100	100		0.00	100		0.00
Delay (s)	01	0	8	102	8	2	1	210	0	2	38	0
Ratio (s)	0.00	0.00	0.0	0.8	0.32	0.32	0.33	0	0.00	0.82	0.11	0.00
Delay (s)	3	0	128	3	120	1122	8		0	818	1	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Streamline filter (s)	100	0.00	100	100	100	100	100	100	0.00	100	100	0.00
Delay (s)	12	00	211	330	112	112	333	302	00	2	228	00
Delay (s)	00	00	22	2	03	03	1	2	00	8	02	00
Initial Delay (s)	00	00	00	00	00	00	00	00	00	00	00	00
Delay (s)	00	00	11.8	18	8	2	11	3	00	8.1	13	00
Delay (s)	13	00	23.3	3	11	11	3	32	00	3	23.0	00
Delay (s)				D								
Delay (s)		10			2			132			20	
Delay (s)		23.2			13			33.2			32	
Delay (s)												
Delay (s)	1	2	3					8				
Assigned Phases	1	2	3					8				
Phase Duration (s)	11	31.1	8.8	21.3		2	1	13				
Change Period (s)	0	0	2			0	2					
Phase duration (s)	23.0	3.0	3	2		3.0	3	2				
Phase duration (s)	0	1	3.2	3		8.8	10					
Phase duration (s)	0.1		0.0	1.0			0	0				
Intersection												
2010 Delay			22.1									
2010 O												

Notes

Highway 205 Oneonta Railroad through North

HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd

















2023 No-Build
 Peak hour

												
Component	R			R			N	N	N R		R	
Phase configurations												
Phase duration (s)	3		12	2	11	1	1	11	2	230	1	
Phase offset (s)	3		12	2	11	1	1	11	2	230	1	
Number of lanes		1	3	8	18			2	12	1		1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	1	100	18.2	1.2	18.2	18.10	1.3	100	1.38	1.82	100
Delay low flow rate (s)	3	0	13	2	12	21	182	12	2	2.0	1	
Delay No of lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak hour factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent delay (s)								13	13	1		
Delay (s)	8	1.3	18	1	220	8	1	10	3	80		33
Delay On Green (s)	0.21	0.21	0.21	0.21	0.21	0.21	0.0	0.32	0.32	0.0	0.33	0.33
Delay at low flow (s)	11	1	8	1	103	3	1.23	1.2	10	1.0	1	100
Delay (s)	138	0	0	2	0	0	21	0	1	2	0	2
Delay at low flow (s)	1	0	0	1	0	0	1.23	0	1	1.0	0	1
Delay (g/s)	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	3.8	0	0.0	0
Delay (g/s)	3.2	0.0	0.0	1.1	0.0	0.0	0	0.0	3.8	0	0.0	0
Proportion	0.02		0	0.2		0.23	1.00		0.0	1.00		0.0
Delay (s)	2	0	0	0	0	1	0	3	80	0	0	0
Ratio (s)	0.32	0.00	0.00	0.12	0.00	0.00	0.2	0.00	0.3	0.3	0.00	0
Delay (s)		0	0	0	0	8	0	20.1	1	0	220.2	
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Stream Filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay (s)	1	0.0	0.0	1.3	0.0	0.0	1.8	0.0	1.10	1	0.0	1.11
Delay (s)	0	0.0	0.0	0.2	0.0	0.0	1	0.0	1	1.8	0.0	1
Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)	2	0.0	0.0	0	0.0	0.0	0	0.0	3	0	0.0	
Delay (s)	1.0	0.0	0.0	1.38	0.0	0.0	2.1	0.0	1.2	2.13	0.0	1.30
Delay (s)		1.38		2			2.1			2.2		
Delay (s)		1.0		1.38			1.33			1.38		
Delay (s)	1	2	3				8					
Assigned Phs	1	2					8					
Phs Duration (Y R), s	8.2	20.8		13	8	21.2		13				
Change Period (Y R), s	0	0			0	0						
Acceleration (a), s	1.0	3.0		1	1.0	3.0		1				
Acceleration (g), s	2	8		2	2	0		3.1				
Acceleration (s)	0.0	2		1.0	0.0	2		1.1				
Intersection												
2010 Delay			13									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2023 No-Build
 Peak hour

												
Component	R			R			N	N	N R		R	
Phase configurations												
Traffic volume (veh/h)	0	1	1	31	8	1	2			8	1	31
Future traffic volume (veh/h)	0	1	1	31	8	1	2			8	1	31
Number		2	12	1	1	3	8	18				1
Initial delay (s), eh	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100	100	100	100		100	100		100
Parking spaces, d	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low, eh/h ln	100	1	100	100	1	100	100	180	100	100	1818	100
Delay low Rate, eh/h		22	1	3			1	280			203	3
Delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay, eh/h				0	0	0						
Delay, eh/h	2	1		8			10	0.8		1	2	88
Delay On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.3	0.3	0.3	0.3	0.3	0.3
Delay at low, eh/h		1	23	22	20	208	3	133	2	23	183	2
Delay volume (veh/h)		0	0	2	0	0	31	0	0	2	0	0
Delay at low(s), eh/h ln	100	0	0	1200	0	0	13	0	0	1	0	0
Delay (g/s), s	00	00	00	00	00	00	00	00	00	00	00	00
Delay (lear/g), s	10	00	00	0	00	00	1	00	00	2	00	00
Proportion	0.1		0.1	0			0.1	0.0		0.1	0.0	0.1
Delay ratio (eh/h)	0.2	0	0	1	0	0	2	0	0		0	0
Ratio (eh/h)	0.13	0.00	0.00	0.08	0.00	0.00	0	0.00	0.00	0.32	0.00	0.00
Delay (a), eh/h	310	0	0	28	0	0	18	0	0	183	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Delay filter (s)	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00
Delay (d), s eh	3	00	00	2	00	00		00	00	2	00	00
Delay (d2), s eh	0.1	00	00	00	00	00	0.3	00	00	0.2	00	00
Delay (d3), s eh	0.0	00	00	00	00	00	0.0	00	00	0.0	00	00
Delay (kOf), eh/h ln	0	00	00	0	00	00	3	00	00	2	00	00
Delay (d), s eh		00	00	2	00	00	0	00	00		00	00
Delay O												
Delay (ol), eh/h					2			31			2	
Delay (Dela), s eh					2			0				
Delay O												
Delay (er)	1	2	3					8				
Assigned Phs		2						8				
Phs Duration (Y R), s		123		133			123	133				
Change Period (Y R), s		2		2			2	2				
Delay (a), s				2				2				
Delay (lear i e(g 1), s)		30					2	1				
Delay (t i e), s		0.8		2			0.8	2				

















Intersection Summary
 2010 Traffic Delay
 2010 O

Notes

Intersection						
North Delaware						
Element	R		N		N R	
lane configurations	2	3	2	2	1	
raffle, eh h	2	3	2		1	
ature ol, eh h	2	3	2		1	
onfliting Peds, hr	0	0	0	0	0	0
ign ontr ol	ree	ree	ree	ree	to	to
R hannel ed	None		None		None	
orage ength					0	
eh in edian orage,	0		0	0		
rade,	0		2	0		
Peak our a tor						
ea ehil es,	8	1	0	1		0
t low	32			3		1
Major						
Element	a or1		a or2		inor1	
onfliting low ll	0	0	1	0	8	3
tage 1					3	
tage 2					2	
riti al dw			1		1	2
riti al dw tg 1					1	
riti al dw tg 2					1	
ollow u dw			2 2		1	3 3
Pot a 1 aneu er			1 81		2	10 2
tage 1					828	
tage 2					822	
Platoon lo ked,						
o a 1 aneu er			1 81		0	10 2
o a 2 aneu er					0	
tage 1					828	
tage 2					820	
Road						
ontrol Dela , s	0	0 8				
O						
Inor						
Element	N n1		R			
a a it (eh h)	812		1 81			
ane Ratio	0 008		0 002			
ontrol Dela (s)			3		0	
ane O						
th tile (eh)	0		0			

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2023 No-Build
 Peak hour

Component													
		R			R			N	N	N R		R	
Phase configurations													
Phase duration (s)	10	380	2	1	200			2	1	30	10	1	1
Phase offset (s)	10	380	2	1	200			2	1	30	10	1	1
Number of lanes		2	12	1		1	3	8	18				1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		0	100		0	0
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	182	100	100	182	100	1	123	1	1	1	1	1
Delay low flow rate (s)	11	3	2	1	230		2	1	3	11	1	1	1
Delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay (s)							0	0	0	0	0	0	0
Delay (s)	122	83		138	8	23		3	11	2			
Delay On green (s)	0	0	0	0	0	0	0.08	0.08	0.08	0.0	0.0	0.0	0.0
Delay at low flow (s)	1	1	8	3	1	1	8		1	0		1028	
Delay (s)	0	0	0	2	3	0	0	3	0	0	2	0	0
Delay at low flow (s)	181	0	0	1	0	0	1	2	0	0	1	0	0
Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)		0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion of delay (s)	0.02		0.00	0.0		0.03	0.0		0.2	0.38			0
Delay (s)	1	0	0		0	0	12	0	0	111	0	0	0
Ratio (s)	0	0.00	0.00	0.2	0.00	0.00	0.2	0.00	0.00	0.2	0.00	0.00	0.00
Delay (s)	213	0	0	20	0	0	10	8	0	0	11	1	0
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Streamline filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Delay (s)	1	0.0	0.0	3	0.0	0.0	13	0.0	0.0	1	3	0.0	0.0
Delay (s)	0	0.0	0.0	0.2	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0
Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)	2	0.0	0.0	2	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0
Delay (s)		0.0	0.0		0.0	0.0	1	8	0.0	0.0	1	2	0.0
Delay (s)					2	3			3			2	
Delay (s)								1	8			1	2
Delay (s)													
Delay (s)	1	2	3					8					
Assigned Phs		2						8					
Phs Duration (Y R), s		1	1	2		1	1		2				
Change Period (Y R), s		2		2		2		2					
Acceleration (a), s		3		21		3		20	8				
Acceleration (g), s				2		8		2					
Acceleration (s)		0		0.1		2		0.1					
Intersection													
2010 Delay				0									
2010 O													

Notes

Intersection						
North Delaware						
Element	R		N		N R	
lane configurations						
raffia, left, right		1	2			22
structure, left, right		1	2			22
onflashing Peds, hr	0	2	2	0	1	1
ignition control	ree	ree	ree	ree	to	to
R channelized	None		None		None	
storage length					0	
median storage, left	0			0	0	
median storage, right	0			3	3	
Peak hour factor						
eastbound	3	0	12		0	2
westbound	8		18	2		23
Major						
Element	Major 1		Major 2		Minor 1	
onflashing low	0	0	2	0	1	1
stage 1					0	
stage 2					301	
ritual drive			22			
ritual drive 1						
ritual drive 2						
follow-up drive			2308		3	3 3
Potential maneuver			1022		31	0
stage 1					1	
stage 2					18	
Platoon locked						
stage 1 maneuver			1021		30	0
stage 2 maneuver					30	
stage 1					0	
stage 2					02	
Road						
control Delaware	0		0		13	
O						
Minor						
Element	Minor 1		R			
wait (sec)		3			1021	
lane Ratio		0.02			0.01	
control Delaware (s)		13			8	0
lane O						
threshold (sec)		0.2			0.1	

Intersection						
North Delaware						
Component		R	N	N		R
lane configurations	4			4	4	
raffle, eh h	8	0	0	1	8	12
ature ol, eh h	8	0	0	1	8	12
onfliting Peds, hr	0	0	0	0	0	0
ign control	to	to	ree	ree	ree	ree
R channelled		None		None		None
torage length	0					
eh in edian storage,	0			0	0	
rade,	0			0	0	
Peak hour factor	80	80	80	80	80	80
ea ehil es,	0	0	0	0	3	0
t low	10	0	0	21	10	1
Major						
Component	inor2	a or1		a or2		
onfliting low ll	3	18	2	0		0
tage 1	18					
tage 2	21					
riti al dw	8	2	1			
riti al dw tg 1	8					
riti al dw tg 2	8					
ollow u dw	38	33	22			
Pot a 1 aneu er	88	10	103			
tage 1	1					
tage 2	12					
Platoon locked,						
o a 1 aneu er	88	10	103			
o a 2 aneu er	88					
tage 1	1					
tage 2	12					
Road						
Component		N				
ontrol Delaware	1		0		0	
O						
Inorane aor t						
Component		N	N	n1	R	
a a it (eh h)		103		88		
ane Ratio				0.011		
ontrol Delaware (s)		0		1		
ane O						
th tile (eh)		0		0		

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St























2023 No-Build
 Peak hour

Component	R			R			N	N	N R		R
lane configurations											
traffic volume (veh/h)	13	28	12	0	0	0	28	20		22	1
saturation volume (veh/h)	13	28	12	0	0	0	28	20		22	1
Number			1					2	12	1	1
initial delay (s), eh	0	0	0				0	0	0	0	0
Pedestrian delay (s)	100		0				0		0	0	0.8
Parking spaces, d	100	100	100				100	100	100	100	100
delay at low, eh/hln	100	1	18				18.3	18.2	1	100	18.2
delay low Rate, eh/h	18	30	13				2	222	10	2	1
delay No of lanes	0	1	1				1	1	0	0	1
Peak hour factor	0.3	0.3	0.3				0.3	0.3	0.3	0.3	0.3
Percent heavy vehicle, eh/h	3	11	3				2			2	2
heavy vehicle On green, eh/h	2	8	2				2	10	8	0	380
heavy vehicle On red, eh/h	0.20	0.20	0.20				0.1	0.1	0.1	0.38	0.38
delay at low, eh/h	1.82	23	1.21				1	1.8			3
heavy vehicle volume (veh/h), eh/h	21	0	13				2	0	232	323	0
heavy vehicle delay at low(s), eh/hln	1.21	0	1.21				1	0	183	1.8	0
heavy vehicle delay (g/s), s		0.0	3					0.0	3.2	0.0	0.0
heavy vehicle delay (g/s), s		0.0	3					0.0	3.2	8.1	0.0
Proportion heavy vehicle	0.8		100				100		0.0	0.0	0.38
heavy vehicle ratio (veh/h), eh/h	3.8	0	2				2	0	112	13	0
Ratio (veh/h)	0.2	0.00	0.2				0.3	0.00	0.21	0	0.00
heavy vehicle platooning ratio (veh/h), eh/h	8	0	100				812	0	1.2	13	0
Platoon Ratio	100	100	100				100	100	100	100	100
streamline filter (veh/h)	100	0.00	100				100	0.00	100	100	0.00
heavy vehicle delay for Dela (d), s eh	20.8	0.0	13					0.0		13	0.0
heavy vehicle delay for Dela (d2), s eh	13	0.0	0.2				0.2	0.0	0.3	1	0.0
heavy vehicle delay for Dela (d3), s eh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0
heavy vehicle delay for kOf (veh/hln), eh/hln		0.0	0.1				0	0.0	3.1		0.0
heavy vehicle delay for Dela (d), s eh	22.1	0.0	13.8				8	0.0	2	1.0	0.0
heavy vehicle delay for O											
heavy vehicle delay for roa h ol, eh/h		3.1									323
heavy vehicle delay for roa h Dela, s eh		18						1			1.0
heavy vehicle delay for roa h O											
heavy vehicle delay for ier	1	2	3					8			
heavy vehicle delay for assigned Phs		2									
heavy vehicle delay for Phs Duration (Y R), s		0.2		1.8	13.1	2.1					
heavy vehicle delay for change Period (Y R), s		3		3	2	3					
heavy vehicle delay for a reen etting (a), s		0		30	8						
heavy vehicle delay for a lear i e (g 1), s		2		8		10.1					
heavy vehicle delay for reen t i e (g 1), s		11.0		1	0.2						
heavy vehicle delay for nterse tion u ar											
2010 trl Dela			12								
2010 O											

Notes

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2023 Build
 Peak hour

												
Component	R			R			N	N	N	R	R	
Phase configurations												
Phase duration (s)	2	32	13	1	221	32	2	112	12	1	3	1
Phase offset (s)	2	32	13	1	221	32	2	112	12	1	3	1
Number of lanes		2	12	1		1	3	8	18			1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	11	100	1	12	1810	100	183	1	12	13	1
Delay low flow rate (s)	2	3	12		2	318	30	13	0	23	2	0
Delay number of lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak hour factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent delay (s)	0				10						8	8
Delay (s)	3	1	1	100	838		8	21	0	283	11	0
Delay on green (s)	0.33	0.33	0.33	0.0	0	0	0.0	0.12	0.00	0.1	0.23	0.00
Delay at low flow (s)	8	110	2	11	12	138	1810	183	0	10	13	0
Delay (s)	2	0	0.8		2	318	30	13	0	23	2	0
Delay at low flow (s)	8	0	11	11	12	138	1810	183	0	10	13	0
Delay (g/s)	0.1	0.0	1.3	2.1	1	10.2	1.2	3	0.0	10.2	1.8	0.0
Delay (g/s)	0.1	0.0	1.3	2.1	1	10.2	1.2	3	0.0	10.2	1.8	0.0
Proportion	100		0.03	100		100	100		0.00	100		0.00
Delay ratio (s)	3	0	8.8	100	838		8	21	0	283	11	0
Ratio (s)	0.01	0.00	0	0	0.32	0.3	0.3	0.2	0.00	0.8	0.13	0.00
Delay (s)	8.3	0	12.2	1.1	12.03	10.1	8.2	2.2	0	8.1	0.8	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Stream filter (s)	100	0.00	100	100	100	100	100	100	0.00	100	100	0.00
Delay (d), s	1	0.0	2.2	0.3	1.1	1.2	3.0	3.2	0.0	3.0	2.3	0.0
Delay (d2), s	0.0	0.0	2.1	2	0.3	0	1	1	0.0		0.2	0.0
Initial Delay (d3), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (kOf), s	0.1	0.0	1.2	1	2	8	1.2	3	0.0	8	1	0.0
Delay (d), s	1	0.0	2.1	3	1.2	1.3	3	3.1	0.0	3	2.3	0.0
Delay O				D			D	D		D		
Delay (s)		10			33			1			28	
Delay (s)		2.1			1			3.2			3.3	
Delay O								D				
Delay (s)	1	2	3					8				
Assigned Phs	1	2	3					8				
Phase Duration (Y R), s	11	32	0	23.2		3	1.8	1				
Change Period (Y R), s	0	0	2			0	2					
Phase duration (a), s	23.0	3.0	3	2		3.0	3	2				
Phase duration (g 1), s	1	1.3	3.2	3.8		1.2	1.2	3				
Phase duration (s)	0.1	8.1	0.0	1.3		8.3	0	1.3				
Intersection	2010 Trl Dela 23.2 2010 O											



















Notes

h g l r o l a n 2 0.00 Oneonta Railroad to h n h r o D a s n

n h r o R e o r t
 Page 1

HCM 2010 Signalized Intersection Summary
2: Rt 205 & Country Club Rd

















2023 Build
Peak hour

												
Component	R			R			N	N	N R		R	
Phase configurations												
Phase duration (s)	3	8	12	28	22	20	1	11		230	1	
Phase offset (s)	3	8	12	28	22	20	1	11		230	1	
Number of lanes		1	3	8	18		2	12	1		1	
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	12	100	182	12	182	1810	13	100	138	182	100
Delay low Rate (s)	3		13	30	2	22	182	12	2	20	1	
Delay No of lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak hour factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent delay (s)								13	13	1		
Delay (s)	8	1	1	123	183	11		31	1		3	
Delay On green (s)	0.21	0.21	0.21	0.21	0.21	0.21	0.0	0.30	0.30	0.11	0.3	0.3
Delay at low flow (s)	10	808		130	82	0	123	12	10	10	1	100
Delay (s)	12	0	0	0	0	22	0	1	2	0	2	
Delay at low(s)	11	0	0	12	0	0	123	0	1	10	0	1
Delay (g/s)	00	00	00	00	00	00	0	00	1	20	00	1
Delay (g/s)	3	00	00	1	00	00	0	00	1	20	00	1
Proportion	0.02		0	0.1		0.3	1.00		0.0	1.00		0.0
Delay (s)	20	0	0	22	0	0		0	1	0	3	
Ratio (s)	0.3	0.00	0.00	0.1	0.00	0.00	0.30	0.00	0.3	0	0.00	0.2
Delay (s)	3	0	0	22	0	0	3	0	10	8	0	20
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Delay filter (s)	100	0.00	0.00	100	0.00	0.00	100	0.00	100	100	0.00	100
Delay (d), s	1	00	00	1	00	00	20	00	12	18	00	10
Delay (d2), s	0	00	00	0.2	00	00	1	00	18	1	00	1
Delay (d3), s	00	00	00	00	00	00	00	00	00	00	00	00
Delay (kOf), s	3.1	00	00	13	00	00	0	00	38	1	00	
Delay (d), s	1.3	00	00	1	00	00	22	00	1	203	00	12
Delay (d)												
Delay (d)		1.2						21			33	
Delay (d)		1.3		1				1.2			1.1	
Delay (d)												
Delay (d)	1	2	3					8				
Delay (d)	1	2						8				
Delay (d)	10.8	20		13		23.2		13				
Delay (d)	0	0			0	0						
Delay (d)	1.0	3.0		1	1.0	3.0		1				
Delay (d)	0	1			2	1		3				
Delay (d)	0.1	2		1.1	0.0	2		1.3				
Intersection												
2010 Delay			1									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2023 Build
 Peak hour

												
Component	R			R			N	N	N	R	R	
Phase Configurations												
Phase 1 (veh)	0	3	1	20	1	1	2	13	3	1	31	
Phase 2 (veh)	0	3	1	20	1	1	2	13	3	1	31	
Number		2	12	1		1	3	8	18			1
Initial (veh)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian (veh)	100		100	100		100	100		100	100		100
Parking (veh)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low (veh)	100	1802	100	100	100	100	100	100	100	100	182	100
Delay Rate (veh)		8	1	3	23	1	1	280	12	0	203	3
Delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay (veh)				0	0	0						
Delay (veh)	2.8	31		3	11		1.0	3	2	1.2	3	0
Delay on green (veh)	0.28	0.28	0.28	0.28	0.28	0.28	0.2	0.2	0.2	0.2	0.2	0.2
Delay at low (veh)	3.3	110	1	0.2	0.2	1.8	2.3	10	8	11	13	212
Delay (veh)	1	0	0	103	0	0		0	0	2.8	0	0
Delay at low(s)	1.3	0	0	1202	0	0	1	0	0	1.83	0	0
Delay (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (veh)	2.0	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3.1	0.0	0.0
Proportion	0.3		0.10	0.1		0.1	0.0		0.3	0.1		0.13
Delay (veh)	3	0	0		0	82		0	0	8	0	0
Ratio (veh)	0.2	0.00	0.00	0.1	0.00	0.00	0	0.00	0.00	0.33	0.00	0.00
Delay (veh)	323	0	0	2.22	0	0	1.0	0	0	1.0	0	0
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay (veh)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Delay (veh)	8.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Delay (veh)	0.1	0.0	0.0	0.1	0.0	0.0	0	0.0	0.0	0.2	0.0	0.0
Delay (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (veh)	1.8	0.0	0.0	1.2	0.0	0.0	2	0.0	0.0	2	0.0	0.0
Delay (veh)	8.2	0.0	0.0	8.0	0.0	0.0	0	0.0	0.0	8	0.0	0.0
Delay (veh)		1		103							2.8	
Delay (veh)		8.2		8.0				0			8	
Delay (veh)												
Delay (veh)	1	2	3					8				
Assigned Phs		2						8				
Phs Duration (Y R), s		12		13		12		13				
Change Period (Y R), s		2		2		2		2				
Acceleration (a), s				2				2				
Acceleration (g), s		0		1		3		8.3				
Acceleration (g), s		1		3		1		3				
Intersection												
2010 Delay				0								
2010 O												

















Notes

Intersection						
North Delaware						
Element	R			N		
Phase Configurations	2	182	30	2	182	30
Phase 1, Left	2	182	30	2		8
Phase 1, Through	2	182	30	2		8
Phase 2, Pedestrian	0	0	0	0	0	0
Phase Control	Ree	Ree	Ree	Ree	to	to
Right Handled	None			None		
Storage Length				0		
Phase in Median Storage	0				0	0
Grade	0				2	0
Peak Hour Factor	8	1	0	1		0
Peak Hour	32	23	3	3		11
Major						
Element	a or 1		a or 2		in or 1	
Phase 1, Left	0	0	2	1	0	2
Phase 1, Through						1
Phase 2, Pedestrian			1			1
Phase 1, Through 1						1
Phase 1, Through 2						1
Follow Up, Pedestrian			2	2	1	3
Potential, Phase 1			130		3	0
Potential, Phase 2					2	8
Platoon, Locked						
Potential, Phase 1			130			0
Potential, Phase 2					2	3
Road						
Control, Delaware	0	2		11		
Control, North	8					
Inbound						
Element	N		n1		R	
Phase 1, Left	0				130	
Phase Ratio	0		12		0	
Control, Delaware (s)	11		8		0	
Phase 1, Through	0				0	
Phase 1, Through (eh)	0				0	

Intersection													
North Delaware													
2													
Component	R				N				R				
lane configurations	↕				↕				↕				
raffi ol, eh h	2	182	0	2	8	0	0	2	30	0	2		
uture ol, eh h	2	182	0	2	8	0	0	2	30	0	2		
onfl ting Peds, hr	0	0	0	0	0	0	0	0	0	0	0		
ign onrol	ree	ree	ree	ree	ree	ree	to	to	to	to	to		
R hannel ed	None				None				None				
orage ength													
eh in edian orage,	0				0				0				
rade,	0				0				2				
Peak our a tor													
ea eh l es,	8	1	0	0	0	0	0	0	0	0	0	1	
t low	32	23	0	3	11	0	0	3	3	0	3		
Major	or1				or2				Inor1				
onfl ting low ll	0				0				23				
tage 1									3				
tage 2									383				
riti al dw	18				1				1				
riti al dw tg 1									1				
riti al dw tg 2									1				
ollow u dw	2 2 2				2 2				3				
Pot a 1 aneu er	1 8				13 0				8 3				
tage 1									11				
tage 2									20				
Platoon lo ked,													
o a 1 aneu er	1 8				13 0				3 38				
o a 2 aneu er									3 38				
tage 1									3 0				
tage 2									88 830				
roa h	N												
ontrol Dela , s	0				0 3				10 2				
O													
Inor	ane a or t				N n1				R				
a a it (eh h)					1 8				13 0				
ane Ratio	0 00				0 021				0 002				
ontrol Dela (s)	10 2				0				0				
ane O													
th tile (eh)	0 0 1				0				0 3				

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2023 Build
 Peak hour

Component												
	R			R			N	N	N R		R	
Phase configurations												
Phase 1 (veh)	11	3	1	28	1			0	33	10	0	1
Phase 2 (veh)	11	3	1	28	1			0	33	10	0	1
Number		2	12	1		1	3	8	18			1
Initial (veh)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian (veh)	100		100	100		100	100		0	100		0
Parking spaces	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low (veh)	100	1832	100	100	182	100	1	12	1	1	1	1
Delay Rate (veh)	13	3	18	32	22			0	38	11	0	18
Delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay							0	0	0	0	0	0
Delay, veh	118	813	33	12		21	23	0	12	2	0	8
Delay On green	0	0	0	0	0	0	0	0	0	0	0	0
Delay at low (veh)	1	122	0	8	18		28	0	13	1	0	1082
Delay (veh)		0	0	28	0	0		0	0	2	0	0
Delay at low(s)	1808	0	0	132	0	0	1	0	0	1	0	0
Delay (g/s)	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Delay (g/s)	1	0.0	0.0	3.1	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Proportion	0.03		0.0	0.12		0.03	0.1		0.8	0.38		0.2
Delay ratio (veh)		0	0	38	0	0	1	0	0	110	0	0
Ratio (veh)	0.8	0.00	0.00	0.2	0.00	0.00	0.31	0.00	0.00	0.2	0.00	0.00
Delay (veh)	2032	0	0	110	0	0	102	0	0	1083	0	0
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay filter (veh)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Delay (d), s	3	0.0	0.0		0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0
Delay (d2), s	0	0.0	0.0	0.2	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Delay (d3), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (veh)		0.0	0.0	2.8	0.0	0.0	0.8	0.0	0.0	0	0.0	0.0
Delay (d), s	8	0.0	0.0		0.0	0.0	1.1	0.0	0.0	1	0.0	0.0
Delay O												
Delay (veh)					28						2	
Delay (veh)		8						11			1	
Delay O												
Delay	1	2	3					8				
Assigned Phs		2						8				
Phs Duration (YR), s		20.0		3		20.0		2				
Change Period (YR), s		2		2		2		2				
Delay (a), s		3		21		3		20.8				
Delay (g 1), s		8.1		2		1		2				
Delay (g), s				0.1				0.1				
Intersection												
2010 Delay				2								
2010 O												

















Notes

Intersection						
North Delaware St						
Component	R		N		N R	
lane configurations	1		1	1		
raffia, eh h		8	2			3
ature ol, eh h		8	2			3
onfliting Peds, hr	0	2	2	0	1	1
ign ontr ol	ree	ree	ree	ree	to	to
R hannel ed		None		None		None
torage ength					0	
eh in edian torage,	0			0	0	
rade,	0			3	3	
Peak our a tor						
ea ehil es,	3	0	12		0	2
t low	8		88	28		1
Major						
Component	a or1		a or2		inor1	
onfliting low ll	0	0		0		
tage 1					3	
tage 2						
riti al dw			22			
riti al dw tg 1						
riti al dw tg 2						
ollow u dw			2308		3	3 3
Pot a 1 aneu er			101		20	0
tage 1						
tage 2						
Platoon lo ked,						
o a 1 aneu er			1018		22	0
o a 2 aneu er					22	
tage 1					8	
tage 2					3	
Road						
Component	N		n1		R	
ontr ol Dela , s	0		21		1	1
O						
inor ane a or t						
a a it (eh h)		2			1018	
ane Ratio		010			008	
ontr ol Dela (s)		11			8	0
ane O						
th tile (eh)		03			03	

Intersection						
North Delaware						
Component		R	N	N		R
lane configurations	Y			4	4	
raffia, eh h	2	0	0	1	8	
ature ol, eh h	2	0	0	1	8	
onfliting Peds, hr	0	0	0	0	0	0
ign control	to	to	ree	ree	ree	ree
R channelled		None		None		None
torage length	0					
eh in edian storage,	0			0	0	
rade,	0			0	0	
Peak hour factor	80	80	80	80	80	80
ea ehiles,	0	0	0	0	3	0
t low	31	0	0	21	10	
Major						
Minor	Minor2	Major1		Major2		
onfliting low ll	80	10	0		0	
tage 1						
tage 2	21					
ritial dw	8	2	1			
ritial dw tg 1	8					
ritial dw tg 2	8					
ollow u dw	38	33	22			
Potential aneur	83	1012	1			
tage 1	8					
tage 2	12					
Platoon locked,						
o a 1 aneur	83	1012	1			
o a 2 aneur	83					
tage 1	8					
tage 2	12					
Road						
Control Delaware		N				
O		0		0		
Minor lane factor						
	N	N	n1			R
aa it (eh h)	1		83			
ane Ratio			0.03			
ontrol Dela (s)	0					
ane O						
th tile (eh)	0		0.1			

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2023 Build
 Peak hour

											
Component	R			R	N	N	N	N	R		R
Phase configurations											
Traffic Volume (veh)	183	28	13	0	0	0	301	20		22	1
Queue Length (veh)	183	28	13	0	0	0	301	20		22	1
Number			1					2	12	1	1
Initial (), eh	0	0	0			0	0	0	0	0	0
Pedestrian ()	100		0			0		0	0		0
Parking spaces	100	100	100			100	100	100	100	100	100
Delay at low, eh ln	100	1	18			18	3	18	2	1	100
Delay Rate, eh h	1	30	1			32	222	10	2	1	1
Delay No of lanes	0	1	1			1	1	0	0	1	0
Peak hour factor	0.3	0.3	0.3			0.3	0.3	0.3	0.3	0.3	0.3
Percent available, eh, a, eh h	3	11	3			2			2	2	2
Priority On green	0.21	0.21	0.21			0.13	0.1	0.1	0.3	0.3	0.3
Delay at low, eh h	1	22	1	22		1	1	8	2	0.3	18
Delay rate (), eh h	22	0	1			32	0	232	3	2	0
Delay rate at low(s), eh h ln	1	21	0	1	22	1	0	183	1	3	0
Delay rate (g/s), s	1	0.0	1			8	0.0	3.3	0.0	0.0	0.0
Delay rate (lear/g), s	1	0.0	1			8	0.0	3.3		0.0	0.0
Proportion available	0.8		1.00			1.00		0.0	0.0		0.3
Phase ratio (), eh h	3	0	2			2	0	112	21	0	0
Ratio ()	0	0.00	0.28			0	0.00	0.21	0	0.00	0.00
Delay rate (a), eh h	8	3	0				0	18	131	0	0
Platoon Ratio	100	100	100			100	100	100	100	100	100
Stream filter ()	100	0.00	100			100	0.00	100	100	0.00	0.00
Delay rate for Dela (d), s eh	21	0.0	1	2		0	0.0	0	138	0.0	0.0
Delay rate for Dela (d2), s eh	1	0.0	0.2			0.3	0.0	0.3	1	0.0	0.0
Delay rate for Dela (d3), s eh	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Delay rate for Dela (kOf (), eh ln			0.1			0	0.0	3.2	8	0.0	0.0
Delay rate for Dela (d), s eh	22	0.0	1			3	0.0		1	0.0	0.0
Delay rate for O											
Delay rate for roa h ol, eh h		3	3							3	2
Delay rate for roa h Dela , s eh		1								1	
Delay rate for roa h O											
Delay rate for ier	1	2	3					8			
Delay rate for assigned Phs		2									
Delay rate for Phs Duration (Y R), s		1		1	13	2	28				
Delay rate for Change Period (Y R), s		3		3	2	3					
Delay rate for Green setting (a), s		0		30	8						
Delay rate for Green learning (g 1), s		3		1	8	11					
Delay rate for Green time (), s		11	8	1	0.2	10	2				
Intersection summary											
2010 Total Dela			12	8							
2010 O											

Notes

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2018 Existing
 Peak hour

Component	R			R			N		N		R	
lane configurations												
traffic volume (veh/h)	31	30	138	2	22	1		0	22		1	
saturation volume (veh/h)	31	30	138	2	22	1		0	22		1	
Number	2	12	1		1	3	8	18				1
initial delay (s), eh	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking spaces, d	100	100	100	100	100	100	100	100	100	100	100	100
delay at low, eh/hln	100	1	100	1	12	1810	100	183	1	12	12	1
delay low Rate, eh/h	8	380	32	1	1	21	23		0	22	11	0
delay No of lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak hour factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent available, eh, a, eh/h	0			10							8	8
arrival On green, eh/h	31	3	1	11	812		11	0	330	3	0	0
arrival On green at low, eh/h	0.3	0.3	0.3	0.12	0.3	0.3	0.0	0.0	0.00	0.1	0.2	0.00
arrival rate, eh/h	3	10	13	1.1	1.2	1.38	1810	183	0	10	12	0
arrival rate (s), eh/h	8	0	12	1	1	21	23		0	22	11	0
arrival rate at low(s), eh/hln	3	0	10	1.1	1.2	1.38	1810	183	0	10	12	0
arrival rate (g/s), s	0	0.0	1	1	1.1	3	12		0.0	1	2	0.0
arrival rate (lear/g), s	1	0.0	1	1	1.1	3	12		0.0	1	2	0.0
Proportion available, eh/h	100		0.08	100		100	100		0.00	100		0.00
Ratio (s)	31	0	8	1	11	812		11	0	330	3	0
Ratio (s)	0.03	0.00	0.1	0.83	0	0.2	0.33	0	0.00	0.88	0.2	0.00
arrival rate (a), eh/h	81	0		11	8	82		81	0	28	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter (s)	100	0.00	100	100	100	100	100	100	0.00	100	100	0.00
arrival rate Dela (d), s eh	21	0.0	23	0.8	1.1	123	3	11	0.0	31	288	0.0
arrival rate Dela (d2), s eh	0.0	0.0	22		0	0.2	20	0	0.0	0	0	0.0
initial Dela (d3), s eh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
arrival rate kOf (s), eh/hln	0.3	0.0	1	81	1.3		11		0.0	12		0.0
arrival rate Dela (d), s eh	218	0.0	2		10	12	3	1	0.0	31	22	0.0
arrival rate O				D			D	D		D		
arrival rate ol, eh/h		20			00			118			11	
arrival rate Dela, s eh		2			20			3		31		
arrival rate O								D		D		
arrival rate ier	1	2	3					8				
assigned Phs	1	2	3					8				
Phs Duration (Y R), s	182	38	88	288			23	12				
change Period (Y R), s	0	0	2			0	2					
arrival rate reen etting (a), s	230	30	3	2		30	3	2				
arrival rate reen ier (g 1), s	111	21	32	2		211	1					
arrival rate reen tie (s)	0.2	102	0.0	1		103	0	1				
intersection u ar												
2010 trl Dela			28									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd

2018 Existing
 Peak hour

Component	R			R			N	N	N	R	R	
lane configurations												
traffic volume (veh/h)	1		8	0	3	2	3	1	1	232		22
future volume (veh/h)	1		8	0	3	2	3	1	1	232		22
Number			1	3	8	18		2	12	1		1
initial (), veh	0	0	0	0	0	0	0	0	0	0	0	0
Pedike d ()	100		100	100		100	100		100	100		100
Parking bus, d	100	100	100	100	100	100	100	100	100	100	100	100
at low, veh/h	100	1	100	18.2	1.18	18.2	18.10	1.0	1.00	1.38	1.8	1.00
low Rate, veh/h	1		3	8		3	32	3	18	1	2.2	2
No of lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak hour factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent available, veh/h								13	13	1		
arrival On green	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0	0	0.03	0.2	0.2
at low, veh/h	0	81	32	1		3	1.23	1.0	2	1.0	1.0	1.3
volume (), veh/h	138	0	0	0	0	32	0	1	1	0	0	2
at low(s), veh/h	103	0	0	1.88	0	0	1.23	0	1.0	1.0	0	1
er (g/s), s	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	
le (lear/g), s	3	0.0	0.0	2.8	0.0	0.0	0	0.0	0	0.0	0.0	
Proportion	0.12		0	0.08		0.3	1.00		0.0	1.00		0.0
ane r a (), veh/h	3	0	0	3.0	0	0	8	0	8	2	0	
Ratio ()	0.3	0.00	0.00	0.2	0.00	0.00	0.33	0.00	0	0.33	0.00	0.3
ail a (a), veh/h		0	0	0	0	0	0	0	1	1	0	1
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
stream filter ()	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
nfor Dela (d), s/veh	18	0.0	0.0	18	0.0	0.0	23	0.0	10	2	0.0	10
n r Dela (d2), s/veh	0	0.0	0.0	0	0.0	0.0	1	0.0	2	2	0.0	11
initial Dela (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ile a kOf (), veh/h	3.3	0.0	0.0	2.3	0.0	0.0	0	0.0	8	0	0.0	2
n r Dela (d), s/veh	1.8	0.0	0.0	1.0	0.0	0.0	2.2	0.0	13.1	2	0.0	11
n r O												
roa h ol, veh/h		138									2.3	
roa h Dela , s/veh		1.8			1.0			1.3			1.2	
roa h O												
ier	1	2	3					8				
signed Phs	1	2						8				
Phs Duration (Y R), s	8	30		1.3	0	2.2		1.3				
hange Period (Y R), s	0	0			0	0						
a reen etting (a), s	1.0	3.0		1	1.0	3.0		1				
a lear i e (g 1), s	2	11			2			8				
reen t i e (), s	0.0	11.8		1.2	0.0	12.1		1.3				
ntersection u ar												
2010 trl Dela			1.8									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2018 Existing
 Peak hour

















Component	R			R			N	N	N	R	R	
lane configurations												
traffic volume (veh/h)	3	12	33	8	2	11	23	313	1	3	2	2
saturation volume (veh/h)	3	12	33	8	2	11	23	313	1	3	2	2
Number		2	12	1		1	3	8	18			1
initial delay (s), veh	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking spaces, delay	100	100	100	100	100	100	100	100	100	100	100	100
delay at low, veh/h ln	100	1	100	100	18	100	100	182	100	100	181	100
delay low Rate, veh/h		1	31		31	13	2	30	18	3	2	
delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay, veh/h				0	0	0						
delay, veh/h	3	122	1	38	11	2	11	2	31	13		11
delay On green	0.30	0.30	0.30	0.30	0.30	0.30	0.3	0.3	0.3	0.3	0.3	0.3
delay at low, veh/h	81	0	8	0	0	11	0	13			1	22
delay volume (veh/h)		0	0	111	0	0	0	0	0	3	0	0
delay at low(s), veh/h ln	1	0	0	1201	0	0	18	0	0	10	0	0
delay (g/s), s	00	00	00	0	00	00	00	00	00	00	00	00
delay (g/s), s	11	00	00	1	00	00	8	00	00	2	00	00
Proportion	0.2		0.33	0.0		0.12	0.0		0.0	0.01		0.1
delay ratio (veh/h)	3	0	0	2	0	0	83	0	0	823	0	0
Ratio (veh/h)	0.1	0.00	0.00	0.1	0.00	0.00	0.8	0.00	0.00	0.3	0.00	0.00
delay (veh/h)	3128	0	0	20	0	0	10	0	0	18	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter (veh/h)	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00
delay (veh/h)	1	00	00	2	00	00		00	00	3	00	00
delay (veh/h)	0.1	00	00	0.1	00	00	0.3	00	00	0.3	00	00
initial delay (veh/h)	00	00	00	00	00	00	00	00	00	00	00	00
delay (veh/h)	10	00	00	11	00	00		00	00	3	00	00
delay (veh/h)	1	00	00		00	00	8	00	00		00	00
delay O												
delay (veh/h)				111			0			3		
delay (veh/h)		1					8					
delay O												
delay	1	2	3				8					
assigned Phs		2					8					
Phs Duration (Y R), s		123		1		123		1				
change Period (Y R), s		2		2		2		2				
delay (veh/h)				2				2				
delay (veh/h)		31		2		3		8				
delay (veh/h)		11		38		11		3				
intersection												
2010 delay				8								
2010 O												

Notes

Intersection						
North Delaware						
Element	R			N		
lane configurations	2	1	0	8	1	
raffle, eh h	2	1	0	8	1	
structure, eh h	0	0	0	0	0	
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign control	None		None		None	
R channelled						
storage length					0	
eh in median storage,	0		0		0	
rade,	0		2		0	
Peak hour a tor						
ea eh les,	8	1	0	1		0
t low	38	12	1	3	11	1
Major						
Element	a or1		a or2		inor1	
onfliting low ll	0	0	0	0		
tage 1						
tage 2						
riti al dw			1	1	2	
riti al dw tg 1						
riti al dw tg 2						
ollow u dw			22	1	33	
Pot a 1 aneu er			10	0	1032	
tage 1						
tage 2						
Platoon lo ked,						
o a 1 aneu er			10		1032	
o a 2 aneu er						
tage 1						
tage 2						
Road						
ontrol Delaware	0	02				
O						
Inorane a or t						
Element	N n1		R			
a a it (eh h)	3		10			
ane Ratio	001		0001			
ontrol Delaware (s)			3		0	
ane O						
th tile (eh)	0		0			

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2018 Existing
 Peak hour

												
Component	R			R			N	N	N R		R	
lane configurations												
traffic volume (veh/h)	10	33	1	0	8	0	23	3	0			
future volume (veh/h)	10	33	1	0	8	0	23	3	0			
Number		2	12	1	1	3	8	18			1	
initial (), eh	0	0	0	0	0	0	0	0	0	0	0	
Pedike d ()	100		100	100	100	100	0	100		0	0	
Parking us, d	100	100	100	100	100	100	100	100	100	100	100	
d at low, eh h ln	100	1830	100	100	182	100	1	130	1	1	1	
d low Rate, eh h	11	30		1			0	2	3	0	8	
d No of lanes	0	1	0	0	1	0	0	1	0	0	1	
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Percent ea eh,							0	0	0	0	0	
a , eh h	11	23	12	123	08	1	2	0	3	1	0	
ri e On reen	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.03	0.00	
at low, eh h	1	1	22	21	1	33	3	0	131	0	12.3	
r olu e(), eh h	0	0	0	2	0	0	33	0	0	11	0	
r at low(s), eh h ln	1811	0	0	1800	0	0	1.1	0	0	1.22	0	
er e(g s), s	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.2	0.0	
le lear(g), s		0.0	0.0		0.0	0.0	0	0.0	0.0	0.2	0.0	
Pro n ane	0.03		0.01	0.03		0.02	0.21		0	0.2	0.3	
ane r a (), eh h	10.3	0	0	10	0	0	118	0	0	2	0	
Ratio()	0.3	0.00	0.00	0	0.00	0.00	0.28	0.00	0.00	0.21	0.00	
ail a (a), eh h	20.1	0	0	2030	0	0	10	0	0	10	0	
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
strea lter()	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	
nifor Dela (d), s eh		0.0	0.0	2	0.0	0.0	1	0.0	0.0	1	0.0	
n r Dela (d2), s eh	0.3	0.0	0.0	0	0.0	0.0	0	0.0	0.0	1	0.0	
nitial Dela (d3), s eh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ile a kOf (), eh h	2	0.0	0.0		0.0	0.0	0	0.0	0.0	0.2	0.0	
n r Dela (d), s eh	3	0.0	0.0		0.0	0.0	1	0.0	0.0	1.2	0.0	
n r O												
roa h ol, eh h		0			2			33			11	
roa h Dela , s eh		3						1			1.2	
roa h O												
ier	1	2	3					8				
ssigned Phs		2						8				
Phs Duration (Y R), s		21		2		21						
hange Period (Y R), s		2		2		2						
a reen etting(a), s		3		21		3		20.8				
a lear i e(g 1), s				2.2				2				
reen t i e(), s				0.0				0.1				
ntersection u ar												
2010 trl Dela				0								
2010 O												

Notes

Intersection						
North Delaware						
Element	R		N		NR	
lane configurations	3	10	8	10	8	
raffia, eh h	3	10	8	10	8	
structure, eh h	0	2	2	0	1	1
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign control	ree	ree	ree	ree	to	to
R channelled	None		None		None	
storage length					0	
eh in median storage,	0		0	0		
rade,	0		3	3		
Peak hour a tor						
ea ehiles,	3	0	12	0	0	2
t low	1		10	0	10	8
Major	Minor	Major1	Major2	Minor1		
onfliting low ll	0	0	1	0	8	
tage 1						
tage 2					28	
ritial dw					22	
ritial dw tg 1						
ritial dw tg 2						
ollow u dw	2308		3		3	3
Potential aneuer	100		232		2	
tage 1					88	
tage 2						
Platoon locked,						
o a 1 aneuer	103		228		2	
o a 2 aneuer					228	
tage 1					8	
tage 2					3	
Road				N		
ontrol Delaware	0	0.2	1			
O						
Minor	Major	T	N	n1	R	
a a it (eh h)			30	103		
ane Ratio			0.02	0.01		
ontrol Delaware (s)			1	8	0	
ane O						
th tile (eh)			0.2	0		

Intersection						
North Delaware						
Component		R	N	N		R
lane configurations	4x4			4x4	4x4	
raffle, eh h		0	0	11	8	8
ature ol, eh h		0	0	11	8	8
onfliting Peds, hr	0	0	0	0	0	0
ign control	to	to	ree	ree	ree	ree
R channelled		None		None		None
torage length	0					
eh in edian storage,	0			0	0	
rade,	0			0	0	
Peak hour factor	80	80	80	80	80	80
ea ehiles,	0	0	0	0	3	0
t low		0	0	1	10	10




















Component	inor2	a or1	a or2
onfliting low ll	2	1	20
tage 1	1		0
tage 2	1		0
ritial dw	8	2	1
ritial dw tg 1	8		
ritial dw tg 2	8		
ollow u dw	38	33	22
Potential aneuer	8	10	0
tage 1	18		
tage 2	1		
Platoon locked,			
o a 1 aneuer	8	10	0
o a 2 aneuer	8		
tage 1	18		
tage 2	1		

Component	N
ontrol Delaware	0
O	0

Component	N	N	n1	R
ane aor t	1	0	8	
ane Ratio			0.00	
ontrol Delaware (s)	0			
ane O				
th tile (eh)	0		0	

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2018 Existing
 Peak hour

												
Component	R			R			N		N		R	
Phase configurations												
Phase duration (s)	202	8	208	0	0	0	13	2	21	3	21	11
Phase offset (s)	202	8	208	0	0	0	13	2	21	3	21	11
Number of lanes			1					2	12	1		1
Initial delay (s)	0	0	0				0	0	0	0	0	0
Pedestrian delay (s)	100		0				0		0.81	0.83		0
Parking spaces	100	100	100				100	100	100	100	100	100
Delay at low flow (s)	100	18	18				182	18	1	100	18.8	100
Delay low Rate (s)	21		221				20	21	22		22	182
Delay No of lanes	0	1	1				1	1	0	0	1	0
Peak hour factor	0	0	0				0	0	0	0	0	0
Percent effective	3	3	3							1	1	1
Capacity (veh/h)	383	1	0				82		80	8	320	23
Service On green	0.31	0.31	0.31				0.0	0	0	0.1	0.1	0.1
Delay at low flow (s)	12	0	11				1.0	1	1.0	2	3	3
Delay (s)	310	0	221				20	0	283		0	0
Delay at low(s)	1	0	11				1.0	0	180	1.38	0	0
Delay (g/s)	123	0.0	11.8				3	0.0	8	10	0.0	0.0
Delay (lear/g)	123	0.0	11.8				3	0.0	8	22	0.0	0.0
Proportion	0		100				100		0.08	0.10		0.0
Delay ratio (s)	2	0	0				82	0	102	2	0	0
Ratio (s)	0	0.00	0				0.3	0.00	0.28	0.1	0.00	0.00
Delay ratio (s)	2	0					20	0	12.8		0	0
Platoon Ratio	100	100	100				100	100	100	100	100	100
Stream filter (s)	100	0.00	100				100	0.00	100	100	0.00	0.00
Delay for Dela (d), s	2	0.0	18				10	0.0		21.1	0.0	0.0
Delay for Dela (d2), s	0	0.0	0				0	0.0	0		0.0	0.0
Delay for Dela (d3), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Delay for kOf (s)	10.3	0.0	0.1					0.0		1.3	0.0	0.0
Delay for Dela (d), s	2	0.0	1.3				11.1	0.0		2	0.0	0.0
Delay for O												
Delay for h ol, s		31						88				
Delay for h Dela, s		22.8						10			2	
Delay for h O												
Delay for i er	1	2	3					8				
Assigned Phs		2										
Phs Duration (Y R), s		3		31	13.1	0						
Change Period (Y R), s		3		3	2	3						
Delay for a reen etting (s)		0		30	8							
Delay for a lear i e (g 1), s		8.8		1.3	3	2						
Delay for reen t i e (s)		1.0		2.2	0.1	10						
Intersection summary												
2010 Delay			1									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2023 No-Build
 P eak hour

Component	R			R			N			R		
Phase Configurations												
Effective Green (s)	31	30	10	3	2	1	80	1	2	100	1	
Effective Red (s)	31	30	10	3	2	1	80	1	2	100	1	
Number of Phases	2	12	1		1	3	8	18				1
Initial Delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Delay (s)	100		100	100		100	100		100	100		100
Parking Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at Low Flow (s)	100	1	100	1	12	1810	100	183	1	12	12	1
Delay Rate (s/h)	8	38	32	1	23	220	23		0	2	120	0
Delay of Phases	1	1	0	1	1	1	1	0	1	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Effective Green	0			10						8		8
Effective Green (s)	311	1		202	1	81		11	0	333	38	0
Effective Red (s)	0.3	0.3	0.3	0.12	0.3	0.3	0.0	0.0	0.00	0.1	0.2	0.00
Delay at Low Flow (s)	28	10	13	11	12	138	1810	183	0	10	12	0
Effective Green (s)	8	0	1	1	23	220	23		0	2	120	0
Effective Red (s)	28	0	11	11	12	138	1810	183	0	10	12	0
Effective Green (s)	0	00	200		1		12		00	12	3	00
Effective Red (s)	1	00	200		1		12		00	12	3	00
Proportion of Phases	100		008	100		100	100		000	100		000
Effective Green (s)	311	0	8	202	1	81		11	0	333	38	0
Ratio (s)	003	000	01	08	0	02	033	0	000	08	02	000
Effective Green (s)	8	0	0	0	3	88		2	0	18	1	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Stream Filter (s)	100	000	100	100	100	100	100	100	000	100	100	000
Effective Green (s)	222	00	28	1	13	12	0	18	00	3	21	00
Effective Red (s)	00	00	23		10	03	21	1	00	1	0	00
Effective Green (s)	00	00	00	00	00	00	00	00	00	00	00	00
Effective Red (s)	03	00	11	83	1	8	11		00	12		00
Effective Green (s)	222	00	300	80	13	12	1		00	3	2	00
Effective Red (s)				D			D	D		D		
Effective Green (s)		2			12			11			1	
Effective Red (s)		2			213			1			3	
Effective Green (s)								D			D	
Effective Red (s)	1	2	3					8				
Assigned Phases	1	2	3					8				
Phase Duration (s)	18	3	8	2		8	23	13				
Change Period (s)	0	0	2			0	2					
Acceleration (s)	230	30	3	2		30	3	2				
Acceleration (s)	11	220	32	3		21	182					
Acceleration (s)	02	103	00	1		10	0	1				
Intersection Summary												
2010 Total Delay			28									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd

















2023 No-Build
 Peak hour

Component	R			R			N	N	N	R	R	
Phase Configurations												
Effective Green (s)	1			1	3	2	3	2	1	1	23	22
Effective Red (s)	1			1	3	2	3	2	1	1	23	22
Number of Phases			1	3	8	18		2	12	1		1
Initial Delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Delay (s)	100		100	100		100	100		100	100		100
Parking Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at Low Flow (s)	100	13	100	18.2	1.1	18.2	18.10	1.0	100	138	1.8	100
Delay at Low Flow Rate (s)	1	0		8		3	32	0	18	1	2	2
Delay at No of Phases	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent Effective Green								13	13	1		
Effective Green Ratio	3	1	13	83	1	10	8	21	32	2	8	
Effective Green Ratio at Low Flow	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0	0	0.03	0.3	0.3
Effective Green Ratio at Low Flow Rate	8	81	33	0	1	88	123	10	2	10	08	11
Effective Green Ratio at Low Flow Rate	1.0	0	0	100	0	0	32	0	22	1	0	2
Effective Green Ratio at Low Flow Rate	1.03	0	0	1.8	0	0	1.23	0	1	1.0	0	1
Effective Green Ratio at Low Flow Rate	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	8	0	0.0	
Effective Green Ratio at Low Flow Rate	0	0.0	0.0	2.8	0.0	0.0	0	0.0	8	0	0.0	
Proportion of Effective Green	0.11		0	0.08		0.3	1.00		0.0	1.00		0.0
Effective Green Ratio at Low Flow Rate	3.3	0	0	3	0	0	8	0	3	2	0	
Effective Green Ratio at Low Flow Rate	0.3	0.00	0.00	0.2	0.00	0.00	0.33	0.00	0	0.33	0.00	0.3
Effective Green Ratio at Low Flow Rate	3	0	0	3	0	0		0	1.8	1	0	1
Effective Green Ratio at Low Flow Rate	100	100	100	100	100	100	100	100	100	100	100	100
Effective Green Ratio at Low Flow Rate	100	0.00	0.00	100	0.00	0.00	100	0.00	100	100	0.00	100
Effective Green Ratio at Low Flow Rate	1.1	0.0	0.0	1.8	0.0	0.0	2.3	0.0	1.0	2	0.0	10.3
Effective Green Ratio at Low Flow Rate	0	0.0	0.0	0	0.0	0.0	1	0.0	2	2	0.0	1.1
Effective Green Ratio at Low Flow Rate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Effective Green Ratio at Low Flow Rate	3	0.0	0.0	2	0.0	0.0	0	0.0	8	0	0.0	3
Effective Green Ratio at Low Flow Rate	20.0	0.0	0.0	1.2	0.0	0.0	2.3	0.0	13.1	2	0.0	1.1
Effective Green Ratio at Low Flow Rate		1.0		100							2	
Effective Green Ratio at Low Flow Rate		20.0		1.2				13			12	
Effective Green Ratio at Low Flow Rate			3					8				
Effective Green Ratio at Low Flow Rate	1	2						8				
Effective Green Ratio at Low Flow Rate	1	2						8				
Effective Green Ratio at Low Flow Rate	8	30		1.3	0	2		1.3				
Effective Green Ratio at Low Flow Rate	0	0			0	0						
Effective Green Ratio at Low Flow Rate	1.0	3.0		1	1.0	3.0		1				
Effective Green Ratio at Low Flow Rate	2	11.8		0	2			8				
Effective Green Ratio at Low Flow Rate	0.0	1.1		1.2	0.0	12.3		1.3				
Effective Green Ratio at Low Flow Rate			1									
Effective Green Ratio at Low Flow Rate												

Notes

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2023 No-Build
 Peak hour

















												
Component	R			R			N	N	N	R	R	
lane configurations												
traffic volume (veh)	12	33		2	11	23	31		1	3	2	3
future volume (veh)	12	33		2	11	23	31		1	3	2	3
Number	2	12	1		1	3	8		18			1
initial (), eh	0	0	0	0	0	0	0		0	0	0	0
Pedike d ()	100		100	100		100	100		100	100		100
Parking bus, d	100	100	100	100	100	100	100	100	100	100	100	100
at low, eh ln	100	180	100	100	1	100	100	182	100	100	181	100
low Rate, eh h	1	1	31	8	31	13	2	3	18	3	28	0
No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	08	08	08	08	08	08	08	08	08	08	08	08
Percent ea eh,				0	0	0						
a, eh h	380	11	12	38	13	2	10		31	13		11
ri e On reen	030	030	030	030	030	030	03	03	03	03	03	03
at low, eh h	8	00				13	0	1	1	8	1	2
er olu e(), eh h		0	0	112	0	0	08	0	0	31	0	0
er at low(s), eh h ln	1	0	0	1200	0	0	18	0	0	10	0	0
er e(g s), s	00	00	00	0	00	00	00	00	00	00	00	00
lear(g), s	12	00	00	1	00	00	8	00	00	3	00	00
Pro n ane	03		032	01		012	00		00	001		01
ane r a (), eh h	1	0	0	0	0	0	83	0	0	82	0	0
Ratio()	01	000	000	020	000	000	0	000	000	0	000	000
ail a (a), eh h	3113	0	0	23	0	0	183	0	0	10	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter()	100	000	000	100	000	000	100	000	000	100	000	000
nifor Dela (d), s eh	1	00	00	3	00	00		00	00	3	00	00
n r Dela (d2), s eh	01	00	00	01	00	00	03	00	00	03	00	00
nitial Dela (d3), s eh	00	00	00	00	00	00	00	00	00	00	00	00
ile a kOf (), eh ln	10	00	00	12	00	00		00	00	3	00	00
n r Dela (d), s eh	2	00	00		00	00	8	00	00		00	00
n r O												
roa h ol, eh h				112			08			31		
roa h Dela, s eh		2					8					
roa h O												
ier	1	2	3				8					
signed Phs		2					8					
Phs Duration (Y R), s		123		10		123	10					
hange Period (Y R), s		2		2		2	2					
a reen etting (a), s				2			2					
a lear i e(g 1), s		32		3		3	8					
reen t i e(), s		11		38		11	38					
ntersection u ar												
2010 trl Dela				8								
2010 O												

Notes

Intersection						
North Delaware						
Component	R		N		N R	
lane configurations	2	1	1	8	1	
raffle, eh h	2	1	1	8	1	
uture ol, eh h	2	1	1	8	1	
onfliting Peds, hr	0	0	0	0	0	0
ign ontrol	ree	ree	ree	ree	to	to
R hannelid	None		None		None	
torage ength					0	
eh in edian torage,	0		0	0		
rade,	0		2	0		
Peak our a tor						
ea ehil es,	8	1	0	1		0
t low	38	12	1		11	1
Major	Minor1	Minor2	Minor1			
onfliting low ll	0	0	0	0	101	
tage 1						
tage 2						
ritial dw		1		1	2	
ritial dw tg 1				1		
ritial dw tg 2				1		
ollow u dw		22		1	33	
Pot a 1 aneu er		10		8	1032	
tage 1				820		
tage 2				808		
Platoon lo ked,						
o a 1 aneu er		10			1032	
o a 2 aneu er						
tage 1				820		
tage 2				80		
Roach	N					
ontrol Dela , s	0	02				
O						
Minor	Major	T	N	n1	R	
a a it (eh h)			1		1	0
ane Ratio			001		0001	
ontrol Dela (s)					3	0
ane O						
th tile (eh)			0		0	

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2023 No-Build
 Peak hour

												
Component	R			R			N	N	N R		R	
lane configurations												
traffic volume (veh/h)	10	33		1	10	8		0	23	3	0	
saturation volume (veh/h)	10	33		1	10	8		0	23	3	0	
Number		2	12	1		1	3	8	18		1	
initial delay (s), eh	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian delay (s)	100		100	100		100	100		0	100	0	
Parking spaces, d	100	100	100	100	100	100	100	100	100	100	100	
delay at low, eh/hln	100	1830	100	100	182	100	1	130	1	1	1	
delay low Rate, eh/h	11	3		1	1			0	2	3	0	
delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Percent delay, eh/h	118	28	12	122	13	1	2	0	3	1	0	
delay On green	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.03	0.0	
delay at low, eh/h	1	1	22	21	1	33	3	0	131	0	12.2	
delay volume (veh/h), eh/h	10	0	0		0	0	33	0	0	11	0	
delay at low(s), eh/hln	1811	0	0	1800	0	0	1.1	0	0	1.22	0	
delay green (s), s	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.2	0.0	
delay clear (s), s		0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.2	0.0	
Proportion	0.03		0.01	0.03		0.02	0.21		0	0.2	0.3	
delay ratio (s), eh/h	10	0	0	10.2	0	0	118	0	0	2	0	
Ratio (s)	0.3	0.00	0.00	0	0.00	0.00	0.28	0.00	0.00	0.21	0.00	
delay platooning (s), eh/h	2028	0	0	201	0	0	1038	0	0	10.0	0	
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
stream filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	
delay for Delay (d), s eh		0.0	0.0	2	0.0	0.0	1	0.0	0.0	1.8	0.0	
delay for Delay (d2), s eh	0.3	0.0	0.0	0	0.0	0.0	0	0.0	0.0	1	0.0	
initial Delay (d3), s eh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
delay for Delay (d), s eh	3	0.0	0.0		0.0	0.0	0	0.0	0.0	0.2	0.0	
delay for Delay (d), s eh	2	0.0	0.0		0.0	0.0	1	0.0	0.0	1.3	0.0	
delay for Delay (d), s eh		10						33			11	
delay for Delay (d), s eh		2						1			1.3	
delay for Delay (d), s eh												
delay for Delay (d), s eh	1	2	3					8				
delay for Delay (d), s eh		2						8				
Phs Duration (Y R), s		21		2		21						
change Period (Y R), s		2		2		2		2				
delay for Delay (d), s eh		3		21		3		20.8				
delay for Delay (d), s eh				2.2		8.0		2				
delay for Delay (d), s eh				0.0				0.1				
Intersection												
2010 Delay				0								
2010 O												

Notes

Intersection						
Control Delay, s						
Component	R		N		N R	
lane configurations						
raffle, eh h		10	2	10		8
ature ol, eh h		10	2	10		8
onfliting Peds, hr	0	2	2	0	1	1
ign control	ree	ree	ree	ree	to	to
R channelled	None		None		None	
storage length				0		
eh in edian storage,	0			0		0
rade,	0			3		3
Peak hour a tor						
ea ehil es,	3	0	12		0	2
t low	8		10	13	10	8
Major						
Major	Major1	Major2		Minor1		
onfliting low ll	0	0		0	100	
stage 1					3	
stage 2					3	
ritial dw		22				
ritial dw tg 1						
ritial dw tg 2						
ollow u dw		2 308		3	3	3
Pot a 1 aneu er		103		228	21	
stage 1				83		
stage 2				1		
Platoon locked,						
o a 1 aneu er		103		22	1	
o a 2 aneu er				22		
stage 1				82		
stage 2				33		
Road						
Control Delay, s						
O	0	0.2		1.8		
Minor						
Minor	Major	N n1		R		
a a it (eh h)		300		103		
ane Ratio		0.03		0.01		
ontrol Dela (s)		1.8		8	0	
ane O						
th tile (eh)		0.2		0		

Intersection						
North Delaware						
Component	R	N	N	R	R	R
lane configurations	4		4	4		
raffle, eh h	0	0	11	8	8	
ature ol, eh h	0	0	11	8	8	
onfliting Peds, hr	0	0	0	0	0	0
ign control	to	to	ree	ree	ree	ree
R channelled	None		None		None	
torage length	0					
eh in edian storage,	0		0	0		
rade,	0		0	0		
Peak hour factor	80	80	80	80	80	80
ea ehiles,	0	0	0	0	3	0
t low		0	0	1	10	10

Component	inor2	a or1	a or2
onfliting low ll	2	1	20
tage 1	1		0
tage 2	1		0
ritial dw	8	2	1
ritial dw tg 1	8		
ritial dw tg 2	8		
ollow u dw	38	33	22
Potential aneuer	8	10	0
tage 1	18		
tage 2	1		
Platoon locked,			
o a 1 aneuer	8	10	0
o a 2 aneuer	8		
tage 1	18		
tage 2	1		

Component	N
ontrol Delaware	0
O	0

Component	N	N	n1	R
ane a or t	1	0	8	
ane Ratio			0.00	
ontrol Delaware (s)	0			
ane O				
th tile (eh)	0		0	

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2023 No-Build
 Peak hour

Component	R			R			N			N		
Phase Configurations												
Phase 1 (veh)	20	0	211	0	0	0	1	28	21		218	13
Phase 2 (veh)	20	0	211	0	0	0	1	28	21		218	13
Number			1					2	12	1		1
Initial (), eh	0	0	0				0	0	0	0	0	0
Pedike d ()	100		0				0		0.81	0.83		0
Parking us, d	100	100	100				100	100	100	100	100	100
d at low, eh h ln	100	18	18				182	180	1	100	188	100
d low Rate, eh h	218		22				20	2	22		232	18
d No of lanes	0	1	1				1	1	0	0	1	0
Peak hour factor	0	0	0				0	0	0	0	0	0
Percent ea eh,	3	3	3							1	1	1
a , eh h	382	18	0				80	1		8	322	238
ri e On reen	0.31	0.31	0.31				0.0	0	0	0.2	0.2	0.2
at low, eh h	12		11				10	1	13	3	3	2
r olu e(), eh h	31	0	22				20	0	28	3	0	0
r at low(s), eh h ln	1	0	11				10	0	1808	13	0	0
er e(g s), s	12	0.0	12.1					0.0		110	0.0	0.0
le lear(g), s	12	0.0	12.1					0.0		232	0.0	0.0
Pro n ane	0		100				100		0.08	0.10		0.0
ane r a (), eh h	0	0	0				80	0	1030		0	0
Ratio()	0	0.00	0				0.3	0.00	0.28	0.2	0.00	0.00
ail a (a), eh h	22	0	2				1	0	12.1	2	0	0
Platoon Ratio	100	100	100				100	100	100	100	100	100
strea lter()	100	0.00	100				100	0.00	100	100	0.00	0.00
nifor Dela (d), s eh	2.0	0.0	1.1				10	0.0		212	0.0	0.0
n r Dela (d2), s eh	0	0.0	0				0	0.0	0		0.0	0.0
nitial Dela (d3), s eh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
ile a kOf (), eh ln	10	0.0	0.1				8	0.0		1	0.0	0.0
n r Dela (d),s eh	2	0.0	1				11.1	0.0		2	0.0	0.0
n r O												
roa h ol, eh h		38						3			3	
roa h Dela , s eh		232						10			2	
roa h O												
i er	1	2	3					8				
ssigned Phs		2										
Phs Duration (Y R), s		2	31	13.1	10							
hange Period (Y R), s		3	3	2	3							
a reen etting(a), s		0	30	8								
a lear i e(g 1), s		8	1		2.2							
reen t i e(), s		1.2	2.2	0.1	10							
ntersection u ar												
2010 trl Dela			20.1									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2023 Build
 Peak hour

Component												
	R			R			N	N	N	R	R	
Phase configurations												
Phase duration (s)	31	30	10	3	2	1	88	1	31	12	1	
Phase offset (s)	31	30	10	3	2	1	88	1	31	12	1	
Number of lanes	2	12	1		1	3	8	18				1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		100	100		100
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	1	100	1	12	1810	100	18	1	12	11	1
Delay low flow rate (s)	8	38	32	1	23	23	10	0	382	1	0	0
Delay number of lanes	1	1	0	1	1	1	1	0	1	1	0	0
Peak hour factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent delay (s)	0				10						8	8
Delay (s)	23	1	3	1	80			11	0	1	1	0
Delay on green (s)	0.32	0.32	0.32	0.12	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Delay at low flow (s)	13	10	13	11	12	138	1810	18	0	10	11	0
Delay (s)	8	0	1	1	23	23	10	0	382	1	0	0
Delay at low flow (s)	13	0	11	11	12	138	1810	18	0	10	11	0
Delay (g/s)	0	00	22	10	22		13	00	232	3	00	00
Delay (g/s)	2	00	22	10	22		13	00	232	3	00	00
Proportion	100		008	100		100	100		000	100		000
Delay (s)	23	0		1	80			11	0	1	1	0
Ratio (s)	003	000	0	08	00	031	03	0	000	02	030	000
Delay (s)	01	0	8	3	80		3	18	0		1	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Stream filter (s)	100	000	100	100	100	100	100	100	000	100	100	000
Delay (s)	22	00	323		188	1		0	00	32	21	00
Delay (s)	01	00	2	3	1	03	22	3	00	12	0	00
Initial Delay (s)	00	00	00	00	00	00	00	00	00	00	00	00
Delay (s)	03	00	18	0	1		13		00	18		00
Delay (s)	23	00	31	32	201	1	21	33	00		2	00
Delay (s)			D	D			D	D				
Delay (s)		2			3			12				3
Delay (s)		30			20			31				
Delay (s)								D				D
Delay (s)	1	2	3					8				
Assigned Phs	1	2	3					8				
Phs Duration (Y R), s	1	10	1	3		0	310	1				
Change Period (Y R), s	0	0	2			0	2					
Delay (s)	230	30	3	2		30	3	2				
Delay (s)	12	2	33	3		2	22					
Delay (s)	02	3	00	18		102	0	08				
Intersection												
2010 Delay			30									
2010 O												

Notes

Highway 205 Oneonta Railroad intersection

HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd

2023 Build
 Peak hour

Component	R			R			N	N	N	R	R	
Phase Configurations												
Effective Green (s)	1						2	3	2	1	2	23
Effective Red (s)	1						2	3	2	1	2	23
Number of Phases			1	3	8	18		2	12	1		1
Initial Delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Delay (s)	100		100	100		100	100		100	100		100
Parking Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at Low Flow (s)	100	1	100	18	2	1	8	18	2	18	10	100
Delay at Low Flow Rate (s)	1			8	1	8	32	0	18	2	2	2
Delay at No of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent Effective Green								13	13	1		
Effective Green (s)	8	1	8	131		131	1		11	32	81	0
Effective Red (s)	0.18	0.18	0.18	0.18	0.18	0.18	0.0	0	0	0.0	0	0
Delay at Low Flow (s)	8	80	1	30	11	88	1	23	1	0	1	08
Effective Green (s)	1	0	0	1	3	0	0	32	0	22	2	0
Effective Red (s)	10	0	0	1	30	0	0	1	23	0	1	0
Effective Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	10.2	1.0	0.0
Effective Red (s)	3	0.0	0.0	2	0.0	0.0	0.0	1.0	0.0	10.2	1.0	0.0
Proportion of Green	0.11		0	0.0		0.2	1.00		0.0	1.00		0.0
Effective Green (s)	3	8	0	0	3	0	0	0	2	81	0	1
Ratio (s)	0.3	0.00	0.00	0	0.00	0.00	0.33	0.00	0	0.3	0.00	0.3
Effective Green (s)	2	0	0	0.3	0	0	3	0	1	33	0.1	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Streamline Filter (s)	100	0.00	0.00	100	0.00	0.00	100	0.00	100	100	0.00	100
Effective Green (s)	1	0.0	0.0	20	3	0.0	0.0	2	0.0	11	3	0.0
Effective Red (s)	10	0.0	0.0	1	0.0	0.0	0.0	1	0.0	2	1	0.0
Effective Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Effective Red (s)	3	0.0	0.0	2	0.0	0.0	0	0.0	8	0.8	0.0	0.0
Effective Green (s)	20	8	0.0	0.0	21	0.0	0.0	2	1	0.0	13	8
Effective Red (s)												
Effective Green (s)		1			1	3						30
Effective Red (s)		20	8		21			1				12
Effective Green (s)	1	2	3					8				
Effective Red (s)	1	2						8				
Phase Duration (s)	8	8		1	1	30		1				
Change Period (s)	0	0			0	0						
Acceleration (s)	1	0	30	1	1	0	30	1				
Acceleration (s)	30	12	2	3	30	8		2				
Acceleration (s)	0.0	11		1	0.0	12	3	1				
Intersection Summary												
2010 Trl Dela			1	0								
2010 O												

Notes

h g l r o l a n 2 0.00 Oneonta Rail ard te h n h r o D s n

HCM 2010 Signalized Intersection Summary
 3: Oneida St & Country Club Rd/Lower River St

2023 Build
 Peak hour

Component	R			R			N	N	N R		R	
lane configurations												
traffic volume (veh)	2	33	10	8	0	23	31			11	2	3
future volume (veh)	2	33	10	8	0	23	31			11	2	3
Number	2	12	1		1	3	8	18				1
initial (), eh	0	0	0	0	0	0	0	0	0	0	0	0
Pedike d ()	100	100	100		100	100		100	100		100	100
Parking us, d	100	100	100	100	100	100	100	100	100	100	100	100
d at low, eh h ln	100	18	100	100	1	100	100	1813	100	100	1818	100
d low Rate, eh h	1	31	31	18			2	3		13	28	0
d No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	08	08	08	08	08	08	08	08	08	08	08	08
Percent ea eh,				0	0	0						
a , eh h	3	210	1	38	1	2	130	3		118	1	108
ri e On reen	03	03	03	03	03	03	038	038	038	038	038	038
at low, eh h			22	2	0	1		100	1	22	13	283
r olu e(), eh h	113	0	0	32	0	0	3	0	0	31	0	0
r at low(s), eh h ln	13	0	0	110	0	0	10	0	0	1	0	0
er e(g s), s	00	00	00		00	00	00	00	00	00	00	00
le lear(g), s	1	00	00		00	00		00	00		00	00
Pro n ane	0		02	0		01	00		011	00		01
ane r a (), eh h	2	0	0	0	0	0		0	0		0	0
Ratio()	01	000	000	0	000	000	0	000	000	08	000	000
ail a (a), eh h	201	0	0	2080	0	0	11	0	0	123	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
strea lter()	100	000	000	100	000	000	100	000	000	100	000	000
nifor Dela (d), s eh	2	00	00	1	00	00	8	00	00	82	00	00
n r Dela (d2), s eh	01	00	00	0	00	00	0	00	00	03	00	00
nitial Dela (d3), s eh	00	00	00	00	00	00	00	00	00	00	00	00
ile a kOf (), eh ln	13	00	00		00	00	1	00	00	0	00	00
n r Dela (d), s eh	3	00	00		00	00	1	00	00	8	00	00
n r O												
roa h ol, eh h		113			32			3			31	
roa h Dela , s eh		3						1			8	
roa h O												
i er	1	2	3					8				
ssigned Phs		2						8				
Phs Duration (Y R), s		18		12		18		12				
hange Period (Y R), s		2		2		2		2				
a reen etting(a), s				2				2				
a lear i e(g 1), s		3						8				
reen t i e(), s		2		0		2		3				
ntersection u ar												
2010 trl Dela			8									
2010 O												

Notes

h g l ro l an 2 000 Oneonta Railroad teh n hro D s n

n hro Re ort
 Page

Intersection						
North Delaware						
Element	R			N		
lane configurations	2			1	1	30
raffle, eh h	2			1	1	30
structure, eh h	0	0	0	0	0	0
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign control	None		None		None	
R channelled				0		
storage length				0		
eh in median storage,	0			0		
rade,	0			2		
Peak hour a tor						
ea ehiles,	8	1	0	1		0
t low	38	8	12		2	3
Major						
Element	a or1		a or2		inor1	
onfliting low ll	0	0	11	0	1	
tage 1				8		
tage 2				1		
riti al dw	1			2		
riti al dw tg 1				1		
riti al dw tg 2				1		
ollow u dw	2.2			3.3		
Pot a 1 aneu er	1.8			2		
tage 1				0		
tage 2				8		
Platoon lo ked,						
o a 1 aneu er	1.8			8		
o a 2 aneu er				8		
tage 1				0		
tage 2				8.3		
Road						
Element	N			R		
ontrol Dela , s	0		1.3		1.3	
O						
Inor						
Element	N		n1		R	
a a it (eh h)	1				1.8	
ane Ratio	0.1				0.008	
ontrol Dela (s)	13				0	
ane O						
th tile (eh)	2				0	

ntersection												
nt Delay, s eh												
2 3												
o e ent												
R R N N N R R												
ane onfigurations												
raffi ol, eh h	2		1		1	30	0	0			0	1
uture ol, eh h	2		1		1	30	0	0			0	1
onfli ting Peds, hr	0	0	0	0	0	0	0	0	0	0	0	0
ign ontrol	ree	ree	ree	ree	ree	ree	to	to	to	to	to	to
R hanneli ed	None			None			None			None		
orage ength												
eh in edian orage,		0			0			0			0	
rade,		0			0			0			2	
Peak our a tor												
ea ehil es,	8	1	0	0		0	0	0	0	0	0	1
t low	38	8	1		2	3	0	0	8	12	0	
a or inor												
a or1 a or2 inor1 inor2												
onfli ting low ll	2	0	0		0	0		2	8		2	2
tage 1							1	1		28	28	
tage 2							31	30		1	1	
riti al dw	18			1			1				1	1
riti al dw tg 1							1				1	
riti al dw tg 2							1				1	
ollow u dw	2 2 2			2 2			3		3	3		3 3
Pot a 1 aneu er	1232			1 32			08	00	8	3	3	
tage 1							8 2	3		8	00	
tage 2							01			8 3	8	
Platoon lo ked,												
o a 1 aneu er	1232			1 32			8	82	8	33	20	
o a 2 aneu er							8	82		33	20	
tage 1							82	8		2		
tage 2							8	2		828	2	
roa h												
N												
ontrol Dela , s	2			0 1			2			10		
O												
inor ane a or t N n1 R R n1												
a a it (eh h)		8	1232			1 32						
ane Ratio		0 00	0 031			0 003				0 0		
ontrol Dela (s)		2	8	0			0			10		
ane O												
th tile (eh)		0	0 1			0				0 3		

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2023 Build
 Peak hour

Component												
		R			R			N	N	N R		R
Phase configurations												
Phase duration (s)	10	3	3	8	1	10	8	21	0	3	3	0
Phase offset (s)	10	3	3	8	1	10	8	21	0	3	3	0
Number of lanes		2	12	1		1	3	8	18			1
Initial delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		0	100		0
Parking delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at low flow (s)	100	1830	100	100	182	100	1	13	1	1	1	1
Delay low flow rate (s)	11	3		22	1		2	0	3	3	0	8
Delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay (s)							0	0	0	0	0	0
Delay (s)	10	88	20	11	8	1	0	0	12	1	0	38
Delay On green (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.12	0.00	0.12	0.03	0.00	0.03
Delay at low flow (s)	1	1	3	30	1.31	32	11	0	10	0	0	12.2
Delay (s)	1	0	0	0.2	0	0		0	0	11	0	0
Delay at low flow (s)	1808	0	0	1.3	0	0	1.0	0	0	1.22	0	0
Delay (g/s)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.2	0.0	0.0
Delay (g/s)	2	0.0	0.0	8	0.0	0.0	1.3	0.0	0.0	0.2	0.0	0.0
Proportion	0.03		0.02	0.0		0.02	0.3		0	0.2		0.3
Delay (s)	1018	0	0	1012	0	0	1	0	0	2	0	0
Ratio (s)	0.1	0.00	0.00	0.0	0.00	0.00	0.3	0.00	0.00	0.21	0.00	0.00
Delay (s)	18	0	0	18.8	0	0	81	0	0	0	0	0
Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Stream filter (s)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Delay (s)		0.0	0.0	1	0.0	0.0	1	0.0	0.0	1.1	0.0	0.0
Delay (s)	0	0.0	0.0	0	0.0	0.0	0.8	0.0	0.0	1	0.0	0.0
Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)		0.0	0.0	3	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0
Delay (s)	1	0.0	0.0		0.0	0.0	1	0.0	0.0	1.8	0.0	0.0
Delay (s)												
Delay (s)		1			0.2						1.1	
Delay (s)		1						1			1.8	
Delay (s)												
Delay (s)	1	2	3					8				
Assigned Phs		2						8				
Phs Duration (Y R), s		22		3		22		8				
Change Period (Y R), s		2		2		2		2				
Acceleration (a), s		3		21		3		20.8				
Acceleration (g 1), s		2		2.2		8.8		3.3				
Acceleration (s)				0.0				0.2				
Intersection												
2010 Delay			1									
2010 O												

Notes

Highway 2 0.00 Oneonta Railroad then h n hro D s n

n hro Re ort
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Intersection						
Control Delay, s						
Component	R			N		
lane configurations	3	2	2	10	80	
raffle, eh h	3	2	2	10	80	
uture ol, eh h	0	2	2	0	1	1
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign control	None		None		None	
R hannelled						
storage length				0		
eh in edian storage,	0			0	0	
rade,	0			3	3	
Peak hour factor						
ea ehil es,	3	0	12		0	2
t low	82		30	1	10	83
Major Inroad						
Component	a or1		a or2		inor1	
onfliting low ll	0	0	2	0	10	8
tage 1					88	
tage 2					8	
ritial dw			22			
ritial dw tg 1						
ritial dw tg 2						
ollow u dw			2 308		3	3 3
Pot a 1 aneu er			1022		208	10
tage 1					3	
tage 2					13	
Platoon locked,						
o a 1 aneu er			1021		1	08
o a 2 aneu er					1	
tage 1					2	
tage 2					1	
Road						
Component	R			N		
ontrol Dela , s	0	0		1		
O						
Inroad						
Component	N n1		R			
a a it (eh h)		33				1021
ane Ratio		0 21				0 03
ontrol Dela (s)		1			8	0
ane O						
th tile (eh)		0 8				0 1

Intersection

North Delaware

Component	R	N	N	R	R
lane configurations					
raffid lane	0	0	11	8	2
through lane	0	0	11	8	2
onfliting Peds, hr	0	0	0	0	0
ign control	to	to	ree	ree	ree
R channelled	None		None		None
storage length	0				
eh in edian storage,	0		0	0	
rade,	0		0	0	
Peak hour factor	80	80	80	80	80
ea ehiles,	0	0	0	3	0
t low		0	0	1	10

Component	inor2	a or1	a or2
onfliting low ll	1	2	0
tage 1	2		
tage 2	1		
riti al dw	8	2	1
riti al dw tg 1	8		
riti al dw tg 2	8		
ollow u dw	38	33	22
Pot a 1 aneu er	882	10	1
tage 1	0		
tage 2	1		
Platoon locked,			
o a 1 aneu er	882	10	1
o a 2 aneu er	882		
tage 1	0		
tage 2	1		

Component	N
ontrol Delaware	0
O	0

Component	N	N	n1	R
ane a or t	1		882	
ane Ratio			0.10	
ontrol Delaware (s)	0			
ane O				
th tile (eh)	0		0	

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2023 Build
 Peak hour

Component	R			R			N		N		R	
lane configurations												
traffic volume (veh)	28	0	2	0	0	0	210	28	21		218	181
saturation volume (veh)	28	0	2	0	0	0	210	28	21		218	181
Number			1					2	12	1		1
initial delay (s), eh	0	0	0				0	0	0	0	0	0
Pedestrian delay (s)	100		0				0.8		0.81	0.83		0
Parking spaces, d	100	100	100				100	100	100	100	100	100
delay at low, eh ln	100	18.8	18				182	18.0	1	100	18.8	100
delay low Rate, eh h	2		2.0				223	2	22		232	1.3
delay No of lanes	0	1	1				1	1	0	0	1	0
Peak hour factor	0	0	0				0	0	0	0	0	0
Percent available, eh,	3	3	3							1	1	1
available, eh h	0	1	0				2	3		8	31	2
priority on green	0.31	0.31	0.31				0.0	0	0	0.2	0.2	0.2
delay at low, eh h	131	8	11				1.0	1	13	2		8
delay volume (veh), eh h	3.0	0	2.0				223	0	28	2	0	0
delay at low(s), eh h ln	1.2	0	11				1.0	0	1808	1.3	0	0
delay per green(s), s	1.2	0.0	1				0	0.0	0	12.0	0.0	0.0
delay per green(s), s	1.2	0.0	1				0	0.0	0	2.3	0.0	0.0
Proportion available	0.3		100				100		0.08	0.10		0.1
available ratio (veh), eh h	1	0	0				2	0	1032		0	0
Ratio (veh)	0	0.00	0.3				0	0.00	0.28	0.3	0.00	0.00
available platoons (veh), eh h	10	0					0	0	12.0		0	0
Platoon Ratio	100	100	100				100	100	100	100	100	100
stream filter (veh)	100	0.00	100				100	0.00	100	100	0.00	0.00
delay for delay (d), s eh	2.2	0.0	20				10.8	0.0		21	0.0	0.0
delay for delay (d2), s eh	1	0.0	0				0	0.0	0	0	0.0	0.0
initial delay (d3), s eh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
delay for delay (d), s eh	12	0.0	1				3	0.0		1.2	0.0	0.0
delay for delay (d), s eh	28.1	0.0	21.1				11	0.0	10.1	2	0.0	0.0
delay for delay (d), s eh		30						0			2	
delay for delay (d), s eh		2.1						10			2	
delay for delay (d), s eh												
delay for delay (d), s eh	1	2	3					8				
assigned Phs		2										
Phs Duration (Y R), s		1		32.1	13.2	1						
change Period (Y R), s		3		3	2	3						
available setting (a), s		0		30	8							
available learning (g 1), s		0		1	8.0	2.3						
available timing (g), s		1		2	0.1	10.2						
intersection summary												
2010 total delay				21.2								
2010 O												

Notes

highway lane 2 0.00 Oneonta Railroad through delay

hour Report
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HCM 2010 Signalized Intersection Summary
 1: Oneida St & Rt 205

2023 Build Peak Season
 Peak hour

Component												
	R			R			N	N	N	R	R	
Phase configurations												
Phase duration (s)	33	30	10	2	1	88	1	31	12	1		
Phase duration (s)	33	30	10	2	1	88	1	31	12	1		
Number	2	12	1	1	3	8	18					
Initial (s), eh	0	0	0	0	0	0	0	0	0	0	0	0
Pedike d (s)	100	100	100	100	100	100	100	100	100	100	100	100
Parking bus, d	100	100	100	100	100	100	100	100	100	100	100	100
at low, eh h ln	100	1	100	1	12	1810	100	18	1	12	11	1
at low Rate, eh h	8	13	32	1	3	23	10	0	382	1	0	0
at No of lanes	1	1	0	1	1	1	1	0	1	1	0	0
Peak hour factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent ea eh,	0			10						8	8	
a, eh h	21	2	1	1	8		11	0	1	1	0	0
ri e On reen	0.32	0.32	0.32	0.12	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.0
at low, eh h	8	18	12	11	12	138	1810	18	0	10	11	0
r olu e (s), eh h	8	0	1	3	23	23	10	0	382	1	0	0
r at low(s), eh h ln	8	0	13	11	12	138	1810	18	0	10	11	0
er e(g s), s	0	00	2	10	2	100	13	00	23		00	
le lear(g), s		00	2	10	2	100	13	00	23		00	
Pro n ane	100		00	100		100	100		000	100		000
ane r a (s), eh h	21	0	1	8			11	0	1	1	0	0
Ratio (s)	0.03	0.00	0	0.8	0	0.31	0.3	0	0.00	0.2	0.30	0.00
ail a (a), eh h	3	0	88	31	8		8	11	0	2	1	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter (s)	100	0.00	100	100	100	100	100	100	0.00	100	100	0.00
nifor Dela (d), s eh	22	00	330		1	1	0	00	38	2	00	00
n r Dela (d2), s eh	01	00	38	3	1	03	22	00	18	0	00	00
nitial Dela (d3), s eh	00	00	00	00	00	00	00	00	00	00	00	00
ile a kOf (s), eh ln	03	00	18	1	18		13	0	00	18		00
n r Dela (d), s eh	22	00	38	3	213	1	28	1	00		301	00
n r O			D	D			D	D				
roa h ol, eh h		3					12			3		
roa h Dela, s eh		3		2			3			8		
roa h O		D					D			D		
i er	1	2	3				8					
ssigned Phs	1	2	3				8					
Phs Duration (Y R), s	1	1	2	3		1	313	18				
hange Period (Y R), s	0	0	2			0	2					
a reen etting (a), s	230	30	3	2		30	3	2				
a lear i e(g 1), s	12	2	33			2	2					
reen t i e (s), s	02		00	18		10	0	08				
ntersection u ar												
2010 trl Dela			3									
2010 O			D									

Notes

h g l ro l an 2 0.00 Oneonta Rail ard te h n hro D s n

n hro Re ort
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HCM 2010 Signalized Intersection Summary
 2: Rt 205 & Country Club Rd

2023 Build Peak Season
 Peak hour

Component	R			R			N	N	N	R	R	
Phase Configurations												
Effective Green (s)	1						2	00	1	2	2	3
Effective Red (s)	1						2	00	1	2	2	3
Number of Phases			1	3	8	18		2	12	1		1
Initial Delay (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Parking Delay (s)	100	100	100	100	100	100	100	100	100	100	100	100
Delay at Low Flow (s)	100	1	100	18.2	1.8	18.2	1810	1.8	100	138	1.8	100
Delay at Low Flow Rate (s)	1			8	1	8	32	3	18	2	2	2
Delay at No of Phases	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Percent Effective Green								13	13	1		
Effective Green Ratio	8	13	12	2	12	13			31	81	2	
Effective Red Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.0	0	0	0.0	0	0
Delay at Low Flow (s)	88	80	1	30	11	88	123	111		10	11	11
Delay at Low Flow (s)	1	0	0	13	0	0	32	0	3	2	0	2
Delay at Low Flow (s)	111	0	0	12	0	0	123	0	1	10	0	10
Delay at Low Flow (s)	00	00	00	00	00	00	10	00	113	10	00	3
Delay at Low Flow (s)		00	00		00	00	10	00	113	10	00	3
Proportion of Phases	0.11		0	0.0		0.2	1.00		0.0	1.00		0.08
Effective Green Ratio	3	0	0	33	0	0		0		81	0	80
Effective Red Ratio	0.1	0.00	0.00	0.8	0.00	0.00	0.33	0.00	0.8	0.3	0.00	0.3
Effective Green Ratio	0	0	0	8	0	0	2	0	10	38	0	18
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
Streamline Filter	100	0.00	0.00	100	0.00	0.00	100	0.00	100	100	0.00	100
Delay at Low Flow (s)	210	00	00	21	00	00	2	00	112	2	00	100
Delay at Low Flow (s)	11	00	00	1	00	00	1	00	2	20	00	10
Initial Delay at Low Flow (s)	00	00	00	00	00	00	00	00	00	00	00	00
Delay at Low Flow (s)	3	00	00		00	00	0	00		0	00	8
Delay at Low Flow (s)	221	00	00	230	00	00	22	00	13	2	00	110
Delay at Low Flow (s)												
Delay at Low Flow (s)		1			13			8				328
Delay at Low Flow (s)		221			230			1				12
Delay at Low Flow (s)												
Delay at Low Flow (s)	1	2	3					8				
Assigned Phases	1	2						8				
Phase Duration (s)	8	33.2		1	2	32		1				
Change Period (s)	0	0			0	0						
Acceleration (s)	1.0	3.0		1	1.0	3.0		1				
Acceleration (s)	3.0	13.3			3.0	8.3						
Acceleration (s)	0.0	12		1	0.0	13		1				
Intersection Summary												
2010 Control Delay			1.2									
2010 O												

Notes

HCM 2010 Signalized Intersection Summary
 5: Ceperley Ave/Murdock Ave & Chestnut St

2023 Build Peak Season
 Peak hour

Component	R			R			N	N	N	R	R	
lane configurations												
traffic volume (veh/h)	10	0	8	1	0	8	21	0	3	3	0	0
saturation volume (veh/h)	10	0	8	1	0	8	21	0	3	3	0	0
Number		2	12	1		1	3	8	18			1
initial delay (s), veh	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian delay (s)	100		100	100		100	100		0	100		0
Parking spaces, delay	100	100	100	100	100	100	100	100	100	100	100	100
delay at low, veh/h ln	100	1830	100	100	182	100	1	13	1	1	1	1
delay low Rate, veh/h	11			22	82		2	0	3	3	0	8
delay No of lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak hour factor	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Percent delay, veh/h							0	0	0	0	0	0
delay, veh/h			1	10		1	8	0	121	1	0	3
delay On green	0	0	0	0	0	0	0.11	0.00	0.11	0.03	0.00	0.03
delay at low, veh/h	12	13	33	2	1	2	11	0	10		0	12
delay volume (veh/h), veh/h	8	0	0	13	0	0		0	0	11	0	0
delay at low(s), veh/h ln	180	0	0	1	0	0	10	0	0	120	0	0
delay green(s), s	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0.0	0.3	0.0	0.0
delay clear(g), s		0.0	0.0	3	0.0	0.0	1	0.0	0.0	0.3	0.0	0.0
Proportion delay	0.02		0.02	0.0		0.01	0.3		0	0.2		0.3
delay ratio (veh/h)	100	0	0	108	0	0	18	0	0	1	0	0
Ratio (veh/h)	0	0.00	0.00	0	0.00	0.00	0.3	0.00	0.00	0.22	0.00	0.00
delay platooning (veh/h)	13	0	0	11	0	0	82	0	0	80	0	0
Platoon Ratio	100	100	100	100	100	100	100	100	100	100	100	100
stream filter (veh/h)	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00	100	0.00	0.00
delay for Delay (d), s veh		0.0	0.0	2	0.0	0.0	1	0.0	0.0	1	0.0	0.0
delay for Delay (d2), s veh	0	0.0	0.0	0	0.0	0.0	0.8	0.0	0.0	1	0.0	0.0
initial Delay (d3), s veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
delay for Delay (d), s veh	1	0.0	0.0	8	0.0	0.0	1	0.0	0.0	0.3	0.0	0.0
delay for Delay (d), s veh	0	0.0	0.0	8	0.0	0.0	1.8	0.0	0.0	210	0.0	0.0
delay for Delay (d), s veh		8		13							11	
delay for Delay (d), s veh		0		8				1.8			210	
delay for Delay (d), s veh												
delay for Delay (d), s veh	1	2	3					8				
delay for Delay (d), s veh		2						8				
Phs Duration (Y R), s		20				20		88				
change Period (Y R), s		2		2		2		2				
delay for Delay (d), s veh		3		21		3		20.8				
delay for Delay (d), s veh		8		23		11.3		3				
delay for Delay (d), s veh		120		0.0		11		0.2				
Intersection Summary												
2010 Delay			3									
2010 O												

Notes

Intersection						
North Delaware						
Element	R		N		N R	
lane configurations	8	2	8	10	80	
raffia, eh h	8	2	8	10	80	
structure, eh h	0	2	0	1	1	
onfliting Peds, hr	ree	ree	ree	ree	to	to
ign control	ree	ree	ree	ree	to	to
R channelled	None		None		None	
storage length					0	
eh in median storage,	0		0		0	
rade,	0		3		3	
Peak hour a tor						
ea ehil es,	3	0	12	0	2	
t low	1		30	1	10	83
Major						
Element	a or1		a or2		inor1	
onfliting low ll	0	0	80	0	12	1
tage 1						
tage 2						
riti al dw			22			
riti al dw tg 1						
riti al dw tg 2						
ollow u dw			2 308		3	3 3
Pot a 1 aneu er					1	0
tage 1					1	
tage 2						
Platoon lo ked,						
o a 1 aneu er					1	8
o a 2 aneu er					1	8
tage 1						13
tage 2						33
Road						
Element	R		N		N R	
ontrol Delaware	0	0	18.2			
O						
Inor						
Element	N n1		R			
a a it (eh h)	3					
ane Ratio	0.2		0.032			
ontrol Delaware (s)	18.2		8		0	
ane O						
th tile (eh)	1		0.1			

HCM 2010 Signalized Intersection Summary
 8: Main St & Chestnut St

2023 Build Peak Season
 Peak hour

Component	R	R	N	N	N	N	N	R	R	R	
Phase Configurations											
Effective Green (s)	28	0	2	0	0	0	2	28	21	218	21
Effective Red (s)	28	0	2	0	0	0	2	28	21	218	21
Number of Phases			1					2	12	1	1
Initial Delay (s)	0	0	0				0	0	0	0	0
Pedestrian Delay (s)	100		0				100		0.82	0.8	0
Parking Delay (s)	100	100	100				100	100	100	100	100
Delay at Low Flow (s)	100	18.8	18				182	18.0	1	100	18
Delay Rate (s/h)	30		313				23	2	22		232
Number of Lanes	0	1	1				1	1	0	0	1
Peak Hour Factor	0	0	0				0	0	0	0	0
Percent Effective Green	3	3	3							1	1
Area (sq ft)	0	128	0				0	80	82	28	23
Effective Green Ratio	0.30	0.30	0.30				0.10	0	0	0.3	0.3
Delay at Low Flow (s)	13.2	2	11.3				1.0	1.1	13	8	38
Effective Green (s)	01	0	313				23	0	28	0	0
Delay at Low Flow (s)	10	0	11.3				10	0	1810	1.18	0
Effective Green (s)	18	00	20					00	2	1	00
Effective Green (s)	18	00	20					00	2	28	00
Proportion of Phases	0		100				100		0.08	0.0	0
Effective Green Ratio	3	0	0				0	0	10.2	1	0
Ratio (s)	0	0.00	0.2				0	0.00	0.2	0.8	0.00
Platoon Ratio		0	3				8	0	11.3	28	0
Platoon Ratio	100	100	100				100	100	100	100	100
Filter Ratio	100	0.00	100				100	0.00	100	100	0.00
Delay for Delayed (s)	23	00	22				10	00		231	00
Delay for Delayed (s)	8	00	1				1	00	0		00
Initial Delay for Delayed (s)	00	00	00				00	00	00	00	00
Delay for Delayed (s)	11	00	10					00		18	00
Delay for Delayed (s)	30	00	2				123	00	8	310	00
Delay for Delayed (s)		1									0
Delay for Delayed (s)		28						110			310
Delay for Delayed (s)											
Delay for Delayed (s)	1	2	3					8			
Assigned Phases		2									
Phase Duration (s)			32.8	1							
Change Period (s)		3	3	2	3						
Acceleration (s)		0	30	8							
Acceleration (s)		2	22		30						
Acceleration (s)		18.8	21	0.0	8						
Intersection Summary											
2010 Delay			23								
2010 Delay											

Notes

APPENDIX G

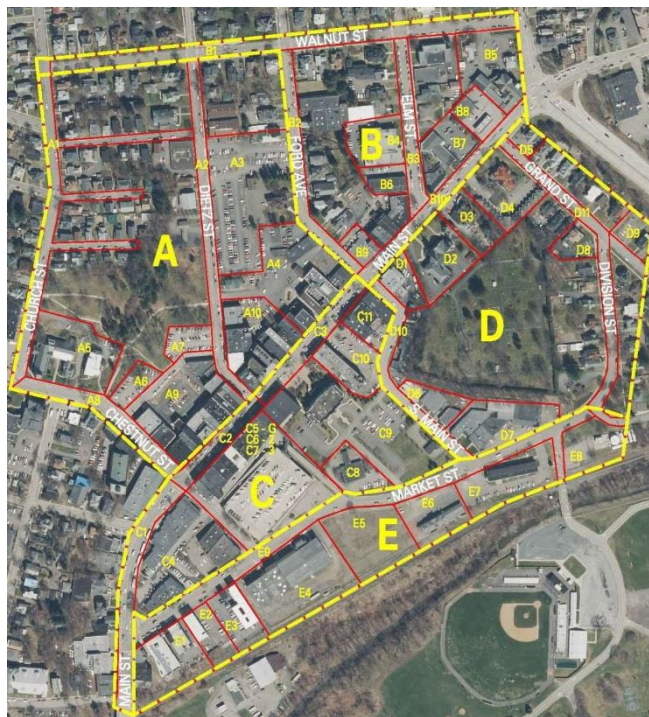
City of Oneonta Parking

FINAL DRAFT REPORT -- February 2018

Prepared for: City of Oneonta, New York
City Hall, 258 Main Street
Oneonta, NY 13820



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1.0 Introduction

Oneonta is currently undergoing a renaissance. The City recently completed a Downtown Revitalization Initiative (DRI) funded by a \$10 million grant received from the Regional Economic Development Council, and is currently in the process of updating its Comprehensive Plan and preparing a Railyard Redevelopment study. Once the railyards are redeveloped with economic success, the City anticipates that there will be more people living and working in Oneonta, which will increase the demand for parking.

Given the recent emphasis on downtown redevelopment, the Otsego IDA identified the need to conduct a special study to analyze the parking supply and demand in downtown Oneonta. This study has been initiated to examine the existing parking supply and demand within the downtown area of Oneonta, estimate the impact of recent economic initiative recommendations on the parking supply and demand and to offer an opinion as to if there will be enough parking available in the City upon completion of the funded initiatives.

The DRI examined several alternative strategies that could be funded that would attract development and create a vibrant, attractive town center in the City of Oneonta's urban core. As a result of the planning studies, the Governor's office has selected 9 projects to be funded by this grant as follows:

1. Westcott Lot Mixed-Use Development
2. Establish a Fund for Small Businesses Revolving Loan & Sign Grats
3. Activate Upper Story Housing
4. New transit Hub & Parking Garage Renovation
5. Muller Street Passage
6. Water Street Boardwalk
7. Market Street and South Main Street Improvements
8. Downtown District Signage
9. Branding and Marketing

This study has been initiated to examine the existing parking supply and demand within the downtown area of Oneonta, estimate the impact of these economic initiatives on the parking supply and demand and to offer an opinion as to if there will be enough parking available in the City upon completion of the funded initiatives.

2.0 Study Area

To establish a baseline of availability of public parking within a reasonable distance from Main Street, a parking assessment and inspection was performed determining amount of available public and private parking spaces, time restrictions, current pavement conditions of off street parking areas, and pedestrian accessibility including lighting, designated walkways/sidewalks, and signage. The area covered by this assessment was generally a 1000 foot corridor centered on

Main Street and extending from Chestnut Street on the west to Grand Street to the east. This area is illustrated on Figure No.1. The overall study area has been broken down to sub areas A through E to provide more detail on the parking supply by block. In general, Area A is the section northwest of Main Street, Area B is Northeast, Area C is southwest (and includes the Chestnut Street garage), and area D is southeast of Main Street. Area E represents the section located on and south of Market Street. Figure 1 depicts each of the parking study areas described above.

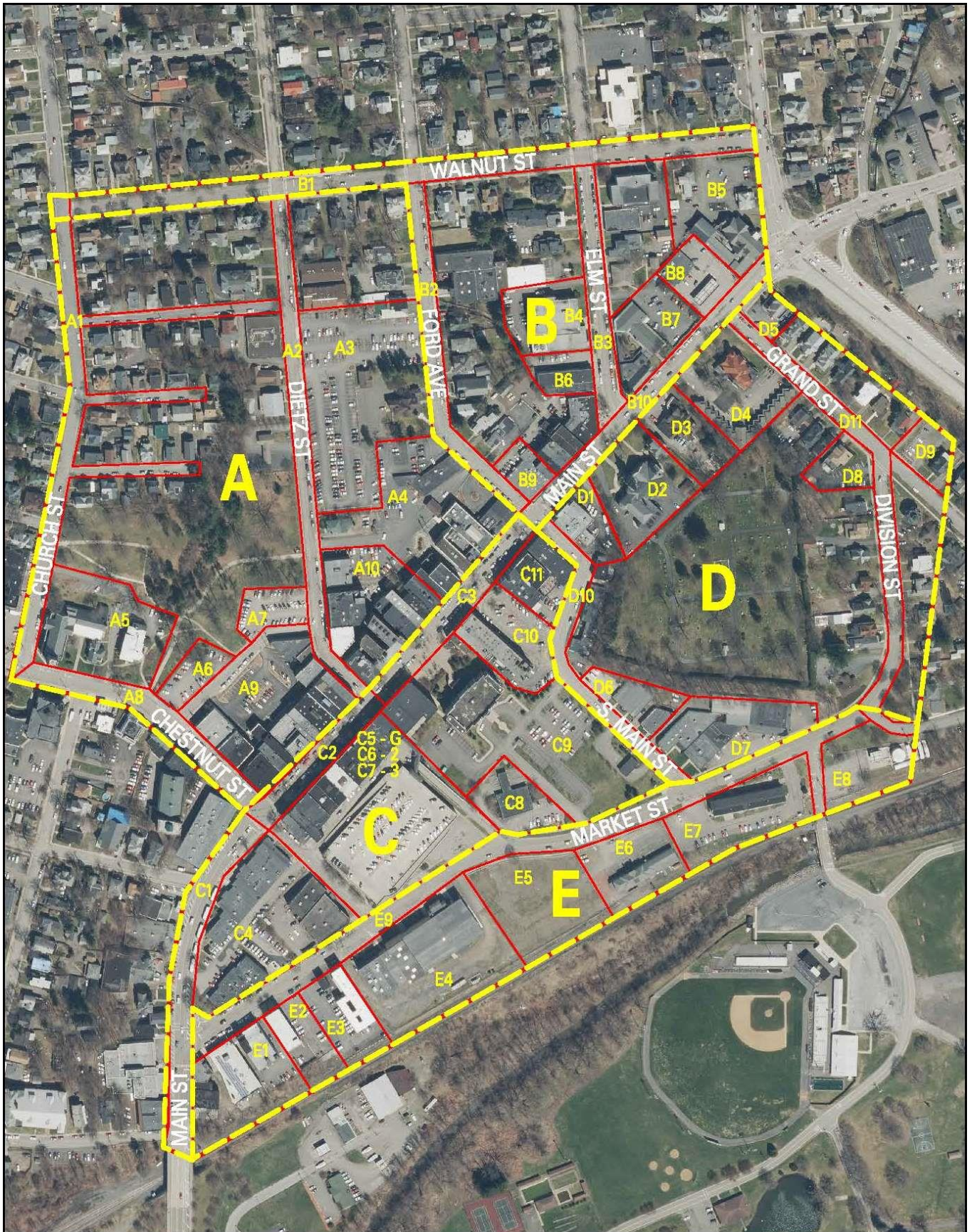


Figure 1: Parking Study Areas

3.0 Parking Capacity

There were a total of 2,127 parking spaces counted in the designated study area generally broken down in the following:

- 408 on street spaces and 1719 off street spaces
- 936 spaces in private parking lots and 783 spaces in public parking lots including the Chestnut Street Garage
- 421 spaces in the Chestnut Street Garage

During the field inventory additional details regarding the parking supply was collected for parking paving quality, ease of access, distance to Main Street and time restrictions. A summary of this information is presented in Table 1 on the next page.

4.0 Assessment of Existing Parking Supply

The existing parking supply was evaluated in the following areas:

4.1. Pavement Condition

The parking paving assessment was conducted for all areas and utilized New York States Department of Transportation (NYSDOT) Pavement Condition Assessment guidelines to determine the pavement grade. Primarily, this grading criteria focuses on the presence of frequency and type of cracking, faulting, spalling, and section loss of parking areas; grades range from 10 being the highest (new pavement with no distress) to 1 being the lowest (severe distress causing vehicular damage). For the purpose of this study, areas graded 1-3 are considered "poor", grades 4-6 are considered "fair", and grades 7-10 are considered "good".

4.2. Accessibility

Parking accessibility was also graded "poor", "fair", and "good" depending on the presence of lighting, designated pedestrian walkways, adequate directional and guidance signage and proximity to Main Street. Areas that currently do not have any pedestrian accommodations are graded as poor as these areas pose concerns for public safety. Areas graded as fair include some pedestrian accommodations such as a deteriorated designated walkway/sidewalk inhibiting travel, limited lighting creating safety concerns and/or there is no signage present. Good condition areas include a sidewalk/walkway that is compliant with American with Disabilities Act (ADA) guidelines, has street lighting or specific pedestrian lighting, and has some type of signage directing the public.

4.3. Time Restrictions

The time restrictions, if any, for each parking area is also identified. There are currently a variety of time restrictions for the public parking including the one hour parking on Main Street, multiple restrictions in the Dietz Street lot, 8 hour parking on Level one of the Chestnut Street Garage and 4 hour parking in levels 2 and 3.

**Table 1
Existing Parking Supply & Assessment**

Parking Area	Description	Total Parking in Section	Parking Area Type	Distance to Main St	Condition Assessment	No. of Parking Spaces	Public / Private Parking	Free / Paid Parking	Parking Accessibility	Parking Signage	Parking Time Restrictions
A1	Church St. / Reynolds Ave	A	On Street	700'	Good/Fair	65	Public	Free	Good/Poor	Yes	Yes
A2	Dietz Street		On Street	480'	Good/Fair	35	Public	Free	Good/Fair	Yes	Yes
A3	Dietz Street Lot		Off Street	550'	Good	255	Public	Free	Good	Yes	Yes
A4	Community Bank Lot		Off Street	480'	Good	38	Private	Free	Good	Yes	Yes
A5	Library/Church Lot		Off Street	600'	Good	22	Private	Free	Good	Yes	Yes
A6	NBT Bank Lot 2		Off Street	375'	Good	26	Private	Free	Good	Yes	No
A7	Wall St Lot		Off Street	325'	Good	42	Public	Free	Good	Yes	Yes
A8	Chestnut Street		On Street	150'	Good	15	Public	Free	Fair	Yes	Yes
A9	NBT Bank Lot		Off Street	400'	Good	62	Private	Free	Good	Yes	Yes
A10	Law Firm		Off Street	430'	Good	34	Private	Free	Good	Yes	No
B1	Walnut Street	B	On Street	650'	Fair	60	Public	Free	Poor	Yes	Yes
B2	Ford Ave		On Street	325'	Good	26	Public	Free	Good	Yes	Yes
B3	Elm Street		On Street	240'	Good	40	Public	Free	Good	Yes	Yes
B4	USC / Verizon		Off Street	500'	Good	24	Private	Free	Good	Yes	No
B5	Main St Baptist Church		Off Street	440'	Good	45	Private	Free	Good	Yes	No
B6	Consignment Shop		Off Street	250'	Poor	14	Private	Free	Fair	Yes	No
B7	St. Innocent's		Off Street	365'	Good	42	Private	Free	Good	Yes	No
B8	Speedway		Off Street	50'	Good	18	Private	Free	Good	Yes	No
B9	Loan Office Back Lot		Off Street	160'	Fair	9	Private	Free	Good	Yes	No
B10	Main St- Ford to Maple		On Street	0'	Good	17	Public	Free	Good	Yes	Yes
C1	Main St-Fairview to Grove	C	On Street	300'	Good	16	Public	Free	Good	Yes	Yes
C2	Main St-Grove to Dietz		On Street	0'	Good	13	Public	Free	Good	Yes	Yes
C3	Main St- Dietz to Ford		On Street	0'	Good	22	Public	Free	Good	Yes	Yes
C4	Clinton Plaza		Off Street	150'	Good	65	Private	Free	Good	Yes	No
C5	Garage Floor 1		Off Street	285'	Good	126	Public	Free	Good	Yes	Yes
C6	Garage Floor 2		Off Street	285'	Good	146	Public	Free	Good	Yes	Yes
C7	Garage Floor 3		Off Street	285'	Good	149	Public	Free	Good	Yes	Yes
C8	Sidney FCU		Off Street	525'	Good	14	Private	Free	Good	Yes	No
C9	Clarion Hotel		Off Street	400'	Good	106	Private	Free	Good	Yes	No
C10	Westcott Lot		Off Street	75'	Fair	65	Public	Free	Good	Yes	Yes
C11	County Building / Café		Off Street	295'	Fair	16	Private	Free	Fair	Yes	Yes
D1	City Hall	D	Off Street	50'	Good	17	Public	Free	Good	Yes	Yes
D2	Presbyterian Church		Off Street	175'	Good	28	Private	Free	Good	Yes	No
D3	Record Hop		Off Street	25'	Fair	4	Private	Free	Fair	Yes	No
D4	Town House Inn		Off Street	100'	Fair	44	Private	Free	Fair	Yes	No
D5	Hughson & Benson		Off Street	75'	Good	10	Private	Free	Good	Yes	No
D6	Harlem Building		Off Street	400'	Fair	14	Private	Free	Fair	Yes	No
D7	Sears/Rowes		Off Street	1000'	Fair	20	Private	Free	Fair	Yes	No
D8	Lester Funeral Home		Off Street	575'	Good	18	Private	Free	Good	Yes	Yes
D9	Grand St Apt Lot		Off Street	605'	Fair	12	Private	Free	Fair	Yes	No
D10	South Main St		On Street	250'	Good	17	Public	Free	Good	Yes	Yes
D11	Division Street		On Street	225'	Fair	40	Public	Free	Fair	Yes	Yes
E1	Spaulding Apts	E	Off Street	945'	Good	21	Private	Free	Good	Yes	No
E2	Rental Storefront/Apts		Off Street	675'	Fair	26	Private	Free	Fair	Yes	No
E3	General Clinton Apts		Off Street	600'	Good	52	Private	Free	Good	Yes	No
E4	Foothills (Back Lot)		Off Street	635'	Poor	58	Private	Free	Poor	No	No
E5	Empty Lot		Off Street	575'	Fair	N/A	N/A	N/A	N/A	N/A	N/A
E6	Stella Luna		Off Street	750'	Fair	37	Private	Free	Fair	Yes	No
E7	Rentals4U Apts		Off Street	820'	Fair	40	Private	Free	Fair	Yes	No
E8	Pump Station Lot		Off Street	1215'	Poor	N/A	Private	Free	Poor	Yes	No
E9	Market Street		On Street	200'	Fair	42	Public	Free	Good / Poor	Yes	Yes

4.4. Cost of Parking

All public parking is currently free in the City of Oneonta.

4.5. Reasonable Walking Distances

Each parking areas distance to Main Street was identified to provide a measure of convenience.

To assess if the location of the parking supply in the City of Oneonta is considered reasonably accessible, guidance for this was obtained from an article titled "How Far Should Parkers Have To Walk?" which was published by the National Parking Association in May 2008 (see appendix for a copy of this article). This publication defines a Level of Service (LOS) approach to the question of reasonable distances between where a person parks and their destination. For this assessment we have identified the following Parking Level of Service thresholds:

Table 2
Parking Level of Service Based on Walking Distance

Parking Level of Service	Walking Distance
A	400 ft
B	800 ft
C	1200 ft
D	1600 ft
E	More than 1600 ft

Using this information as a guide and comparing to the measured distances presented in Table 2, virtually all of the parking is located in within 800 feet of Main Street fitting within the Level of Service "B" range. Only the "E" parking areas are consistently outside of this distance.

5.0 Existing Parking Demand

To identify the actual parking demand in the downtown area, a survey counting occupied parking spaces was conducted on Thursday October 19 from 8:00 AM to 6:00 PM and Saturday October 21, 2017 from 12:00 Noon to 8:00 PM. It's important to note that both SUNY Oneonta and Hartwick College were in full session on those dates. The number of parked vehicles in each on and off street parking area was observed and counted. The detailed counts are provided in the appendix but the following general observations are noted:

Weekday

- The peak weekday demand for on street parking spaced occurred at noon when 229 of the available 408 on street spaces were occupied (56 %).

- The peak weekday demand for public off street parking spaces occurred between noon to 2:00 PM when 428 of the available 783 spaces were occupied (55%).
- The total weekday peak demand for public parking was 657 of the available 1191 spaces available (55%).
- The peak weekday demand for private parking spaces occurred at 10:00 AM when 339 of the available 936 spaces were occupied (36%).
- The peak weekday demand for all spaces occurred at noon when 984 vehicles were parked in the 2127 available spaces (46%).

Saturday

- The peak Saturday demand for on street parking spaced occurred at noon when 222 of the available 408 on street spaces were occupied (54 %).
- The peak Saturday demand for public off street parking spaces occurred at noon when 311 of the available 783 spaces were occupied (40%).
- The total Saturday peak demand for public parking was 533 of the available 1191 spaces available (45%).
- The peak Saturday demand for private parking spaces occurred at 6:00 PM when 406 of the available 936 spaces were occupied (43%).
- The peak Saturday demand for all spaces occurred at noon when 848 vehicles were parked in the 2127 available spaces (40%).

Based on these observations a measure of the reserve capacity of the downtown public parking supply can be arrived at. This reserve capacity would typically include a 10% "searching" cushion and only consider spaces within a reasonable walking distance to Main Street, thereby removing parking area "E" from the calculation. The resulting calculation for existing conditions is presented in Table 3.

Table 3
Reserve Parking Capacity Calculation - Existing

Total Public Parking Supply	Observed Peak Public Parking Demand	Functional Peak Parking Demand (Observed + 10 %)	Reserve Public Parking Capacity	Reserve Capacity expressed as a %
1191	639	703	488	41%

Areas A, B, C, and D only, 10% increase in observed demand to estimate functional demand.

6.0 Proposed Changes to Parking Supply and Demand

The implementation of the Downtown Revitalization Initiative has the potential to impact both the supply and demand for parking in the City. Options being considered for redeveloping the Chestnut Street garage will eliminate some spaces and may dedicate others for adjacent land uses. Traffic calming actions on Market Street may eliminate some on street parking. Additional new development and redevelopment will increase population and economic activity downtown and could result in a corresponding increase in the demand for parking.

Of the selected projects identified in section the introduction, the following have the potential to impact the parking supply or demand:

- A. Westcott Lot Mixed Use Development – This project would take place on a site that currently provides 65 public parking spaces. The mixed land use of 6,000 sf of commercial space and 30 dwelling units would create demand for additional parking. It is anticipated up to 65 spaces on the site would remain on the first level of the project but would be dedicated to the parking needs of the commercial and residential tenants. The peak evening parking demand for apartments is 1.23 spaces per unit, the typical demand during a weekday mid-day is about 50% of the peak demand. Therefore, a typical daytime parking demand for 30 apartments is about 18 spaces, The typical mid-day weekday demand for commercial space is 2.84 spaces pre 1,000 sf resulting is a weekday demand of 17 spaces. The total daytime parking demand would be 35 spaces and the total evening demand would be about 40 spaces. **Net Impact Assumed: loss of 65 public spaces, no external parking demand.**
- B. Renovate Upper Stories of Existing Buildings for Housing – Any additional housing downtown would increase the demand for parking, mostly in the evening hours. It's unknown at this time how many additional units could be provided or the number of parking spaces demanded by this initiative. If 100 new units are occupied then peak weekday demand would increase by 62 spaces. **Net Impact Assumed: Unknown increase in external parking demand, assume 62 space demand created.**
- C. New Transit Hub at the Chestnut Street Garage – The Construction of the Transit Hub is likely to reduce the parking availability in the Chestnut Street Garage by 1/3, a reduction of about 140 spaces. The proposed transit hub would serve as a consolidated location for intercity buses (Greyhound, Trailways) well as local transit agencies (Oneonta Public Transit, Otesgo Express). It's estimated that the total number of dedicated parking spaces for these needs at the various locations would be transferred to the new Transit Hub thereby freeing up those spaces for general public use resulting in no new net demand on a city wide basis. **Net Impact: Loss of 140 public spaces, no additional demand created.**

D. Market Street Improvements/Retrofit – There are currently 42 on street parking spaces on Market Street. About 23 of these spaces are angled parking that would like be reduced to 14 spaces if converted to parallel parking. Other features of the retrofit plan (bulb outs etc.) have the potential to eliminate another 5-6 spaces. However it appears the proposed cross section adds additional on street parking that in the eastern segment of Market Street that would compensate for the reduction of spaces in other areas. **Net Impact: No Loss of public spaces.**

7.0 Impact to Functional Parking Supply and Demand Analysis

Based on a review of the projects noted above a total of 205 public parking spaces could be removed and the increased peak (weekday afternoon) demand of 62 spaces created. The impact of these changes is presented in Table 4.

**Table 4
Future Parking Supply & Demand**

Condition	Total Public Parking Supply	Peak Public Parking Demand	Functional Peak Parking Demand	Reserve Public Parking Capacity	Reserve Capacity Percentage
Existing	1191	639	703	488	41%
Change Due to Identified Projects	-205	+62	+68	NA	NA
Total with Identified Projects	986	701	771	215	22%

The result of the parking supply/demand forecasting exercise indicates there is currently a significant unused supply of public parking in the City of Oneonta. Even during peak times (weekday mid-day) there are almost 500 public spaces available within a convenient walking distance to Main Street, about 40% of the current supply. Implementation of the selected Economic Initiatives will increase the demand for parking and reduce the current supply resulting in less reserve parking capacity than current conditions. However, even with the implementation of all of the initiatives, the reserve public parking capacity is forecasted to be 22% of the total supply indicating the supply will be sufficient to accommodate the forecasted demand.

8.0 Other Factors to Consider

8.1. Private Parking Supply

The reserve parking capacity calculations have focused on the public parking supply that currently provides 1191 spaces in the downtown core. In addition to these spaces there are an additional 936 spaces provided in private parking lots. Of these 936 private parking spaces, 406 (43%) were observed to be occupied at peak demand (2:00 PM on a Saturday). This parking assessment assumes the private parking supply and demand are self-governing and makes no allowance for the conversion of private parking lots to public use. However, any future consideration of shared use between public and private parking areas will provide benefits to the community by providing a single parking space for multiple activities in the downtown area.

8.2. Technology

Changes in technology and demographics are altering the traditional views of surface transportation, vehicle ownership and parking. As noted in “5 trends Driving the Future of Parking” Americans under the age of 30 are 7.2 times more likely to take public transit (and not create parking demand) than those over 60. Studies have also shown that younger people are less likely to have driver’s licenses. A 2016 article in USA Today noted that in 2014, 77% of people aged 20 - 24 possessed a driver license compared to 92% of this age group in 1983. The onset of ride sharing services like Uber and Lyft and car share services like Zip Car have reduced the need for car ownership and drivers licenses. The onset of self-driving cars could also impact the management of available parking by reducing the space needed per vehicle or by making walking distances irrelevant. While the impacts of these changes on the parking demand in Oneonta may not be evident in the short term, it points to the likelihood that parking demand is more likely to be less than forecasted than it is to be more than what is forecasted.

8.3. Time Restrictions

The City enforces a variety of time restrictions for the public parking spaces. The Dietz lot and the Chestnut Street garage have multiple time restrictions and most of the on street parking in the City has a one hour limit. The limits are posted on signs in the respective parking areas and the City has published “Parking Regulations in Downtown Oneonta” available on the city website.

There is a lot of debate on the best way to manage the public parking supplies in urban areas, focused on whether parking should be free or paid and what is an appropriate time limit to be posted. The Oneonta City Council City recently voted to remove the cost for public parking. The one hour limit for on street parking could be considered too short for a visitor to make two stops in the City or to enjoy a leisurely lunch. With the current significant reserve parking supply, the time restrictions likely do not have much of an impact on the visitor experience. However, if the Downtown Revitalization Initiative is implemented as planned and is successful in increasing activity in the City’s urban core, a closer examination of the time limits for public parking may be warranted.

Appendix A

Parking Supply Analysis

**CITY OF ONEONTA PARKING STUDY
PARKING SUPPLY ANALYSIS**

Parking Area	Description	Total Parking in Section	No. of Parking Spaces	Parking Area Type	Public / Private Parking	Distance to Main St	Parking Accessibility	Parking Time Restrictions	Condition Assessment	Comments	
A	A1	Church St. / Reynolds Ave	594	65	On Street	Public	700'	Good/Poor	No Parking Here To Corner	Good/Fair	Unmarked Parking Spaces
	A2	Dietz Street		35	On Street	Public	480'	Good/Fair	1 Hour Parking	Good/Fair	
	A3	Dietz Street Lot		255	Off Street	Public	550'	Good	Multiple Designations	Good	
	A4	Community Bank Lot		38	Off Street	Private	480'	Good		Good	
	A5	Library/Church Lot		22	Off Street	Private	600'	Good		Good	
	A6	NBT Bank Lot 2		26	Off Street	Private	375'	Good		Good	
	A7	Wall St Lot		42	Off Street	Public	325'	Good	2 Hour Parking 7am-8pm Mon-Sat	Good	
	A8	Chestnut Street		15	On Street	Public	150'	Good	1 Hour Parking	Good	
	A9	NBT Bank Lot		62	Off Street	Private	400'	Good		Good	
	A10	Law Firm		34	Off Street	Private	430'	Good		Good	
B	B1	Walnut Street	295	60	On Street	Public	650'	Fair	No Parking Here To Corner	Fair	Unmarked Parking Spaces
	B2	Ford Ave		26	On Street	Public	325'	Good		Good	
	B3	Elm Street		40	On Street	Public	240'	Good	1 Hour, 2 Hour, No Parking Here to Corner	Good	
	B4	USC / Verizon		24	Off Street	Private	500'	Good		Good	
	B5	Main St Baptist Church		45	Off Street	Private	440'	Good		Good	
	B6	Consignment Shop		14	Off Street	Private	250'	Fair		Poor	
	B7	St. Innocent's		42	Off Street	Private	365'	Good		Good	
	B8	Speedway		18	Off Street	Private	50'	Good		Good	
	B9	Loan Office Back Lot		9	Off Street	Private	160'	Good		Fair	
	B10	Main St- Ford to Maple		17	On Street	Public	0'	Good	1 Hour Parking	Good	
C	C1	Main St-Fairview to Grove	738	16	On Street	Public	300'	Good		Good	
	C2	Main St-Grove to Dietz		13	On Street	Public	0'	Good		Good	
	C3	Main St- Dietz to Ford		22	On Street	Public	0'	Good	1 Hour Parking	Good	
	C4	Clinton Plaza		65	Off Street	Private	150'	Good		Good	
	C5	Garage Floor 1		126	Off Street	Public	285'	Good	8 Hour Parking 6am-8pm Mon-Sat	Good	
	C6	Garage Floor 2		146	Off Street	Public	285'	Good	4 Hour Parking 6am-8pm, No Parking 5am-6am	Good	
	C7	Garage Floor 3		149	Off Street	Public	285'	Good	4 Hour Parking 6am-8pm, No Parking 5am-6am	Good	
	C8	Sidney FCU		14	Off Street	Private	525'	Good		Good	
	C9	Clarion Hotel		106	Off Street	Private	400'	Good		Good	
	C10	Westcott Lot		65	Off Street	Public	75'	Good	2 Hour Parking 8am-6pm	Fair	
	C11	County Building / Café		16	Off Street	Private	295'	Fair		Fair	
D	D1	City Hall	224	17	Off Street	Public	50'	Good		Good	
	D2	Presbyterian Church		28	Off Street	Private	175'	Good		Good	
	D3	Record Hop		4	Off Street	Private	25'	Fair		Fair	
	D4	Town House Inn		44	Off Street	Private	100'	Fair		Fair	
	D5	Hughson & Benson		10	Off Street	Private	75'	Good		Good	
	D6	Harlem Building		14	Off Street	Private	400'	Fair		Fair	
	D7	Sears/Rowes		20	Off Street	Private	1000'	Fair		Fair	
	D8	Lester Funeral Home		18	Off Street	Private	575'	Good		Good	
	D9	Grand St Apt Lot		12	Off Street	Private	605'	Fair		Fair	
	D10	South Main St		17	On Street	Public	250'	Good	1 Hour Parking, Unless Noted	Good	
	D11	Division Street		40	On Street	Public	225'	Fair	2 Hour Parking	Fair	Unmarked Parking Spaces
E	E1	Spaulding Apts	276	21	Off Street	Private	945'	Good		Good	
	E2	Rental Storefront/Apts		26	Off Street	Private	675'	Fair		Fair	
	E3	General Clinton Apts		52	Off Street	Private	600'	Good		Good	
	E4	Foothills (Back Lot)		58	Off Street	Private	635'	Poor		Poor	Poorly Lit, Poor Surface
	E5	Empty Lot		N/A	Off Street	N/A	575'	N/A		Fair	
	E6	Stella Luna		37	Off Street	Private	750'	Fair		Fair	
	E7	Rentals4U Apts		40	Off Street	Private	820'	Fair		Fair	
	E8	Pump Station Lot		N/A	Off Street	Private	1215'	Poor		Poor	Poor Lighting, Surface, Distance
	E9	Market Street		42	On Street	Public	200'	Good	1 Hour Parking, No Parking Time Sensitive	Fair	Distance

Appendix B

Selected Projects

2 STRENGTHEN: Small Business Support

Program for Retail and Commercial

Tenant Improvement Fund

Estimated DRI Fund: \$650K

- Small Low Interest Loans for facade and interior space renovations to assist existing and prospective small businesses improve their store spaces.
- Small micro grants for facade renovations

Increase recreational offerings to enhance retail visitation

- Reinforce Oneonta's strategic position and promote year-round downtown use
- Incorporated pop-up retail, outdoor seating, games at Muller Plaza



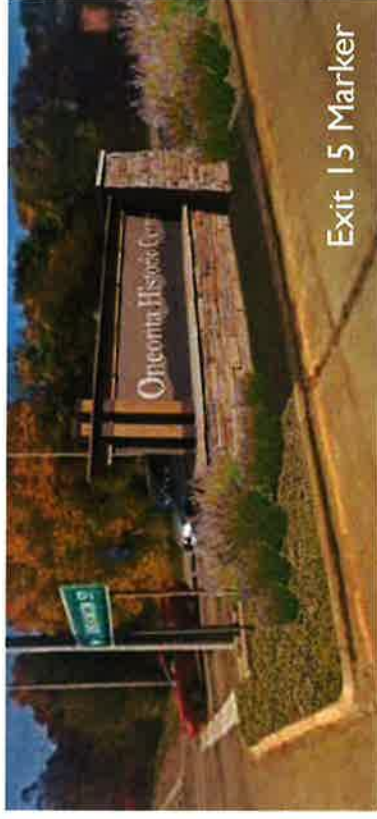
Dahlonaga - Georgia, Source: Wikimedia Commons

3. STRENGTHEN: Small Business Support

Signage

Estimated DRI Fund: \$330K

- Improve visibility of existing storefronts through the installation of blade/projecting signs.
- Parking Signage and Wayfinding
- District Signs to advertised area stores and Downtown
- Micro grants for storefront signs
- Branding & Marketing Program



4. STRENGTHEN: Upper Story Housing Support

Estimated DRI Fund: \$750K-1.5M

- Provide financial support for renovations that create more housing choices on underutilized upper floors.
- Addresses current real estate environment with little incentive to renovate.

Benefits

- Provides upper story housing downtown
- Leverages private funds
- Providing greater housing choices will support Main St businesses.
- Preserves unique character
- Supports documented housing need

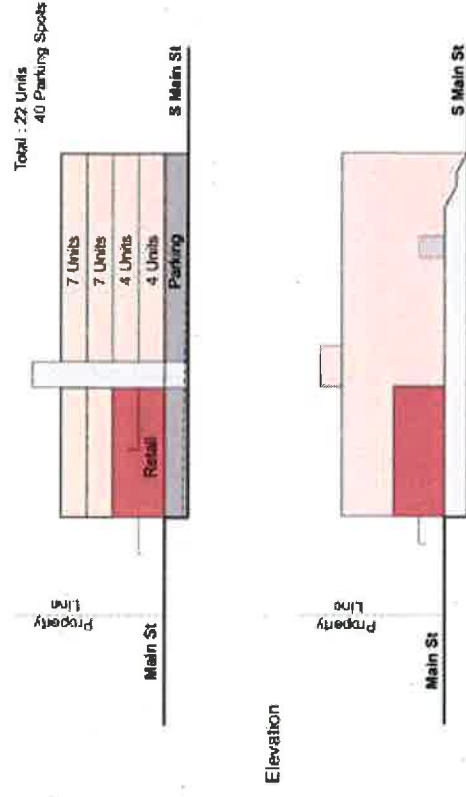


5. STRENGTHEN: Westcott Parking Lot Mixed-Use Development

Estimated DRI Fund: \$2-2.5M



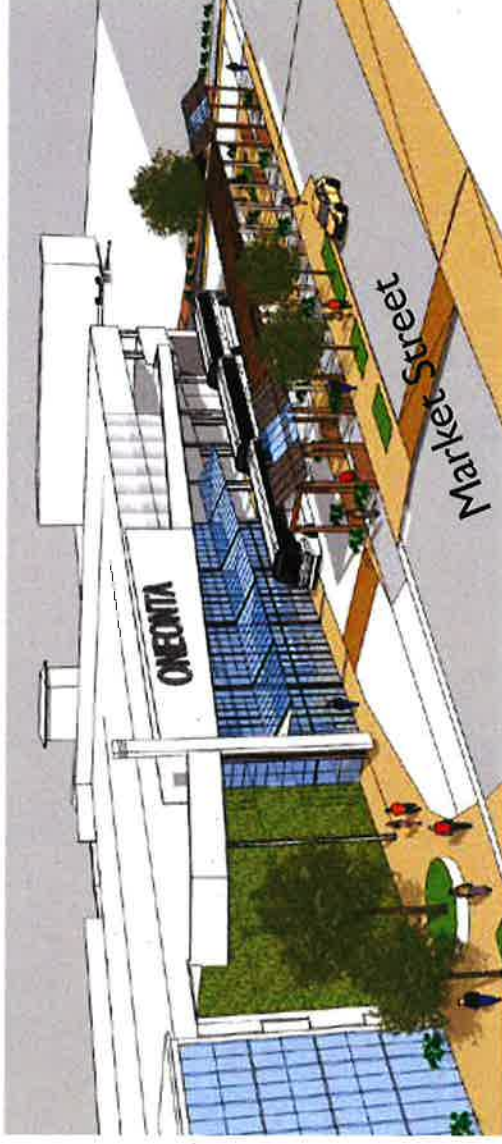
- Provides 25-30 new apartments for Market-rate housing.
- Provides new retail space
- Creates public plaza and pedestrian walkway to South Main Street
- Attracts \$5-6M in private investment
- Sustainable design practices



12. EXPAND: Parking Structure Alternatives - Transit hub

Estimated DRI Fund: \$1-1.5M

- Total Construction Cost \$2.5-3M
- Public Funds \$2.5-3M
- DRI Portion \$1-1.5M
- Project partners DOT
- 7 Bus Bays
- Creates a new, **unified transit center** for Oneonta Public Transit, Otsego Express, and intercity buses.
- New waiting room and office facilities
- Taxi facility



Traditional Styles, colonnades, brick



Modern Styles, canopies, glass

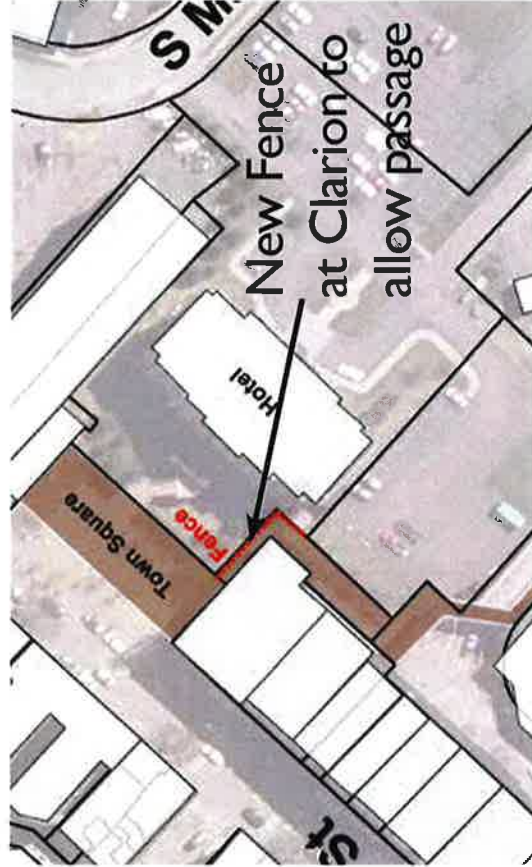


15. CONNECT: Muller Plaza Passage

Estimated DRI Fund: \$75-100K

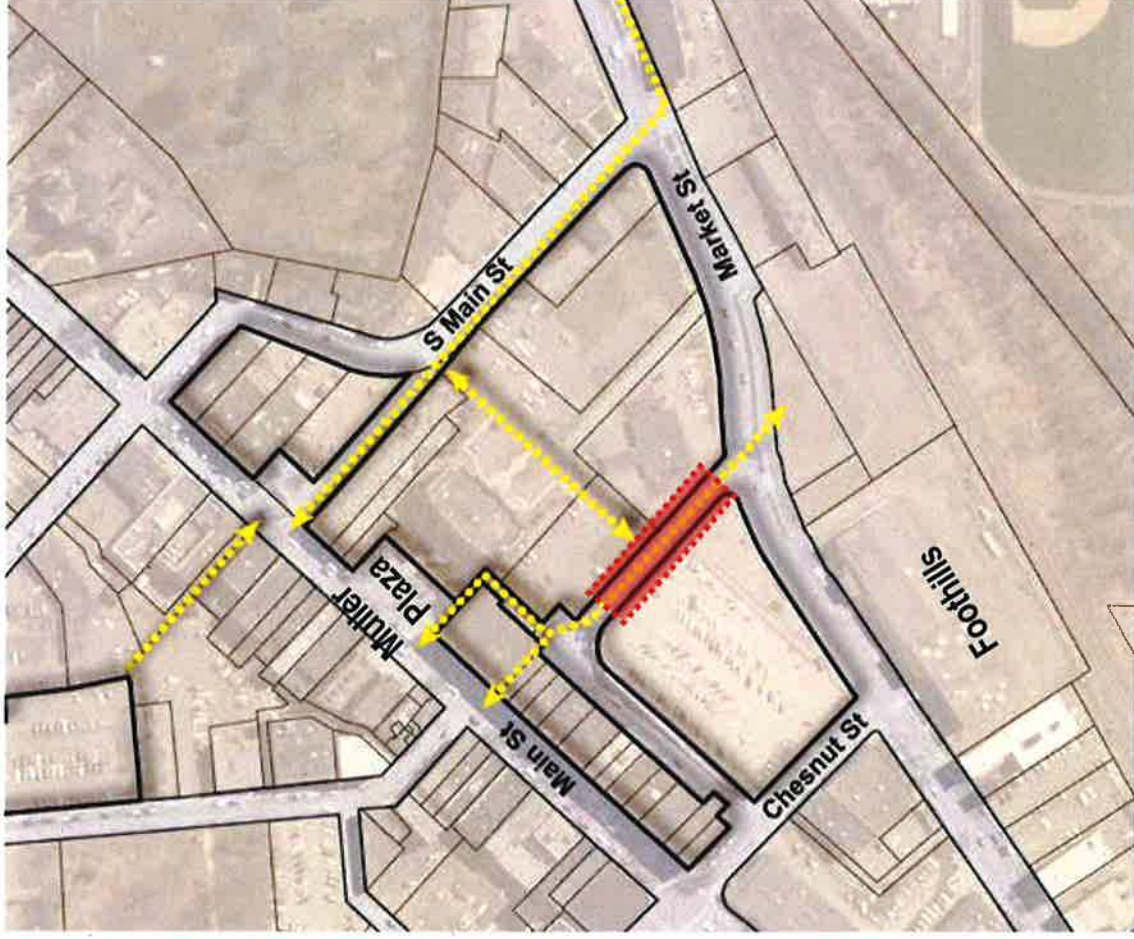


Muller Plaza: passage closed off



16. CONNECT: Public Walkway from Water Street to Market Street

Estimated DRI Fund: \$300-450K



17. CONNECT: Market Street Retrofit

Estimated DRI Fund: Phase I \$250-350K



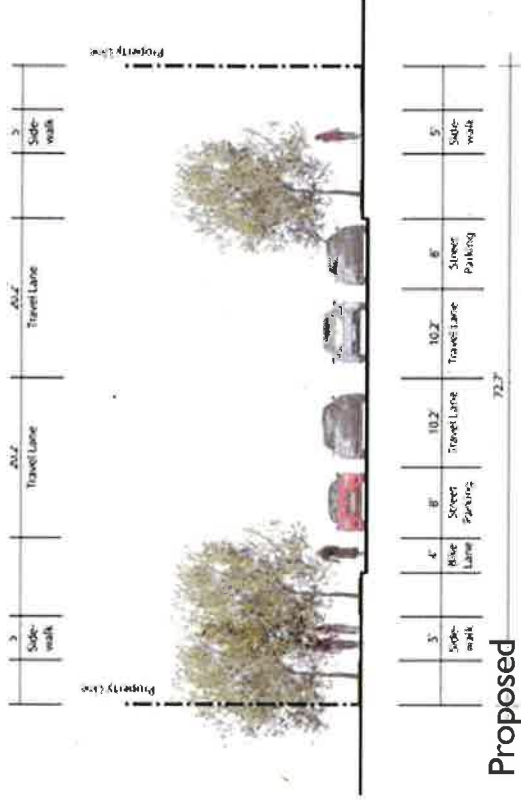
- Driving lanes wide, promotes high speed driving, about 2,900 cars use per day
- Requires engineering to clam driving speeds
- Reduce lane widths, add bulb outs, parking lanes
- Reserve an area for food trucks
- Green Infrastructure

Phase 1: Painted Materials
Phase 2: Permanent Materials



17. CONNECT: Market Street Concept Plan

Estimated DRI Fund: \$1.5-3M



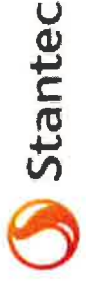
Phase 2: Estimated DRI Fund: \$1.5-3M



NEW YORK STATE DEPARTMENT OF STATE
EMPIRE STATE DEVELOPMENT
NEW YORK STATE HOMES AND COMMUNITY RENEWAL

CITY OF ONEONTA

Phase 2: Green Infrastructure



Appendix C

Parking Restrictions

Parking Regulations for Downtown Oneonta



Convenient Free Parking

All City parking is Free Parking within the time limits designated
(Please read the signs)

Short term parking:

If you need short term parking to do your banking, access healthcare or other short appointments downtown, the 2 Hour+ areas in the Dietz and Wall Street parking lots, and the Westcott Lot on South Main Street, are intended for you. You can also park in any other spaces in those parking areas, and in any of the 1 Hour spaces marked on Main Street, Dietz Street, and Chestnut Street.

If you live downtown and need overnight or long-term parking:

You can park overnight in the Dietz Street Lot, Municipal Parking Structure (Parking Garage), Wall Street Lot and Westcott Lot. Please see Page 3 for specific time restrictions in these lots.

****Parking Garage and the Dietz Street Lot are closed to overnight parking one night a week for cleaning- please check signs before leaving your car overnight.***

If you work downtown:

If you plan to leave your car in the same spot all day, you can park in the No Parking 5:00 AM - 6:00 AM+ areas of the Dietz Street Lot, the Top Level and the Middle Level of the Parking Garage. The bottom level of the Parking Garage (Market Street entrance) is 8 hour parking from 6:00 AM to 8:00 PM. Are you a worker who drives to run errands on your lunch hour? Then the 4-hour spots in the Dietz Street Lot, and the Middle and Top Level of the Parking Garage should be perfect for your parking needs.

The City of Oneonta thanks you!

Parking Regulations for Downtown Oneonta

Snow Emergency Parking

Please note that when there is 2 ½ or more inches of snow fall all vehicles must be removed from the streets of the City of Oneonta.

*Parking regulations in the Dietz Street lot and Parking Garage may be suspended to allow long term parking during snow emergencies. For updated information on snow emergencies. www.facebook.com/oneontapolice or call (607) 432-1111.

To sign up for city alerts including snow emergencies, go to: www.oneonta.ny.us/city/government/departments/police and scroll down to the bottom of the page to find the enrollment form. If you experience difficulty with this form please call (607)432-6450

To sign up for snow/parking related text messages, text the keyword **SNOWTOW to 888777**

Overview of Parking Lots

Parking posted as “2 Hour Parking 7:00 AM-8:00 AM Monday - Sunday”

Parking is allowed here for up to two hours between 7:00 AM and 8:00 PM and is designed for downtown shoppers, dining, banking and short, professional appointments. After 6:01 PM, cars can be parked in these spaces overnight until 9:00 AM in the morning and then they must be moved.

Parking posted as “4 Hour Parking 6:00 AM-8:00 AM”

Parking is permitted for up to 4 hours from 6:00 AM to 8:00 PM and is designed for downtown workers, downtown shoppers, appointments, meals, and combination visits. After 4:01 PM, cars may be parked overnight in these spaces until 10:00 AM in the morning.

Parking posted as “No Parking 5:00 AM-6:00 AM”

Parking is intended for all-day workers downtown. These spaces must be vacated for cleaning from 5:00 AM-6:00 AM, and then reopen for morning coffee stops and downtown daytime workers. Cars left at night must be moved by 5:00 AM or they may be ticketed and/or towed.

Parking Regulations for Downtown Oneonta

PARKING LOT REGULATIONS

Westcott Parking Lot

- 2 hour parking 8:00AM-6:00PM
(overnight: Park at 4:01 PM - Move car by 10:00 AM the next morning)
- Parking restrictions suspended on Sundays and City Holidays

Dietz Street Lot

- 2 hour parking 7:00AM-8:00 PM (Monday - Saturday)
(overnight: Park at 6:01 PM - Move car by 9:00 AM the next morning)
- 4 hour parking 6AM-8PM (Monday - Saturday)
(overnight: Park at 4:01 PM - Move car by 10:00 AM the next morning)
- No Parking 5:00 AM-6:00AM
(overnight: Park at 6:01 AM - Move car by 5:00 AM the next morning)
No Parking in any part of Dietz St. Lot - Tues MIDNIGHT – Weds 6:00 AM

Wall Street Parking Lot

- 2 hour parking 7:00 AM-8:00 PM Monday-Saturday
(overnight: Park at 6:01 PM - Move car by 9:00 AM the next morning)

Municipal Parking Structure (Parking Garage)

Top Level

- No Parking 5:00 AM-6:00 AM All Day Parking
(overnight: Park at 6:01 AM - Move car by 5:00 AM the next morning)
- 4 hour parking 6:00 AM-8:00 PM
(overnight: Park at 4:01 PM - Move car by 10:00 AM the next morning)
- **No Parking in any part of Top Level - Midnight Sunday – 6:00 AM Monday**

Middle Level

- No Parking 5:00 AM to 6:00 AM All Day Parking
(overnight: Park at 6:01 AM - Move car by 5:00 AM the next morning)
- 4 hour parking 6:00AM-8:00 PM
(overnight: Park at 4:01 PM - Move car by 10:00 AM the next morning)
- **No Parking in any part of Middle Level - Midnight Wednesday – 6:00 AM Thursday**

Bottom Level

- 8 hour parking 6AM-8PM Monday-Saturday
(overnight: Park at 8:01 PM - Move car by 8:00 AM the next morning)
- **No Parking in any part of Bottom Level- Midnight Monday – 6:00AM Tuesday**

Parking enforcement is suspended in the Municipal Parking Structure and the Dietz Street Parking Lot when a Snow Emergency is declared in the City of Oneonta. Drive lanes and areas designated as NO PARKING will still be enforced.

Appendix D

Related Articles

How Far Should Parkers Have to Walk?

By Mary S. Smith, P.E. and Thomas A. Butcher, P.E.

One of the most frequently asked questions in any parking planning process is: How far can we expect people to walk from a parking facility to their ultimate destinations? Yet while most parking consultants will tell you there are generally accepted rules of thumb, no two consultants answer that question in quite the same way.

The primary cause for lack of consensus is that there are different factors that affect different situations. For instance, parking designers usually call for maximum walking distances between 300 and 600 feet for retail customers, but between 1,200 and 1,500 feet for employee parking. Distances increase even more when you look at special event standards: maximum walking distances accepted for theme parks, stadiums and arenas reach as high as 2,000 feet.

One reason we talk in terms of “rules of thumb” is that there are no definitive standards or guidelines for the industry. The most widely quoted reference on pedestrian design in the architectural and transportation press is an older book, *Pedestrian Planning and Design*, by John J. Fruin, PhD, upon which we have relied heavily for this article.

In his book, Fruin asserts that “there are indications that the tolerable limit of human walking distance is more situation-related than energy-related.” The tolerable walking distance for “a given design situation is related to such factors as the trip purpose of the individual, the available time and the walking environment,” Fruin writes.

We would expand Fruin’s list of variables affecting acceptable walking distance to include the types of users, frequency of occurrence or use, the familiarity of the user with the facility, the perception of security, the expectations and concerns of the user, the degree of weather protection provided along the path of travel, the perception or absence of barriers or conflicts along the path of travel, and the cost of alternatives to walking, if any.

Another reason we can rely only on rules of thumb is because until recently, parking facilities were considered to be little more than a necessary evil to any land-use development. As a result, many elements of functional design have been addressed with these rules of thumb, which are applied across the board to every type of parking project.

In recent years, however, property owners and developers have come to recognize that parking is the first and last impression afforded to both visitors and employees. As such, they are becoming increasingly determined to make the parking facility reflect and be compatible with the image of the complex as a whole.

Because each owner has a different vision or mission for the property, the appropriate walking distance and other design parameters will not be the same even for complexes with the same land uses. For example, the neighborhood shopping center will have different parking convenience needs than either a high fashion center or regional mall.

With this change in philosophy, rules of thumb no longer provide adequate guides for parking design.

The LOS Approach

To evaluate the qualitative variables in parking design in a systematic and logical way, Walker Parking Consultants/Engineers has developed the level of service (LOS) approach to parking design. Borrowed from the traffic engineering profession, it allows us to consider a variety of variables affecting acceptability of such design decisions as parking stall and aisle widths, turning radii, entry and exit queuing standards, and sloping of parking floors and express ramps.

The level of service classification system is similar to the grading system used in schools: LOS A is the best or ideal performance; LOS B is good; C is average; and D is below average but minimally acceptable. LOS E is the approximate point of failure, and LOS F describes gridlock conditions.

The LOS system is used to reflect the acceptability by the users of a community of certain parameters. Most roadways that are new or are being improved are designed to attain a LOS of C or better. LOS D is tolerated by commuters in our major urban centers like New York, Los Angeles and Chicago; and efforts to mitigate the conditions would not be initiated until the LOS drops to E or even F. In a small town, a street condition of LOS B may generate an outcry for traffic improvements.

Similarly, issues related specifically to the parking patron can be reflected by the level of service approach. In many cases the specific type of user plays a major role, even within the same land use type. Is the typical user a family going to a theme park (perhaps loaded down with strollers and diaper bags) or a group of adult friends going to a football game? Is it an elderly couple meeting the family at the airport or a business traveler? Are there transportation alternatives for the user? Is the user a shopper who has a number of location choices or a visitor who comes to the site for a specific reason that will not be heavily influenced by parking convenience, such as a visit to a specific doctor? How long is the person going to stay – a few minutes or all day? Are there a variety of parking options at various prices and walking distances such as in a central business district? How often does the user park in the same facility: every day or once a year? Is it a stressful situation, such as hurrying to the airport or going to the hospital, or a more routine commute or shopping trip?

The individual parker's expectations are also important. Is the location suburban or urban? Is the lot an overflow

location at the regional shopping center used only at Christmas season or a lot in front of a strip/convenience center? Is it a special event where congestion and long walking distances, are anticipated or a suburban office park where convenience is part of the marketing of the building to tenants? Is it a corporate headquarters where the image of the corporation is an issue or a speculative office building.

Security also is an element perceived by the user; will he/she be hurrying to traverse the area as quickly as possible, or will the person feel comfortable enough to walk a fairly long distance? Major factors that affect the perception of security include time of day, the neighborhood, the general activity levels and lighting.

With all these different variables, it is easy to see why it has been difficult to set precise standards. We do feel, however, that it is possible to develop such standards.

In each of the above questions and situations, a somewhat better level of service is needed to satisfy the former than the latter types of user. We also might design to different levels of service at different points within the system. For example, we consider that the parking used on average or typical days at shopping centers should be designed for LOS A; for busy Saturdays LOS B should be maintained; and the parking that only gets used for a few hours on the busiest days of the year might be designed for LOS C. We usually design airport parking for LOS A, although, occasionally, we drop to B for long-term, frequent flyer parking.

Other Issues

Other issues affecting walking distance are related to the path of travel itself. Based on our experience and available literature, we have determined there are at least four variables related to path of travel: degree of weather protection, climate, line of sight (can the parker see the destination from the parking space?) and "friction" (interruptions and constraints on the path of travel such as crossing streets with or without traffic signals, and natural and psychological barriers such as railroad tracks or a change in neighborhood).

To fully reflect all path-of-travel variables in a classification of walking distance by level of service would require an overly complex matrix. After some study, however, we found that the degree of weather protection is the most critical variable. We further decided that acceptable walking distances entirely within a parking facility are shorter than those for urban sidewalks, pedestrian bridges or inside buildings such as airports. Because the user of a facility walks down a parking aisle or follows a path between cars to reach the elevator, a high degree of "friction" exists for this system. Also, since parking structures are generally perceived as being less safe than open surface lots, the distinctions between walking within parking lots and structures should be recognized.

Therefore, we have determined the level of service of walking distances for five different types of circumstances. The first three reflect degrees of protection along a dedicated path of travel (i.e., not within a parking facility):

1. **totally unprotected**
2. **covered to reduce the effects of rain or snow**
3. **climate controlled such as in a pedestrian bridge**

The final two categories are:

4. **walking within a surface parking lot**
5. **walking within a parking structure or garage**

The table below presents our recommended gradation of maximum acceptable walking distance for levels of service A through D, which is the lowest level that would be used under design circumstances. We have not tried to determine a distinction between E (the point of failure) and F (gridlock).

Level of Service Conditions	A	B	C	D
Climate Controlled	1,000 ft.	2,400 ft.	3,800 ft.	5,200 ft.
Outdoor/Covered	500	1,000	1,500	2,000
Outdoor/Uncovered	400	800	1,200	1,600
Through Surface Lot	350	700	1,050	1,400
Inside Parking Facility	300	600	900	1,200

Experience has shown that climate in the locality is not a primary factor. There are few, if any, places in the United States that have a truly ideal walking climate year round. Heat can be just as discouraging to walking as cold – rain just as discouraging as snow. Certainly a perfect day increases the acceptable walking distances and would probably increase to the maximum walking distances in climate controlled settings. In the few localities where perfect weather is the year-round norm, we recommend that the climate controlled figures on the table be used.

The maximum walking distance for an unprotected path of travel in a non-parking environment was determined first, using several different types of information.

Fruin’s Data

The most important determinant was Fruin’s data on the relationship between the walking distance and the proportion of people who choose to walk versus those who choose other modes of travel. This data came from an origin/destination survey at the Port Authority Bush Terminal in midtown-Manhattan. This mid-town terminal situation is probably as close to ideal for studying the point at which an unprotected walking distance goes from being minimally acceptable to unacceptable. With a walking distance of less than 1,000 feet, virtually everyone chose to walk, rather than catch a bus, take a taxi or other available alternatives.

A common criteria for design in the transportation and parking industry is the 85th percentile, i.e., one selects a parameter that is acceptable to 85 percent of the population. Designing for the 100th percentile is excessively expensive; designing for the mean results in problems for 50 percent of the population. In the mid-town bus terminal study, at a distance of about 2,500 feet, 85 percent chose to walk. If the walk was a mile, about half the people chose to walk. Fruin was careful to note that the data was collected on a “fair spring day, resulting in longer walking distances than would otherwise have occurred in New York City.”

Fruin compared the above distances to the “severely criticized” maximum walking distances from curbside to gates at such airports as O’Hare (1735 feet), Atlanta (1730 feet), Dallas/Fort Worth (DFW) (1,650 feet) and San Francisco (1,300 feet). Los Angeles, Kennedy, Miami and Detroit each had maximum distances of about 1,100 feet.

The airport walking paths would be primarily in protected, climate controlled spaces. However, people may be hurrying to catch a plane; tired after a long business day; or toting children, strollers and carry-on luggage. Also, the total walking distances from parking space to gate would be substantially longer.

Fruin noted that inter-terminal distances at those airports range from 2,000 to more than 8,000 feet. Some of the inter-terminal pedestrian connections are indoors, while others are unprotected. Most people use the inter-terminal bus service at the longer distances. (It is interesting to note that since publication of Fruin’s book, moving sidewalks have been added to O’Hare, both in the terminal and between elevator cores in the garages; and a people-mover has been added to the pedestrian terminal at the American concourse at DFW.)

For special events, several references have cited 1,500 to 2,000 feet as a reasonable walking distance.

For university campuses (usually a LOS C or D condition), our extensive experience with parking studies has found that a significant number of students will walk as far as a mile in good weather, rather than wait for the university shuttle bus. However, the usage of the shuttle system increases sharply in poor weather. The students will not park in distant lots (more than 1,500 to 2,000 feet) at all if shuttle service is not available to provide protection on poor weather days.

City Walking

In cities such as Chicago, anecdotal analysis of commuter walking distances indicates that 1,600 feet is a realistic maximum for LOS D for typical weather conditions.

The LOS A unprotected walking distances in our chart also were derived from sources that cited similar figures.

Several cited an ideal walking distance inside the ring road at major shopping centers as 400 feet; this distance also has been found to be a reasonable walking distance for shoppers in central business districts. One source cited 350 feet as the ideal walking distance for hospital parking.

Therefore, the acceptable maximum unprotected walking distances have been scaled from LOS A of 400 feet to LOS D of 1,600 feet. The protected walking distances were scaled from 500 feet for LOS A to 2,000 feet for LOS D, an increase of 25 percent over the unprotected distances. The fair weather bus terminal study, our experiences with university student parking and the airport data cited by Fruin led us to scale the climate controlled walking distances from 1,000 feet for LOS A to 5,200 feet (just under a mile) for LOS D. We understand that it is considered "ideal" (i.e., LOS A) in the airport industry to provide a moving sidewalk or other people-mover if the walking distance inside the terminal, and thus under climate controlled circumstances, exceeds 1,000 feet.

Where there is friction along the pedestrian path of travel, such as streets to cross and traffic signals, the acceptable walking distance may be reduced by 25 percent or more.

For surface lot walking distances, we have relied on a number of experiences and anecdotes in the design of parking for shopping centers and other uses such as theme parks. We then further discounted the walking

distances within parking structures. It should be noted that the acceptable walking distances we have given are substantially longer than those published by one of the authors because of additional experience gains with mega-structures (more than 3,000 parking spaces) since the book *Parking Structures* was published in 1989.

A path of travel often includes components from several of the above categories and conditions. In these cases acceptable total path is less than the total path in climate controlled circumstances for a LOS one notch below the LOS used for the individual components. For example, an airport to be designed for LOS A would want to have a maximum path of travel of 300 feet from the parking space to the elevator within a parking facility, and a weather-protected path of no more than 500 feet from the elevator lobby to the terminal. There may then be a climate controlled path of no more than 1,000 feet from the entrance to the terminal to the gate. The overall path of travel should not exceed 2,400 feet (LOS B). ◀

This story was originally published in *Parking* magazine in 1994. **Mary S. Smith** is senior vice president at Walker Parking Consultants. She can be reached at mary.smith@walkerparking.com. **Thomas A. Butcher** is executive vice president of Walker Parking Consultants. He can be reached at tom.butcher@walkerparking.com.



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5 Trends Driving the Future of Parking

By Blake Laufer, VP of Research



5 Trends Driving the Future of Parking

Introduction

Technology is the parking industry's driving force—and as available technology continues to advance and evolve, so do the people that use it.

All of these trends have already started – and the impact will be felt in the years and decades to come.

In this eBook, we'll cover 5 trends that are sure to have a big effect on the future of parking:

- Self-driving Cars
- The Internet of Things
- Smart Cities
- Millennials
- Data Analytics



Self-driving Cars

By now, of course, you've heard about these magical cars that drive themselves. Google has the biggest name in the game—having logged two million miles of driving. But there are many players in this space: Audi, GM, Tesla, and a dozen others. One of the Google cars – the one shaped like an egg – doesn't even have a steering wheel!

Self-driving cars have the potential to take the hassle out of traffic, letting people take a rest or watch a video while in transit. But improved safety is a prime selling point for self-driving cars, too. One University of Michigan expert predicts crash rates will drop by 90% - an impact that will be felt by the insurance companies.

Self-driving car technology appears to be ready to expand into the marketplace, but regulations continue to block its progress. Many questions about liability and insurance in case of an accident with a self-driving car still remain. So far in North America only one state (California) and one province (Ontario) have approved testing of self-driving cars on public streets. So while the technology may be ready, the governing regulations are still a few years away.

There is no question that self-driving cars will be popular – every driver would prefer to use his or her in-car time more effectively. But how will this affect the parking industry? If self-driving cars are readily available then the question might be: could the car drop me off at my destination and then go park somewhere else, then come back later to pick me up? Dr. Kara Kockelman from the University of Toronto predicts that autonomous cars could reduce parking demand by 90%.

Additionally, with self-driving and self-parking cars, your parking garage becomes a little different – it doesn't need as much lighting

or ventilation, and if there's no driver or passengers then cars can park within inches of each other, so you get more parking spaces per facility.

Finally, paying for parking could be completely different. If the self-parking car doesn't have a driver anywhere nearby, somehow it needs to be able to pay for parking by itself. The car will need to find a place where it can park and pay without a human involved.



Smart Cities

For the first time in history more people live in cities than live in rural areas. In the United States the urban population increased 14 percent between 2000 and 2013.

A city is responsible for serving its citizens with things like water, electricity, sanitation, and sewers. It provides urban mobility and public transport. These are big, difficult things to manage. Through a combination of technology and governance cities are now making “smarter” decisions using information and communication to better serve citizens, and are becoming more efficient while doing it.

There is no one single thing a city does to become “smart”. Instead, it’s a collection of services and ideas implemented to improve the lives of citizens and become more efficient.

Smart cities, for example, might look at their garbage trucks and optimize routes they take in order to reduce congestion, or plan sewer operations using rainfall forecasts.

The part that we’re most interested in, of course, is parking. Cities are beginning to understand that parking is an extension of their overall transportation infrastructure. Proper data collection is starting to illuminate the relationship between parking and transportation in a city, and technology is providing solutions.

Examples:

- Hong Kong provides its citizens a nearly universal smart card for services like public transit, library access, building access, shopping, and even parking.

- Copenhagen is trending toward carbon-neutrality with 40% of their citizens commuting by bicycle.
- Berlin is testing the infrastructure to use electric vehicles to contribute power back into the grid during peak usage.
- London is recognized for having a tax to reduce traffic congestion passing through the inner city.

Parking vendors are also getting in on the action. Solutions in the marketplace now include:

- Online payments and appeals services for citizens
- Real-time occupancy data available via apps and signage
- Integration with toll-tags and pay-by-cell solutions for customer convenience
- Optimization facility use via car counting

These are all “smart city” functions. The next generation of parking solutions might take these smart city functions even further, with potential services including:

- Dynamic pricing to incentivize parkers toward specific locations—parking meters could transmit the current rates to the vehicle as it’s coming down the street.
- Parking garage equipment informing nearby stoplights how much additional traffic is being generated after a big event, so the stoplights could adjust accordingly.

Millennials

Younger people these days are happier with an urban life. Which is why Millennials are responsible for the recent growth of cities more than any other group.

Just as the Baby Boomers were a defining generation, shaping economics, law and society—the Millennials have taken over to represent the largest demographic in North America.

If you were born between 1982 and 2000 then you're a millennial. There are 83 million Millennials in the US, versus 75 million Boomers. And the generation in between, Generation X, has only about 50 million members in its cohort.

Millennials now have the ability and the purchasing power to shape their world, and they're starting to do so.

Americans under 30 are 7.2 times more likely to take public transit than Americans over 60. It's not that millennials can't afford cars—they simply don't want them as much. A study at the University of Michigan's Transportation Research Institute shows that young people are also less likely to have a driver's license. The percentage of persons with a driver's license for millennials in the US has dropped 18% in the last 30 years.

After all, who wants to worry about insurance, oil changes or parking? If you're living in a city with a robust multi-modal transit system then you won't own a car – you'll rent one by the hour, or take an Uber, or share ownership of a car.

Millennials are more technologically savvy than the generations who have preceded them, and this is reflected both in their consumer behaviors and also their work behaviors. They are an enigma, in that they are super-connected to their friends, and yet prefer self-service kiosks to interacting with humans.

What's the impact to parking? Obviously there's reduced demand – fewer cars means fewer parking spaces are needed. But furthermore, the tech-savvy millennials also have a higher demand for self-service. They don't want to deal with a human, they want to work with an app to plan their trip, pay their fares, and save them time. Our future parking solutions need to facilitate these types of transactions, from any device, for any customer.



Data Analytics

Our final trend is the thread that you've seen woven through each of the previous trends: Data Analytics. The self-driving car is dependent on data, the Internet of Things generates data, the Smart City leverages data, and the Millennial is comfortable using data.

We generate so much more data than is possible for a human to comprehend, and that's why data analytics tools are becoming so important. Parking vendors like T2 are now generating data from our systems and devices, while providing data analytics for customers.

When North American cities started to offer 311 telephone services for citizens to report potholes and graffiti, they opened up a floodgate of data collection. We even see some cities with parking data collected this way: citizens are reporting parking infractions and abuse of disabled permits.

As Baby Boomer parking managers retire, the generation to fill their shoes will likely be millennials who have high expectations of technology, will be asking for more insight and consulting from companies like T2. The way a Millennial purchases parking solutions will be different than how a Boomer did.

In fact, parking offices are already hiring full-time data analysts to help cope with the data they do have, and bring together data from other departments.

The parking operation of the future will see data as an interconnected stream of measurements, not individual ones. They will understand their ability to impact parking, or transit, or carbon footprint simply by making small adjustments to their systems – for instance by changing

a class schedule could shift the parking needs of hundreds of students, decreasing congestion and saving a few trees in the process.

This is just one example of many possibilities. ... if we can be creative enough.



Millennials spurn driver's licenses, study finds

[Nathan Bomey](#), USA TODAY Published 9:03 a.m. ET Jan. 19, 2016 | Updated 6:16 p.m. ET Jan. 19, 2016

Young adults are ditching driver's licenses at a quickening pace, according to a new study, raising a red flag for automakers as they grapple with the emergence of ride-sharing services and an indifferent attitude about cars.

Young adults are ditching driver's licenses at a quickening pace, according to a new study, raising a red flag for automakers as they grapple with the emergence of ride-sharing services and an indifferent attitude about cars.

Just over three in four people ages 20 to 24 in 2014 possessed a driver's license, according to the report released Tuesday by the University of Michigan's Transportation Research Institute.

The exact figure — 76.7% — represented a sharp decline from 79.7% in 2011, 82% in 2008 and 91.8% in 1983, according to the report by Michael Sivak and Brandon Schoettle.

Quite simply, cars are becoming less important or less accessible to Millennials.

The emergence of ride-sharing services such as Uber and Lyft provides a reasonable alternative for many college students and young professionals — particularly in dense urban areas where such apps are most popular.

Automakers also fear that Millennials have less incentive to meet their friends in person because they can communicate constantly through social media and smartphones.

What's more, new vehicles are becoming less affordable for debt-strapped college students and recent grads. The average transaction price of a new vehicle was \$33,188 in 2015, up 20% since 2005, according to Edmunds.com analysts.

Still, several automakers say they haven't yet noticed a direct impact on their sales from ride-sharing services.

Toyota U.S. executive Bill Fay said on a conference call this month that the company has not noticed an impact. Ford U.S. sales chief Mark LaNeve echoed the same sentiment on a separate call.

Nonetheless, the major automakers are rushing to adapt as their business model shifts. General Motors [invested \\$500 million in Lyft](#) earlier this month and plans to deploy a network of self-driving vehicles through the ride-sharing service.

Getting a driver's license after turning 16 years old has become a lengthier process in recent years, as regulators instituted more safety hurdles. That has also led to a sharp decline in teenagers who are driving.

Only 24.5% of 16-year-olds had a driver's license in 2014, down from 27.5% in 2011, 31.1% in 2008 and 46.2% in 1983, according to the University of Michigan report.

Follow USA TODAY reporter Nathan Bomey on Twitter @[NathanBomey](#).

GPI

Many Talents One Firm

APPENDIX H

Housing Needs Assessment Otsego County



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& COMPANY** LLP®

CERTIFIED PUBLIC ACCOUNTANTS

A HOUSING NEEDS ASSESSMENT OF: OTSEGO COUNTY, NY

A HOUSING NEEDS ASSESSMENT OF: OTSEGO COUNTY, NEW YORK

Report Date: February 27, 2018

Prepared for:

Ms. Mary Beth Bianconi
Delaware Engineering, D.P.C.
28 Madison Avenue Extension
Albany, NY 12203

Assignment Code: DLE600V-001

Prepared by:

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February 27, 2018

Ms. Mary Beth Bianconi
Delaware Engineering, D.P.C.
28 Madison Avenue Extension
Albany, NY 12203

Re: Housing Needs Assessment for Otsego County, New York

Dear Ms. Bianconi:

At your request, Novogradac & Company LLP has performed a study of the housing market in Otsego County, New York.

The purpose of this analysis, broadly, is to analyze the current and proposed housing supply and future housing needs in the City of Oneonta and surrounding Otsego County. The report will be utilized to focus the County's housing and development strategy and to utilize as supporting documentation for future grant requests. The following report provides support for the findings of the study and outlines the sources of information and the methodologies used to arrive at these conclusions. The scope of this report includes the following:

- 1) Housing Needs Analysis
 - a) Demographics and Economics: Quantify, analyze, and project pertinent demographic characteristics of households and economic attributes of the community.
 - i) Population, socioeconomic, employment, age, educational attainment, etc.
 - ii) Data on rent levels and unit sizes/types based on sample data collected from market.
 - iii) Housing cost burden by housing tenure and household income (moderate cost burden: 31-50% of gross income; severe cost burden: exceeds 50% of gross income) based on census data.
 - b) Existing Housing Inventory/Quantify the Existing Housing Stock.
 - i) By tenure: rental (market rate, student-by-unit, student-by-bed, affordable/voucher-based, special needs), owner-occupied, on-campus student housing.
 - ii) By type: single-family, multi-family (identified by number of units, number of beds, manufactured, townhome, condominium, cluster, mobile) based on available data.
 - iii) By value: property valuation ranges in geographic concentrations, rental income generated via census data.
 - iv) By age, condition and amenities based on sample data from the market.
 - v) Pending housing developments (subdivisions, multi-unit projects).
 - vi) Collect data for inventory of subsidized rental housing.
 - c) Collect and Analyze Substandard Housing Conditions Data
 - d) Public Housing Needs
 - i) Analyze the number of households in need of subsidized housing.
 - ii) Assess condition of public housing available; to the extent possible.
 - iii) Detail physical condition of subsidized projects; to the extent possible.
 - e) Homeless Needs. Determine the need for supportive housing and service to address homelessness in the County by demographic data available.
 - f) Special Needs Housing.
 - i) Estimate the number of types of special needs housing units required. Includes but is not limited

to: seniors, students, disabled, homeless.

- g) Housing Demand and Construction Need.
 - i) Determine the number and types of families in need of assistance.
 - ii) Provide estimated construction need for low and moderate housing.
 - iii) Identify existing housing costs for the area.
 - iv) Priority Housing Needs – measure the relative priority based upon the numeric and proportional need of each category.
- 2) Meeting Housing Needs.
 - a) Assess Current Affordable Housing Delivery System.
 - i) Examine available federal, state and local housing programs and regulations.
 - b) Identify Barriers to Affordable Housing.
 - c) Assessment and Recommendations.
 - i) Identify and summarize gaps, trends, and what is anticipated.
 - ii) Provide public policy and action item recommendations related to the topics identified in items above.
 - iii) Assess current affordable housing delivery system
 - iv) Examine federal, state, and local housing programs and regulations.
 - v) Identify any potential barriers to affordable housing.
 - vi) Provide any possible recommendations.
- 3) Stakeholder Interview.
 - a) As part of determining demand the following major employers will be interviewed
 - i) CEO's of Fox Hospital and Bassett Hospital.
 - ii) Springbrook.
 - iii) Pathfinder.
 - iv) Presidents of Hartwick and Oneonta Colleges.

Delaware Engineering, D.P.C. is the client in this engagement. We understand that they will use this document for various decision-making purposes, as outlined above; additional intended users include Otsego County. As our client, Delaware Engineering, D.P.C. owns this report and permission must be granted from them before another third party can use this document. We assume that by reading this report another third party has accepted the terms of the original engagement letter including scope of work and limitations of liability. We are prepared to modify this document to meet any specific needs of the potential users under a separate agreement.

Please do not hesitate to contact us if there are any questions regarding the report or if Novogradac & Company LLP can be of further assistance. It has been our pleasure to assist you with this project.

Respectfully submitted,
Novogradac & Company LLP



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I. INTRODUCTION

INTRODUCTION

Purpose of the Housing Needs Assessment

The purpose of this analysis, broadly, is to analyze the current and proposed housing supply and future housing needs in the City of Oneonta and surrounding Otsego County. The report will be utilized to focus the County's housing and development strategy and as supporting documentation for future grant requests. The following report provides support for the findings of the study and outlines the sources of information and the methodologies used to arrive at these conclusions.

Typical of many rural communities, Otsego County and smaller cities have struggled with providing adequate affordable housing options to meet the continual increase of demand for these housing options. Local officials and area residents have a common goal: to revitalize the local housing market by providing quality, affordable options for both prospective home owners and renter households by increasing the quality of life for all of the county's residents while stimulating the local economy.

Methodology

The initial stages of research for the affordable housing needs assessment consisted of telephone interviews with various stakeholders including local non-profits, City departments, local developers, real estate agents, lenders, as well as property managers of apartment complexes in Otsego County. Market participants have been interviewed for information on occupancy, turnover, rent growth, concessions and asking rents at multifamily rental properties. Stakeholders were interviewed for information on the challenge of housing problems in Otsego County.

We also used demographic and economic data to analyze trends in population, household growth, employment and unemployment, tenure patterns, and commuting patterns in the local area. Data sources included ESRI Business Information Solutions, the US Census Bureau's American Community Survey, the US Department of Labor, the US Census Bureau's OnTheMap data mapping application, and US Census Bureau Building Permits. We also relied on the US Housing Department of Housing and Urban Development (HUD)'s 2016 Continuum of Care published reports for data on the homeless population in Otsego County.

Our analysis of the age, condition, availability, and pricing of the local housing supply relied on data provided by ESRI Business Information Solutions, Metropolitan Regional Information Systems, Inc. (MRIS), the HUD Comprehensive Housing Affordability Strategy (CHAS), RealtyTrac, and multiple listing services for local real estate, including but not limited to Zillow, Apartments.com, and Delaware-Otsego Board of Realtors. These sources provided insight on the age of the existing housing stock in the city and the county, the percentage of housing in the area lacking complete plumbing facilities, the availability of classified rental housing, and trends in home values, asking rent growth and vacancy.

Components of the Housing Needs Assessment

The components of the housing needs assessment will consist of the following: economic analysis, demographic characteristics, housing supply characteristics, future housing needs, housing resources, and strategies and recommendations.

After an introduction summarizing the market areas that will be examined, the first major section of this report, the *Economic Analysis*, will include employment trends, industries of employment, major employers, notable expansions/contractions, and commuting/migration patterns of the area's employment base. This analysis will examine these characteristics and their effect on housing needs in the county. The second major section of the assessment, *Demographic Characteristics*, will analyze demographic characteristics (population, household, and income data) of Otsego County and the City of Oneonta area. All market areas will be defined in the section following.

The third and fourth sections of the Housing Needs Assessment, the *Housing Supply Characteristics* and *Future Housing Needs*, will primarily focus on two categories of information: the county's existing housing need as well as the county's projected housing need. Information encompassed in this section of the report will include characteristics of current renter and owner-occupied housing stock such as type, condition, pricing patterns, foreclosure information, pricing, and functional utility among other items. An overall projection of the county's housing needs will be presented.

The remaining sections of the report, the *Housing Resources* and *Strategies and Recommendations*, will offer suggestions and action steps, including financing options, for development/redevelopment of the area's housing stock.

Data Sources

2000 U.S. Census
2010 U.S. Census
2011-2015 American Community Survey
2000 Comprehensive Housing Affordability Strategy (CHAS)
ESRI Business Information Solutions 2004 Estimates and Projections, 9/2006
Metropolitan Regional Information Systems, Inc. (MRIS)
Novogradac & Company, Rent and Income Limit Calculator

Other agencies and individuals contacted for this study include but are not limited to the following:

Opportunities for Otsego	CDO Workforce
Pathfinder Village	Otsego County Department of Social Services
Springbrook	Otsego County Planning Department
Oneonta Housing Authority	Michelle Stoeger- Delaware-Otsego Board of Realtors
Nancy Scanlon- Keller Williams	SUNY Oneonta
Rick Weinberg- Rental Company One	Hartwick College
City of Oneonta	A.O. Fox Hospital
SUNY Oneonta	Apartments.com
Trulia.com	New York State Association of Realtors, Inc.
Zillow.com	Realtor.com
Michael Reneri- Benson Real Estate Agency	Ed May- Local Landlord/Developer/Business Owner
Joan Fox- Local Real Estate Agent	Bryan Shaughnessy- Local Housing Landlord

MARKET AREA DESCRIPTION

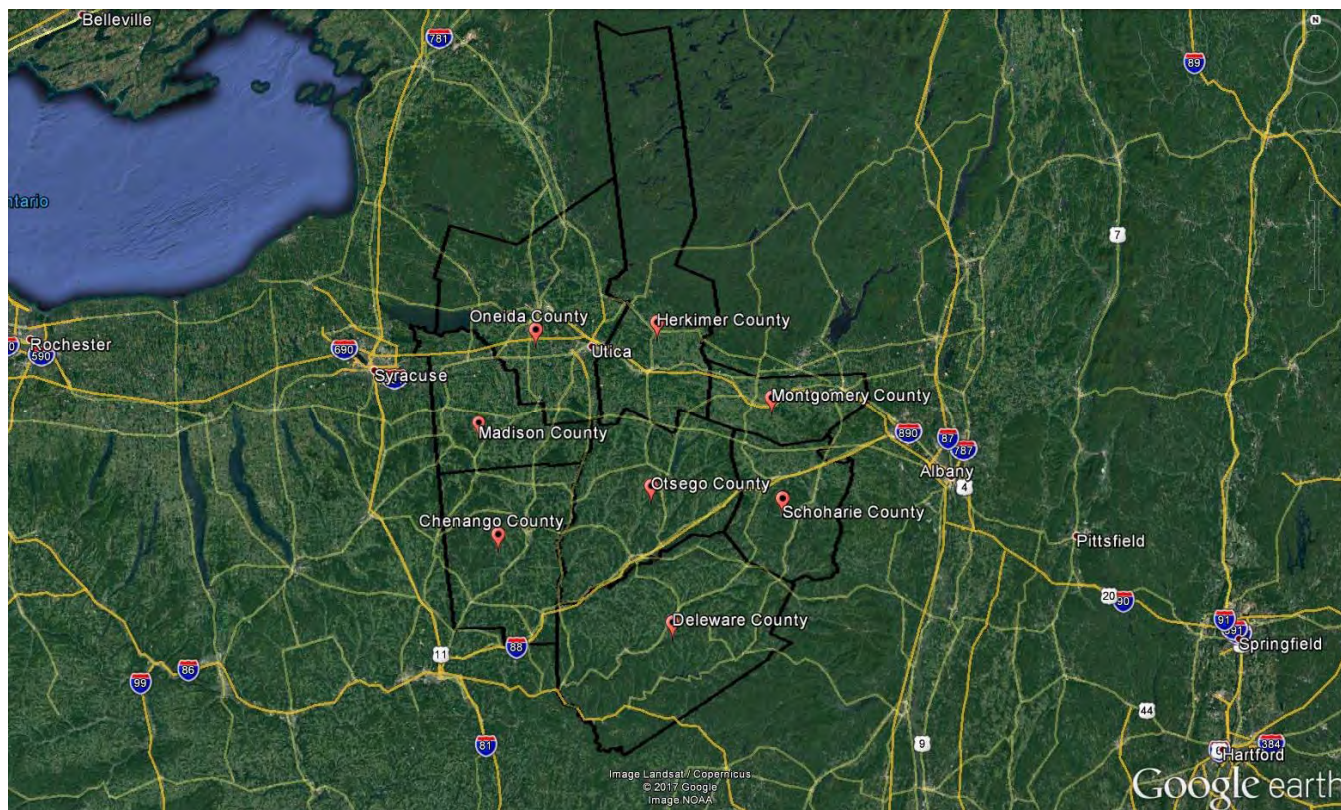
Otsego County, New York is located in east central New York approximately 130 miles northwest of New York City and roughly equidistant from Albany, Binghamton, and Syracuse. Cooperstown, located in the northeastern portion of Otsego County, is the county seat. The City of Oneonta, which has a population of approximately 13,901 per the 2010 U.S. Census, is the largest city in Otsego County. The City of Oneonta is surrounded by the smaller Town of Oneonta, which had a population of 5,229 per the 2010 U.S. Census. The combined population of the two Oneonta municipalities exceeds 19,000. The area's economy is largely reliant on the healthcare/social assistance, retail trade, and educational services sectors.

According to the United States' Census Bureau, Otsego County has an estimated 2016 population of approximately 60,097 people and measures approximately 1,016 square miles. Major thoroughfares in the area include Interstate 88, Interstate 90, and Highway 28. Interstate 88 runs east/west, connecting to Schenectady and the Capital Region to the east and Binghamton to the west. Interstate 90 runs east/west to the north of Otsego County in Oneida, Herkimer, and Montgomery counties. Interstate 90 runs west to Syracuse, Buffalo, and into Pennsylvania, and runs east to the Capital Region, where it meets Interstate 87 in Albany and continues east into Massachusetts. Highway 28 runs north/south through central Otsego County, connecting Cooperstown to Interstate 88 just east of Oneonta. There are several other smaller state highways throughout the county.

There are several other communities located in Otsego County, including but not limited to Oneonta, Cooperstown, Edmeston, Hartwick, and Richfield. Following is a map of regional area, Otsego County, and its surrounding counties. A summary of the county's existing infrastructure is also provided following. For the purpose of our analysis, Otsego County is defined as the Primary Market Area (PMA).

Regional Map

The following map illustrates Otsego County (PMA) and surrounding counties.



Source: Google Earth, August 2017.

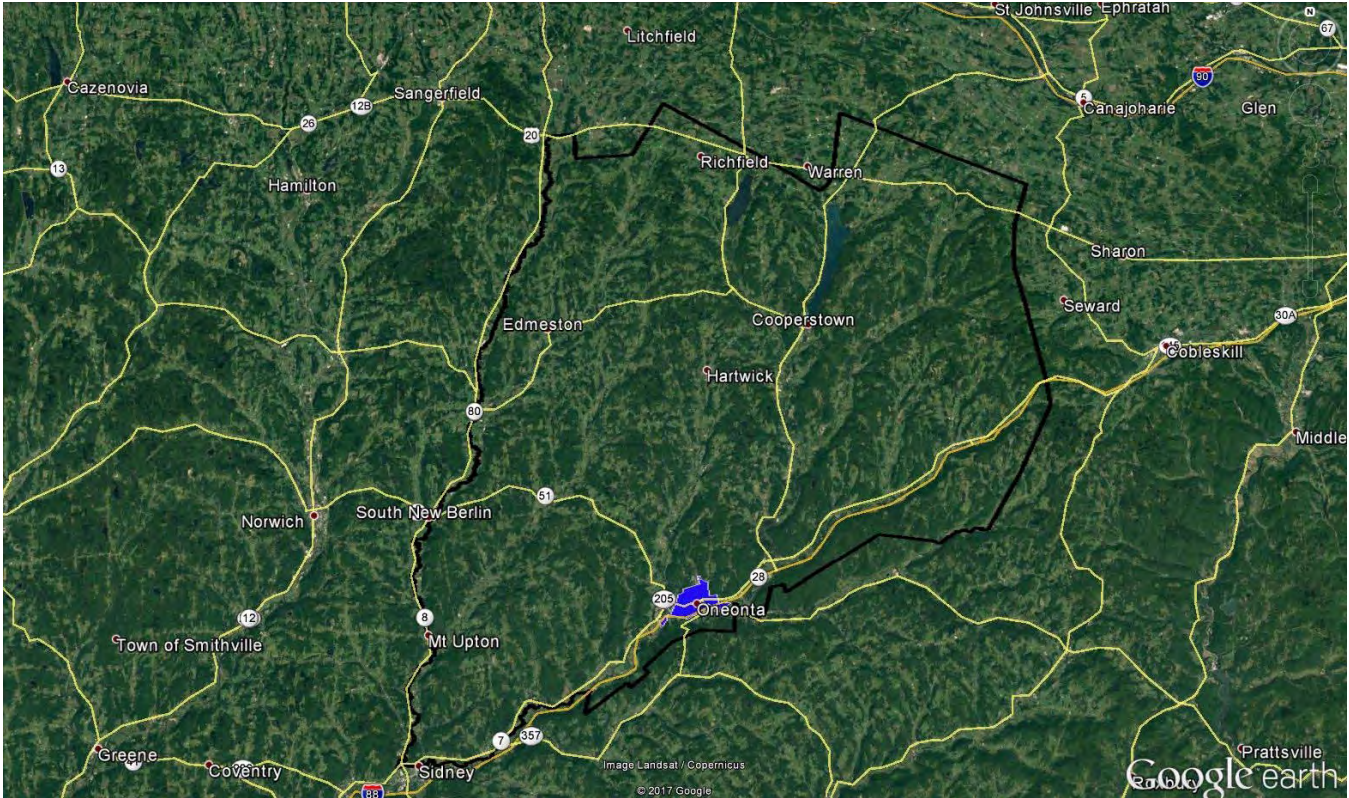
Otsego County Summary

Otsego County is located in east-central New York. It is surrounded by Oneida, Madison, and Chenango counties to the west, Delaware County to the south, Montgomery and Herkimer counties to the north, and Schoharie County to the east. Otsego County contains an area of approximately 1,016 square miles. The county is accessible from points east and west via Interstate 88, which connects the county to the Capital Region to the east and Binghamton to the west. Access to Otsego County from points north and south comes via Highway 8, which runs along the western border of the county, connecting to Interstate 90 in Utica to the north, and Highway 17 to the south, which connects to New York City. Otsego County forms the Oneonta, NY micropolitan statistical area.

According to ESRI demographics, Otsego County has a 2016 population of approximately 62,792 people. The county's median household income is \$50,033. According to ESRI demographics, 77.9 percent of residential structures (22,192 units) in Otsego County were built before 1980, and 45.2 percent of the housing stock in Otsego County was built before 1939. Since 2005, 94 residential structures have been built in Otsego County.

PMA Map

The following map illustrates the PMA as well as the boundaries of the City of Oneonta (shaded in blue).



Source: Google Earth, August 2017.

City of Oneonta Summary

Oneonta is the largest city in Otsego County, New York. Oneonta is located along the southern border of Otsego County on the Susquehanna River. The following table demonstrates the distance to surrounding communities in Oneonta.

City, State	Distance from Oneonta, NY
Cooperstown, NY	33.0 miles
Edmeston, NY	26.3 miles
Hartwick, NY	16.4 miles
Richfield, NY	33.0 miles

Source: Google.com, Novogradac & Company LLP 10/2017

According to ESRI demographics, 65.5 percent of residential structures (2,988 units) in the City of Oneonta were built before 1939. Comparatively, 45.2 percent of the housing stock in Otsego County was built before 1939. Additionally, 27 new residential structures have been built in the City of Oneonta since 2005.

The housing stock within the city exhibits poor to average condition, with the majority of improvements exhibiting poor to fair condition due to various reasons, which include, but are not limited to the following: low median household income (\$35,903 in 2017 in the City of Oneonta, compared to \$50,033 in Otsego County and \$54,149 nationally) and a large student population, which contributes to lack of proper upkeep, absentee landlords, and functional obsolescence attributable to the age of the area’s housing stock. Numerous stakeholders also indicated that many of Oneonta’s senior citizens struggle to maintain their houses. Additionally, according to American Fact Finder, a division of the United States Census Bureau, the

City of Oneonta (zip code 13820) has an overall housing vacancy rate of 11.3 percent as of 2015, which suggests a level of disinvestment.

Oneonta is home to two four-year colleges: SUNY Oneonta and Hartwick College. Together these schools enroll nearly 7,500 students, which provide a consistent demand for housing and services. Oneonta's downtown business district, centered on Main Street, houses a number of restaurants, retailers, art galleries, and professional and local government offices. A number of local contacts have mentioned that demand for housing in the area has been strong. Additionally, the city has been awarded a \$10 million grant through New York State's Downtown Revitalization Initiative to spur further development in the area. Furthermore, as the largest city of Otsego County, Oneonta is well-positioned to capitalize on significant tourist traffic.

INFRASTRUCTURE

Transportation

Oneonta Public Transit operates five fixed route bus routes throughout the city, as well as a shuttle on the campus of SUNY Oneonta, weekday morning commuter routes, and a cross-county route to Cooperstown. Bus fare for standard routes is \$1.25 per ride, and day passes that exclude the Cooperstown route can be purchased for \$6.00. Commuter passes are priced at \$2.00, and the Cooperstown route is priced at \$3.50. There are discounts available for seniors 62+ and children 17 and under. Service runs Monday through Saturday, and is suspended on major holidays. Otsego Express also provides bus service between municipalities in Otsego County. Service runs Monday through Friday, with a fare of \$1.00 per ride. Seniors are granted a discounted fare of \$0.50, and children under age six ride free of charge. For a \$2.00 premium, route deviation can be provided up to three fourths of a mile off of the standard route – this requires advanced notice.

Oneonta Municipal Airport is located north of Oneonta's central business district and is an untowered general aviation airport. The airport is publicly owned, operated, and used. The City of Oneonta is responsible for its operation. The nearest major commercial airport is Albany International Airport located in Albany, New York approximately 67 miles northeast of Oneonta. This airport is the major air center for New York's capital region, northeastern New York, and western New England. Albany International is serviced by major commercial airlines, including American Airlines, Cape Air, Delta Air Lines, JetBlue, Southwest Airlines, and United Airlines. The airport has approximately 55 daily commercial airline arrivals.

Government

Towns and wards within Otsego County elect members to a County Board of Representatives, which is the official governing body of Otsego County. Representatives on the County Board receive weighted votes respective to the population of the town or ward they represent. The Village of Cooperstown is the county seat of Otsego County. Oneonta is the largest city in Otsego County. The Common Council is the municipal legislative body for the City of Oneonta. Its eight members are elected to four year terms by the voters of individual wards in Oneonta. The Mayor, who presides over the council, is also elected to a four year term.

Education

Otsego County offers public primary and secondary education in 21 districts throughout the county. These 21 school districts include Bainbridge-Guilford, Charlotte Valley, Cherry Valley-Springfield, Cobleskill-Richmondville, Cooperstown, Edmeston, Franklin, Gilbertsville-mount Upton, Laurens, Milford, Morris, Mount Markham, Oneonta, Owen D. Young, Richfield Springs, Schenevus, Sharon Springs, Sidney, Unadilla Valley, Unatego, and Worcester. The Oneonta City School District includes three elementary schools: Greater Plains, Riverside, and Valleyview. It also includes Oneonta Middle School and Oneonta High School. On May 16th, 2017, Oneonta voters approved a \$38,678,108 budget for the school district, as well as two bond packages

for the district. The first bond authorized up to \$18,011,994 in spending via bonds and reserve funds for capital improvements to district facilities, and the second bond authorized \$2,800,000 in energy conservation improvements that allowed for a 10 percent increase in state aid.

There are two institutions of higher education in Otsego County, both of which are located in Oneonta. SUNY Oneonta is a four year, public liberal arts college that enrolls 6,056 undergraduate and graduate students. The university offers 43 bachelor's degree programs, 11 pre-professional tracks, five cooperative programs, one post-baccalaureate certificate, and six master's degrees, including 12 specializations between its two educational master's programs. Hartwick College is a four year, private liberal arts college that enrolls 1,392 students. Hartwick offers 35 bachelor's degree programs – most available on a three year track – as well as four pre-professional tracks and five cooperative programs.

Medical

Otsego County boasts two major healthcare facilities, one each in Oneonta and Cooperstown. A.O. Fox Hospital, located in Oneonta, is a 67 bed hospital with established specialties in cancer, cardiac, emergency, and primary care. Bassett Medical Center in Cooperstown is a 180 bed teaching hospital affiliated with the Columbia University College of Physicians and Surgeons. The facility offers specialties in care for emergency and trauma, cancer, cardiology, and dialysis, and most other medical and surgical specialties. The hospital also hosts the Bassett Clinic, which provides outpatient primary and specialty care, as well as the Bassett Research Institute, which conducts programs in clinical science public health studies. Otsego County Mental Health Center is located in Oneonta and provides residents of Otsego County with a wide range of mental health services, administered by state license psychiatrists, psychologists, psychiatric nurse practitioners, social workers, and clinical social workers. The clinic accepts most health insurance plans, including Medicare and Medicaid, and offers sliding scale fee plans for patients facing financial hardship.

Retail/Commercial Centers

Given the rural nature of Otsego County, retail and commercial centers are sparse. Oneonta is the main commercial and retail center of the county. State Highway 23 is one of the City of Oneonta's major commercial and retail corridors. Situated on the south side of the city on the southern side of the Susquehanna River, the thoroughfare is lined with a myriad of restaurants, hotels, bed and breakfast establishments, a grocery store, automobile dealerships, and numerous major retail centers such as Home Depot, Lowes, Southside Mall, and Wal-Mart. Southside Mall is the major shopping center in the area, and offers retail such as Sears, JC Penny, Dick's Sporting Goods, Petco, and more. The Main Streets in Oneonta and Cooperstown anchor the respective towns' downtown business districts, both of which harbor a number of local restaurants, art galleries, specialty retailers, and offices for professionals and local government. The National Baseball Hall of Fame and Museum is also a major driver of business in Cooperstown's Main Street district, and attracts tourist traffic to the entire county.

II. CONCLUSIONS & RECOMMENDATIONS

CONCLUSIONS AND RECOMMENDATIONS

Economic Analysis

Employment within Otsego County is concentrated in the healthcare/social assistance, retail trade, and educational services sectors.

Historically the unemployment rate has been lower in Otsego County than in the nation. Between 2007 and 2009, the unemployment rate in Otsego County increased substantially. However, unemployment rates in Otsego County have decreased each year since 2012 and remain below unemployment rates in the nation. The city and county's largest employment sectors, healthcare/social assistance, retail trade, and educational services, grew modestly in the past 10 years. Of note, the educational services sector has made marked employment gains over the past five years in the city of Oneonta. Further, the healthcare/social services sector has made marked employment gains over the past five years in Otsego County. Employment growth in these sectors affirms our interviews with local stakeholders who spoke of the area's flourishing educational and health care industries.

The overall outlook for the City of Oneonta and Otsego County is mixed. While the area has not yet recovered its total job losses from the recent recession and year-to-date employment figures are lower than those in 2016, the overarching post-recession trend for the area has been one of modest growth. Additionally, the major employers (discussed ahead) in the area hail from largely stable sectors such as healthcare/social assistance and educational services, and even traditionally less stable sectors such as accommodation/food services and retail trade stand to benefit from the continued presence of the large student population in Oneonta. Given the shrinking local labor force and the large amount of workers who commute outside of the county, both the City of Oneonta and Otsego County are still recovering and need to attract additional employment opportunities to the area.

Demographic Characteristics

The demographic data demonstrates that both the City of Oneonta and Otsego County are projected areas of modest decline in terms of population and households through 2021. One and two-person households make up the majority of households in the City of Oneonta and Otsego County. One-person households represent the single largest group of households in the City of Oneonta while two-person households represent the largest group of households in Otsego County. Average household size is expected to decline marginally through 2021 in both the City of Oneonta and Otsego County, and will continue to lag the nation in both areas.

The median household income in the City of Oneonta is below median household income in both Otsego County and the nation. Renter households in both the City of Oneonta and Otsego County are concentrated in the lowest income cohorts, those earning between \$0 and \$29,999. Renter household income is expected to remain concentrated in these cohorts through 2021, suggesting additional need for affordable rental housing in both the city and the county. Median household income in Otsego County is expected to continue outpacing the City of Oneonta and lagging behind the nation through 2021, while median income in the City of Oneonta will continue to lag both the nation and Otsego County over the same period. Continued income disparity in both the city and the county further underscores the need for additional affordable rental housing in the area.

Housing Supply and Characteristics

We believe there are three types of housing that are in short supply in the area: good quality low to moderate-income owner-occupied single-family homes, good quality mixed-income family rental housing throughout Otsego County, and supportive housing for the disabled and homeless. The existing supply of low to moderate-income single-family homes is very limited, and the existing mixed-income family housing stock is in fair to average condition. Subsidized rental housing is available throughout the county, but many

subsidized properties are limited to senior and disabled tenants. There are a significant number of households in Otsego County and the City of Oneonta that are income-qualified for each identified type of housing. Building permits for Oneonta and Otsego County have decreased significantly, though multifamily housing units are becoming more prevalent. This does not necessarily indicate new construction of good quality multifamily housing stock, however, as the number of multifamily permits issued includes redevelopment of existing buildings for multifamily non-traditional housing. Additional details are located in the Housing Supply and Future Housing Needs section of this report.

Future Housing Development Needs

There are a significant number of households in Otsego County and the City of Oneonta that are income-qualified for each of the three identified types of housing currently in short supply in the area. Additional details are located in the Future Housing Needs section of this report.

The table following summarizes the anticipated need of housing units for Otsego County's future housing stock either new construction or acquisition with rehabilitation of existing housing stock across both the general and senior population through 2021. Note that this calculation is for multifamily rental housing with units set at 50 percent of AMI and all lower subsidies. Further, we believe 75 percent of the total Otsego County's future housing stock would be supportable in the City of Oneonta.

PROJECTED ANNUAL HOUSING NEEDS SUMMARY					
Otsego County - General Population					
Unit Type	30% AMI Without Subsidy – Multifamily Rental	50% AMI Without Subsidy – Multifamily Rental	Market Rate Units – Multifamily Rental	Owner Occupied Single-Family Homes	Special Needs Units – Multifamily Rental
1BR	5	55	10	-	-
2BR	5	45	15	-	-
3BR	5	20	5	-	-
Single-Family Homes	-	-	-	50	-
Unspecified	-	-	-	-	100
Total	15	120	30	50	100
Otsego County - Senior Population (65+)					
Unit Type	30% AMI Without Subsidy – Multifamily Rental	50% AMI Without Subsidy – Multifamily Rental	Market Rate Units – Multifamily Rental	Owner Occupied Single-Family Homes	Special Needs Units – Multifamily Rental
1BR	5	100	25	-	-
2BR	5	45	10	-	-
Total	10	145	35	0	0

To arrive at the stated numbers above, we conducted an *annual demand analysis*, which is based on new renters moving into Otsego County, including the City of Oneonta, that are rent-overburdened (paying over 40 percent of income to living costs). The analysis illustrated above indicates an annual amount of new rental units that could be supported in the market. Meaning, for example, that the annual demand for market rate housing in Otsego County is 100 units; 75 of which we predict could be supportable in the City of Oneonta. This is what is called the 'absorption rate.'

With an estimated annual absorption rate the next task is to determine the 'capture rate' A capture rate is the rate at which housing can be built so as not to overburden or flood the market and outstrip the demand.

To calculate the capture rate, you take the concluded number of units that are proposed for the area divided by the total demand of renter households.

For the market area (Otsego County inclusive of the City of Oneonta), we estimated an annual capture rate of 20 percent. Meaning that 20 percent of the ‘projected annual housing needs’ as summarized in the table above can be built annually without overburdening the market and that there is still 80 percent of the total demand remaining for additional future rental housing. This approach allows for a gradual build-up of housing to match the rate at which people are moving into the area for new jobs. If, for example, 100% of the units demand supported were constructed in the first year there would not be enough renters to occupy the units until such time the jobs became available thus, creating the demand.

Given our analysis of the market area as well as interviews with multiple local residents and stakeholders, we believe a capture rate of 20 percent is conservative and demand could eventually increase based on new residents moving to the area for new jobs. Further, since we are utilizing only a fraction of available current renter household demand (i.e., 20% capture rate), this implies that existing occupied multifamily units would not be negatively impacted.

Barriers/Challenges to Housing

Based upon our analysis of the market and interviews with key stakeholders, there are several barriers and challenges that should be considered because they negatively affect the housing market in Otsego County and the City of Oneonta. There is no single factor that can prevent or reduce barriers, but any initiative taken to promote the preservation of the existing housing stock in addition to promoting new construction should be taken. Barriers include:

- Lack of newer, high-quality multifamily rental housing.
- Credit worthiness of potential buyers for homeownership (or renters).
- Cost to individuals including cost burdens such as paying over 30 percent of monthly income for rent/mortgage payment and utilities.
- Limited supply of moderate income homes in the area.
- Increasing supply of student housing in the area.
- Inferior housing stock keeps low-income families in substandard housing.
- Influx of affluent second homeowners raising home values throughout the county.
- Lack of good quality senior and supportive housing.
- Decreasing availability of affordable rental housing in the City of Oneonta proper. It should be noted that student housing is not similar to affordable rental housing.

Recommendations

In order to address the area’s future housing needs, in light of the aforementioned barriers and challenges, we have established the following recommendations. Specific action steps and potential funding sources are detailed later in this report.

#1: Preserve the City of Oneonta and Otsego County’s existing single-family housing stock. Support for this recommendation is discussed in the Future Housing Needs section of this report (pg. 103).

#2: Enhance housing and amenities in downtown Oneonta and the other villages and towns throughout Otsego County. Support for this recommendation is discussed in the Housing Supply Characteristics section of this report (pg. 64).

#3: Implement a voluntary inclusionary zoning policy for multifamily housing within the City of Oneonta and other areas of Otsego County. Support for this recommendation is discussed in the Housing Supply Characteristics (pg. 64) and the Future Housing Needs sections of this report (pg. 103).

#4: Create additional, good quality mixed-income housing within the City of Oneonta. Support for this recommendation is discussed in the Housing Supply Characteristics (pg. 64) and the Future Housing Needs sections of this report (pg. 103).

#5: Create additional, good quality senior housing within the City of Oneonta and Otsego County to support the need for affordable senior housing in the next five years. Support for this recommendation is discussed in the Demographics Characteristics (pg. 38), the Housing Supply Characteristics (pg. 64), and the Future Housing Needs sections of this report (pg. 103).

#6: Create additional, good quality supportive housing within the City of Oneonta and Otsego County to support the need for supportive housing. Support for this recommendation is discussed in the Housing Supply Characteristics section of this report (pg. 64).

#7: Educate low to moderate income households on how they can purchase homes and encourage the use of first-time homebuyer incentive programs. Support for this recommendation is discussed in the Housing Supply Characteristics (pg. 64) and the Future Housing Needs sections of this report (pg. 103).

#8 Convert unused space in the downtown area of Oneonta into live/work units for young professionals and small businesses. Support for this recommendation is discussed in the Housing Supply Characteristics (pg. 64) and the Future Housing Needs sections of this report (pg. 103).

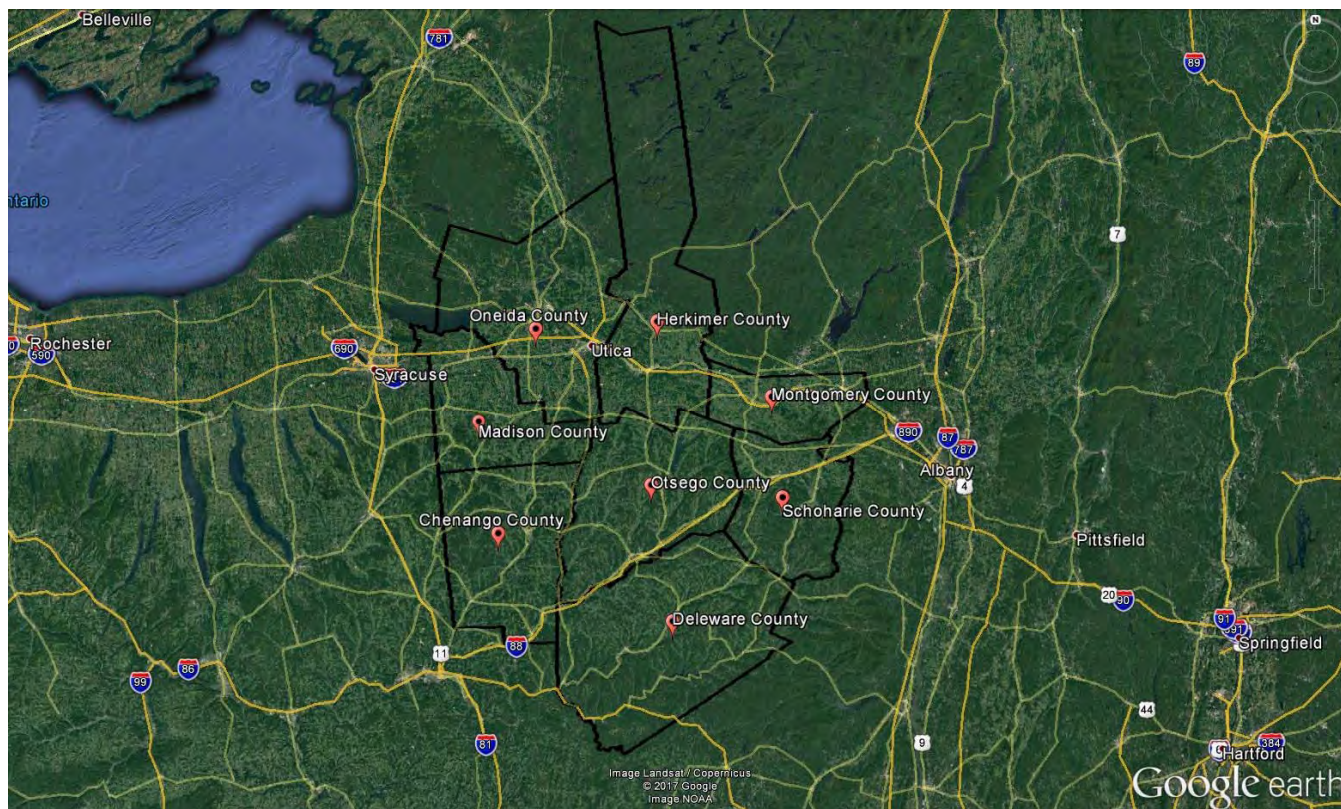
III. ECONOMIC ANALYSIS

ECONOMIC ANALYSIS

The following section discusses the economic characteristics of Oneonta and Otsego County. Oneonta is the largest city in Otsego County, New York. Oneonta is located along the southern border of Otsego County on the Susquehanna River. Otsego County is located in east-central New York, and is surrounded by Oneida, Chenango, Madison, Delaware, Montgomery, Herkimer, Schoharie Counties. As of 2010 census, the City of Oneonta and Otsego County populations were 13,901 and 62,259, respectively.

PMA Map

The following map illustrates Otsego County, the PMA, and surrounding counties.



Source: Google Earth, August 2017

Employment and Unemployment Trends

The following table details employment and unemployment trends for the Otsego County from 2002 through February 2017, the most recent data available. It should be noted that such data for the City of Oneonta was not available.

EMPLOYMENT TRENDS (NOT SEASONALLY ADJUSTED)

	Otsego County			USA		
	Total Employment	% Change	Differential from peak	Total Employment	% Change	Differential from peak
2002	29,967	-	-3.8%	136,485,000	-	-9.9%
2003	29,975	0.0%	-3.7%	137,736,000	0.9%	-9.0%
2004	30,529	1.8%	-1.9%	139,252,000	1.1%	-8.0%
2005	30,771	0.8%	-1.2%	141,730,000	1.8%	-6.4%
2006	31,135	1.2%	0.0%	144,427,000	1.9%	-4.6%
2007	30,530	-1.9%	-1.9%	146,047,000	1.1%	-3.6%
2008	30,342	-0.6%	-2.5%	145,363,000	-0.5%	-4.0%
2009	29,121	-4.0%	-6.5%	139,878,000	-3.8%	-7.6%
2010	29,789	2.3%	-4.3%	139,064,000	-0.6%	-8.2%
2011	29,216	-1.9%	-6.2%	139,869,000	0.6%	-7.6%
2012	29,451	0.8%	-5.4%	142,469,000	1.9%	-5.9%
2013	29,854	1.4%	-4.1%	143,929,000	1.0%	-5.0%
2014	30,012	0.5%	-3.6%	146,305,000	1.7%	-3.4%
2015	30,243	0.8%	-2.9%	148,833,000	1.7%	-1.7%
2016	30,382	0.5%	-2.4%	151,436,000	1.7%	0.0%
2017 YTD Average*	29,564	-2.7%	-	151,060,500	-0.2%	-
Feb-2016	30,208	-	-	150,060,000	-	-
Feb-2017	29,622	-1.9%	-	151,594,000	1.0%	-

Source: U.S. Bureau of Labor Statistics August 2017

UNEMPLOYMENT TRENDS (NOT SEASONALLY ADJUSTED)

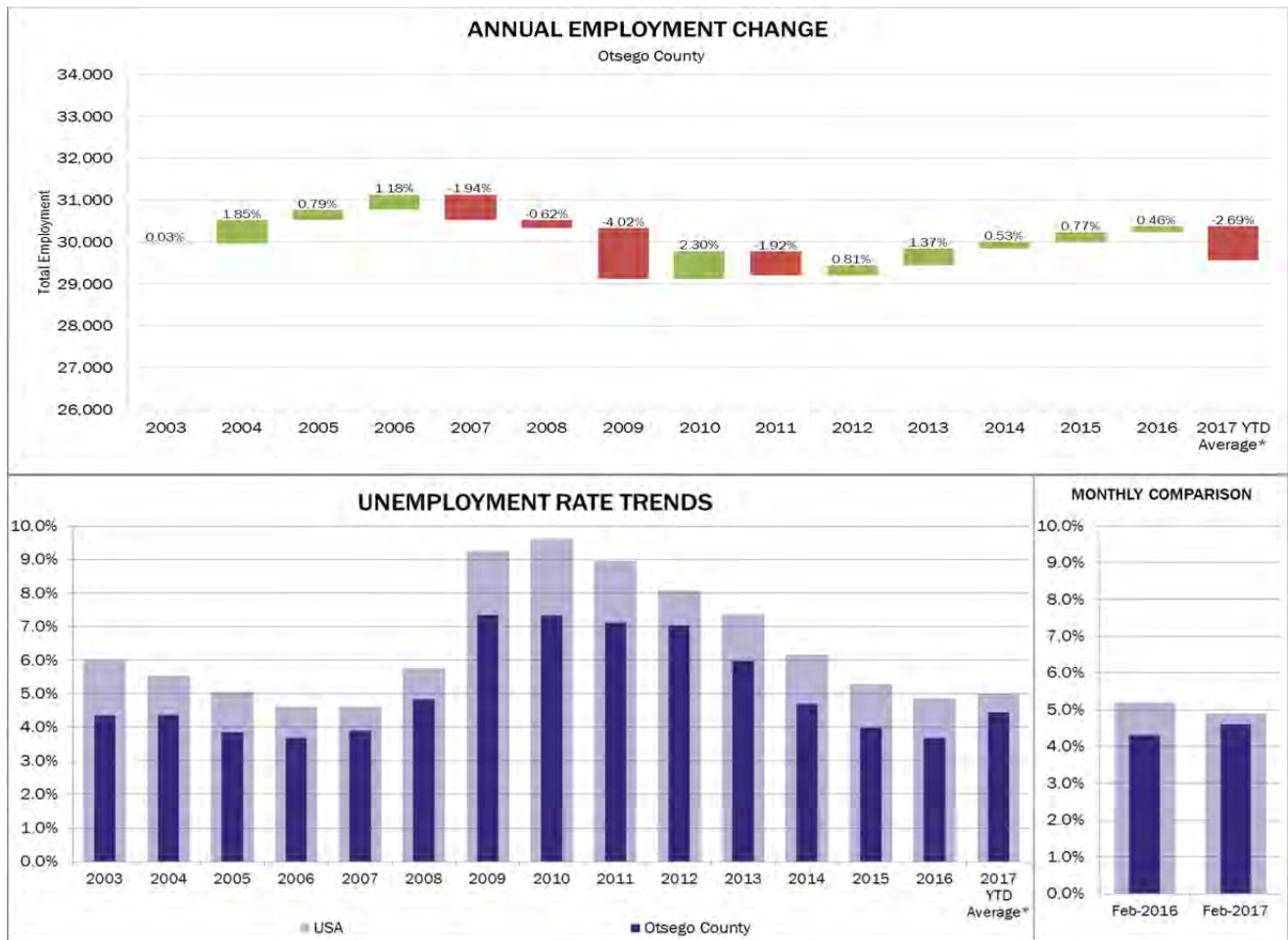
	Otsego County			USA		
	Unemployment Rate	Change	Differential from peak	Unemployment Rate	Change	Differential from peak
2002	4.3%	-	0.6%	5.8%	-	1.2%
2003	4.4%	0.1%	0.7%	6.0%	0.2%	1.4%
2004	4.4%	0.0%	0.7%	5.5%	-0.5%	0.9%
2005	3.9%	-0.5%	0.2%	5.1%	-0.5%	0.5%
2006	3.7%	-0.2%	0.0%	4.6%	-0.5%	0.0%
2007	3.9%	0.2%	0.2%	4.6%	0.0%	0.0%
2008	4.8%	0.9%	1.1%	5.8%	1.2%	1.2%
2009	7.3%	2.5%	3.7%	9.3%	3.5%	4.7%
2010	7.3%	0.0%	3.6%	9.6%	0.3%	5.0%
2011	7.1%	-0.2%	3.4%	9.0%	-0.7%	4.3%
2012	7.1%	-0.1%	3.4%	8.1%	-0.9%	3.5%
2013	6.0%	-1.1%	2.3%	7.4%	-0.7%	2.8%
2014	4.7%	-1.3%	1.0%	6.2%	-1.2%	1.6%
2015	4.0%	-0.7%	0.3%	5.3%	-0.9%	0.7%
2016	3.7%	-0.3%	0.0%	4.9%	-0.4%	0.3%
2017 YTD Average*	4.5%	0.8%	-	5.0%	0.1%	-
Feb-2016	4.3%	-	-	5.2%	-	-
Feb-2017	4.6%	0.3%	-	4.9%	-0.3%	-

Source: U.S. Bureau of Labor Statistics September 2017

Total employment in Otsego County grew each year between 2002 and 2006. Following national trends, Otsego County experienced a significant decrease in total employment from 2007 through 2009. During this period Otsego County lost approximately 1,409 jobs. The decrease in employment suggests that the national recession negatively impacted the local area. From 2010 to 2016, employment in Otsego County expanded every year except for 2011, albeit generally at a slower rate than the national recovery. Otsego County has yet to surpass its pre-recession employment peak. Employment totals in the 12-month period prior to

February 2017 saw a decrease in employment of approximately 1.9 percent. The 2017 year-to-date average suggests total employment in Otsego County is currently the lowest it has been since 2012. Given the relative lack of document layoffs or business closures, it remains to be seen whether this decline is a temporary aberration or the beginning of a new trend.

Historically the unemployment rate has been lower in Otsego County than in the nation. Between 2007 and 2009, the unemployment rate in Otsego County increased substantially. Unemployment reached its highest rate in 2009 and remained relatively stable until 2012, when it began to decrease. Unemployment rates in Otsego County have decreased each year since 2012 and remain below unemployment rates in the nation. However, unemployment rates in Otsego County have shown a slight increase in the past year; unemployment increased by about 0.3 percentage points in the 12-month period between February 2016 and 2017. Of note, multiple stakeholders have indicated that the high proportion of seniors and students in the area's population can skew employment figures. These populations participate in the labor force at significantly lower rates than the general populations, driving the unemployment rate down to figures that are not fully representative of the economic climate. The pattern of declining unemployment with relatively flat total employment is consistent with this assertion.



Economic Characteristics

The City of Oneonta is home to a variety of large industries. Some of the best represented industries in the City of Oneonta include the healthcare/social assistance, retail trade, and educational services. According to ESRI Demographics, these three industries total 56.4 percent of total employment in the City of Oneonta.

Main Street is the center of Oneonta's downtown business district and is home to specialty retailers, restaurants, art galleries, and offices of professionals and the local government.

Historically, Oneonta's economy was based not in manufacturing, as is the case for many cities in Upstate New York, but in transportation. The city's strategic location along the Delaware & Oneonta rail line led to the establishment of a maintenance hub in Oneonta, which fueled the city's growth in the second half of the 1800's and early 1900's. Currently, the city's economy is concentrated in the healthcare/social assistance, retail trade, and educational services industries. Otsego County was significantly impacted by the most recent national recession. Following national trends, total employment in Otsego County declined every year between 2007 and 2011, with the exception of 2009 to 2010. Total employment in Otsego County reached its lowest point in 2009, having fallen 6.5 percent from its peak in 2006. The Information sector has experienced the greatest losses in the City of Oneonta, as 144 jobs were lost between 2000 and 2017. Other industries experiencing employment contractions in the past 17 years include real estate/rental/leasing, construction, public administration, agriculture/hunting/fishing/mining, and wholesale trade. Conversely, industries experiencing the greatest growth in Oneonta include the administrative/support/waste management services, arts/entertainment/recreation, retail trade, accommodation/food services, and transportation/warehousing sectors. Our interviews with local stakeholders indicate that many families have taken up seasonal residence in the county for summer baseball events, affirming the growth of those industries which support tourism in the area.

Unemployment in Otsego County reached its peak of 7.3 percent in 2009. Unemployment in the county has decreased each year since then, reaching its pre-recession low of 3.7 percent in 2016. Between February 2016 and February 2017 unemployment in the county grew by approximately 0.8 percentage points. The 2017 year-to-date average suggests unemployment in Otsego County is approximately 4.5 percent, which is 0.5 percentage points lower than unemployment in the nation. Our interviews with local stakeholders suggest that unemployment data potentially belies the reality of unemployment in the county, as a large and expanding proportion of the population is constituted by students and seniors who do not participate in the labor market. Furthermore, stakeholders have noted the significant difficulties they have faced in attracting middle and higher skilled workers to the area, which results in few highly paid workers residing locally. Additional information on employment expansion and contraction is discussed within this section of the report.

In an effort to stimulate further growth in the region, Otsego Now offers numerous incentives for business owners in several industries. Among these incentives are favorable financing programs, tax exempt bonds, site selection services, as well as workforce training. Otsego Now is the official economic development agency for Otsego County.

In addition to employment opportunities in the immediate area, potential renters in Otsego County have access to good regional employment opportunities. As discussed later, the average commute time for employed individuals in Otsego County is 16.8 minutes. However, approximately 17.6 percent of commuters travel more than 30 minutes to work, suggesting that some individuals in Otsego County commute to larger cities in the region such as Albany or Binghamton.

The overall outlook for the City of Oneonta and Otsego County is mixed. While the area has not yet recovered its total job losses from the recent recession and year-to-date employment figures are lower than those in 2016, the overarching post-recession trend for the area has been one of modest growth. Additionally, the major employers (discussed ahead) in the area hail from largely stable sectors such as healthcare/social assistance and educational services, and even traditionally less stable sectors such as accommodation/food services and retail trade stand to benefit from the continued presence of the large student population in Oneonta. Given the shrinking local labor force and the large amount of workers who commute outside of the

county, both the City of Oneonta and Otsego County are still recovering and need to attract additional employment opportunities to the area.

Employment by Industry

The following table identifies employment by industry sector within the City of Oneonta, Otsego County, and the nation. The three largest industries of employment in each market area are highlighted in yellow.

2017 EMPLOYMENT BY INDUSTRY			
	City of Oneonta	Otsego County	USA
Agric/Forestry/Fishing/Hunting	0.2%	2.3%	1.5%
Mining	0.0%	0.1%	0.5%
Construction	1.6%	5.7%	6.2%
Manufacturing	4.2%	9.0%	10.2%
Wholesale Trade	0.4%	0.8%	2.7%
Retail Trade	15.1%	13.4%	11.3%
Transportation/Warehousing	1.4%	2.6%	4.0%
Utilities	0.4%	0.8%	0.9%
Information	0.8%	1.0%	1.9%
Finance/Insurance	2.0%	4.3%	4.6%
Real Estate/Rental/Leasing	1.3%	1.3%	1.9%
Prof/Scientific/Tech Services	3.4%	2.4%	6.8%
Mgmt of Companies/Enterprises	0.0%	0.0%	0.1%
Admin/Support/Waste Mgmt Svcs	2.2%	2.5%	4.3%
Educational Services	26.8%	14.6%	9.5%
Healthcare/Social Assistance	14.6%	20.7%	14.1%
Arts/Entertainment/Recreation	5.6%	3.7%	2.3%
Accommodation/Food Services	15.6%	8.0%	7.6%
Other Services (excl Publ Adm)	2.5%	3.8%	4.9%
Public Administration	1.9%	3.0%	4.7%
Total Employment	5,818	29,644	151,387,682

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

Employment within the City of Oneonta is concentrated in the educational services, accommodation/food services, retail trade, and healthcare/social assistance sectors. These four industries comprise 72.1 percent of employment city-wide. The retail trade, educational services, and accommodation/food services sectors are overrepresented in the City of Oneonta compared to employment in the nation. Conversely, the agriculture/forestry/fishing/hunting, construction, manufacturing, finance/insurance, and healthcare/social assistance sectors are underrepresented in the City of Oneonta when compared to employment in the nation.

Growth by Industry

The following tables illustrate the change in total employment by sector in the City of Oneonta and in Otsego County from 2000 to 2017, respectively.

2000-2017 CHANGE IN EMPLOYMENT - CITY OF ONEONTA

Industry	2000		2017		2000-2017	
	Number Employed	Percent Employed	Number Employed	Percent Employed	Growth	Annualized Percent Change
Educational Services	1,349	25.9%	1,560	26.9%	211	0.9%
Accommodation/Food Services	691	13.3%	905	15.6%	214	1.8%
Retail Trade	636	12.2%	880	15.2%	244	2.3%
Healthcare/Social Assistance	805	15.4%	848	14.6%	43	0.3%
Arts/Entertainment/Recreation	150	2.9%	323	5.6%	173	6.8%
Manufacturing	257	4.9%	247	4.3%	-10	-0.2%
Prof/Scientific/Tech Services	155	3.0%	200	3.5%	45	1.7%
Other Services (excl Publ Adm)	191	3.7%	145	2.5%	-46	-1.4%
Admin/Support/Waste Mgmt Svcs	42	0.8%	128	2.2%	86	12.0%
Finance/Insurance	87	1.7%	116	2.0%	29	2.0%
Public Administration	226	4.3%	113	2.0%	-113	-2.9%
Construction	179	3.4%	94	1.6%	-85	-2.8%
Transportation/Warehousing	59	1.1%	81	1.4%	22	2.2%
Real Estate/Rental/Leasing	92	1.8%	74	1.3%	-18	-1.2%
Information	190	3.6%	46	0.8%	-144	-4.5%
Wholesale Trade	59	1.1%	24	0.4%	-35	-3.5%
Agric/Forestry/Fishing/Hunting	43	0.8%	10	0.2%	-33	-4.5%
Mining	0	0.0%	0	0.0%	0	0.0%
Total Employment	5,211	100.0%	5,794	100.0%	583	0.7%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

*Industry data current as of 2010. Other projections current as of 2017.

* Change in percentage is calculated as a rate of change by industry.

2000-2017 CHANGE IN EMPLOYMENT - OTSEGO COUNTY

Industry	2000		2017		2000-2017	
	Number Employed	Percent Employed	Number Employed	Percent Employed	Annualized Change in Employment	Annual Change in Percentage
Agric/Forestry/Fishing/Hunting	1,160	4.2%	678	2.3%	-28	-2.4%
Mining	46	0.2%	23	0.1%	-1	-2.9%
Construction	1,824	6.6%	1,699	5.7%	-7	-0.4%
Manufacturing	2,888	10.5%	2,676	9.0%	-12	-0.4%
Wholesale Trade	534	1.9%	226	0.8%	-18	-3.4%
Retail Trade	3,274	11.9%	3,982	13.4%	42	1.3%
Transportation/Warehousing	806	2.9%	783	2.6%	-1	-0.2%
Utilities	101	0.4%	227	0.8%	7	7.3%
Information	637	2.3%	291	1.0%	-20	-3.2%
Finance/Insurance	1,187	4.3%	1,275	4.3%	5	0.4%
Real Estate/Rental/Leasing	284	1.0%	379	1.3%	6	2.0%
Prof/Scientific/Tech Services	815	3.0%	706	2.4%	-6	-0.8%
Mgmt of Companies/Enterprises	1	0.0%	7	0.0%	0	35.3%
Admin/Support/Waste Mgmt Svcs	484	1.8%	731	2.5%	15	3.0%
Educational Services	4,173	15.1%	4,341	14.6%	10	0.2%
Healthcare/Social Assistance	4,614	16.7%	6,140	20.7%	90	1.9%
Arts/Entertainment/Recreation	579	2.1%	1,104	3.7%	31	5.3%
Accommodation/Food Services	1,906	6.9%	2,364	8.0%	27	1.4%
Other Services (excl Publ Adm)	1,099	4.0%	1,113	3.8%	1	0.1%
Public Administration	1,189	4.3%	899	3.0%	-17	-1.4%
Total Employment	27,601	100.0%	29,644	100.0%	120	0.4%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

*Industry data current as of 2010. Other projections current as of 2017.

* Change in percentage is calculated as a rate of change by industry.

The industries that have experienced the most employment growth over the past several years are admin/support/waste management services, arts/entertainment/recreation, and retail trade. In contrast, information, agriculture/forestry/fishing/hunting, and wholesale trade have seen the largest employment losses in the City of Oneonta, which is consistent with slowed economic growth during the most recent national recession.

Major Employers

The following table details the largest employers in the City of Oneonta.

MAJOR EMPLOYERS - CITY OF ONEONTA

Company	Industry	Number of Employees
Springbrook	Healthcare and Social Assistance	1,200
A.O. Fox Hospital	Healthcare and Social Assistance	750
SUNY Oneonta	Educational Services	750
Hartwick College	Educational Services	400
Oneonta Job Corps	Educational Services	370
Wal-Mart	Retail Trade	275
The Arc Otsego	Healthcare and Social Assistance	260
Corning, Inc.	Manufacturing	172
Opportunities for Otsego	Healthcare and Social Assistance	150
Mold-A-Matic	Manufacturing	90

Source: Otsego County Chamber of Commerce, August 2017; Otsego County Strategic Prioritization Pla, November 2016; Novogradac & Company LLP

Major employers in the City of Oneonta are concentrated in the healthcare/social assistance and educational services sectors, which together comprise the top five employers and seven of the top 10 employers in the city. Retail trade and manufacturing are also represented among the city's largest employers. The healthcare/social assistance and educational services sectors typically remain relatively stable during economic downturns, while manufacturing and retail trade are more vulnerable to cyclical employment changes. The following table details the largest employers in Otsego County.

MAJOR EMPLOYERS - OTSEGO COUNTY, NY

Employer	Industry	City	Number of Employees
Bassett Healthcare	Healthcare and Social Assistance	Cooperstown	2,400
Springbrook	Healthcare and Social Assistance	Oneonta	1,200
New York Central Mutual	Finance and Insurance	Edmeston	950
A.O. Fox Hospital	Healthcare and Social Assistance	Oneonta	750
SUNY Oneonta	Educational Services	Oneonta	750
Hartwick College	Educational Services	Oneonta	400
Otsego County Government	Government	Various - Mostly Cooperstown	400
Oneonta Job Corps	Educational Services	Oneonta	370
Wal-Mart	Retail Trade	Oneonta	275
The Arc Otsego	Healthcare and Social Assistance	Oneonta	260
Cooperstown All Star Village	Arts, Entertainment, and Recreation	Cooperstown	200 (additional 125 part time/seasonal)
Corning, Inc.	Manufacturing	Oneonta	172
Community Bank, N.A.	Finance and Insurance	Various	150
Opportunities for Otsego	Healthcare and Social Assistance	Oneonta	150

Source: Otsego County Chamber of Commerce, August 2017; Otsego County Strategic Prioritization Plan, November 2016; Novogradac & Company LLP

Major employers in Otsego County are concentrated in the City of Oneonta; seven of the county’s top ten employers are located in the City of Oneonta. Other towns in the county with major employers include Cooperstown and Edmeston. The county’s major employers represent the healthcare/social assistance, government, educational services, and finance/insurance industries.

According to data provided by the US Census, and confirmed in stakeholder interviews and the Otsego County Strategic Prioritization Plan, much of Otsego County’s population is employed outside of the county. The following table details the largest employers in the Mohawk Valley Region of New York, which includes Otsego County, as well as Fulton, Herkimer, Montgomery, Oneida, and Schoharie Counties.

MAJOR EMPLOYERS - MOHAWK VALLEY REGION

Employer	Industry
A.O. Fox Hospital	Healthcare and Social Assistance
Bassett Healthcare Network	Healthcare and Social Assistance
Faxton-St. Luke's Healthcare	Healthcare and Social Assistance
Hannaford Supermarket	Retail Grocery
Metropolitan Life Insurance Company	Finance and Insurance
Price Chopper	Retail Grocery
St. Elizabeth Medical Center	Healthcare and Social Assistance
St. Mary's Hospital	Healthcare and Social Assistance
Utica National Insurance Group	Finance and Insurance
Wal-Mart Stores, Inc.	Retail Trade

Source: New York State Department of Labor, August 2016; Novogradac & Company LLP

The largest employers in the Mohawk Valley Region represent the healthcare and social assistance, finance and insurance, and, retail trade industries. It should be noted that this data, sourced from the New York State Department of Labor, did not provide figures on number of employees. Furthermore, workers employed outside of the county may commute to the two nearest metropolitan areas, Albany and Binghamton, which are not a part of the Mohawk Valley region.

Tourism

Tourism is increasingly important to the economy of Otsego County. Cooperstown is home to the National Baseball Hall of Fame, which attracts over 250,000 visitors per year. Additionally, the area is home to numerous youth baseball camps and tournaments that operate during the summers, bringing tourism dollars from around Otsego County. Furthermore, Otsego County is home to four state parks and dozens of state forests, which have made the area popular for visitors seeking outdoor recreation. The growing importance of this industry is reflected in the increasing percentage of local employment in arts/entertainment/recreation sector.

Employment Expansions/Contractions

We made multiple attempts to contact both the Otsego Now – the county economic development agency – and the Otsego County Chamber of Commerce. Unfortunately, neither organization was responsive to our electronic and telephone outreach. However, stakeholder interviews and independent research paint a consistent picture of the economic landscape in Oneonta and Otsego County. While unemployment rates are at what is typically considered a healthy level, the figures should be taken with proper context. Multiple sources report that the area’s high senior and student populations result in a low participation in the labor pool – which is consistent with total employment figures. Our discussions with stakeholders and our own research revealed that there have been few business expansions in the area. The only expansion we are

aware of since 2014 is electronics manufacturer Loxus announcing its intention to build a new 22,000 square foot plant in Oneonta. This investment is backed by \$21 million in series C funding and will add 30 jobs to the company’s existing workforce in Oneonta.

We also examined all Worker Adjustment and Retraining Notices (WARN) filed to the New York State Department of Labor since 2014. WARN’s are required to be filed to the state by employers who plan to downsize or consolidate their workforce via layoffs, closings, etc. Only one WARN was found to impact Otsego County, filed by the Delaware & Oneonta Railway Company on May 7th, 2015. The notice was primarily for employees in Clifton Park, NY – outside of Otsego County – however it was stated to impact 11 employees in Oneonta as well.

Downtown Revitalization Initiative

In July 2016, the City of Oneonta was awarded \$10,000,000 in grant funds from the State of New York as part of the Downtown Revitalization Initiative (DRI). Oneonta was awarded the grant after a competitive process with other localities in the Mohawk Valley region. The development is targeted to attract advanced manufacturing, transit and transportation oriented developments, and food processing. The nine winning projects for Oneonta’s DRI grant are listed in the table below.

DRI WINNING PROJECTS	
Project	Description
Westcott Lot Mixed Use Development	New mixed use building on Main Street in Oneonta including 4,000-6,000 square feet of commercial space and 27-30 apartments.
Small Business Revolving Loans and Sign Grants	Small loans and establishment of a revolving loan fund for renovations of commercial spaces and storefronts in. Micro-grants to business owners to develop signage.
Activate Upper Story Housing	Grants to property owners to renovate upper stories of buildings on Main Street in Oneonta for use as rental housing.
Transit Hub and Parking Garage Renovation	Renovation of existing public parking garage and construction of a new transit hub facility.
Mueller Plaza Passage	Construction of a pedestrian passageway between Mueller Plaza and Water Street to improve downtown connectivity.
Water Street Boardwalk	Construction of a pedestrian passageway between Water Street and Market Street to improve downtown connectivity.
Market Street and South Main Improvements	Infrastructure and streetscape improvements.
Downtown District Signage	Signage design and location plan, placement of markets along regional roads and at other regional destinations; new signage and wayfinding.
Branding and Marketing Downtown Oneonta	Develop a marketing theme and network with which to regularly disseminate marketing materials promoting downtown.

Major Employer Interviews

In order to gain a better understanding of how the local housing market impacts the local economy and employment landscape, as well as how housing policy can be leveraged to encourage business growth, Novogradac & Company LLP conducted the following interviews with the leadership of several major employers in the City of Oneonta.

Springbrook

We spoke with Patricia Kennedy, CEO of Springbrook. Springbrook is a non-profit, state licensed organization that provides services to persons with developmental disabilities. The organization has two campuses in

Otsego County which employ a total of approximately 800 people. Ms. Kennedy emphasized the difficulty the housing market in the area creates for her organization when recruiting young professionals and potential employees with families, stating that the housing stock in the area is saturated with seasonal housing (students in the fall and spring, travel baseball families in the summer) and subsidized housing. According to Mrs. Kennedy, this imbalance in supply not only means it is difficult for professionals and families to find suitable housing, but that the standards of the entire housing stock are driven down because of lack of upkeep. Mrs. Kennedy indicated a strong desire to see the housing stock diversified with more units targeting families and young professionals, as well as mixed tenancy housing that brings market rate units, low income housing, and housing for disabled persons together. She identified two prime locations for such development – Oneonta’s downtown district and the town of Portlandville, which lies on Highway 28 roughly halfway between Cooperstown and Oneonta. She indicated particular optimism about mixed-use and mixed tenancy development in Portlandville given the Springbrook campus adjacent to the town. Ms. Kennedy also indicated a desire for improved standards of upkeep for existing housing, noting that the poor condition of much of the area’s housing stock also plays a role in the difficulties attracting young professionals and families.

Bassett Hospital

We made multiple attempts to contact leadership at Bassett Hospital, but our calls were not returned as of the delivery of this report.

A.O. Fox Hospital

We spoke with Jeff Joyner, President of A.O. Fox Hospital in Oneonta. Mr. Joyner echoed the sentiment that a lack of quality housing geared towards professionals and families impairs the ability of employers to recruit to the area. Mr. Joyner also stated that there is a great opportunity to renovate older, existing houses and vacant spaces downtown into higher quality housing that would help house potential new professionals to Oneonta. Mr. Joyner stated that the economy has been improving slightly, but that rehabilitating the city’s housing stock to include units that appeal to middle and upper income skilled workers would help his and other existing organizations recruit, as well as entice other businesses to expand or relocate their operations to Oneonta.

Pathfinder

We spoke with Paul Landers, CEO of Pathfinder Village. Pathfinder is a planned, open access residential community serving individuals with Down Syndrome. The campus is located in Edmeston, New York, in western Otsego County. Mr. Landers indicated that the area’s housing stock made it difficult to recruit employees, particularly younger early-career workers, due to both short supply and poor quality. He also noted that Pathfinder’s efforts to expand off-campus housing options for its residents have been difficult for the same reasons. According to Mr. Landers, smaller, higher-quality apartment and townhome units are particularly attractive to the workforce at Pathfinder, with demand for two bedroom units being particularly strong. He noted that 60 percent of Pathfinder’s lower level employees are under the age of 25, and of that population, 80 percent have pets, which has made finding housing in the area very challenging. Mr. Landers indicated that very few, if any, of Pathfinder’s employees commute from Oneonta, but do often face equal or longer commutes from cities such as Norwich and Utica in order to find suitable housing. This implies that Oneonta and Otsego County have an opportunity to attract this population with attractive housing options.

Hartwick College

We conducted an interview with Dr. Margaret Drugovich, President of Hartwick College. Hartwick is a private, four year liberal arts college located in Oneonta, and enrolls 1,392 students. Dr. Drugovich echoed the sentiment that the lack of suitable housing presents a major difficulty in attracting early and middle career professionals to the area. Dr. Drugovich indicated that the ability of area property owners to charge inflated prices to students for low quality housing has removed any incentive for landlords to rent to professionals

who expect a more competitive product for their money. Dr. Drugovich emphasized the city's need for housing that is affordable and appealing to younger professionals as well as the need to invest in bringing non-student oriented businesses and residences to the downtown area, noting that a truly vibrant and welcoming downtown would be of great aid to recruitment efforts and overall economic health. Also, similar to other stakeholders, Dr. Drugovich indicated that the underlying issue was a lack of employment opportunities. She noted that the employment landscape not only limits the number of people looking to move to the area, but also ultimately deters some who are looking to do so because of the difficulty their spouses, partners, etc. face in finding employment in the area.

City of Oneonta

We interviewed Katie Böttger, Personnel Director for the City of Oneonta. Mrs. Böttger also noted that the lack of appropriate, affordable housing for professionals has consistently hindered her ability to recruit employees to the area. Specifically, she noted a particular need for such units within walking distance of downtown. Of note, even though she sits fairly high in the City of Oneonta's organizational hierarchy, Mrs. Böttger shared that she and her husband live an hour outside the city due to the lack of suitable professional level housing.

SUNY Oneonta

We spoke with Dr. Nancy Kleniewski, President of SUNY Oneonta. SUNY Oneonta is a public, four year university in Oneonta and enrolls 6,056 total students. Dr. Kleniewski, like many leaders of major employers, indicated that the local housing stock is detrimental when recruiting employees, particularly younger enter-level workers. She noted that a significant portion of university employees live outside of Oneonta in smaller towns across Otsego County due to the inability to find suitable housing in the city, and that higher quality, affordable housing geared towards such workers is a major need. Dr. Kleniewski indicated that wages for entry level workers cannot keep up with the inflated rents generated by the student rental market. The situation is so dire that the university has taken matters into its own hands and purchased a large house in the city and rents out bedrooms to visiting international faculty. Dr. Kleniewski did not note any particularly appealing locations for new housing development, but did express strong support for renovations of existing vacant houses. She indicated that SUNY Oneonta is working to develop a program where the university finances the acquisition and rehab of vacant properties, and turning them into duplexes, triplexes, etc. in order to be sold to employees who are on the market for a starter home. Employees would be able to subsidize their mortgage through the rents on the other units on the property, for which there is established demand. Dr. Kleniewski expressed optimism towards the future of this program, noting the improving outlook for such projects in the banking and financial sector. Dr. Kleniewski also indicated that the employment landscape and the housing market are interconnected – that the area does have a need for more and better paying jobs, but that the current housing market does not meet the needs of existing employers, let alone those looking to expand in the area. She highlighted opportunities to renovate vacant space in the upper stories of buildings downtown as an opportunity with great potential to positively impact the city's outlook in both areas. Conversely, she indicated her skepticism that such development would succeed in catering to students. Dr. Kleniewski noted that roughly 3,600 of the university's 6,000 students live on campus, and that she expects enrollment at SUNY Oneonta to remain relatively flat as New York State's free tuition program takes effect due to the university's emphasis on increasing the number of students graduating in four years. She indicated that a consolidation of student housing into more contiguous neighborhoods would both benefit the university community and allow for an emphasis on non-student residences in the downtown area.

Manufacturing

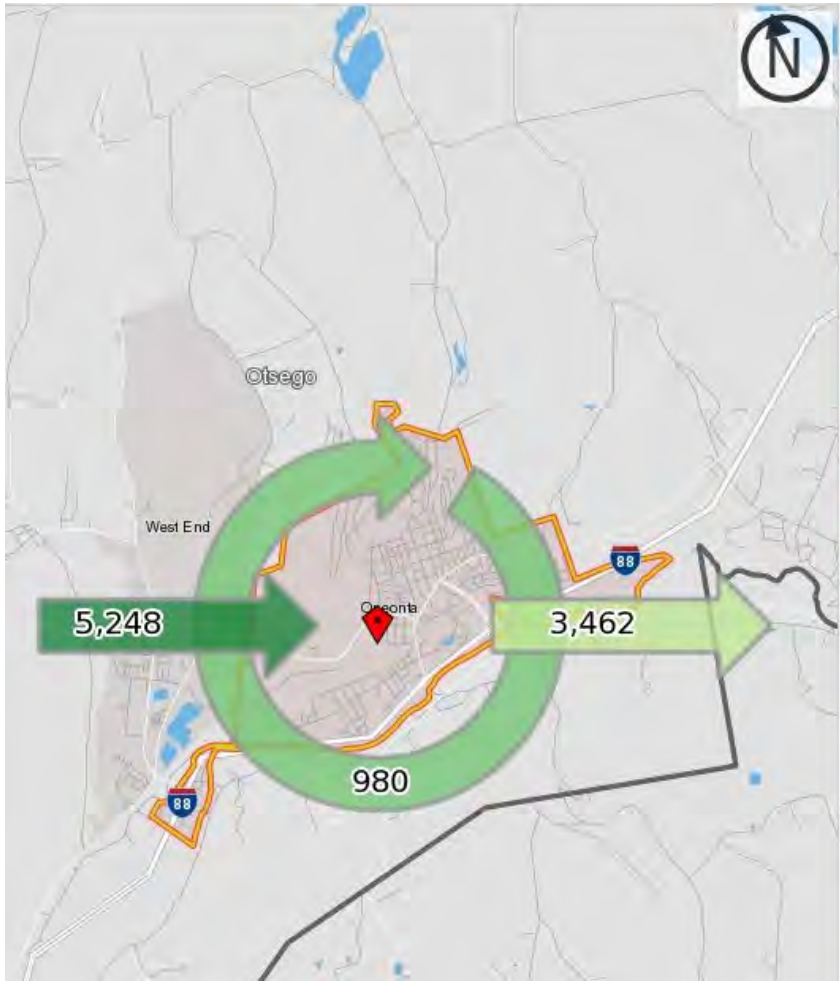
While the manufacturing sector is one of the three largest in the nation, it does not form one of Oneonta's or Otsego County's top industries. Only 4.2 percent of the population in the City of Oneonta is employed in manufacturing, and 9.0 percent of the population of Otsego County is employed in manufacturing. Both

figures are significantly below the national rate, which is approximately 10.2 percent. Unlike much of the region, Oneonta came to economic prominence as a railroad hub rather than a manufacturing center. Still, the area has been hurt by the trend of deindustrialization. According to the Otsego County Strategic Prioritization Plan from November 2016, recent closings of significant manufacturing operations by companies such as Paragon, Inc. and Sentinel Polyolefin, which cut 200 jobs between them, have continued the trend of disinvestment in the area's manufacturing base. According to the report, job losses caused by these closures have not been offset by investments and expansion from other businesses. The county is home to a small number of growing advanced manufacturers including Custom Electronics, Ioxus, and Andela Products, and has expressed its intent to foster the growth of such enterprises. According to Barbara Ann Heegan, President and CEO of the Otsego County Chamber of Commerce, the area's manufacturers have reported strong growth over the past one to two years and have over 140 current open positions. Filling these positions with skilled workers has been a challenge, and the Chamber of Commerce is partnering with local school districts to create vocational programs. While representing a smaller portion of employment than in the national economy, the area's manufacturing sector appears to be expanding and could provide growth to capitalize on.

Work Force Migration

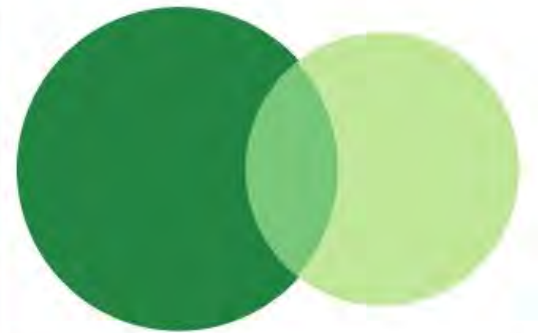
Illustrated in the graph below are inflow/outflow patterns of those who live and/or work in the City of Oneonta and in Otsego County, respectively.

Workforce Migration



Source: US Census Bureau, August 2017

Inflow/Outflow Job Counts in 2014



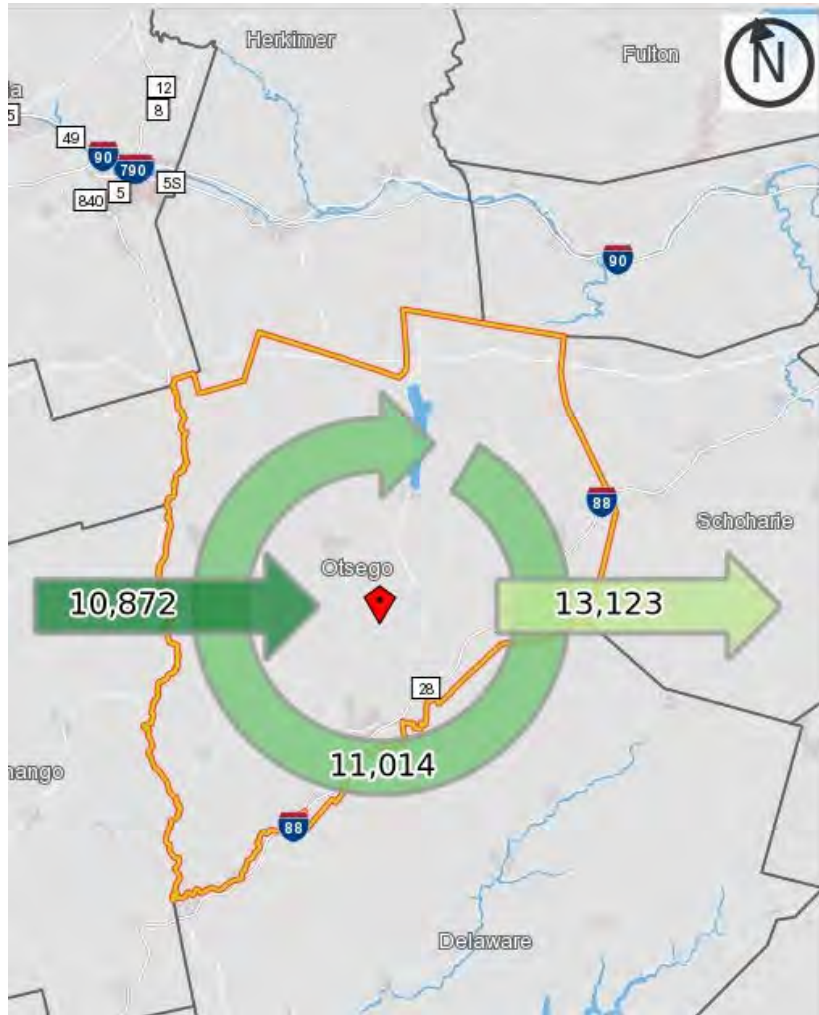
- 5,248 - Employed in Selection Area, Live Outside
- 3,462 - Live in Selection Area, Employed Outside
- 980 - Employed and Live in Selection Area

Inflow/Outflow Job Counts (Primary Jobs) 2014

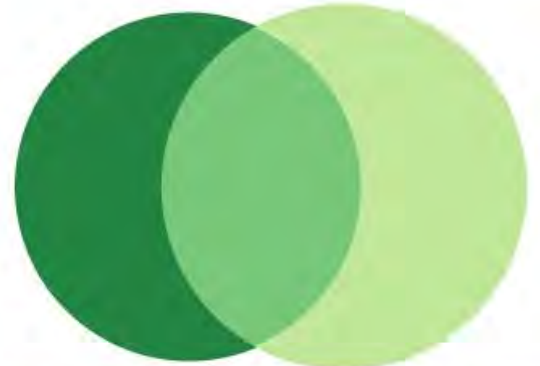
	Count	Share
Employed in the Selection Area	6,228	100.0%
Employed in the Selection Area but Living Outside	5,248	84.3%
Employed and Living in the Selection Area	980	15.7%
Living in the Selection Area	4,442	100.0%
Living in the Selection Area but Employed Outside	3,462	77.9%
Living and Employed in the Selection Area	980	22.1%

As of 2014 there were 6,228 workers employed in the City of Oneonta. Of those, 5,248 people are employed in the City of Oneonta but living outside of the city. Conversely, 3,462 people lived in the City of Oneonta but were employed outside of the city. Only 980 people in Oneonta were both residents and employed in the city in 2014. The data above indicates that most people employed in the City of Oneonta live outside of the city. The following map and tables illustrate workforce inflow/outflow patterns in Otsego County.

Workforce Migration



Inflow/Outflow Job Counts in 2014



- 10,872 - Employed in Selection Area, Live Outside
- 13,123 - Live in Selection Area, Employed Outside
- 11,014 - Employed and Live in Selection Area

Inflow/Outflow Job Counts (Primary Jobs) 2014

	Count	Share
Employed in the Selection Area	21,886	100.0%
Employed in the Selection Area but Living Outside	10,872	49.7%
Employed and Living in the Selection Area	11,014	50.3%
Living in the Selection Area	24,137	100.0%
Living in the Selection Area but Employed Outside	13,123	54.4%
Living and Employed in the Selection Area	11,014	45.6%

Source: US Census Bureau, August 2017

As of 2014, of the 24,137 employed individuals living in Otsego County, 54.4 percent commuted to work outside of the county. Conversely, approximately 10,872 individuals who lived outside Otsego County were employed within the target area. As of 2014, the larger outflow of commuters in Otsego County demonstrated that total employment in the county was supply-constrained: employment opportunities in Otsego County did not meet employment demand. The lack of business expansions discussed previously suggests this workforce migration pattern is likely to remain relatively similar in the immediate future.

Commuting Patterns

The chart below shows the travel time to work for the City of Oneonta according to US Census data.

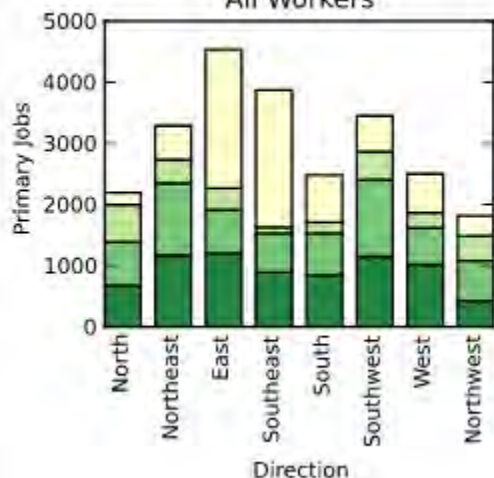
COMMUTING PATTERNS		
2000 Commuting Time to Work	Number of Commuters	Percentage
Travel Time < 5 min	696	14.2%
Travel Time 5-9 min	1,454	29.6%
Travel Time 10-14 min	1,176	24.0%
Travel Time 15-19 min	475	9.7%
Travel Time 20-24 min	186	3.8%
Travel Time 25-29 min	54	1.1%
Travel Time 30-34 min	371	7.6%
Travel Time 35-39 min	66	1.3%
Travel Time 40-44 min	68	1.4%
Travel Time 45-59 min	108	2.2%
Travel Time 60-89 min	154	3.1%
Travel Time 90+ min	100	2.0%
Average Travel Time	16.8 minutes	-

Source: US Census 2000, Novogradac & Company, LLP, September 2017

As shown above, the average travel time for individuals in the City of Oneonta is just over 16 minutes. Approximately 77.5 percent of the persons in the City of Oneonta have a commute time of 19 minutes or less, indicating that, as of 2000, many of the households in the PMA worked locally in the surrounding areas. The following tables illustrate the job counts and commuting patterns for residents living in Otsego County.

Job Counts and Commuting Patterns

Job Counts by Distance/Direction in 2014
All Workers



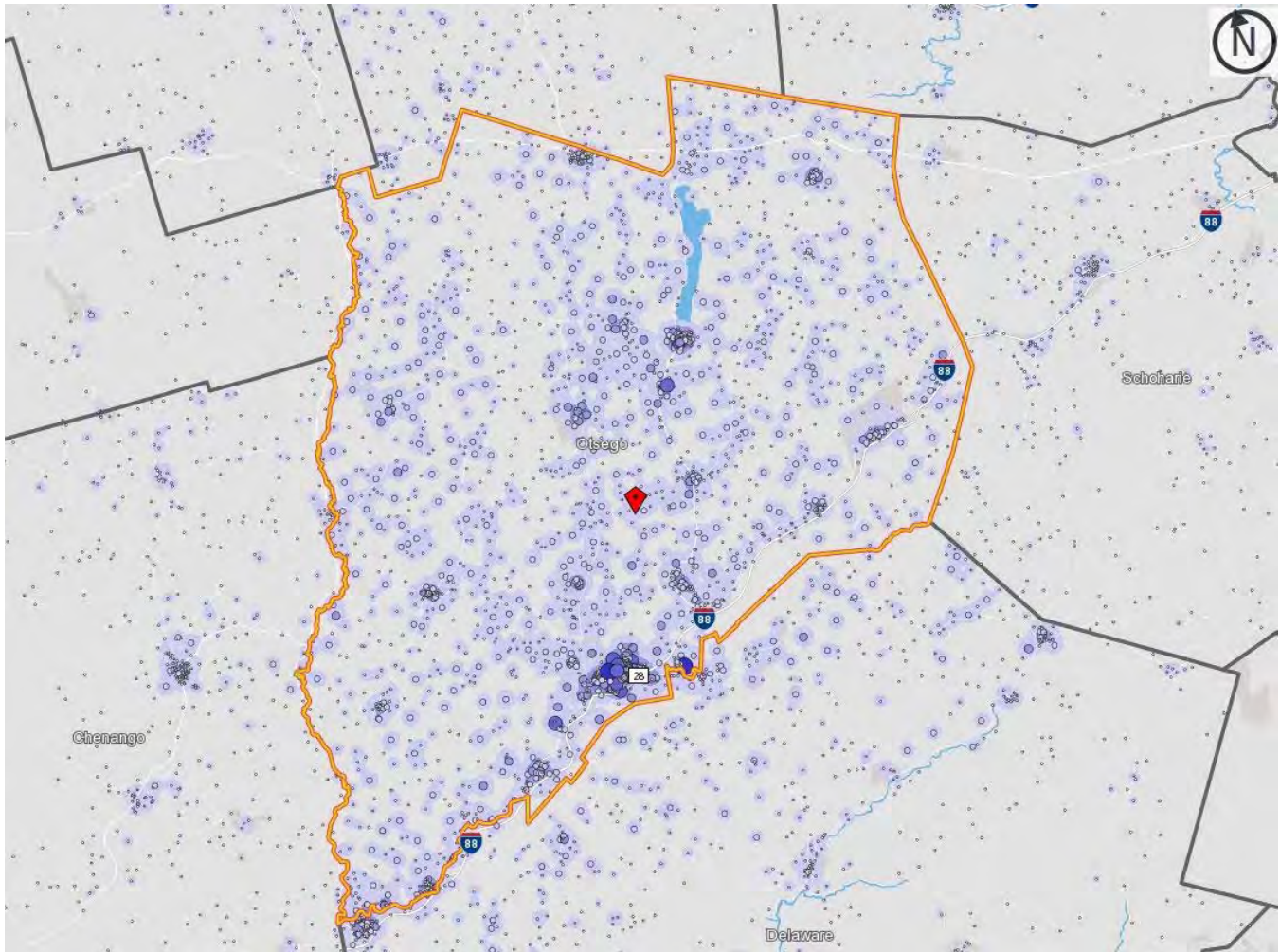
Jobs by Distance - Home Census Block to Work
Census Block

	2014	
	Count	Share
Total Primary Jobs	24,137	100.0%
Less than 10 miles	7,369	30.5%
10 to 24 miles	6,444	26.7%
25 to 50 miles	2,738	11.3%
Greater than 50 miles	7,586	31.4%

Source: US Census Bureau, August 2017

As indicated above, more than 10,000 workers residing in Otsego County (or approximately 42.8 percent) commuted more than 25 miles to work each day in 2014. Additionally, the map below indicates the concentration of employment centers where residents of Otsego County were employed as of 2014.

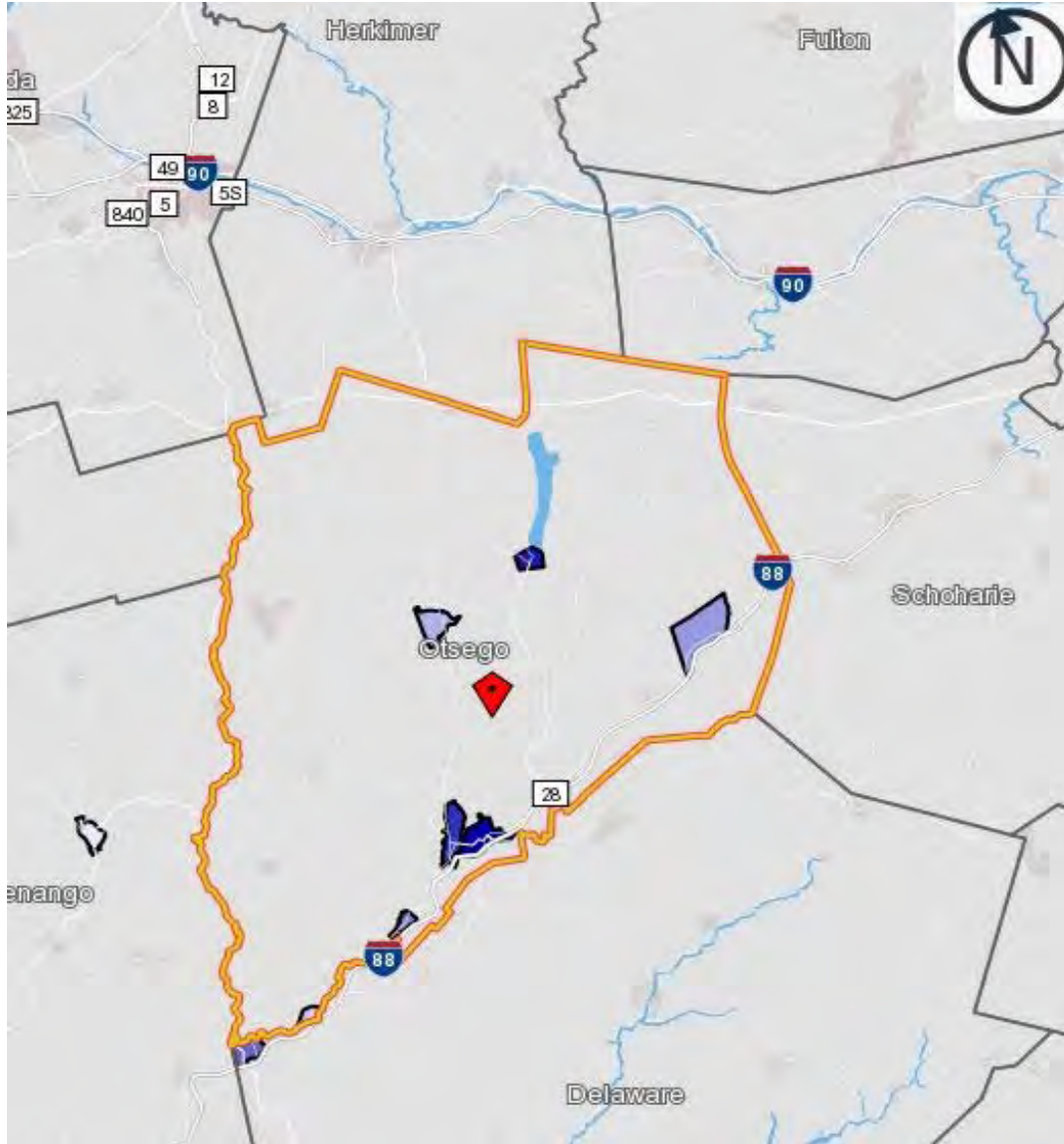
Concentration of Employment Centers



Source: US Census Bureau, August 2017

As indicated above, the major employment centers for residents of Otsego County are Oneonta, Cooperstown, and Edmeston within the county, as well as locations outside of the county such as Norwich, Sydney, Delhi, and Cobleskill. Additionally, though not shown on the map above, there are significant concentrations of Otsego County residents employed in the Albany, Binghamton, New York City, and Utica metro areas. The map and tables below illustrate the top commuting destinations by number of jobs for workers who reside in Otsego County.

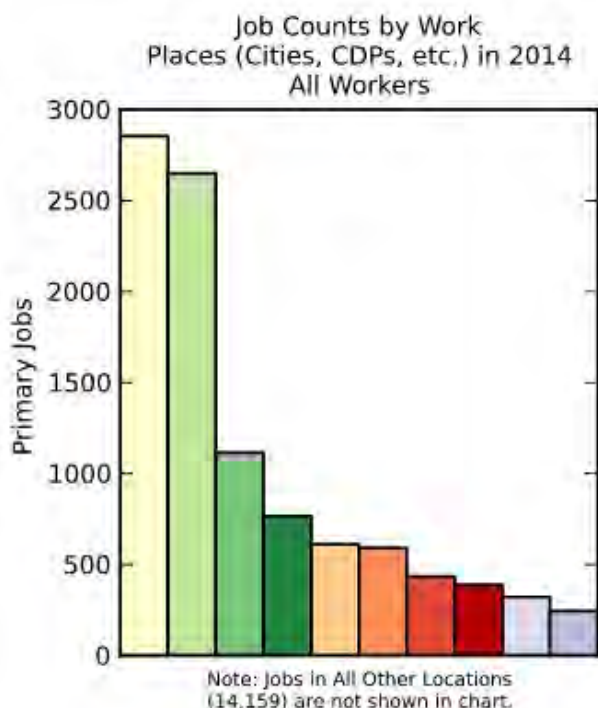
Top Commuting Destinations by Number of Jobs



- 2,854 Jobs
- 2,650 Jobs
- 1,114 Jobs
- 766 Jobs
- 612 Jobs
- 592 Jobs
- 435 Jobs
- 388 Jobs
- 322 Jobs
- 245 Jobs

Source: US Census Bureau, August 2017

Job Counts by City



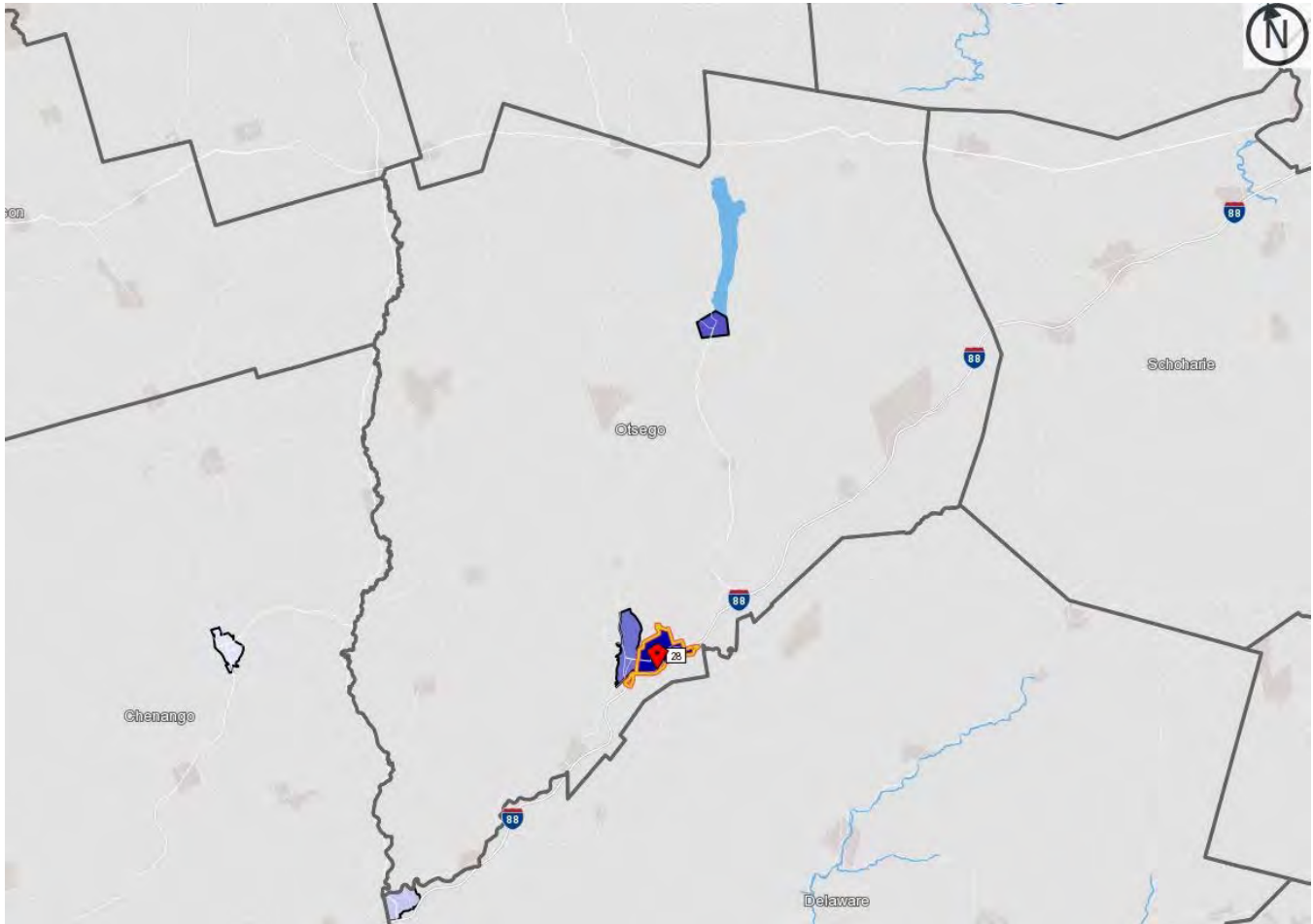
Source: US Census Bureau, August 2017

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - Primary Jobs 2014

	Count	Share
All Places (Cities, CDPs, etc.)	24,137	100.0%
Cooperstown village, NY	2,854	11.8%
Oneonta city, NY	2,650	11.0%
New York city, NY	1,114	4.6%
Albany city, NY	766	3.2%
West End CDP, NY	612	2.5%
Sidney village, NY	592	2.5%
Utica city, NY	435	1.8%
Edmeston CDP, NY	388	1.6%
Norwich city, NY	322	1.3%
Binghamton city, NY	245	1.0%
All Other Locations	14,159	58.7%

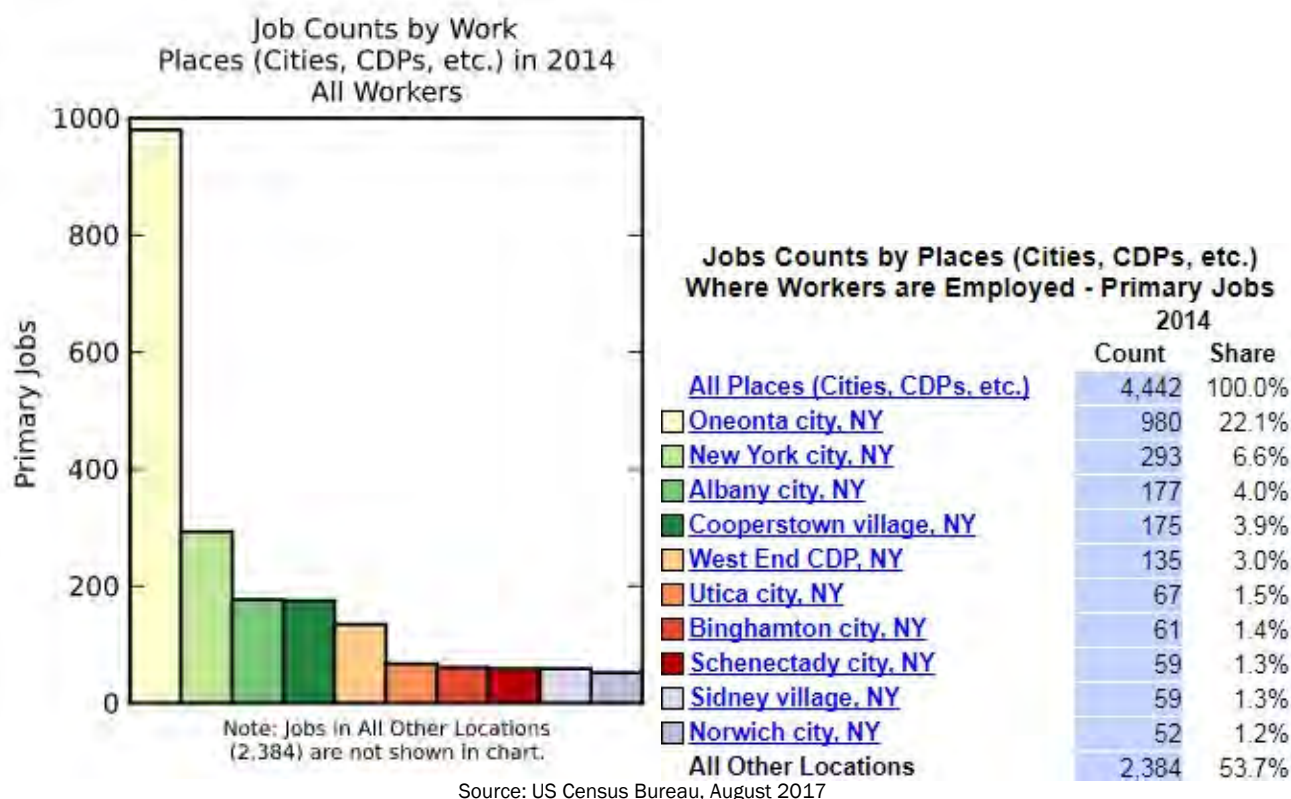
As illustrated above, the Oneonta area and Cooperstown are the main employment centers in Otsego County, with Edmeston also being home to a significant number of jobs. The top destination for Otsego County residents commuting to their primary job outside the county is New York City, followed by Albany, Sydney, Utica, Norwich, and Binghamton, respectively. Six of the top ten commuting destinations for Otsego County workers are outside of the county, accounting for 11.4 percent of all jobs for county residents. It should be noted that these counts only represent the proper definitions of the cities and CDPs, meaning there are likely more workers commuting to these metro areas than are displayed. The following map and tables illustrate the top commuting destinations by number of jobs for residents of Oneonta as of in 2014.

Top Commuting Destinations by Number of Jobs



Source: US Census Bureau, August 2017

Job Counts by City



As illustrated above, the local area and Cooperstown are the top commuting destinations within Otsego County for Oneonta residents. Outside of the county, New York City is the top commuting destination for Oneonta residents, followed by Albany, Utica, Binghamton, Schenectady, Sidney, and Norwich. These destinations outside of Otsego County account for seven of the top ten commuting destinations for Oneonta residents, and 17.3 percent of all jobs held by Oneonta residents. It should be noted that these counts only represent the proper definitions of the cities and CDPs, meaning there are likely more workers commuting to these metro areas than are displayed.

Overall, data from the US Census Bureau published in 2000 and 2014 show that many workers in Oneonta and Otsego County have been forced to look outside of Otsego County for work in recent years. This indicates that employment supply in Oneonta and Otsego County is not meeting demand from residents.

Wages by Occupation

The table below illustrates the wages by occupation in the East Central NY Non Metropolitan Area. Data specific to Otsego County was not available.

EAST CENTRAL NEW YORK NONMETROPOLITAN AREA - 2ND QTR 2015 AREA WAGE ESTIMATES

Occupation	Number of Employees	Mean Hourly Wage	Mean Annual Wage
Total all occupations	34,320	\$21.24	\$44,180
Legal Occupations	200	\$54.00	\$112,330
Management Occupations	1,430	\$45.71	\$95,070
Computer and Mathematical Occupations	240	\$34.15	\$71,030
Business and Financial Operations Occupations	890	\$32.97	\$68,570
Architecture and Engineering Occupations	200	\$32.73	\$68,080
Life, Physical, and Social Science Occupations	100	\$30.69	\$63,840
Healthcare Practitioners and Technical Occupations	1,820	\$29.53	\$61,420
Protective Service Occupations	1,950	\$27.76	\$57,740
Education, Training, and Library Occupations	2,880	\$24.96	\$51,910
Community and Social Services Occupations	980	\$24.39	\$50,740
Arts, Design, Entertainment, Sports, and Media Occupations	300	\$22.34	\$46,480
Installation, Maintenance, and Repair Occupations	1,330	\$22.21	\$46,190
Construction and Extraction Occupations	1,860	\$21.16	\$44,020
Production Occupations	1,540	\$18.48	\$38,440
Transportation and Material Moving Occupations	2,260	\$18.38	\$38,230
Sales and Related Occupations	3,540	\$17.94	\$37,310
Office and Administrative Support Occupations	5,490	\$17.22	\$35,810
Healthcare Support Occupations	1,150	\$14.56	\$30,280
Building and Grounds Cleaning and Maintenance Occupations	1,370	\$14.05	\$29,230
Personal Care and Service Occupations	1,490	\$13.99	\$29,090
Farming, Fishing, and Forestry Occupations	70	\$13.90	\$28,910
Food Preparation and Serving-Related Occupations	3,220	\$12.69	\$26,390

Source: Department Of Labor, Occupational Employment Statistics, 5/2016, retrieved 4/2017

The data presented in the previous table depicts the wages in the East Central NY MSA. The chart shows average hourly and annual wages by employment classification. The mean hourly wage across all occupations is \$21.24, which translates to an annual wage of \$44,179. The classification with the lowest average hourly wage is food preparation at \$12.69 per hour. The highest average hourly wage of \$54.00 is in legal occupations. Provided below is the estimated workers age and earnings for residents of Otsego County from 2014 U.S. Census data.

Total Primary Jobs	All Counties		Otsego County, NY	
	Count	Share	Count	Share
	21,886	100.0%	21,886	100.0%

Jobs by Worker Age	All Counties		Otsego County, NY	
	Count	Share	Count	Share
	Age 29 or younger	4,962	22.7%	4,962
Age 30 to 54	11,297	51.6%	11,297	51.6%
Age 55 or older	5,627	25.7%	5,627	25.7%

Jobs by Earnings	All Counties		Otsego County, NY	
	Count	Share	Count	Share
	\$1,250 per month or less	4,817	22.0%	4,817
\$1,251 to \$3,333 per month	9,289	42.4%	9,289	42.4%
More than \$3,333 per month	7,780	35.5%	7,780	35.5%

Source: US Census Bureau, 2014

Cost of Living Index

The City of Oneonta and Otsego County cost of living is lower the national average as a whole. For comparison purposes, we have presented the cost of living in five similarly sized cities and counties throughout New York. The table following illustrates the average cost of living for each index including food, housing utilities, transportation and the overall cost of living in each city and county and compares them to the national average, which is 100.

COST OF LIVING INDEX - CITY OF ONEONTA

Index	Oneonta, NY	Oneida, NY	Amsterdam, NY	Herkimer, NY	Chenango, NY
Food	101	100	100	100	101
Housing	64	50	46	37	63
Utilities	103	102	103	111	101
Transportation	106	106	106	103	106
Health	97	96	96	104	96
Overall Cost of Living	91	86	84	82	90
Overall Population	13,862	11,134	18,008	9,901	11,003

Source: Sperling's Best Places; bestplaces.net, August 2017

COST OF LIVING INDEX - Oneonta County

Index	Otsego County, NY	Washington County, NY	Columbia County, NY	Herkimer County, NY	Genesee County, NY
Food	101	101	102	100	100
Housing	63	68	126	54	59
Utilities	103	103	102	111	103
Transportation	106	107	106	103	104
Health	97	96	97	104	97
Overall Cost of Living	90	92	110	87	88
Overall Population	60,636	62,230	61,509	63,100	58,937

Source: Sperling's Best Places; bestplaces.net, August 2017

The City of Oneonta has an overall cost of living index of 91 percent of the national average, the highest cost of living index among the surveyed New York cities. Otsego County has the third highest cost of living index among the surveyed New York counties at 90 percent of the national average.

Crime Statistics

The following table illustrates crime statistics in the City of Oneonta and in Otsego County. A value of 100 represents the national average, with values above and below 100 being higher and lower than the national average, respectively.

2017 CRIME INDICES

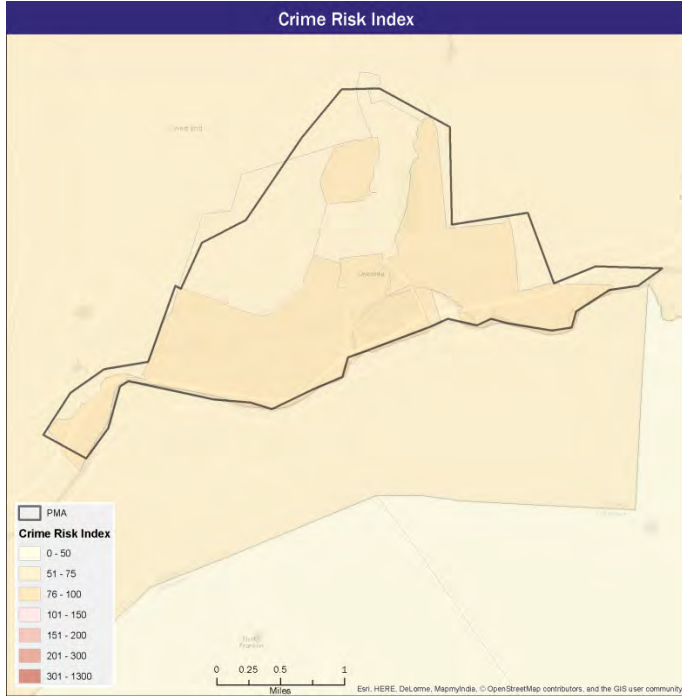
	City of Oneonta	Otsego County
Total Crime*	77	48
Personal Crime*	67	37
Murder	21	20
Rape	65	46
Robbery	20	12
Assault	91	49
Property Crime*	79	49
Burglary	67	45
Larceny	90	55
Motor Vehicle Theft	15	9

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

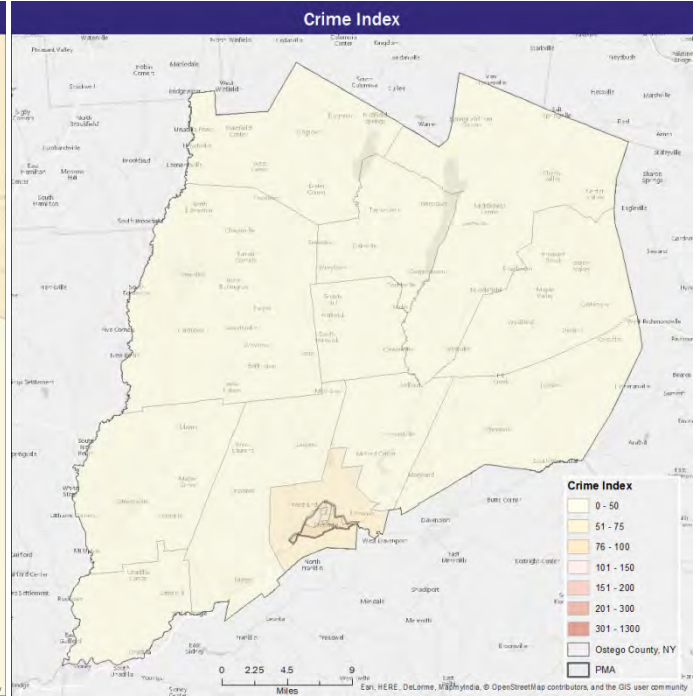
*Unweighted aggregations

The total crime indices in the City of Oneonta are generally above that of Otsego County, but both areas are well below the national average. Assault is the most common crime in the City of Oneonta, while larceny is the most common crime in Otsego County. The map below illustrates crime index indices by census tract in the City of Oneonta and Otsego County, respectively.

Crime Risk Index: City of Oneonta



Crime Risk Index: Otsego County



Conclusion

Otsego County lost approximately 2,014 jobs, or 6.5 percent of total employment, during the national recession between 2007 and 2009, which exceeded the nation in terms of a percentage of total employment. A significant number of these job losses came in the information, wholesale trade, and agriculture/forestry/fishing/hunting sectors, which are not among the area’s largest employment industries. The city and county’s largest employment sectors, healthcare/social assistance, retail trade, accommodation/food services, and educational services, grew modestly in the past 17 years. Of note, the arts/entertainment/recreation sector also made marked employment gains during this period, increasing by 6.8 percent annually in the City of Oneonta and by 5.3 percent in Otsego County.

Commuting patterns in the City of Oneonta and Otsego County indicate two trends: most City of Oneonta residents are employed outside the city, while approximately 54.4 percent of county residents are employed outside of the county. Residents of Otsego County commuting outside of the county are traveling to the west and southwest, implying travel to employment centers in areas such as Binghamton and Chenango County. These commuting and employment patterns suggest that employment opportunities in Otsego County are not meeting employment demand.

IV. DEMOGRAPHIC CHARACTERISTICS

DEMOGRAPHIC CHARACTERISTICS

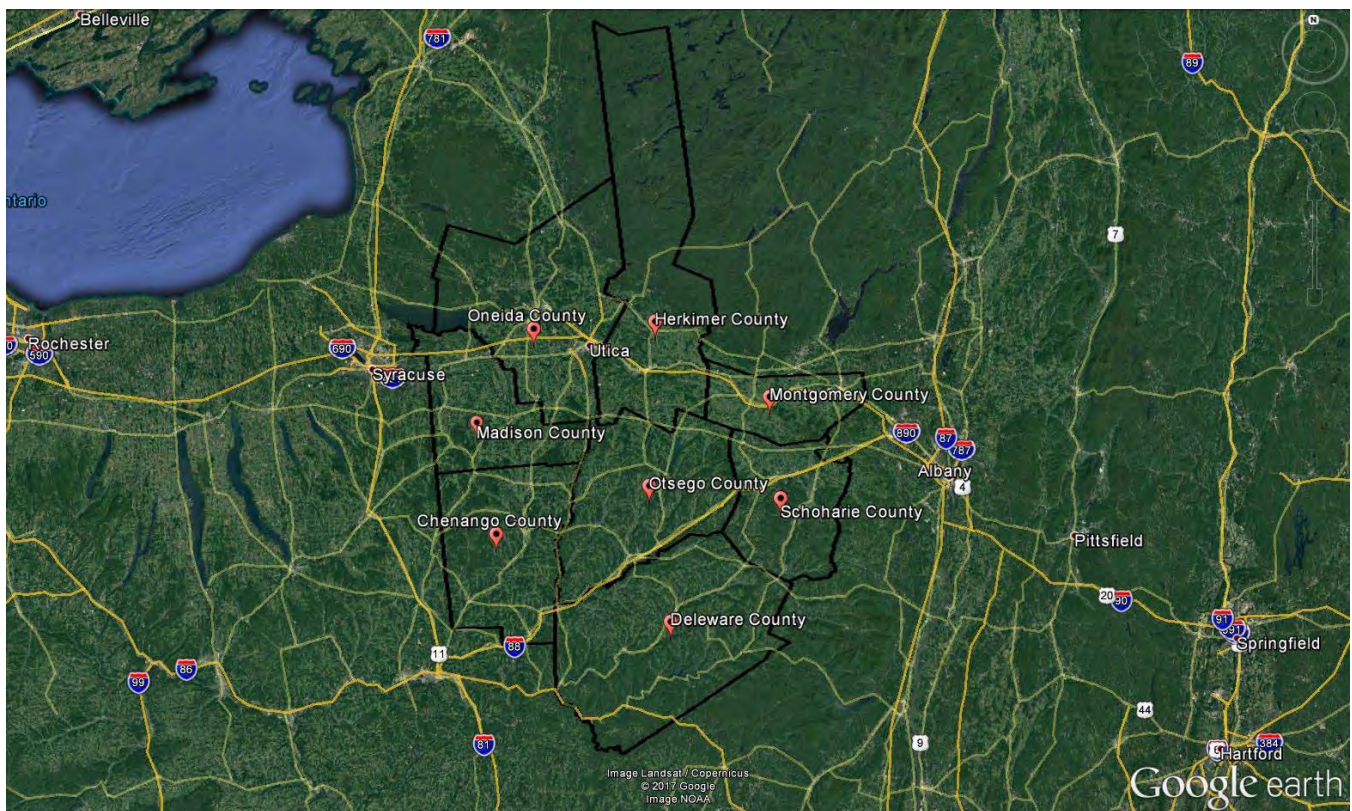
The following section will provide an analysis of the demographic characteristics within Otsego County. Data such as population, households and growth patterns will be studied to determine characteristics of Otsego County and, when available, the City of Oneonta. The discussion will also describe typical household size and will provide a picture of the health of the community and the economy. Demographic data has been obtained from ESRI Business Information Solutions, a national proprietary data provider. ESRI's methodology is outlined in the addenda.

Area of Analysis

The defined area of analysis is Otsego County. As previously mentioned, there are several cities and towns within Otsego County, including the City of Oneonta. We have compared data in the City of Oneonta to that of Otsego County for comparison purposes. Maps of the City of Oneonta and Otsego County are provided following.

Otsego County Map

The following map illustrates Otsego County and the surrounding counties.

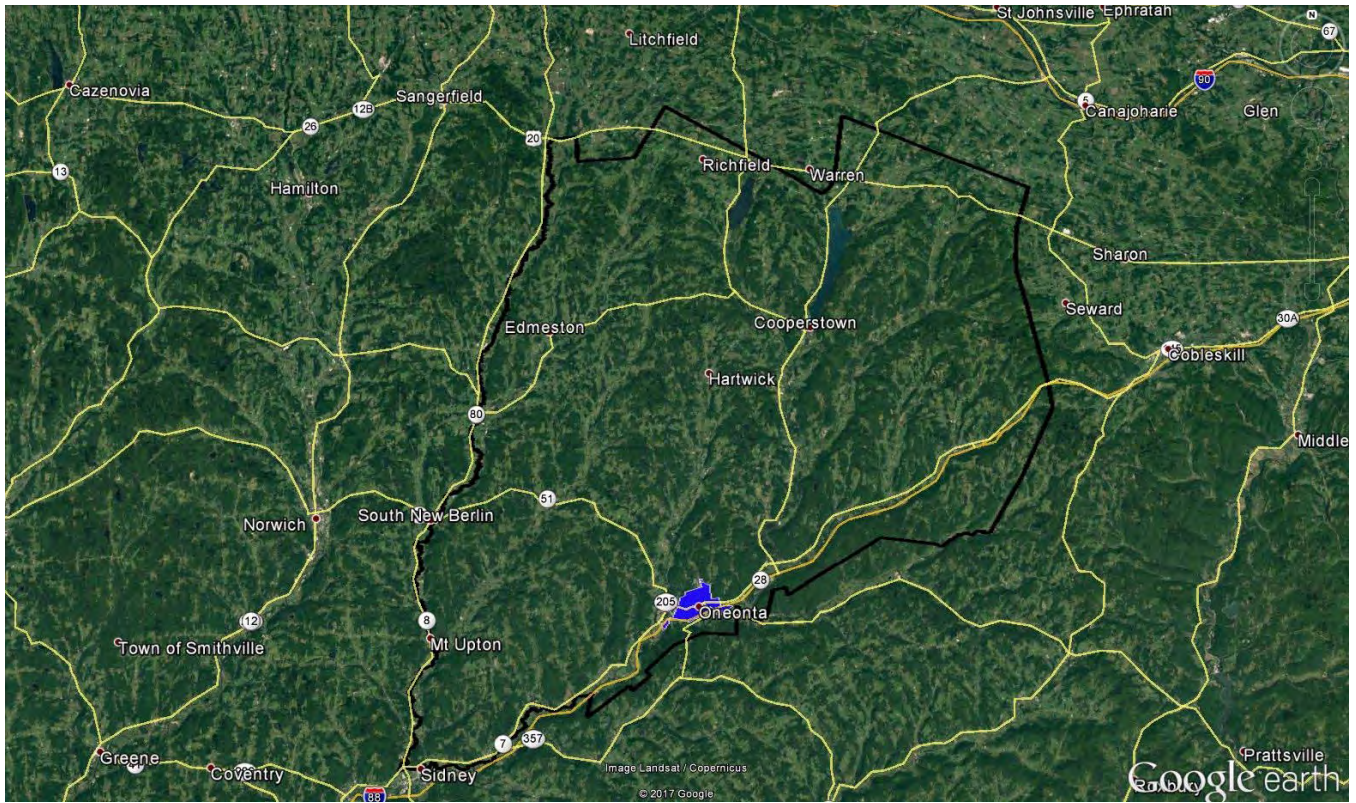


Source: Google Earth, August 2017

SUB-MARKET MAP

City of Oneonta

The following map illustrates the PMA as well as the boundaries of the City of Oneonta (shaded in blue). For the purpose of this analysis, Otsego County will serve as the PMA.



Source: Google Earth, August 2017.

POPULATION TRENDS

Total Population

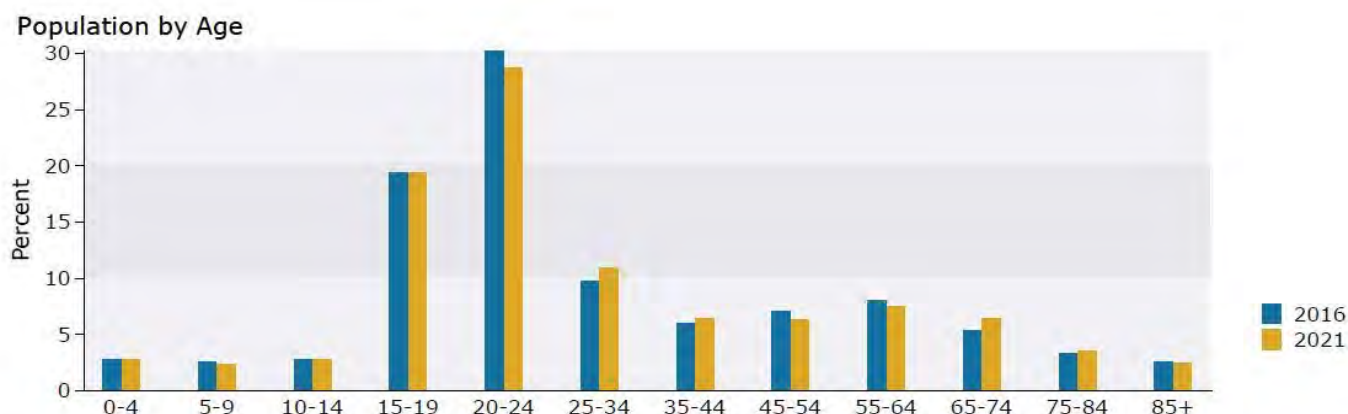
The table below illustrates total population in the City of Oneonta, Otsego County, and the nation in 2000, 2010, 2017, and 2021.

Year	City of Oneonta		Otsego County		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change
2000	13,261	-	61,675	-	281,421,906	-
2010	13,776	0.4%	62,259	0.1%	308,745,538	1.0%
2017	13,677	-0.1%	62,792	0.1%	323,580,626	0.7%
2021	13,521	-0.2%	62,632	-0.1%	337,326,118	0.8%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

Population within the City of Oneonta and Otsego County each increased slightly between 2000 and 2010, at rates of 0.4 percent and 0.1 percent, respectively, while population in the nation grew by one percent. Population in the City of Oneonta decreased by 0.1 percent from 2010 to 2017, while the population of Otsego County grew by 0.1 percent and the national population grew by 0.7 percent. Oneonta and Otsego County are projected to see respective population decreases of 0.2 percent and 0.1 percent between 2017 and 2021, which lags behind the national projection of 0.8 percent population growth.

Population by Age: City of Oneonta



Source: ESRI Demographics 2017, Novogradac & Company LLP, August 2017

As illustrated in the graph above, the workforce and overall population in the City of Oneonta is concentrated in the age cohorts between 15 and 64 years old. The age cohorts 25 to 34, 35 to 44, 65 to 74, and 75 to 84 are expected to grow through 2021. Conversely, the age cohorts five to nine, five to nine, 10 to 14, 20 to 24, 45 to 54, 55 to 64, and 85+ are expected to decrease slightly. Population growth is expected to be greatest in the prime work age demographics 25 to 44 and prime retirement ages 65 to 84. Notably, the population of college-aged young people is projected to remain very high, which is attributed to the universities in the area. This suggests future need for housing to accommodate students, young professionals, and senior citizens.

Senior Population

The table below illustrates total senior population in the City of Oneonta, Otsego County, and the nation in 2000, 2010, 2017, and 2021.

SENIOR POPULATION, 65+						
Year	City of Oneonta		Otsego County		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change
2000	1,562	-	9,279	-	34,991,753	-
2010	1,436	-0.8%	10,281	1.1%	40,267,984	1.5%
2017	1,539	1.0%	11,834	2.1%	48,626,793	2.9%
2021	1,699	2.1%	13,711	3.2%	57,497,878	3.6%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

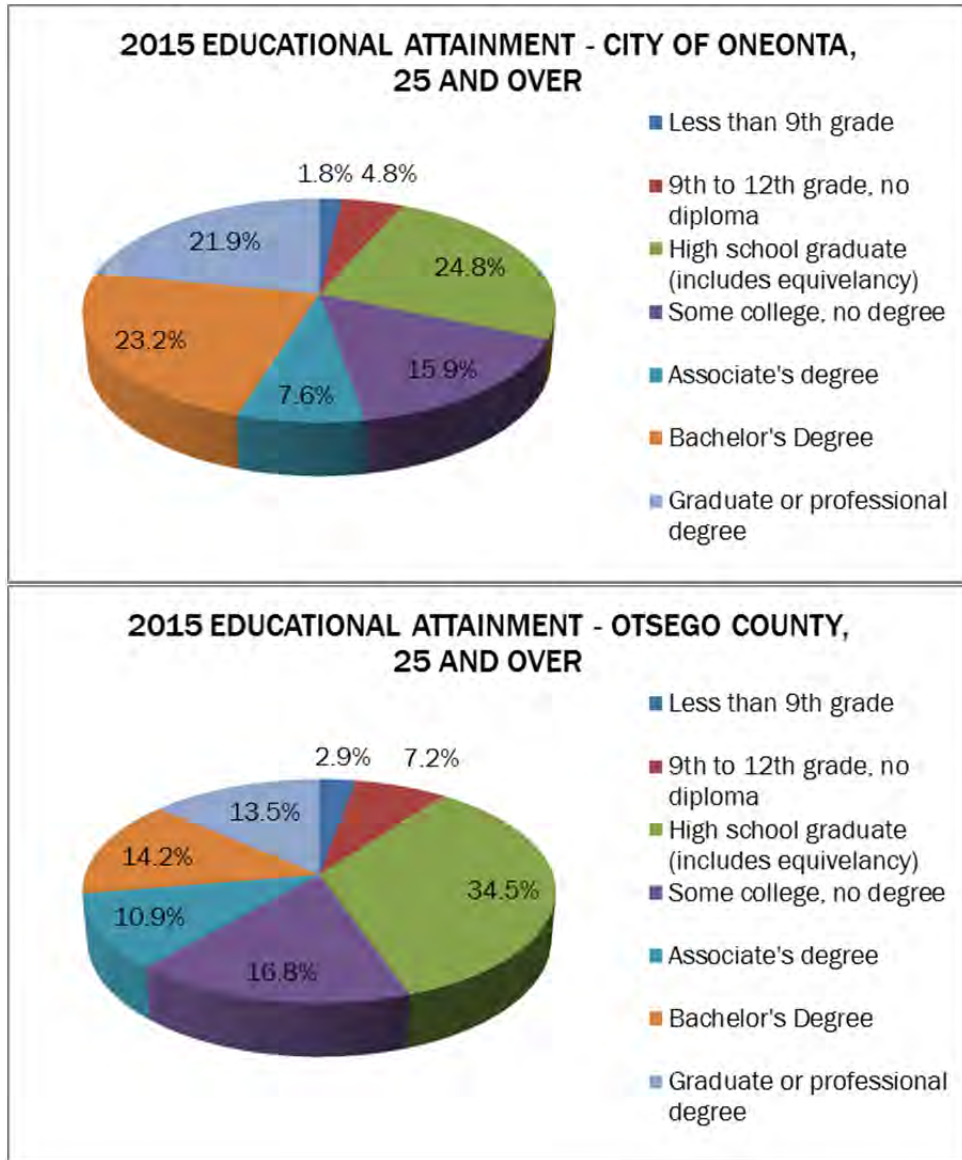
The senior population in the City of Oneonta decreased by 0.8 percent per annum between 2000 and 2010, while the senior population increased in Otsego County and in the nation over the same period. The senior population in the City of Oneonta increased between 2010 and 2017; however, it lagged senior population growth in the county and the nation during the same time period. The senior population of the City of Oneonta is expected to continue at a rate of 2.1 percent between 2017 and 2021, though it will continue to lag senior population growth in Otsego County and the nation.

Educational Attainment

The following table illustrates Educational Attainment in the City of Oneonta and Otsego County, based on the American Community Survey.

EDUCATIONAL ATTAINMENT		
	City of Oneonta	Otsego County
Population 18 to 24 Years	6,634	10,762
Less than high school graduate	2.2%	7.8%
High school graduate (includes equivalency)	17.2%	24.2%
Some college or associate's degree	78.6%	62.4%
Bachelor's degree or higher	2.0%	5.7%
Population 25 years and over	5,734	40,102
Less than 9th grade	1.8%	2.9%
9th to 12th grade, no diploma	4.8%	7.2%
High school graduate (includes equivalency)	24.8%	34.5%
Some college, no degree	15.9%	16.8%
Associate's degree	7.6%	10.9%
Bachelor's Degree	23.2%	14.2%
Graduate or professional degree	21.9%	13.5%

Source: American Community Survey 2015



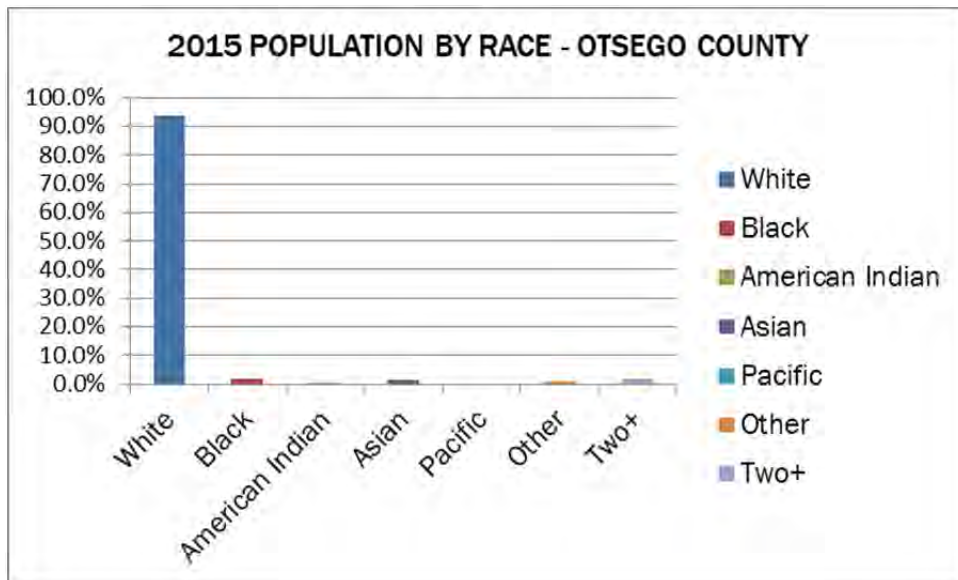
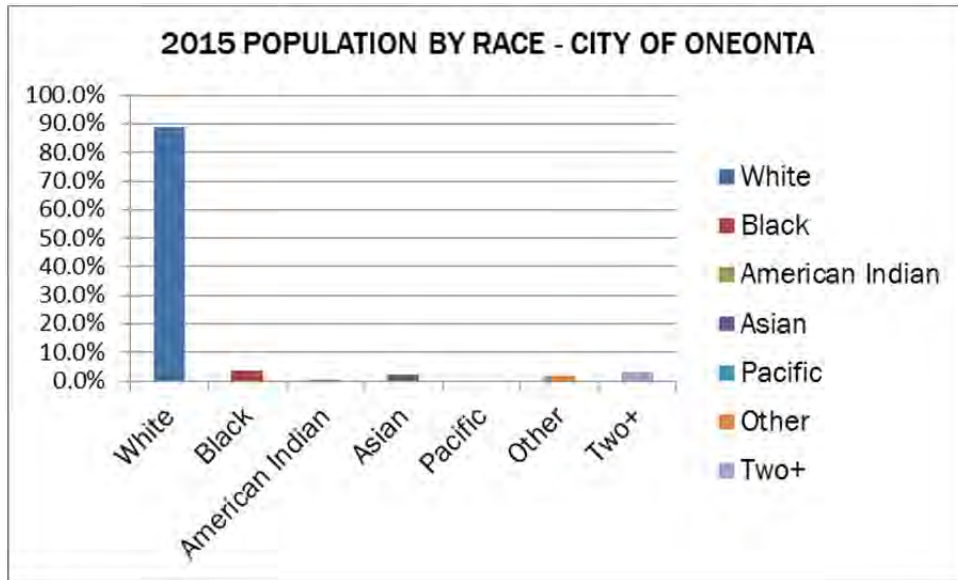
Source: American Community Survey, 2015

According to the 2015 American Community Survey, 89.9 percent of the Otsego County population over the age of 25 has at least a high school diploma, while 55.4 percent has at least some college education. Approximately 81 percent of the City of Oneonta’s population had at least a high school diploma, while approximately 50 percent has at least some college education. Nationally, approximately 87 percent of the population has at least a high school diploma, while 59 percent has at least some college education.

Conversely, the City of Oneonta population has a significantly lower percentage of people with no high school diploma. 6.6 percent of the population within the City of Oneonta has less than a high school diploma, compared with only 10.1 percent in Otsego County. Nationally, approximately 12.1 percent of the population does not hold a high school diploma. This indicates a lower concentration of people without a high school diploma in the City of Oneonta than in Otsego County and in the nation.

Population by Race

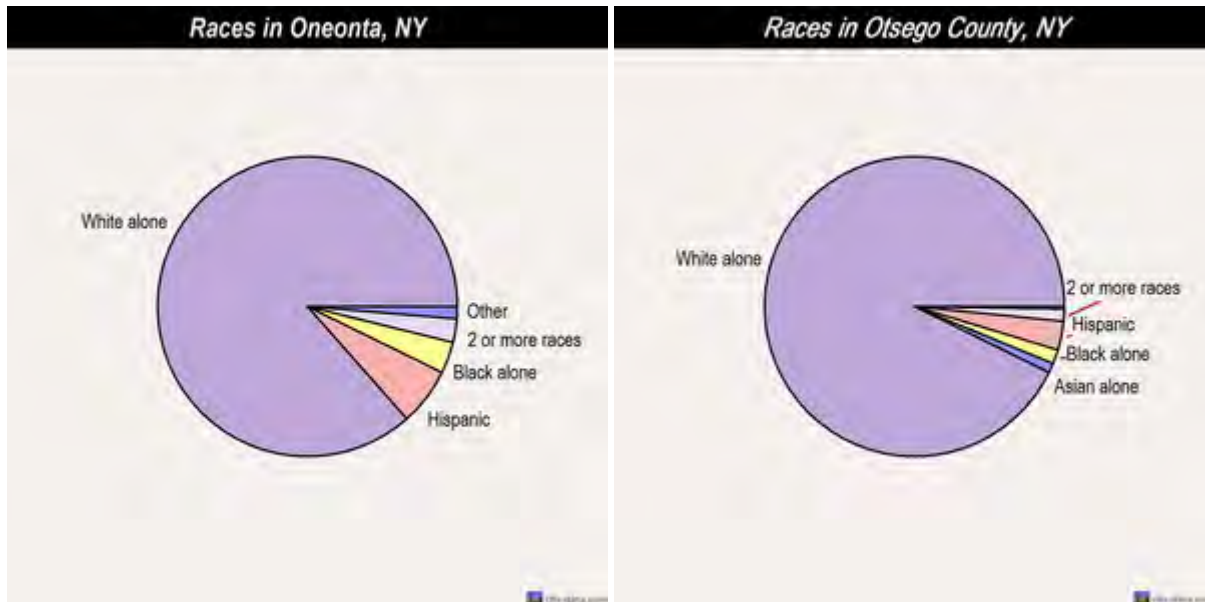
The graphs below illustrate population by race in Otsego County and the City of Oneonta.



Source: American Community Survey, 2015

Population Breakdown by Race/Ethnicity

The following tables illustrate the population by race within the City of Oneonta and Otsego County as a whole, according to 2010 census data.



As illustrated, both the City of Oneonta and Otsego County have a higher white population relative to the other races. The City of Oneonta has a greater proportion of all minority races than Otsego County.

Homeless Population

Per the HUD Point in Time Report, which counts the homeless population in New York by statistical area, a total of 86,352 homeless persons were located in New York as of January 25, 2016 (the most recent data available). According to this report, the majority of the state's homeless individuals are located in New York City. Only 276 of the state's total homeless population is located in Otsego, Broome, Delaware, Chenango, and Cortland Counties (this was the most localized data available). There are numerous resources for the homeless population in Otsego County. Otsego County Department of Social Services provides funding for the non-profit organization Opportunities for Otsego, which works to alleviate poverty in the county. Opportunities for Otsego maintains a shelter for the homeless population in Oneonta which is open 24 hours a day, seven days a week. The organization also provides a number of housing services to the area's homeless and at risk population, including temporary housing assistance, rent/mortgage assistance, housing location, counseling, assistance in speaking with landlords, budget assistance, linkage to legal services, transportation assistance, ongoing case management, and referral to other community service organizations. The Otsego County government also operates an independent Mental Health Department, which provides access to confidential services from licensed mental health professionals at its clinic in Oneonta. The clinic accepts most health insurance plans, including Medicare and Medicaid, and implements a sliding scale fee schedule for those facing financial hardship. Otsego County Department of Veterans Affairs provides localized support for the county's veterans, including transportation assistance, assistance navigating federal and state programs, employment assistance, and a discount program – all of which are available to homeless veterans.

The extent of homelessness in an area is difficult to quantify. The Census cannot track this population. The annual Point-In-Time (PIT) count is conducted by members of the Continuum of Care Network in Otsego, Broome, Delaware, Chenango, and Cortland Counties as part of its application to HUD for Continuum of Care

grant funds. The PIT count has been conducted each January since 2004. It includes homeless individuals and families who are served by the emergency shelters, transitional housing providers, clients of the drop-in center and the domestic violence shelter in the Otsego, Broome, Delaware, Chenango, and Cortland Counties. Unsheltered homeless include those who are turned away from facilities due to lack of space as well as the homeless who and may not be seeking assistance.

People who are not represented in the PIT count and are at risk of homelessness or do not fit HUD’s definition of homelessness include the following groups:

- People living in hotels because they do not have permanent housing;
- People living with friends or family at the time of the count;
- People living in their cars or campsites who have not contacted an emergency shelter or transitional housing provider; and
- Unsheltered homeless who have jobs and thus are at work at the time of the count.

According to the PIT count for 2016 (the most recent made publicly available by HUD) in Otsego, Broome, Delaware, Chenango, and Cortland Counties, there were 276 homeless people in the region. This is a decrease of approximately 33 homeless persons since 2014 (the first year data was gathered for this jurisdiction), when the number of homeless persons was approximately 309. However, the homeless are a transient population and can often move from place to place so it is difficult to estimate than number of homeless in the city, county, or even the reporting region at any point in time.

Disabled Population

The number of disabled persons in Otsego County was available via disability data from the 2015 American Community Survey. According to this source, there are approximately 7,739 disabled persons in Otsego County, or 12.7 percent of the population. This figure includes six persons age five and younger, 1,275 persons between the ages of 65 and 74 years old, and 1,987 persons aged 75 and older.

HOUSEHOLD TRENDS

Total Number of Households

The table following illustrates total households in the City of Oneonta, Otsego County, and the nation in 2010, 2017, and 2021.

Year	City of Oneonta		Otsego County		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change
2010	4,302	0.1%	24,620	0.6%	116,716,292	1.1%
2017	4,171	-0.4%	24,716	0.1%	121,786,233	0.6%
2021	4,091	-0.4%	24,617	-0.1%	126,694,268	0.8%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

Total households within the City of Oneonta increased by 0.1 percent annually between 2000 and 2010, but decreased at a 0.4 percent annual rate between 2010 and 2017. Household growth has been consistent in Otsego County since 2000, but has lagged household growth in the nation. The number of households is expected to continue its decrease in the City of Oneonta, and to decrease in Otsego County, while the nation continues to grow through 2021.

Total Number of Senior Households

The table following illustrates total senior households in the City of Oneonta, Otsego County, and the nation in 2010, 2017, and 2021.

HOUSEHOLDS WITH SENIOR HOUSEHOLDER, 65+

Year	City of Oneonta		Otsego County		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change
2010	851	-	6,228	-	24,532,661	-
2017	942	1.5%	7,843	3.6%	30,885,675	3.6%
2021	1,006	1.4%	8,501	1.7%	35,821,103	3.2%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

The number of senior households in the City of Oneonta increased between 2010 and 2017, but at a slower rate than the growth of senior households in Otsego County and the nation during the same time period. The number of senior households is expected to grow in all areas through 2021. The number of senior households is expected to grow most dramatically in the nation, while senior household growth in the City of Oneonta will be slightly lower than in Otsego County.

Average Household Size

The table below illustrates average household size in the City of Oneonta, Otsego County, and the nation by number of people.

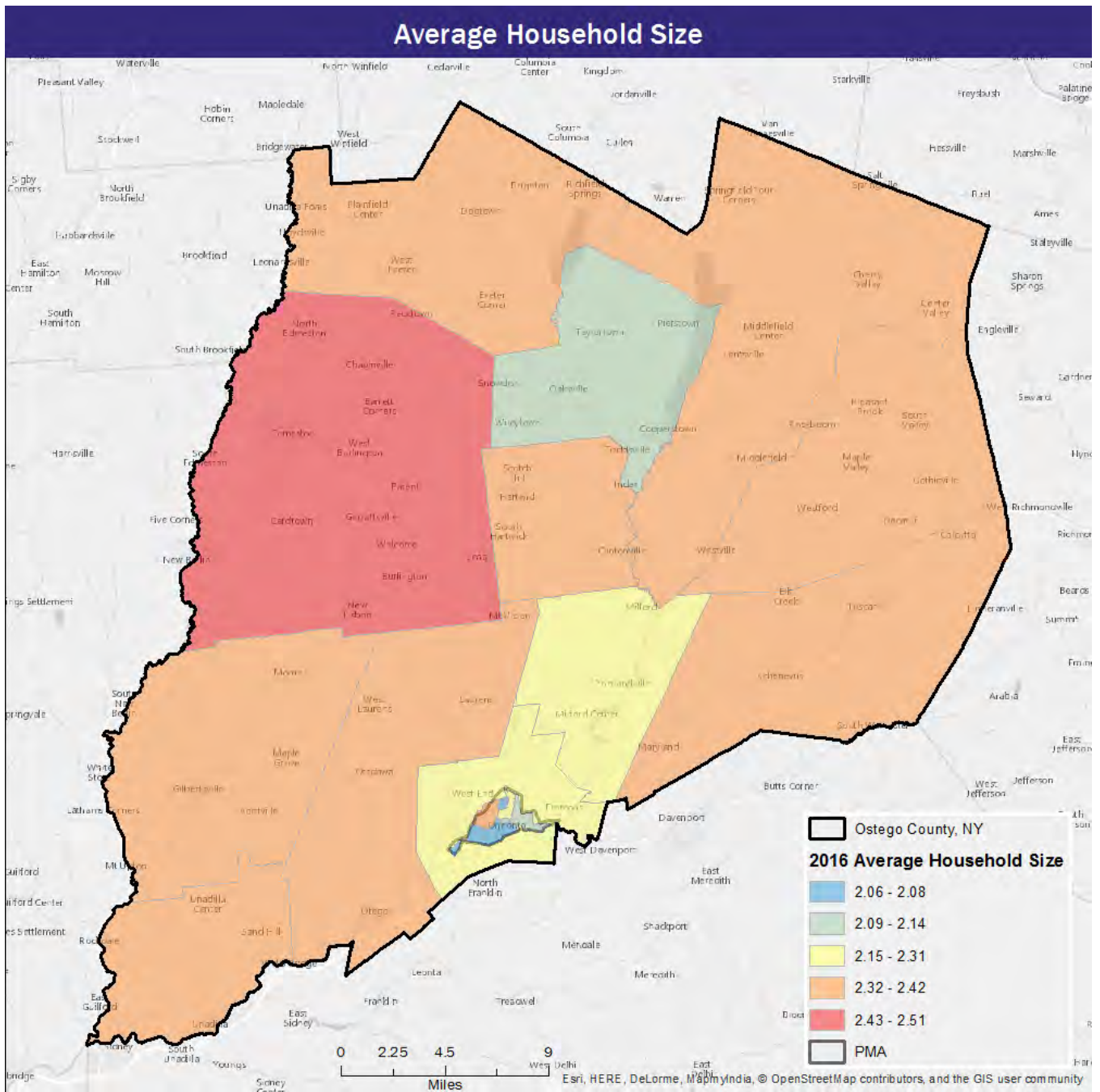
AVERAGE HOUSEHOLD SIZE

Year	City of Oneonta		Otsego County		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change
2000	2.20	-	2.43	-	2.59	-
2010	2.18	-0.1%	2.31	-0.5%	2.58	-0.1%
2017	2.19	0.1%	2.32	0.0%	2.59	0.1%
2021	2.20	0.0%	2.32	0.0%	2.60	0.1%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

As illustrated in the previous table, average household size within the City of Oneonta decreased at the same rate as the nation between 2000 and 2010, while Otsego County decreased at a faster rate. Household sizes grew by 0.1 percent in Oneonta and the nation while remaining stable in Otsego between 2010 and 2017. Both Oneonta and Otsego County are projected to maintain generally stable household sizes through 2021, while the nation is projected to grow slightly. The City of Oneonta has a smaller average household size than Otsego County and the nation.

The map on the next page illustrates average household size by number of people around Otsego County.



Median Age

The following table illustrates the median age in the City of Oneonta, Otsego County, the state of New York, and the nation from 2000 through 2021.

MEDIAN AGE

Year	City of Oneonta		Otsego County		New York		USA	
	Number	Annual Change	Number	Annual Change	Number	Annual Change	Number	Annual Change
2000	23.8	-	37	-	35.9	-	35.3	-
2010	24	0.8%	41	10.8%	37.9	5.6%	37.0	4.8%
2017	23.7	-1.3%	41.9	2.2%	38.7	2.1%	38.0	2.7%
2021	24	1.3%	43	2.6%	39.5	2.1%	39.0	2.6%

Source: ESRI Business Analyst 9.1, Novogradac & Company LLP April 2017.

Of the four areas of analysis, the median age is lowest in the City of Oneonta and highest in Otsego County. This is indicative of a younger population in the City of Oneonta when compared to Otsego County and the state of New York. Although all four areas of analysis are expected to experience an increase in the respective median age through 2021, the City of Oneonta is projected to experience the smallest increase therein, further widening the gap between the median age in the City of Oneonta with that in the county and the state of New York. Oneonta is expected to have a lower median age through 2021 than Otsego County, the state of New York, and the nation. By contrast, the Otsego County is expected to have the highest median age in 2021 in comparison to the City of Oneonta, the state of New York, and the nation.

Households by Number of Persons in the Household

The following tables illustrate household sizes for all households in the City of Oneonta and Otsego County.

CITY OF ONEONTA HOUSEHOLD SIZE DISTRIBUTION

Household Size	2000		2017		2021	
	Total	Percent	Total	Percent	Total	Percent
1 persons	1,502	35.4%	1,579	37.9%	1,578	38.6%
2 persons	1,358	32.0%	1,376	33.0%	1,341	32.8%
3 persons	647	15.3%	646	15.5%	629	15.4%
4 persons	470	11.1%	390	9.3%	372	9.1%
5+ persons	264	6.2%	181	4.3%	171	4.2%
Total	4,242	100.0%	4,171	100.0%	4,091	100.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

OTSEGO COUNTY HOUSEHOLD SIZE DISTRIBUTION

Household Size	2000		2017		2021	
	Total	Percent	Total	Percent	Total	Percent
1 persons	6,249	26.8%	7,759	31.4%	7,935	32.2%
2 persons	8,414	36.1%	9,268	37.5%	9,148	37.2%
3 persons	3,622	15.5%	3,664	14.8%	3,640	14.8%
4 persons	3,085	13.2%	2,488	10.1%	2,414	9.8%
5+ persons	1,922	8.3%	1,537	6.2%	1,480	6.0%
Total	23,291	100.0%	24,716	100.0%	24,617	100.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

One and two-person households represent the largest groups of households in the City of Oneonta, which is also the same for the Otsego County. One-person households are the most prevalent in the City of Oneonta, accounting for 37.9 percent of all households in 2017. By contrast, two-person households are most prevalent in Otsego County, accounting for 37.5 percent of households in 2017. Of note, three and four-person households are seen at similar rates in Otsego County and the City of Oneonta.

Renter Households by Number of Persons in the Household

The following tables show household size by renter tenure in the City of Oneonta and Otsego County, respectively.

CITY OF ONEONTA RENTER HOUSEHOLD SIZE DISTRIBUTION

Household Size	2000		2017		2021	
	Total	Percent	Total	Percent	Total	Percent
1 persons	1,057	43.6%	1,186	48.2%	1,184	48.9%
2 persons	684	28.2%	647	26.3%	623	25.7%
3 persons	399	16.5%	360	14.7%	351	14.5%
4 persons	175	7.2%	173	7.0%	173	7.2%
5+ persons	110	4.5%	94	3.8%	91	3.7%
Total	2,426	100.0%	2,460	100.0%	2,421	100.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

OTSEGO COUNTY RENTER HOUSEHOLD SIZE DISTRIBUTION

Household Size	2000		2017		2021	
	Total	Percent	Total	Percent	Total	Percent
1 persons	2,610	41.6%	3,534	49.8%	3,619	50.7%
2 persons	1,723	27.4%	1,795	25.3%	1,750	24.5%
3 persons	965	15.4%	971	13.7%	968	13.6%
4 persons	572	9.1%	473	6.7%	479	6.7%
5+ persons	410	6.5%	326	4.6%	324	4.5%
Total	6,281	100.0%	7,098	100.0%	7,140	100.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

The largest groups of renters in the City of Oneonta and Otsego County are one and two-person households. These account for approximately 74.5 and 75.1 percent of renters in the city and county, respectively. Rental household sizes in both areas are projected to stay relatively stable between 2017 and 2021. As previously noted, the median age in the City of Oneonta is below 24 years, which is attributed to the presents of colleges and universities in the city.

INCOME TRENDS

Median Household Income Levels

The table below illustrates the median household income in the City of Oneonta, Otsego County, and the nation from 2000 to 2017 and projections through 2021.

MEDIAN HOUSEHOLD INCOME

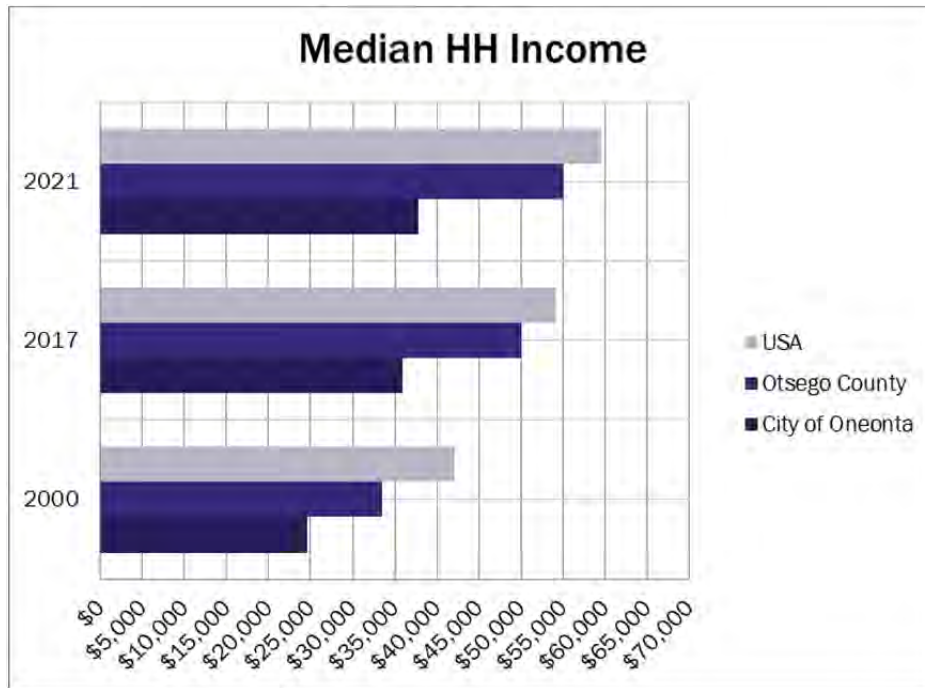
Year	City of Oneonta		Otsego County		USA	
	Amount	Annual Change	Amount	Annual Change	Amount	Annual Change
2000	\$24,642	-	\$33,504	-	\$42,164	-
2017	\$35,903	2.6%	\$50,033	2.9%	\$54,149	1.6%
2021	\$37,790	1.1%	\$55,033	2.0%	\$59,476	2.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

Median incomes in the City of Oneonta, Otsego County, and the nation have increased from 2000 to 2017 and are projected to continue to increase through 2021. The median income in the City of Oneonta is lower than that of Otsego County and the nation. Median income in Otsego County is also lower than the nation.

The median household income in the City of Oneonta is projected to remain below both that of the county and the nation, while median household income in Otsego County is expected to below the nation.

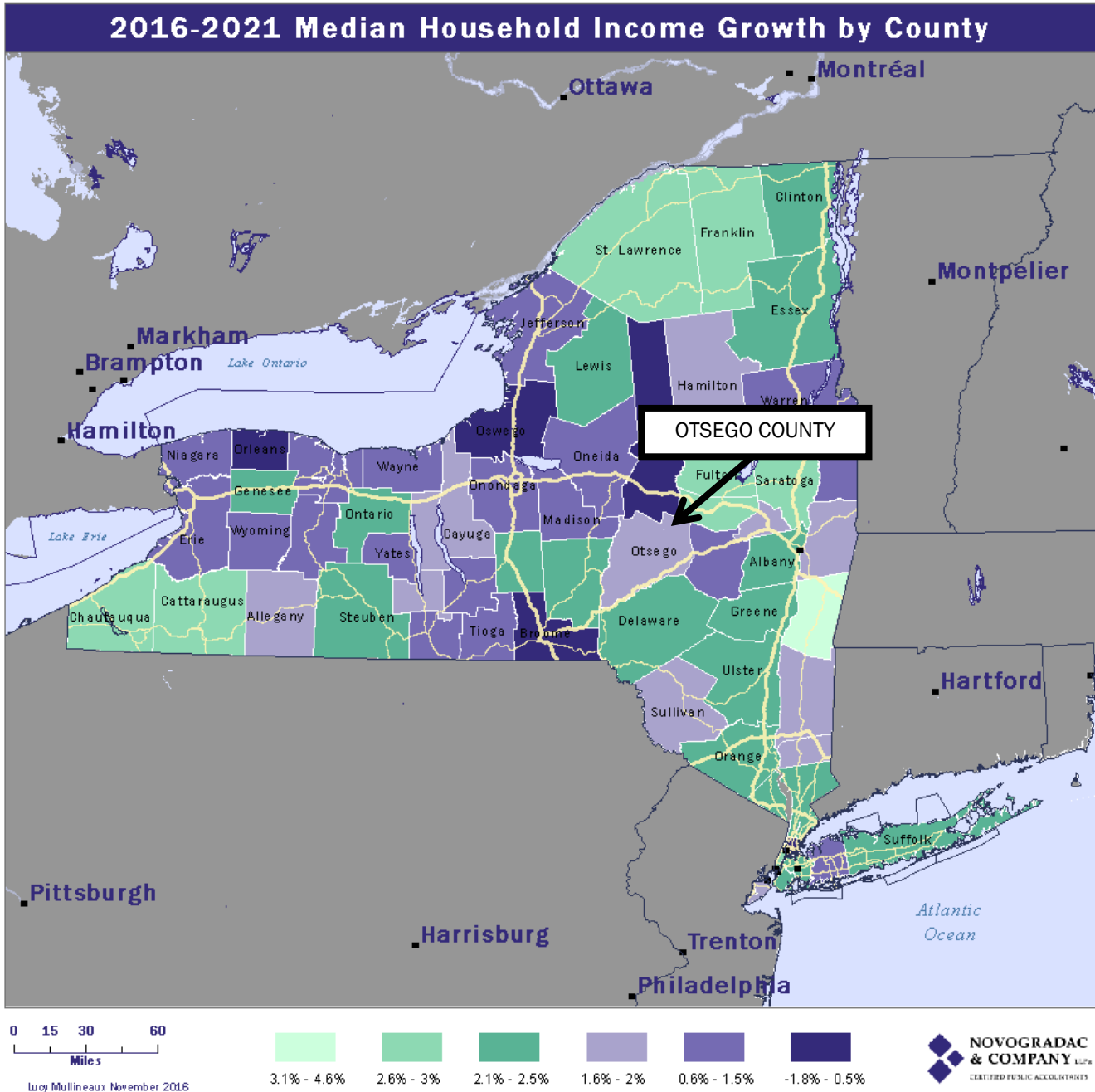
The graph below illustrates the 2017 median household income for the City of Oneonta, Otsego County, and the nation through 2021.



Median household income in Otsego County has grown closer to the national median household income since 2000 but remains below the nation. Though median household income in the City of Oneonta grew between 2000 and 2017, it remains much lower than the median household income of both the county and the nation.

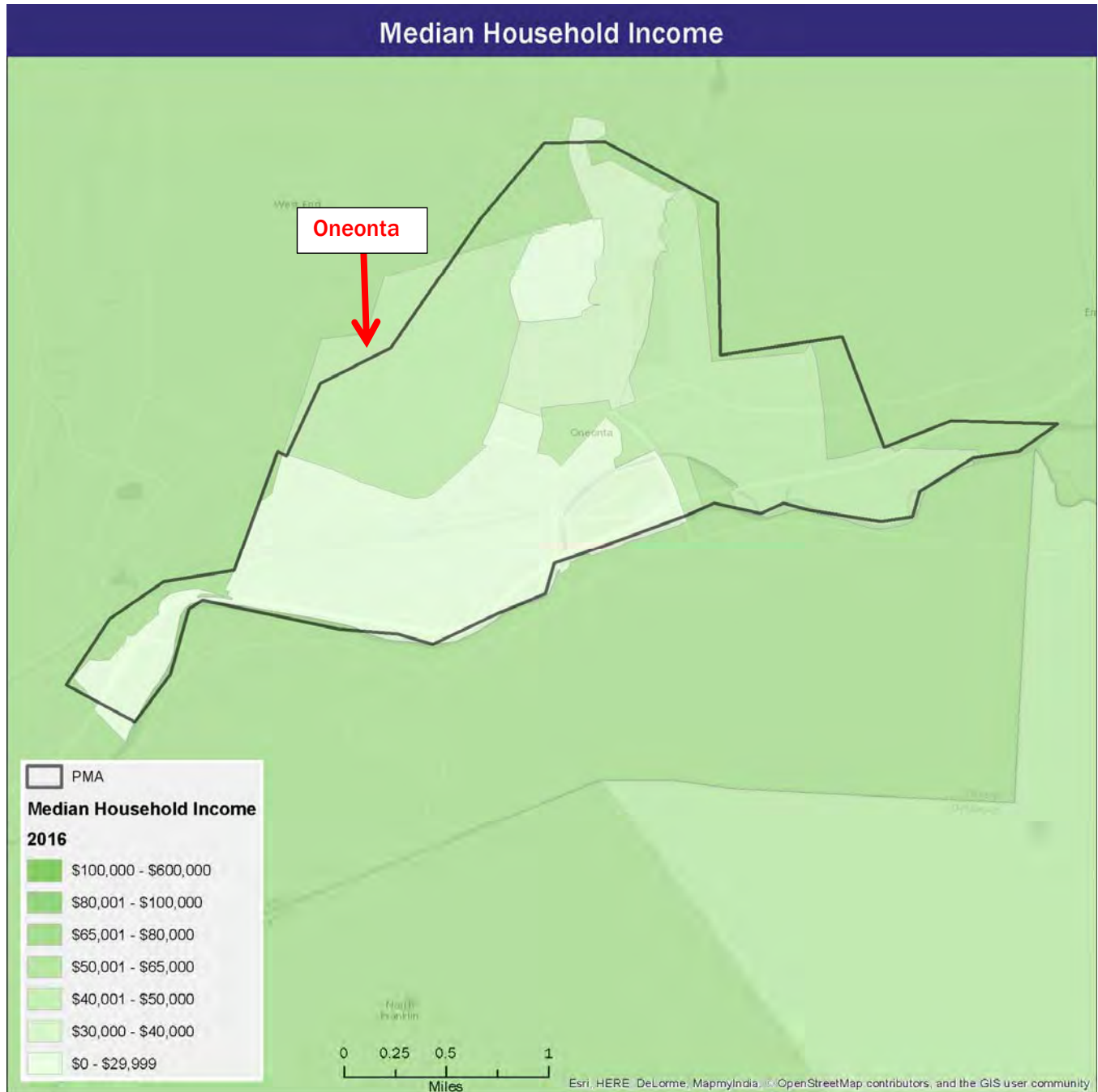
Median Household Income Maps

The following map illustrates projected median household income growth in the state of New York between 2016 and 2021.



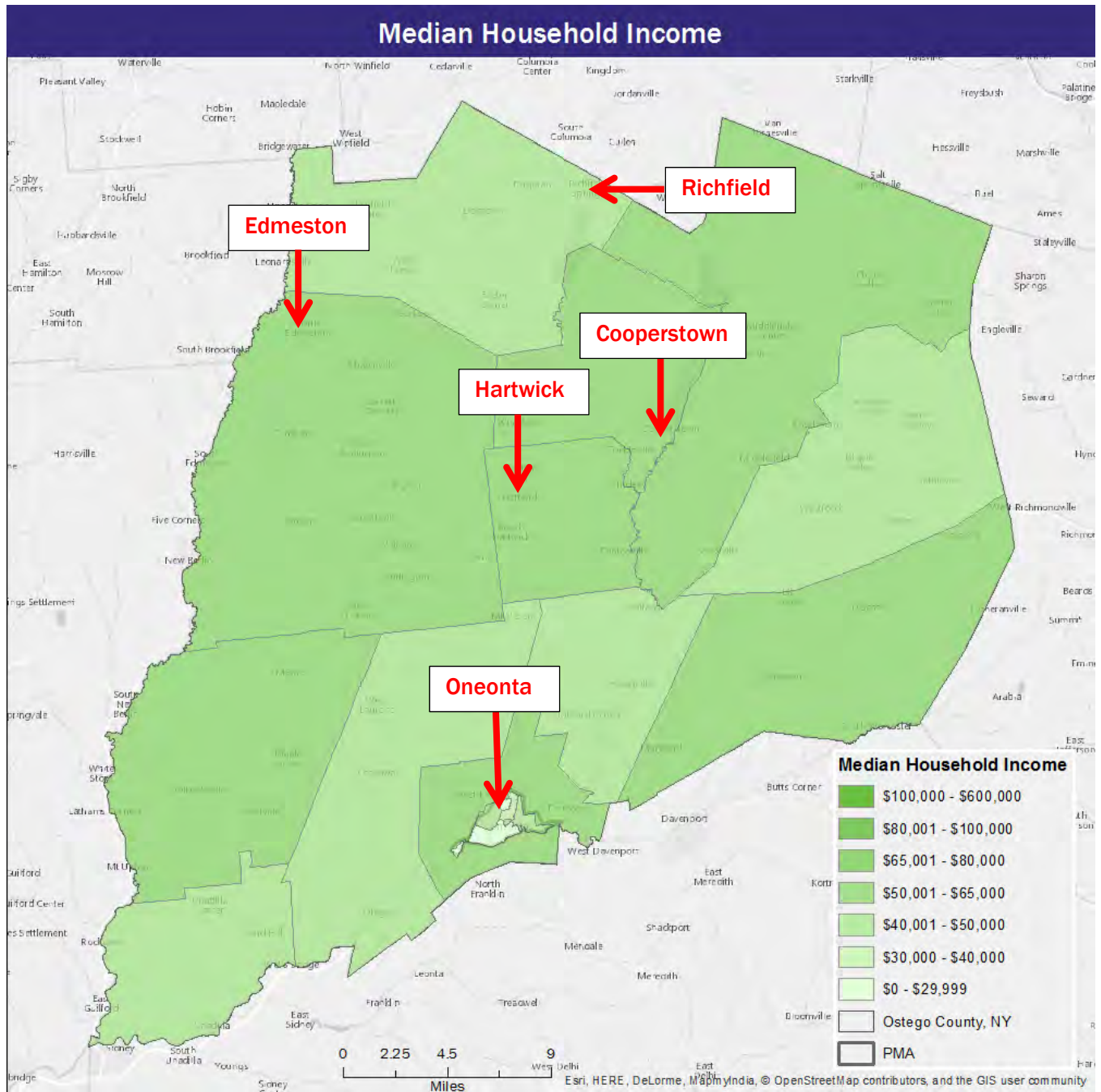
As illustrated above, Otsego County is roughly in the middle of the range of income growth projections for New York’s counties. The map below illustrates the median household income distribution within the City of Oneonta as of 2016.

City of Oneonta



Median household income is generally higher in the eastern portion of the city than the western portion. Given the overlap of lower income cohorts with student housing areas, it can be inferred that students – who typically do not work full time and therefore earn less – are pulling the median income down. The median income across Oneonta is \$35,903. Given the low median household income in Oneonta relative to Otsego County as a whole, we have chosen to illustrate median household income for Otsego County to determine how the city compares.

Otsego County



As illustrated in the map above, the median household income in the City of Oneonta is lower than the median incomes earned by all of the surrounding areas of Otsego County. Surrounding areas, such as Cooperstown, Edmeston, Richfield, and Hartwick, have higher median incomes than the City of Oneonta. Demographic data and local stakeholders both indicate that the City of Oneonta has a large population of students and senior citizens, which likely pulls the median income for the area down compared to the rest of the county.

Provided below is a summary of median household income by tenure for the City of Oneonta and Otsego County based on the 2015 American Community Survey, which is the most current data available.

Median Household Income - City of Oneonta	
Owner-Occupied	\$70,323
Renter-Occupied	\$21,719

Source: American Community Survey, 2015

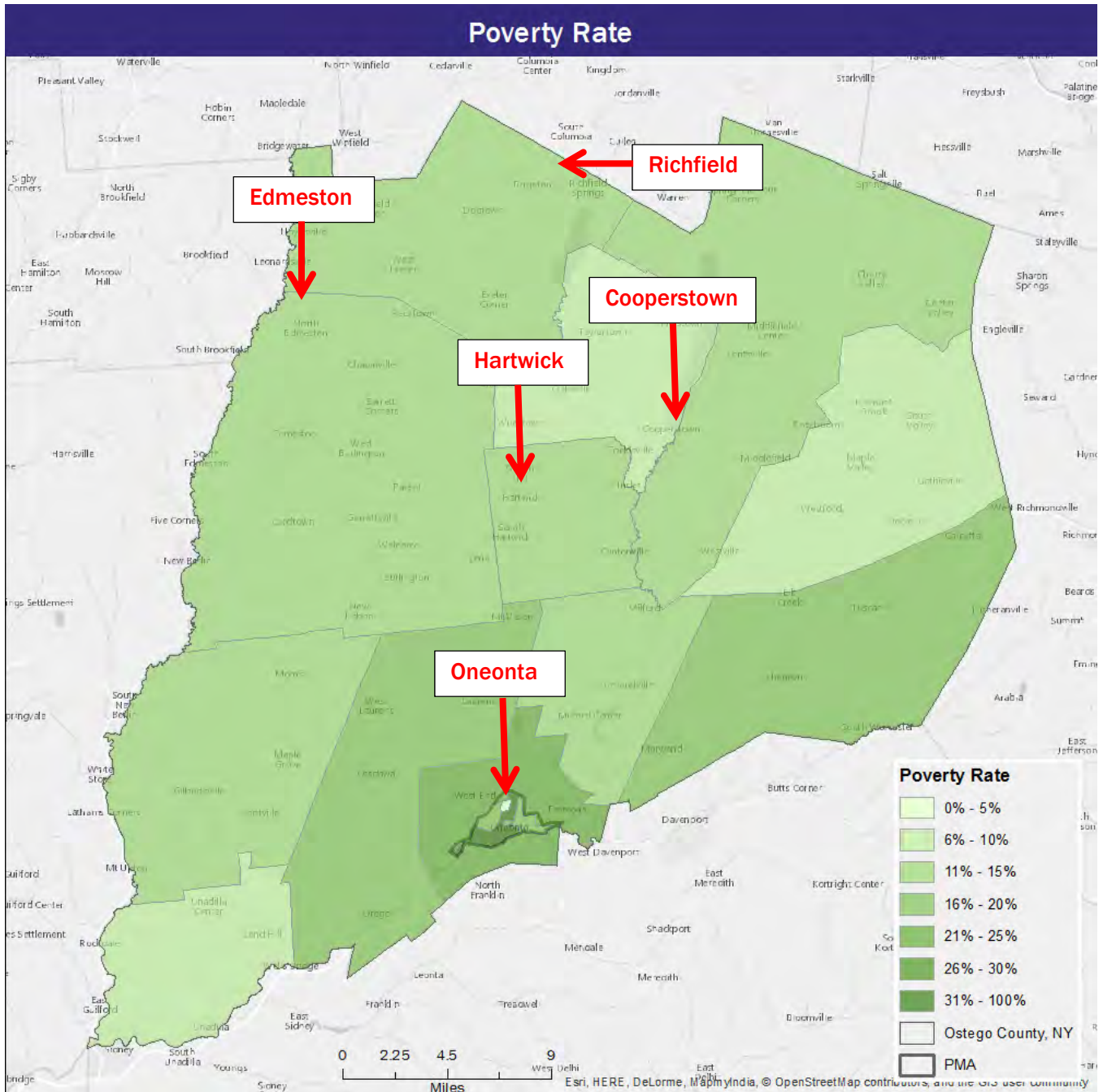
Median Household Income - Otsego County	
Owner-Occupied	\$53,286
Renter-Occupied	\$27,186

Source: American Community Survey, 2015

This data indicates that the median household income of owner-occupied units in both the City of Oneonta and Otsego County in 2015 was significantly greater than the median household income of renter-occupied units, and suggests strong demand for affordable multifamily rental housing in both areas.

Poverty Heat Map

The following map illustrates the percentage of households in poverty within Otsego County. The City of Oneonta is outlined in black.



Source: ESRI Demographics, Novogradac & Company LLP, June 2017

As illustrated in the previous map, there is moderate to high rate of poverty in Otsego county, with the City of Oneonta and the immediate surrounding area experiencing some of the highest rates in the county. Similar to the effect they have on median income data, low earning student and senior households in Oneonta may be inflating poverty data relative to the rest of the county. The 2015 American Community Survey estimates that 10.3 percent of the households in City of Oneonta earn incomes below the poverty line.

Household Income Distribution

The following tables illustrate the household income distribution of the general population in the City of Oneonta and in Otsego County as of 2017 and its projected change through 2021. The three largest income cohorts in each area are shaded in yellow.

HOUSEHOLD INCOME - CITY OF ONEONTA

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	541	13.0%	495	12.1%	-9	-1.7%
\$10,000-19,999	654	15.7%	597	14.6%	-11	-1.7%
\$20,000-29,999	534	12.8%	494	12.1%	-8	-1.5%
\$30,000-39,999	368	8.8%	373	9.1%	1	0.3%
\$40,000-49,999	308	7.4%	291	7.1%	-3	-1.1%
\$50,000-59,999	264	6.3%	261	6.4%	-1	-0.3%
\$60,000-74,999	343	8.2%	326	8.0%	-4	-1.0%
\$75,000-99,999	399	9.6%	399	9.8%	0	0.0%
\$100,000-124,999	319	7.7%	312	7.6%	-2	-0.5%
\$125,000-149,999	168	4.0%	203	5.0%	7	4.2%
\$150,000-199,999	127	3.0%	162	4.0%	7	5.6%
\$200,000+	145	3.5%	178	4.3%	7	4.5%
Total	4,171	100.0%	4,091	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

HOUSEHOLD INCOME - OTSEGO COUNTY

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	1,619	6.5%	1,520	6.2%	-20	-1.2%
\$10,000-19,999	2,747	11.1%	2,513	10.2%	-47	-1.7%
\$20,000-29,999	2,815	11.4%	2,634	10.7%	-36	-1.3%
\$30,000-39,999	2,677	10.8%	2,530	10.3%	-29	-1.1%
\$40,000-49,999	2,215	9.0%	2,234	9.1%	4	0.2%
\$50,000-59,999	2,024	8.2%	1,894	7.7%	-26	-1.3%
\$60,000-74,999	2,835	11.5%	2,697	11.0%	-28	-1.0%
\$75,000-99,999	3,074	12.4%	3,167	12.9%	19	0.6%
\$100,000-124,999	2,023	8.2%	2,143	8.7%	24	1.2%
\$125,000-149,999	1,100	4.4%	1,304	5.3%	41	3.7%
\$150,000-199,999	849	3.4%	1,038	4.2%	38	4.5%
\$200,000+	739	3.0%	943	3.8%	41	5.5%
Total	24,716	100.0%	24,617	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

The three largest income cohorts in the City of Oneonta are the three lowest bands: \$0 to \$9,999, \$10,000 to \$19,999, and \$20,000 to \$29,999. These cohorts represent approximately 41.5 percent of the population. This percentage of each is expected to decrease slightly in the next four years, but household income will continue to be concentrated in these cohorts through 2021.

The three largest cohorts in Otsego County are the cohorts between \$20,000 and \$29,999, \$60,000 to \$74,999, and \$75,000 to \$99,999. These cohorts represent approximately 35.3 percent of the population. This percentage is expected to decrease slightly in the next four years. These three cohorts will continue to represent the largest percentage of household income through 2021.

Household income in the City of Oneonta is concentrated in the lowest income cohorts, while household income in Otsego County is concentrated in the mid- to highest income cohorts. This trend will continue through 2021. Both the City of Oneonta and Otsego County are expected to experience the greatest percentage of growth in the number of households in the \$200,000+ cohort between 2017 and 2021.

Senior Household Income Distribution

The following tables illustrate the household income distribution of the senior population in Otsego County and the City of Oneonta as of 2017 and its projected change through 2021. The largest income cohorts are shaded in yellow.

SENIOR HOUSEHOLD INCOME (65+) - CITY OF ONEONTA

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	51	5.4%	56	5.6%	1	1.8%
\$10,000-19,999	146	15.4%	143	14.2%	0	-0.3%
\$20,000-29,999	128	13.5%	133	13.3%	1	0.9%
\$30,000-39,999	97	10.3%	100	9.9%	0	0.5%
\$40,000-49,999	103	10.9%	112	11.1%	2	1.8%
\$50,000-59,999	47	4.9%	55	5.5%	2	3.6%
\$60,000-74,999	156	16.5%	156	15.5%	0	0.0%
\$75,000-99,999	66	7.0%	73	7.3%	2	2.3%
\$100,000-124,999	65	6.9%	64	6.3%	0	-0.3%
\$125,000-149,999	51	5.4%	67	6.6%	3	6.5%
\$150,000-199,999	15	1.6%	24	2.4%	2	11.3%
\$200,000+	19	2.0%	23	2.3%	1	0.0%
Total	942	100.0%	1,006	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

SENIOR HOUSEHOLD INCOME (65+) - OTSEGO COUNTY

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	399	5.1%	424	5.0%	5	1.3%
\$10,000-19,999	1,254	16.0%	1,222	14.4%	-6	-0.5%
\$20,000-29,999	1,147	14.6%	1,170	13.8%	5	0.4%
\$30,000-39,999	1,092	13.9%	1,126	13.2%	7	0.6%
\$40,000-49,999	933	11.9%	1,023	12.0%	18	1.9%
\$50,000-59,999	537	6.8%	567	6.7%	6	1.1%
\$60,000-74,999	886	11.3%	943	11.1%	11	1.3%
\$75,000-99,999	606	7.7%	706	8.3%	20	3.3%
\$100,000-124,999	378	4.8%	464	5.5%	17	4.5%
\$125,000-149,999	247	3.1%	333	3.9%	17	7.0%
\$150,000-199,999	245	3.1%	344	4.1%	20	8.1%
\$200,000+	121	1.5%	177	2.1%	11	9.4%
Total	7,843	100.0%	8,501	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

The largest senior income cohorts in the City of Oneonta are \$10,000 to \$19,999, \$20,000 to \$29,999, and \$60,000 to \$74,999. These three cohorts represent 45.4 percent of the senior population in the City of Oneonta. There are a significant number of seniors that earn over \$50,000 in the City of Oneonta, accounting for 45.9 percent of the senior population in Oneonta. In Otsego County the largest senior income cohorts are those between \$10,000 and \$39,999. These cohorts account for approximately 44.5 percent of

the senior population in Otsego County. Senior households earning more than \$50,000 comprise approximately 38.3 percent of the county senior population. The City of Oneonta is expected to see the most senior household growth in the \$150,000 to \$199,999 cohort, while the \$200,000+ cohort is expected to see the biggest increase in Otsego County. It should be noted that growth in these larger cohorts for the senior population is not typical.

Renter Household Income Distribution

The following tables illustrate the household income distribution for renter households in the City of Oneonta and Otsego County. The three biggest cohorts in each area are highlighted in yellow.

RENTER HOUSEHOLD INCOME

Income Cohort	City of Oneonta					
	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	465	18.9%	431	17.8%	-7	-1.5%
\$10,000-19,999	562	22.8%	518	21.4%	-9	-1.6%
\$20,000-29,999	385	15.6%	351	14.5%	-7	-1.8%
\$30,000-39,999	245	10.0%	263	10.9%	4	1.4%
\$40,000-49,999	201	8.2%	181	7.5%	-4	-1.9%
\$50,000-59,999	113	4.6%	131	5.4%	4	3.2%
\$60,000-74,999	133	5.4%	125	5.2%	-2	-1.3%
\$75,000-99,999	69	2.8%	73	3.0%	1	1.0%
\$100,000-124,999	137	5.6%	144	6.0%	1	1.0%
\$125,000-149,999	47	1.9%	59	2.5%	3	5.4%
\$150,000-199,999	42	1.7%	62	2.6%	4	9.9%
\$200,000+	60	2.4%	83	3.4%	5	7.5%
Total	2,460	100.0%	2,421	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

RENTER HOUSEHOLD INCOME

Income Cohort	Otsego County					
	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	933	13.1%	886	12.4%	-9	-1.0%
\$10,000-19,999	1,493	21.0%	1,376	19.3%	-23	-1.6%
\$20,000-29,999	1,189	16.8%	1,128	15.8%	-12	-1.0%
\$30,000-39,999	855	12.0%	864	12.1%	2	0.2%
\$40,000-49,999	722	10.2%	729	10.2%	1	0.2%
\$50,000-59,999	423	6.0%	428	6.0%	1	0.2%
\$60,000-74,999	444	6.3%	442	6.2%	0	-0.1%
\$75,000-99,999	392	5.5%	422	5.9%	6	1.5%
\$100,000-124,999	260	3.7%	307	4.3%	9	3.5%
\$125,000-149,999	131	1.8%	173	2.4%	9	6.5%
\$150,000-199,999	132	1.9%	191	2.7%	12	8.9%
\$200,000+	123	1.7%	195	2.7%	14	11.6%
Total	7,098	100.0%	7,140	92.2%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

The largest income cohorts for renter households in both the City of Oneonta and Otsego County are the lowest three, ranging from \$0 to \$29,999. Of note, the share of rental households with incomes under \$50,000 is 75.5 and 73.1 percent in Oneonta and Otsego County, respectively. Oneonta and Otsego County are both expected to see the highest growth in rental households in the income cohorts of \$150,000 and

above from 2017 to 2012, while the three largest income cohorts for renter households in both areas are expected to slightly decrease in the next five years.

Senior Renter Household Income Distribution

The following table illustrates the household income distribution for senior renter households in the City of Oneonta and Otsego County. The largest income cohorts are shaded in yellow.

RENTER HOUSEHOLD INCOME 65+

Income Cohort	City of Oneonta		2021		Annual Change 2017 to 2021	
	2017					
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	31	7.1%	38	8.2%	2	5.1%
\$10,000-19,999	98	22.9%	98	21.0%	0	0.0%
\$20,000-29,999	61	14.3%	58	12.5%	-1	-0.9%
\$30,000-39,999	46	10.7%	53	11.4%	2	3.3%
\$40,000-49,999	33	7.6%	36	7.8%	1	2.3%
\$50,000-59,999	20	4.8%	26	5.6%	1	5.7%
\$60,000-74,999	73	17.1%	70	14.9%	-1	-1.0%
\$75,000-99,999	14	3.3%	16	3.5%	0	2.6%
\$100,000-124,999	23	5.5%	20	4.3%	-1	-2.8%
\$125,000-149,999	22	5.2%	36	7.8%	3	12.4%
\$150,000-199,999	5	1.2%	12	2.6%	1	27.5%
\$200,000+	1	0.2%	2	0.4%	0	0.0%
Total	428	100.0%	466	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

RENTER HOUSEHOLD INCOME 65+

Income Cohort	Otsego County		2021		Annual Change 2017 to 2021	
	2017					
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	147	7.6%	168	7.9%	4	2.9%
\$10,000-19,999	467	24.0%	464	21.8%	-1	-0.2%
\$20,000-29,999	347	17.9%	362	17.0%	3	0.8%
\$30,000-39,999	305	15.7%	334	15.7%	6	1.8%
\$40,000-49,999	147	7.6%	167	7.8%	4	2.7%
\$50,000-59,999	93	4.8%	100	4.7%	1	1.4%
\$60,000-74,999	150	7.7%	160	7.5%	2	1.4%
\$75,000-99,999	93	4.8%	113	5.3%	4	4.2%
\$100,000-124,999	81	4.2%	97	4.6%	3	3.9%
\$125,000-149,999	45	2.3%	68	3.2%	5	10.3%
\$150,000-199,999	47	2.4%	68	3.2%	4	8.9%
\$200,000+	19	1.0%	28	1.3%	2	9.2%
Total	1,943	100.0%	2,128	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

Senior renter households in the City of Oneonta and Otsego are primarily comprised of the lowest four income cohorts, with 55 percent of all seniors earning less than \$40,000 per year in Oneonta, and 65.2 percent in those cohorts in Otsego County. The number of lower income senior households is projected to grow in both areas in the next five years, suggesting additional need for affordable senior housing in the next five years.

Housing Cost by Area Median Income (AMI)

The table below illustrates the 2016 HOME income limits and maximum rents for Otsego County.

2016 HOME INCOME LIMITS AND MAXIMUM RENTS								
# in Household	1	2	3	4	5	6	7	8
30%	\$13,150	\$15,000	\$16,900	\$18,750	\$20,250	\$21,750	\$23,250	\$24,750
Very Low 50%	\$21,900	\$25,000	\$28,150	\$31,250	\$33,750	\$36,250	\$38,750	\$41,250
60%	\$26,280	\$30,000	\$33,780	\$37,500	\$40,500	\$43,500	\$46,500	\$49,500
Low 80%	\$35,000	\$40,000	\$45,000	\$50,000	\$54,000	\$58,000	\$62,000	\$66,000
Maximum Gross Rents by Bedroom Size								
Bedrooms	0	1	2	3	4	5	6	
Low HOME	\$547	\$586	\$703	\$812	\$906	\$1,000	\$1,093	-
High HOME	\$670	\$675	\$853	\$1,100	\$1,211	\$1,318	\$1,425	-
INFO ONLY								
Fair Market	\$631	\$655	\$824	\$1,031	\$1,221	\$1,404	\$1,587	-
50%	\$547	\$586	\$703	\$812	\$906	\$1,000	\$1,093	-
65%	\$745	\$800	\$962	\$1,102	\$1,210	\$1,317	\$1,424	-

Source: HUD, May 2017

We have utilized the data in the table above to extrapolate the housing costs for renter and owner-occupied households at various AMI levels in Otsego County. These housing costs are illustrated in the tables following.

OTSEGO COUNTY RENTAL HOUSING COST BY AMI LEVEL AND HOUSEHOLD SIZE

AMI Level	AMI In Otsego County	Affordable Rent - 30% Rent to Income	Annual Affordable Rent Expenses
<i>One-Person Household</i>			
30%	\$13,140	\$329	\$3,942
50%	\$21,900	\$548	\$6,570
60%	\$26,280	\$657	\$7,884
80%	\$34,040	\$851	\$10,212
<i>Two-Person Household</i>			
30%	\$15,000	\$375	\$4,500
50%	\$25,000	\$625	\$7,500
60%	\$30,000	\$750	\$9,000
80%	\$40,000	\$1,000	\$12,000
<i>Three-Person Household</i>			
30%	\$16,890	\$422	\$5,067
50%	\$28,150	\$704	\$8,445
60%	\$33,780	\$845	\$10,134
80%	\$45,040	\$1,126	\$13,512
<i>Four-Person Household</i>			
30%	\$18,750	\$469	\$5,625
50%	\$31,250	\$781	\$9,375
60%	\$37,500	\$938	\$11,250
80%	\$50,000	\$1,250	\$15,000
<i>Five-Person Household</i>			
30%	\$20,250	\$506	\$6,075
50%	\$33,750	\$844	\$10,125
60%	\$40,500	\$1,013	\$12,150
80%	\$54,000	\$1,350	\$16,200

OTSEGO COUNTY OWNER HOUSING COST BY AMI LEVEL AND HOUSEHOLD SIZE

AMI Level	AMI In Otsego County	Maximum Annual Housing Costs	Maximum Monthly Housing Costs ₁	Equivalent Mortgage (Present Value) ₂	Price Gap Using Median Home Value of \$142,800 ₃
<i>One-Person Household</i>					
30%	\$13,140	\$3,942	\$329	\$58,501	(\$84,299)
50%	\$21,900	\$6,570	\$548	\$97,501	(\$45,299)
60%	\$26,280	\$7,884	\$657	\$117,002	(\$25,798)
80%	\$34,040	\$10,212	\$851	\$151,550	\$8,750
<i>Two-Person Household</i>					
30%	\$15,000	\$4,500	\$375	\$66,782	(\$76,018)
50%	\$25,000	\$7,500	\$625	\$111,303	(\$31,497)
60%	\$30,000	\$9,000	\$750	\$133,563	(\$9,237)
80%	\$40,000	\$12,000	\$1,000	\$178,085	\$35,285
<i>Three-Person Household</i>					
30%	\$16,890	\$5,067	\$422	\$75,196	(\$146,345)
50%	\$28,150	\$8,445	\$704	\$125,327	(\$17,473)
60%	\$33,780	\$10,134	\$845	\$150,392	\$7,592
80%	\$45,040	\$13,512	\$1,126	\$200,523	\$57,723
<i>Four-Person Household</i>					
30%	\$18,750	\$5,625	\$469	\$83,477	(\$138,003)
50%	\$31,250	\$9,375	\$781	\$139,129	(\$3,671)
60%	\$37,500	\$11,250	\$938	\$166,954	\$24,154
80%	\$50,000	\$15,000	\$1,250	\$222,606	\$79,806
<i>Five-Person Household</i>					
30%	\$20,250	\$6,075	\$506	\$90,155	(\$52,645)
50%	\$33,750	\$10,125	\$844	\$150,259	\$7,459
60%	\$40,500	\$12,150	\$1,013	\$180,311	\$37,511
80%	\$54,000	\$16,200	\$1,350	\$240,414	\$97,614

(1) Includes all principal, interest, taxes, and insurance (including private mortgage insurance)

(2) Assumes a 30-year mortgage with a 4.5 percent interest rate

(3) Source: American Community Survey, August 2017

As illustrated in the previous table, there is a price gap among owner-occupied one two person households at the 30, 50, and 60 percent AMI levels; three and four person households at the 30 and 50 percent AMI levels; and five person households at the 30 percent AMI level.

Conclusion

The demographic data demonstrates that both the City of Oneonta is a projected area of decline in terms of population and households through 2021. However, it should be noted that that both the Otsego County is a projected area of slight or stable growth in terms of population and households through 2021. One and two-person households make up the majority of households in the City of Oneonta and Otsego County. Further, one-person households represent the single largest group of households in the City of Oneonta while two-person households represent the largest group of households in Otsego County. The average household size is expected to remain stable through 2021 in both the City of Oneonta and Otsego County, and will continue to lag the nation in both areas.

The median household income in the City of Oneonta is below median household income in both Otsego County and the nation. Renter households in both the City of Oneonta and Otsego County are concentrated in the lowest income cohorts, those earning between \$0 and \$29,999. Renter household income is expected to remain concentrated in these cohorts through 2021, suggesting additional need for affordable rental

housing in both the city and the county. Median household income in Otsego County is expected to continue outpacing the City of Oneonta and lagging behind the nation through 2021, while median income in the City of Oneonta will continue to lag both the nation and Otsego County over the same period. Continued income disparity in both the city and the county further underscores the need for additional affordable rental housing in the area.

V. HOUSING SUPPLY CHARACTERISTICS

HOUSING SUPPLY CHARACTERISTICS

HOUSING MARKET OVERVIEW

Novogradac & Company LLP has studied the available housing stock in the City of Oneonta and Otsego County, including both for sale and rental products. The following section will provide general housing data as provided by the Census. Additionally, we have surveyed rental properties located in the City of Oneonta and Otsego County and will discuss various housing characteristics such as pricing, occupancy, turnover, concessions and rent growth. Data on rental properties has been collected from interviews with local property managers and owners. We have also collected data on for sale housing. This data has been collected from interviews with new home builders and Multiple Listing Service data. This data includes information on the pricing, sales pace and demand for particular unit types.

This section of the report provides a broad view of current housing trends within the various market areas (the City of Oneonta and Otsego County) for single-family, multifamily, and special needs housing.

Age of Housing Stock

The following table details the age of the area housing stock as of 2015.

AGE OF HOUSING STOCK				
	CITY OF ONEONTA		OTSEGO COUNTY	
	<i>Number</i>	<i>Percent of Housing Stock</i>	<i>Number</i>	<i>Percent of Housing Stock</i>
Built 2014 or later	4	0.1%	52	0.2%
Built 2010 to 2013	27	0.6%	208	0.7%
Built 2000 to 2009	73	1.6%	2,720	8.9%
Built 1990 to 1999	128	2.7%	3,291	10.7%
Built 1980 to 1989	217	4.6%	3,081	10.0%
Built 1970 to 1979	349	7.5%	3,092	10.1%
Built 1960 to 1969	290	6.2%	2,026	6.6%
Built 1950 to 1959	419	9.0%	1,927	6.3%
Built 1940 to 1949	389	8.3%	1,160	3.8%
Built 1939 or earlier	2,778	59.4%	13,108	42.7%
Total Housing Units	4,674	100.0%	30,665	100.0%

Source: American Community Survey, 2015

As indicated in the above table, the time period with the greatest amount of development in the City of Oneonta was before 1939. Additionally, the majority of the housing stock in Otsego County was built prior to 1959. This table illustrates that existing residential improvements in the City of Oneonta and Otsego County are older vintage and may be more likely to exhibit poor condition and functional obsolescence.

Vacant Units

The following table outlines the number of vacant units in the City of Oneonta, Otsego County, and the nation for comparison purposes.

VACANT HOUSING UNITS						
	City of Oneonta		Otsego County		USA	
For Rent	158	39.9%	615	10.0%	4,137,567	27.6%
Rented and Not Occupied	15	3.8%	45	0.7%	206,825	1.4%
For Sale	45	11.4%	514	8.3%	1,896,796	12.7%
Sold and Not Occupied	15	3.8%	127	2.1%	421,032	2.8%
Seasonal, Recreational, or Migrant Workers	35	8.8%	3,621	58.8%	4,649,298	31.0%
Other Vacant	0	0.0%	5	0.1%	24,161	0.2%
Total Vacant Housing Units	396	100.0%	6,157	100.0%	14,988,438	100.0%
Total Housing Units and Vacant Housing Units as a Percentage of Total Housing Units	3,399	11.7%	34,040	18.1%	137,928,754	10.9%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

As illustrated in the previous table, the City of Oneonta and Otsego County have a higher percentage of vacant housing units than the nation. Both the City of Oneonta and Otsego County have a majority of housing units built prior to 1959. The City of Oneonta has a higher percentage of renter-occupied housing than the county and the nation. The City of Oneonta has a lower median income than Otsego County and the nation, suggesting that vacancy in the City of Oneonta is due to insufficient income for general maintenance, resulting in a higher percentage of neglected housing stock. Stakeholders in the community have alluded to the high volume of seasonal rentals in the area, which is reflected in the figures for Otsego County.

The table below illustrates the median home value in the City of Oneonta, Otsego County, and the nation.

MEDIAN HOME VALUE		
City of Oneonta	Otsego County	USA
\$147,000	\$142,800	\$178,600

Source: American Community Survey, 2015

The median home value of owner-occupied homes in the City of Oneonta as of 2015 is \$147,000, according to census estimates. This is above the median home value for Otsego County, which is \$142,800. Median home values of owner-occupied homes in both the City of Oneonta and Otsego County are well below the median home value in the nation.

Substandard Units

The following table summarize statistics regarding units lacking either complete plumbing or kitchen facilities within the City of Oneonta and Otsego County, respectively.

	CITY OF ONEONTA		OTSEGO COUNTY	
	Number of Units	Percentage	Number of Units	Percentage
Total Number of Occupied Housing Units	4,148	-	23,636	-
Lacking Complete Plumbing Facilities	12	0.3%	118	0.5%
Lacking Complete Kitchen Facilities	58	1.4%	189	0.8%

Source: American Community Survey, 2015

Substandard housing does exist in Otsego County as approximately 0.5 percent of the occupied housing units in Otsego County lack completed plumbing facilities and 0.8 percent lack complete kitchen facilities. The City of Oneonta has lower percentages of incomplete plumbing facilities at 0.3 percent, but a higher rate of units with incomplete kitchen facilities at 1.4 percent.

Tenure by Plumbing Facilities by Occupants per Room

The following table demonstrates the number of occupants per room by complete plumbing facilities in the City of Oneonta and Otsego County. As defined by the US Census Bureau, housing units with “complete plumbing facilities” are those that include hot and cold running water, a flush toilet, and a bathtub or shower.

TENURE BY PLUMBING FACILITIES BY OCCUPANTS PER ROOM				
	OTSEGO COUNTY		CITY OF ONEONTA	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Total:	23,636	100.0%	4,148	100.0%
Owner occupied:	17,352	73.4%	1,924	46.4%
Complete plumbing facilities:	17,265	73.0%	1,924	46.4%
1.00 or less occupants per room	17,088	72.3%	1,877	45.3%
1.01 to 1.50 occupants per room	122	0.5%	9	0.2%
1.51 or more occupants per room	55	0.2%	38	0.9%
Lacking complete plumbing facilities:	87	0.4%	0	0.0%
1.00 or less occupants per room	86	0.4%	0	0.0%
1.01 to 1.50 occupants per room	1	0.0%	0	0.0%
1.51 or more occupants per room	0	0.0%	0	0.0%
Renter occupied:	6,284	26.6%	2,224	53.6%
Complete plumbing facilities:	6,246	26.4%	2,212	53.3%
1.00 or less occupants per room	5,722	24.2%	1,908	46.0%
1.01 to 1.50 occupants per room	106	0.4%	15	0.4%
1.51 or more occupants per room	419	1.8%	289	7.0%
Lacking complete plumbing facilities:	38	0.2%	12	0.3%
1.00 or less occupants per room	35	0.1%	11	0.3%
1.01 to 1.50 occupants per room	1	0.0%	0	0.0%
1.51 or more occupants per room	2	0.0%	1	0.0%

Source: US Census Bureau, American Community Survey (ACS), Novogradac & Company LLP, August 2017.

As shown above, the vast majority of both owner and renter occupied households have complete plumbing facilities – units with incomplete plumbing make up less than one percent of the housing stock in both areas. The data also shows that occupancy trends overwhelmingly favor households with one occupant per room or less.

Housing Units by Structure Type

The following table details the distribution of housing by structure type within the City of Oneonta and Otsego County.

HOUSING UNITS BY STRUCTURE

Type of Structure	CITY OF ONEONTA		OTSEGO COUNTY	
	Number	Percentage	Number	Percentage
1 - Detached	2,068	44.2%	21,121	68.9%
1 - Attached	104	2.2%	370	1.2%
Duplex	901	19.3%	1,911	6.2%
Tri-Plex, Four-Plex	677	14.5%	1,640	5.3%
5 to 9 Units	378	8.1%	723	2.4%
10 to 19 Units	95	2.0%	148	0.5%
20+ Units	451	9.6%	658	2.1%
Mobile Homes	0	0.0%	4,087	13.3%
Other	0	0.0%	7	0.0%
Total	4,674	100.0%	30,665	100.0%

Source: American Community Survey, 2015

As illustrated, the majority of housing units in the City of Oneonta is single-family housing or duplex units. Otsego County has a more dramatic difference between the majority of its housing units by structure and all other housing units: single-family homes form the overwhelming majority of housing units in Otsego County followed by mobile homes. Of note, the City of Oneonta has a much higher proportion of multi-unit housing, particularly duplexes, tri-plexes, and four-plexes.

Building Permit History

The following table details building permit history for Otsego County from 2001 to June 2017, the most recent month available. Note that building permit data for the City of Oneonta was unavailable.

BUILDING PERMITS: OTSEGO COUNTY - 2001 to 2017*

Year	Single-family and Duplex	Three and Four-Family	Five or More Family	Total Units
2001	585	22	0	607
2002	659	30	0	689
2003	152	0	0	152
2004	168	0	0	168
2005	167	0	0	167
2006	16	0	0	16
2007	159	0	0	159
2008	106	0	0	106
2009	86	0	24	110
2010	62	0	0	62
2011	37	0	0	37
2012	47	0	15	62
2013	56	0	9	65
2014	48	0	133	181
2015	53	0	115	168
2016	0	0	0	0
2017*	0	0	0	0
Total	2,401	52	296	2,749
Average**	150	3	19	172

*Only includes through June 2017

** Does not include 2017 permits

Source: US Census Bureau Building Permits, August 2017

New construction permits in Otsego County have historically been concentrated in the development of single-family and duplex housing units. New construction permits for multifamily housing were greatest in 2014, when permits for multifamily housing development surpassed the number of building permits for single-

family and duplex units for the first time. No building permits were issued for multifamily units in 2016 or year-to-date 2017. Issuance of building permits slowed beginning in 2008, but had recovered to pre-recession levels before a complete stop in 2016. This is consistent with interviews among local stakeholders. Of the limited number of issued permits since 2008, single-family construction has been most prevalent, accounting for approximately 56.7 percent of all building permits in Otsego County between 2008 through June 2017.

Tenure Patterns

The tables below illustrate the breakdown by household tenure within the City of Oneonta and Otsego County for 2000, 2017, and 2021.

TENURE PATTERNS - CITY OF ONEONTA

Year	Owner-Occupied Units	Percentage Owner-Occupied	Renter-Occupied Units	Percentage Renter-Occupied
2000	1,816	42.8%	2,426	57.2%
2017	1,711	41.0%	2,460	59.0%
2021	1,670	40.8%	2,421	59.2%

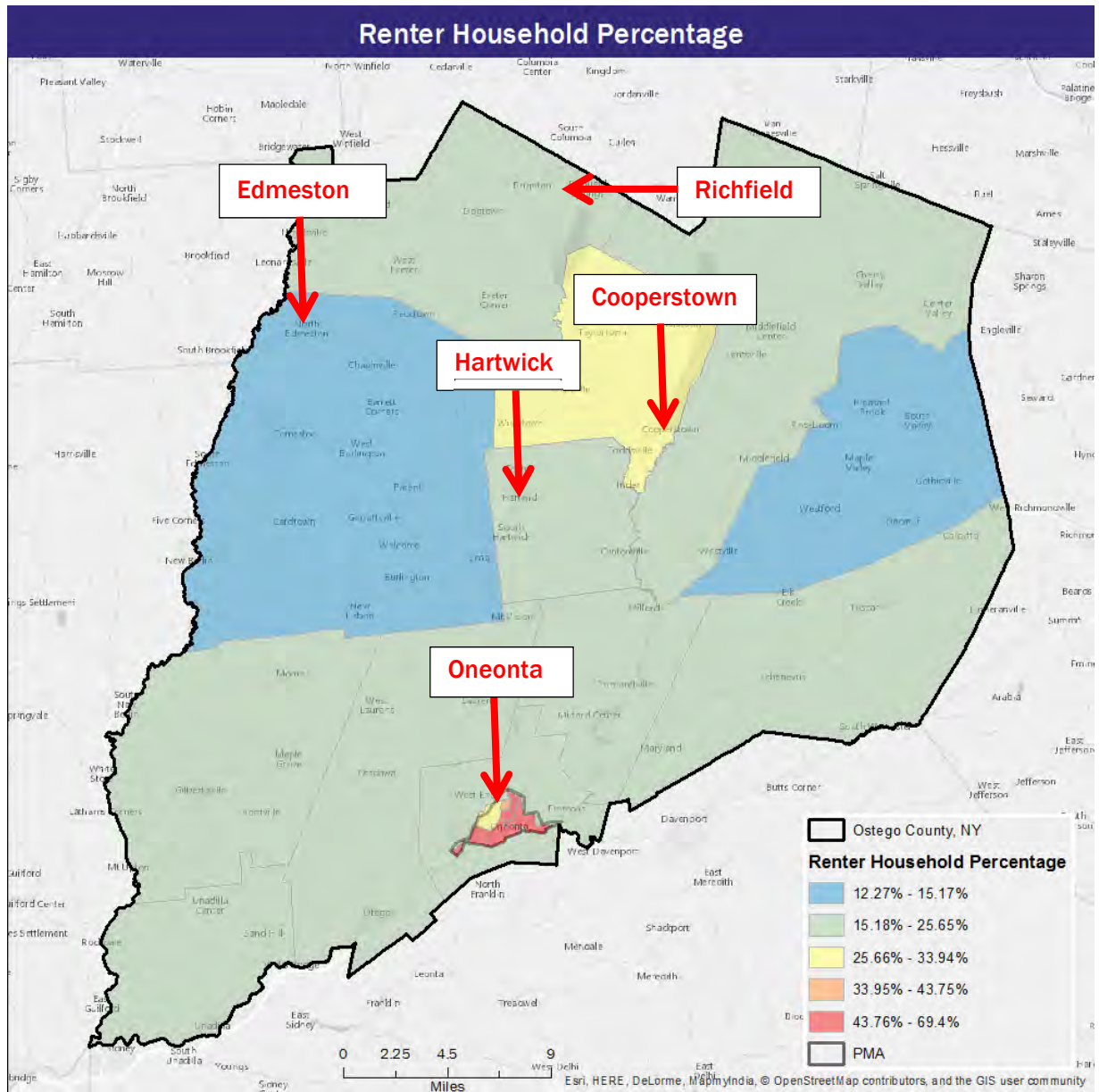
Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

TENURE PATTERNS - OTSEGO COUNTY

Year	Owner-Occupied Units	Percentage Owner-Occupied	Renter-Occupied Units	Percentage Renter-Occupied
2000	17,010	73.0%	6,281	27.0%
2017	17,618	71.3%	7,098	28.7%
2021	17,477	71.0%	7,140	29.0%

Source: Esri Demographics 2017, Novogradac & Company LLP, August 2017

As illustrated in the previous tables, approximately 41 percent of total households in the City of Oneonta are owner-occupied, while 59 percent are renter-occupied. Conversely, in Otsego County 71.3 percent of housing units are owner-occupied and 28.7 percent of housing units are renter-occupied. Nationally, renter-occupied housing accounts for approximately one third of available housing units. Therefore, renter-occupied housing is more common in the City of Oneonta than in the nation, while renter-occupied housing in Otsego County is less common than in the nation.



The largest concentrations of rental housing units are seen in the City of Oneonta, with another pocket of elevated rental rates seen near Cooperstown.

Public Assistance Summary

The table below summarizes the number of households in the City of Oneonta and Otsego County receiving some kind of public assistance.

SSI, SNAP, PUBLIC ASSISTANCE SUMMARY

Households with SSI, SNAP, and/or Cash Public Assistance Income	CITY OF ONEONTA		OTSEGO COUNTY	
	Number	Percentage	Number	Percentage
Total Households	943	22.7%	4,290	18.2%

Source: American Community Survey, 2015

As illustrated, the percentage of households in the City of Oneonta is slightly higher than the percentage of households receiving assistance income in Otsego County.

SINGLE-FAMILY MARKET CHARACTERISTICS

The housing market in Otsego County, particularly in the City of Oneonta, is largely characterized by housing stock in poor to average condition. In Oneonta, short supply of quality housing stock has driven home prices up relative to the county, even though the majority of the local housing stock was constructed prior to 1939. The average sales price has remained relatively stable, and area inventory is at a five-year low, indicating that real estate that there is significant demand for homes in good condition. This data is consistent with information received from local stakeholders, who have noted that quality properties tend to sell quickly, but are fairly low in number. Given the declining inventory, low quality of local housing supply, and noted demand for homes in good condition, significant rehabilitation of the area's housing stock is needed.

Value of Owner-Occupied Housing Units

The following table illustrates the value of owner-occupied housing units within the City of Oneonta and Otsego County.

VALUE FOR OWNER-OCCUPIED HOUSING UNITS

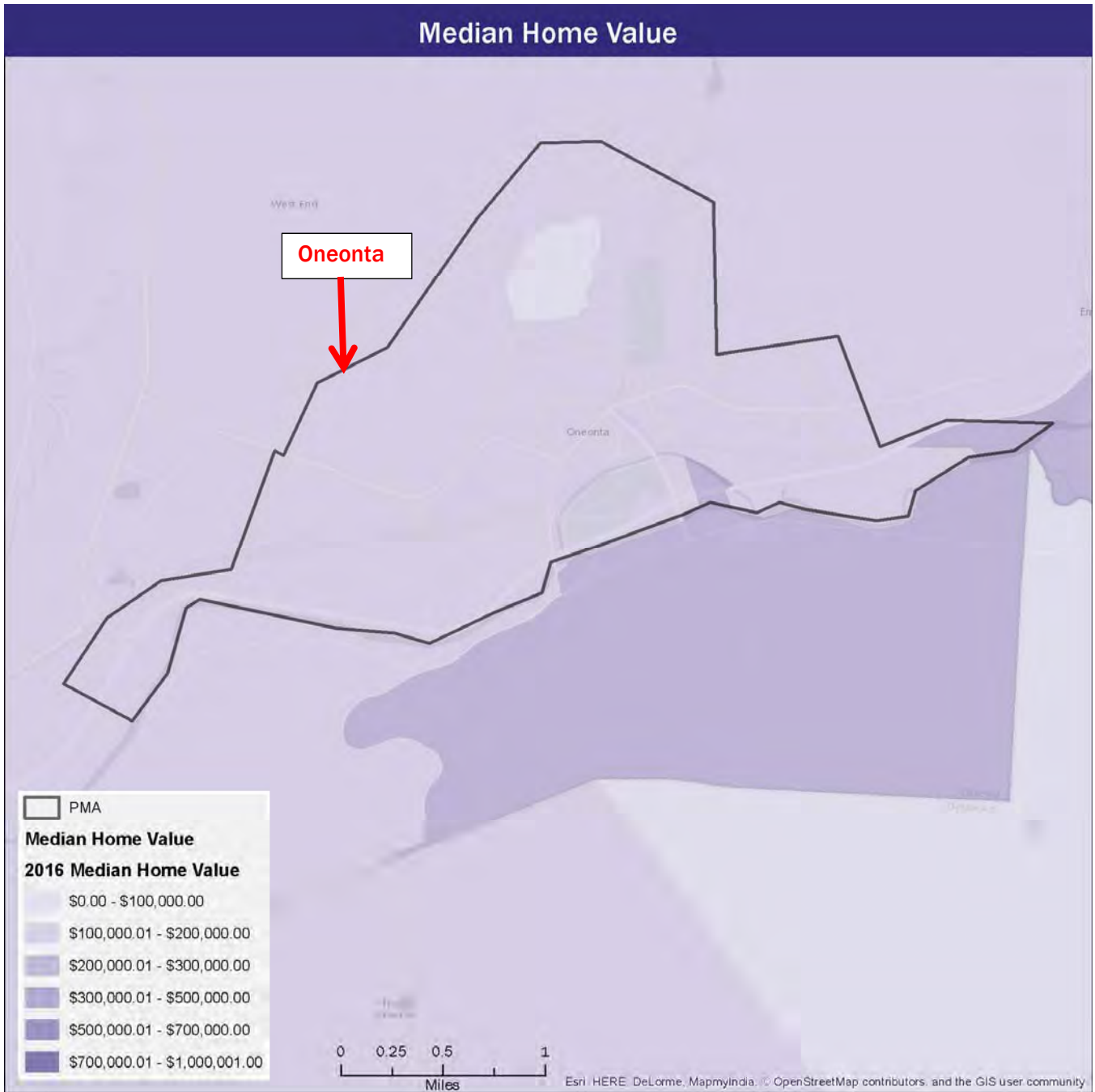
Value	CITY OF ONEONTA		OTSEGO COUNTY	
	Number	Percentage	Number	Percentage
Less than \$50,000	43	2.2%	1,727	10.0%
\$50,000 to \$99,000	375	19.5%	3,594	20.7%
\$100,000 to \$149,000	581	30.2%	3,812	22.0%
\$150,000 to \$199,999	586	30.5%	3,220	18.6%
\$200,000 to \$299,999	257	13.4%	2,892	16.7%
\$300,000 to \$499,999	48	2.5%	1,494	8.6%
\$500,000 to \$999,999	15	0.8%	517	3.0%
\$1,000,000 or more	19	1.0%	96	0.6%
Total	1924	100.0%	17,352	100%

Source: American Community Survey, 2015

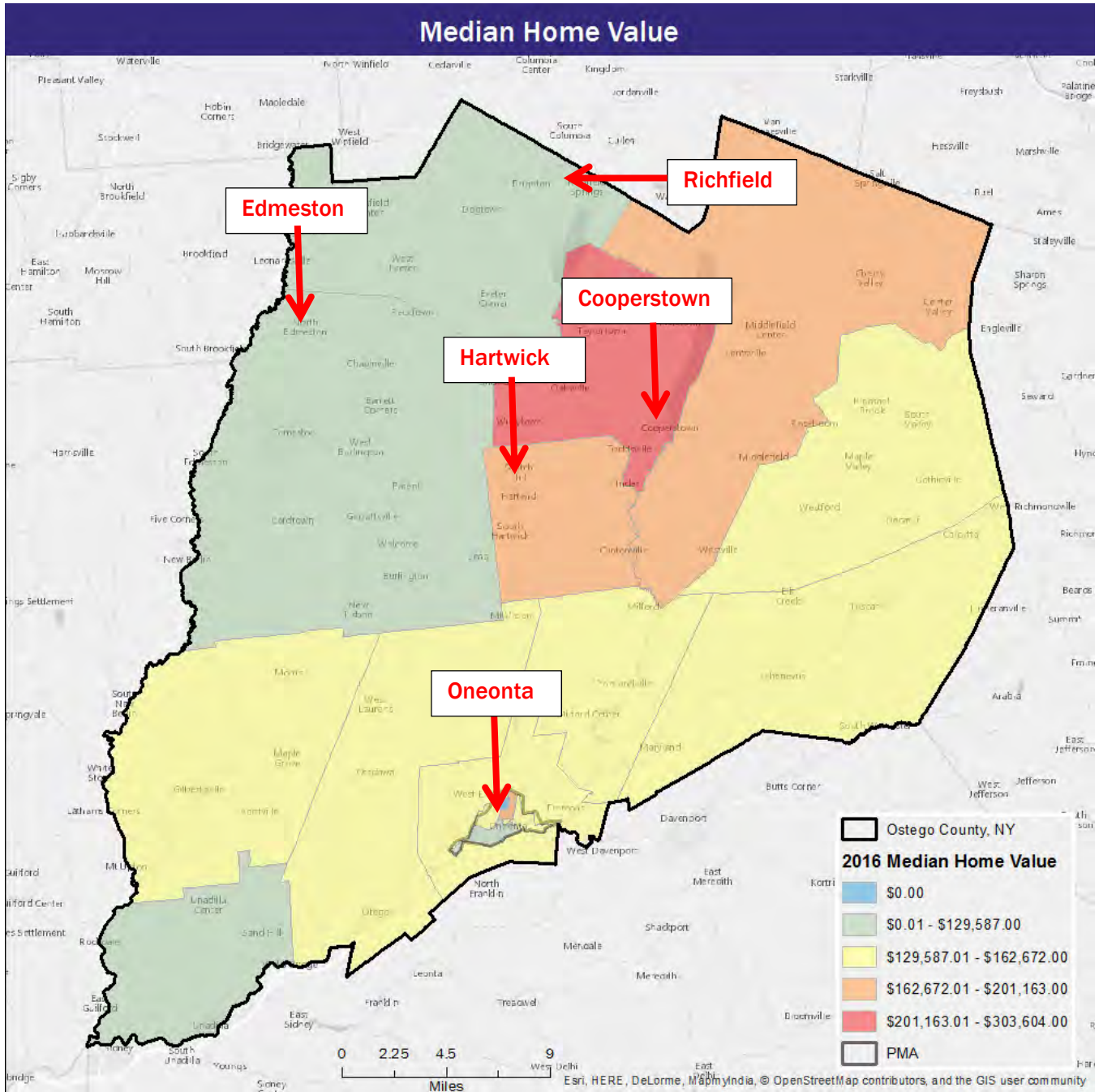
As shown above, the majority of the housing units in the City of Oneonta are valued at \$149,999 or less. The largest cohorts are between \$100,000 and \$199,999. Home values in Otsego County are lower and more varied among cohorts, and the majority of the housing units in the county are still valued at \$149,999 or less. The largest cohorts are between \$50,000 and \$149,999.

The following map illustrates the median home values in the City of Oneonta and Otsego County, respectively.

City of Oneonta



Otsego County



Home values are relatively consistent across the city of Oneonta at the \$100,000-\$200,000 level. There is a pocket of higher valued homes, in the \$200,000-\$300,000 range, immediately to the south and southeast of the city.

As previously discussed, Otsego County is similar to the PMA. The highest home values in Otsego County outside of Oneonta are concentrated in the northeast portion of the county, in and around Cooperstown. The

lowest home values in Otsego County outside of the City of Oneonta are concentrated in the northwestern portion of the county near Richfield and Edmeston.

Sales

We were able to obtain information about home sales in the Otsego County area from several resources, including: Trulia, Realtor.com, Zillow.com, and the New York State Association of Realtors, Inc.

Median Sales Price – Otsego County, NY

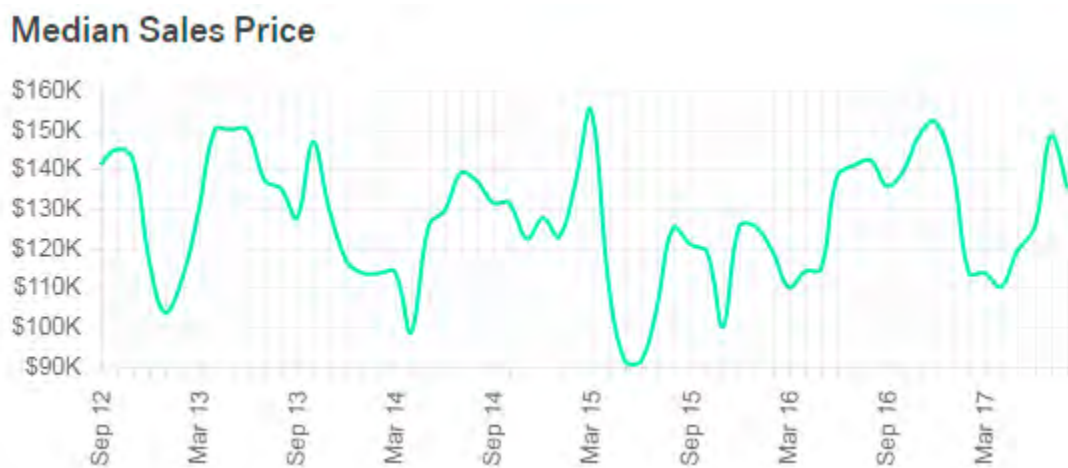
The following table demonstrated the median sales price in Otsego County and the state of New York from 2012 to 2016. The most recent data available.



As illustrated, the median sales price of a home in Otsego County was \$125,000 in 2016, which was similar to the median sales price in 2015 and slightly higher than the median sales price 2014. According to zillow.com, the median sales price of a single-family home in Otsego County is \$116,900, which is an approximate 0.5 percent decrease from the previous year.

The graph table demonstrated the median sales price in the city of Oneonta from September 2012 to March 2017, the most recent data available. It should be noted that this data was not available for Otsego County.

City Oneonta, NY



No. Bedrooms	May 24 - Aug 23	y-o-y	3 months prior	1 year prior	5 years prior
1 Bedroom	-	-	-	\$74,000	-
2 Bedroom	\$135,051	+ 22.8%	\$70,000	\$110,000	\$51,000
3 Bedroom	\$114,700	-19.2%	\$136,629	\$142,000	\$139,250
4 Bedroom	\$169,600	+ 7.0%	\$168,650	\$158,500	\$174,200
All Properties	\$160,000	+ 7.9%	\$125,258	\$148,250	\$139,250

Source: Trulia, 10/2017

According to trulia.com, the median sales price of a single-family home in the city of Oneonta is \$160,000, which is a 9.2 percent increase from the previous year, which was at \$148,250. Additionally, the median sale price in the city of Oneonta is still above the median sales price in 2012.

Our interviews with local realtors affirmed this data, suggesting home prices are decreasing in the Oneonta and throughout Otsego County. The following table demonstrated the median sales price in the state of New York from 2012 to 2016, the most recent data available.



Source: New York State Association of Realtors Inc.

As shown in the graph above, the 2016 average sales price in New York was above the average sales price since 2012. Further, the average sales price in 2016 was \$328,406, which was significantly higher than both the city of Oneonta and Otsego County. Thus, it appears that the state of New York as a whole is outperforming both areas in terms of sales price.

Inventory of Homes for Sale – Otsego County

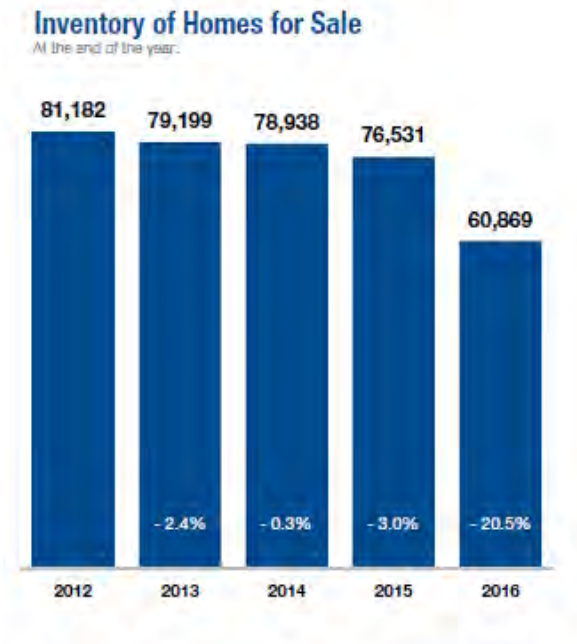
The following table demonstrated the inventory of homes for sale in Otsego County from Q2 2016 to July 2017, the most recent data available.

Inventory of Homes for Sale Otsego County, NY									
2017			2016				2015		
Jul-17	Q2 2017	Q1 2017	Q4 2016	Q3 2016	Q2 2016	Q1 2016	Q4 2015	Q3 2015	Q2 2015
667	649	532	517	696	790	688	658	896	903

Source: New York State Association of Realtors Inc, Novogradac & Company LLP, 8/2017

As shown above, the number of sales per month in Otsego County has steadily increased since Q4 2016. Further, the number of sales per month reached its high of 903 in Q2 2015.

The following graph demonstrates the number of home sales in New York over the past five years.



Source: New York State Association of Realtors Inc.

As shown above, the 2016 inventory of homes for sale in the state of New York is below the number of home sales over the last five years, similar to Otsego County.

Months Supply of Inventory – Otsego County

The following table demonstrates the months supply of home sales in Otsego County from Q2 2017 to July 2017, the most recent data available.

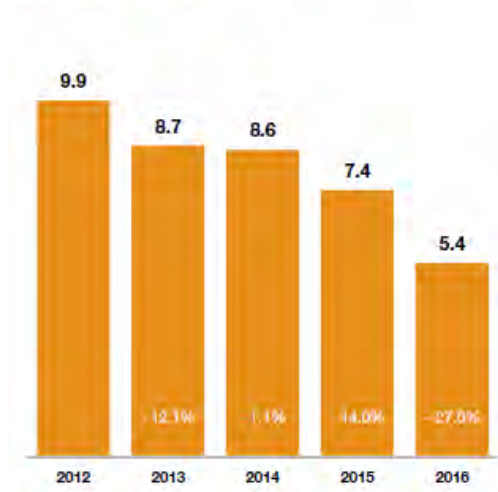
2017			2016				2015		
Jul-17	Q2 2017	Q1 2017	Q4 2016	Q3 2016	Q2 2016	Q1 2016	Q4 2015	Q3 2015	Q2 2015
15.0	14.4	11.5	11.0	15.3	17.9	15.9	15.9	23.3	25.3

Source: New York State Association of Realtors Inc, Novogradac & Company LLP, 8/2017

As shown above, the months supply of homes for sale in Otsego County has steadily increased since Q4 2016. Further, the months supply of homes for sale reached its high of 25.3 in Q2 2015.

The following graph demonstrates the months supply of home sales in New York over the past five years.

Months Supply of Inventory



Source: New York State Association of Realtors Inc.

As shown in the graph above, the months supply of inventory in the state of New York is below the number of months supply of inventory over the last five years, similar to Otsego County.

Days on Market Until Sale – Otsego County

Oneonta, NY Real Estate Market Trends



Source: Realtor.com, 8/2017

The chart above illustrates the number of days homes in the Oneonta area remained on the market prior to their sale. Additionally, single-family homes remained on the market for approximately 175 days in 2016, which represents a decrease of about 25 days from 2015. Overall, the number of days single-family homes have remained on the market has generally decreased since 2015. According to Barbara Roberts, a real estate broker with Keller Williams Upstate NY Properties, the average days on market in the city of Oneonta and Otsego County are 148 and 150, respectively.

Current Listings

The following table illustrates the current listings of housing for sale within the City of Oneonta. This data was gathered from various realtor websites.

CLASSIFIED LISTINGS - CITY OF ONEONTA			
Address	Bedrooms	Type	List Price
27 Wisteria Avenue	0	SFH	\$25,900
29 Linden Avenue	1	SFH	\$124,900
2165 Kelly Corners Road	1	SFH	\$219,000
Average Studio & 1BR			\$123,267
6 Boylston Street	2	SFH	\$39,900
5679 State Highway 7	2	SFH	\$124,000
119 County Highway 11	2	SFH	\$113,400
7 Woodside Avenue	2	SFH	\$129,900
133 Old Southside Drive	2	SFH	\$130,148
44 Church Street	2	SFH	\$74,900
54 Richards Avenue	2	SFH	\$125,500
1 Ceperley Avenue	2	SFH	\$119,900
6 Cleveland Street	2	SFH	\$119,000
5692 State Highway 7	2	SFH	\$134,900
13 Hickory Street	2	SFH	\$79,000
184 Lower Reservoir Road	2	SFH	\$845,000
Average 2BR			\$156,581
282 Winnet Hill Road	3	SFH	\$79,000
13 W Wend Avenue	3	SFH	\$129,000
32 High Street	3	SFH	\$159,000
300 Chestnut Street	3	SFH	\$74,900
6 Lonergan Avenue	3	SFH	\$89,000
6 3rd Street	3	SFH	\$99,500
4 Spencer Drive	3	SFH	\$164,500
9 Draper Street	3	SFH	\$129,500
14 Madison Avenue	3	SFH	\$136,900
5 Raymond Avenue	3	SFH	\$74,900
138 Winney Hill Road	3	SFH	\$125,900
25 Central Avenue	3	SFH	\$95,000
27 Central Avenue	3	SFH	\$129,000
110 Spruce Street	3	SFH	\$110,000
131 Oneida Street	3	SFH	\$144,900
7 Woodside Avenue	3	SFH	\$129,900
9 Miller Street	3	SFH	\$89,000
82 Clinton Street	3	SFH	\$149,500
68 Spruce Street	3	SFH	\$137,900
42 Clinton Street	3	SFH	\$149,500
Average 3BR			\$114,133

Current Listings Continued

CLASSIFIED LISTINGS - CITY OF ONEONTA

Address	Bedrooms	Type	List Price
170 West Street	4	SFH	\$174,900
81 W Broadway	4	SFH	\$84,000
134 Chestnut Street	4	SFH	\$124,900
53 Center Street	4	SFH	\$162,000
15 Susquehanna Street	4	SFH	\$69,000
41 Cherry Street	4	SFH	\$81,000
24 Gault Avenue	4	SFH	\$59,900
16 Country Club Road	4	SFH	\$97,000
15 Union Street	4	SFH	\$196,000
30 Cedar Street	4	SFH	\$179,000
17 Rose Avenue	4	SFH	\$94,500
22 Valleyview Street	4	SFH	\$115,000
6 Lane Avenue	4	SFH	\$101,000
31 Linden Street	4	SFH	\$105,000
346 Chestnut Street	4	SFH	\$127,500
217 River Street	4	SFH	\$142,000
17 Columbia Street	4	SFH	\$80,000
9 Pearl Street	4	SFH	\$138,000
502 Main Street	4	SFH	\$129,000
40 Center Street	4	SFH	\$163,700
Average 4BR			\$121,170
14 Division Street	5	SFH	\$142,900
403-406 Main Street	5	SFH	\$149,000
37 1/2 Burnsde Avenue	5	SFH	\$107,500
5981 State Highway 7	5	SFH	\$109,900
51-53 Church Street	5	SFH	\$147,000
10 Pearl Street	5	SFH	\$181,000
155 Peebles Hill Road	5	SFH	\$315,000
1400 County Highway 48	5	SFH	\$1,175,000
3 Ivy Court	5	SFH	\$156,900
61 Richards Avenue	5	SFH	\$165,000
24 Birchwood Drive	5	SFH	\$535,000
43 Cliff Street	5	SFH	\$119,900
41 Maple Steet	5	SFH	\$164,900
5 Herkimer Street	5	SFH	\$249,900
58 Elm Street	5	SFH	\$735,000
Average 5BR			\$296,927

Current Listings Continued

CLASSIFIED LISTINGS - CITY OF ONEONTA

Address	Bedrooms	Type	List Price
296 Chestnut Street	6	SFH	\$115,000
3 Reynolds Avenue	6	SFH	\$249,000
412-414 Chestnut	6	SFH	\$135,000
473-475 Main Street	6	SFH	\$189,000
45-47 Londond Avenue	6	SFH	\$117,900
6405 State Highway	6	SFH	\$395,000
5 Grand Street	6	SFH	\$255,000
6 Fairview Street	6	SFH	\$184,500
22 West Street	6	SFH	\$170,000
23 College Park Drive	6	SFH	\$559,900
38-40 Wilcox Avenue	6	SFH	\$90,000
6-8 Fairview Street	6	SFH	\$184,500
18-20 Valleyview Street	6	SFH	\$155,000
88-90 Center Street	6	SFH	\$175,000
62-1/2 Dietz Street	7	SFH	\$235,000
2959 County Highway 8	7	SFH	\$475,000
27 Watkins Avenue	7	SFH	\$205,000
22 Columbia Street	7	SFH	\$95,000
24 Grand Street	8	SFH	\$339,000
107 Elm Street	9	SFH	\$199,900
Average 6+BR			\$226,185

As illustrated, the majority of the housing currently listed for sale within the City of Oneonta are single-family homes listed at less than \$150,000.

Accepted and Denied Mortgage Information

According to the Home Mortgage Disclosure Act Institution and Location Registry, no specific data for Otsego County is available. However, aggregate 2015 data, which is the most recent available, for the state of New York was available segregated by select metropolitan statistical areas, which is illustrated in the table below.

ACCEPTED/DENIED MORTGAGE INFORMATION

MSA	Purchase Applications		Origination Rate
	Received	Denied	
Albany-Schenectady-Troy, NY	8,850	487	94.5%
Dutchess County-Putnam County, NY	3,025	527	82.6%
Syracuse, NY	6,120	798	87.0%
Utica-Rome, NY	<u>2,036</u>	<u>362</u>	<u>82.2%</u>
Total	20,031	2,174	89.1%

Source: Home Mortgage Disclosure Act Institution and Location Registry, July 2017

Otsego County is not part of a combined statistical area (CSA). The most similar MSA listed is the Utica-Rome MSA, which is located north of Otsego County and encompasses an area similarly rural to Otsego County. As shown above, the Utica-Rome, NY MSA experienced the least purchase applications received and denied. Further, the origination rate for the Utica-Rome, NY MSA is 82.2 percent, which is lower than the surveyed MSA's.

Home Affordability

We have calculated the affordability by income level for single-family home ownership in Otsego County, which is shown in the following table. The table also illustrates the subsidy calculation by income level for a four-person family in Otsego County if they were to purchase a single-family home.

SUBSIDY CALCULATION - SINGLE-FAMILY

AMI Level	Number of Households in Otsego County at each AMI level***	4-Person AMI In Otsego County	Maximum Annual Housing Costs	Maximum Monthly Housing Costs*	Equivalent Mortgage**
120%	10,619	\$75,000	\$22,500	\$1,875	\$333,909
100%	2,024	\$62,500	\$18,750	\$1,563	\$278,257
80%	2,215	\$50,000	\$15,000	\$1,250	\$222,606
60%	2,677	\$37,500	\$11,250	\$938	\$166,954
50%	2,815	\$31,250	\$9,375	\$781	\$139,129
40%	2,747	\$25,000	\$7,500	\$625	\$111,303
30%	1,619	\$18,750	\$5,625	\$469	\$83,477
Median Home Value -Otsego County					\$142,800

*Includes all principle, interest, taxes, and insurance (including private mortgage insurance)

**Assumes a 30-year mortgage with a 4.5 percent interest rate, per MFA.

***Estimated by Census data

As illustrated, the median home value of a single-family home in Otsego County is \$142,800, which is well below the estimated building cost (shown in the following table). Given the median home value, the majority of families at AMI levels at 60 percent or higher would not need assistance when purchasing a home. However, the development of new construction single-family homes for sale is financially prohibitive even for households that could afford the cost of new construction, as the resale for the majority of homes would not be greater than the cost of construction. As such, if adequate gap subsidies such as favorable financing and tax credit equity are obtained by a potential developer, the development of single-family homes for a rent-to-own program, or a development targeted to renter-occupied households would be viable options if new construction is desired.

Construction Costs

We have utilized the following calculations to determine whether the total cost to construct a single-family home in Otsego County is economically feasible. The table following illustrates the cost to develop a typical two-story, 2,049 square foot single-family home in Otsego County.

DEVELOPMENT COST - SINGLE FAMILY			
		Marshall & Swift	RS Means
National Cost PSF		\$89.97	\$128.15
Location Adjustment	Utica, NY	1.06	0.95
Subject Cost PSF		\$95.37	\$121.74
Total Construction Cost	2,049	\$195,409	\$249,450
Cost to Transport Materials*	5%	\$205,180	\$261,923
Developer Profit	15%	\$30,777	\$39,288
Total Land Cost	\$0.90 per SF at 0.5 acres	\$19,602	\$19,602
Total Cost		\$255,559	\$320,813

*Estimated square footage of a typical new construction single-family home in Otsego County – Michaels Group Homes

**Assumes a cost of \$1.50 per square foot at 0.5 acres, based on a range of residential land listings on Loopnet.com, July 2017

The median value of a single-family home is \$142,800 in Otsego County, which is well below the development cost for a new single-family home via Marshall & Swift and RS Means, as illustrated in the previous table. This indicates need for the preservation of Otsego County's existing housing stock, rather than new development. The higher construction cost is consistent with the low numbers of new building permits issued for single-family development. As previously discussed, even for those households that could afford the cost of new construction, the housing market does not currently support prices upon resale that exceed the cost per square foot of new construction (median sales price per square foot for a single-family home in the area is approximately \$180, according to Redfin new construction inventory).

PROPOSED CONSTRUCTION

Numerous stakeholder interviews and public data from HUD and the New York Division of Housing and Community Renewal indicate that there are no residential developments currently proposed or planned in Oneonta or Otsego County. The Westcott Lot Mixed Use Development, a project awarded DRI funds, includes a planned 27-30 one- and two-bedroom apartment units in Downtown Oneonta. The development remains in the very early stages of planning.

Conclusion

The housing market in Otsego County is primarily characterized as older vintage single-family homes. The City of Oneonta includes a concentration of the area's oldest housing stock, which is also comprised primarily of single-family homes in fair to average condition. Multifamily new construction permits have increased since the most recent national recession, while single-family and duplex new construction permits have decreased over the same time period. Further, multifamily new construction permits peaked in 2014, and have since declined. Single-family new construction permits peaked in 2002, and have since declined. Median listing prices of houses with four bedrooms or less are affordable to families at or below 60% of AMI in Oneonta, however costs of construction make building such homes unfeasible for developers. This indicates that investment in incentive programs for either new construction or renovation of existing properties could help optimize housing market conditions in the area.

The average sales price has decreased from 2016 to 2017 YTD in the Otsego County area. However, area inventory has steadily increased over the same time period. These indicators have moved concurrently with the area's economic growth, which will continue to serve as a catalyst for recovery as tourism continues to bolster the local economy in and around Otsego County. Additionally, the 2017 data shows a decrease in sales of foreclosure properties in Otsego County. There is still a significant amount of REO properties on the market; however, it appears that the real estate market is beginning to level off. Although there are many recent positive indicators, significant rehabilitation of the area's housing stock is still needed to optimize the housing market in Oneonta and Otsego County.

Notably, median rent in Otsego County is less than the national median rent, consistent with the area's generally lower cost of living. Additionally, the cash necessary for homeownership, including down payment and closing costs, is still a barrier to many families. This indicates that an incentive program for first-time and low/middle income home buyers could help boost the market.

RENTAL MARKET

Otsego County has a renter tenure of approximately 29 percent, slightly below the national average. The City of Oneonta has a much higher renter tenure at approximately 59 percent. Rental properties are examined on the basis of physical characteristics, i.e. building type, age of the property, quality/condition of property, level of common amenities, absorption, as well as similarity in rent. Property managers were interviewed for information on unit mix, sizes, and absorption rates, unit features and project amenities, tenant profiles, and market trends in general. We surveyed all types of rental housing Otsego County including: market rate, non-traditional rental housing, affordable housing, subsidized, and senior housing. We also surveyed disabled and special-needs housing facilities. Detailed matrices describing the individual properties are provided in the addenda. We have utilized 361 units of market-rate, 60 units of LIHTC, 56 units of Rural Housing Developments, and 170 units of Section 8 housing in our analysis. Together, these 647 units comprise approximately nine percent of the total existing rental housing stock in Otsego County.

MULTIFAMILY MARKET RATE CHARACTERISTICS

Following are relevant market characteristics for the market rate family properties surveyed. This includes an analysis of multifamily rental developments with no maximum or rent restrictions. In order to assess the multifamily rental market in Otsego County, 11 market rate properties with a total of 361 units were interviewed. We believe this is a representative sampling that will provide an overview on the state of market rate multifamily housing market in Otsego County. Detailed individual property profile reports for surveyed market rate properties in this analysis are included in the addenda.

Overview

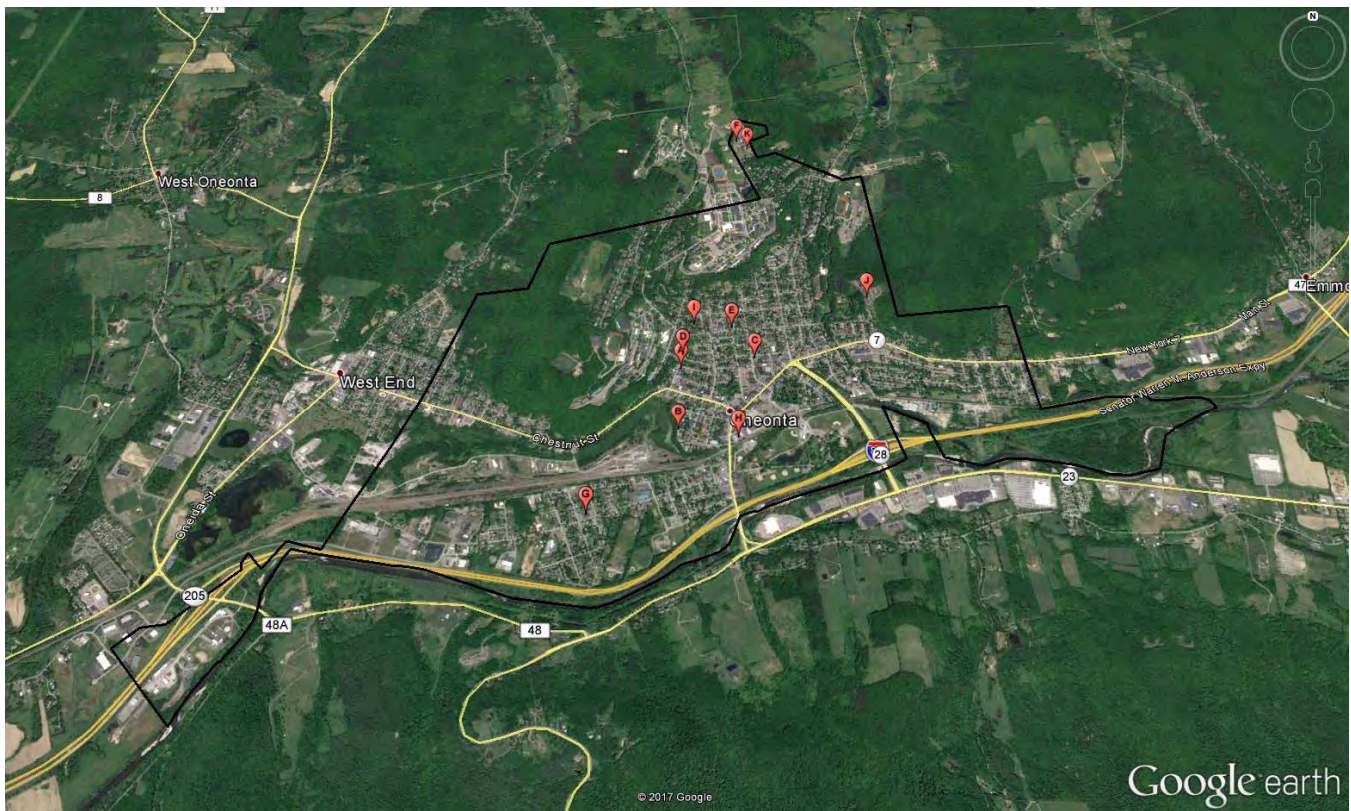
We have examined properties within Oneonta and the surrounding areas of Otsego County. It should be noted that market rate and affordable comparables without subsidy in outlying Otsego County outside of the City of Oneonta were very limited. As such, we concentrated on the Oneonta area and have supplemented our analysis where applicable. The 361 market-rate rental units included in our survey represents seven percent of renter-occupied units within Otsego County.

Otsego County

The following table and map illustrates market rate comparables in Otsego County of which we were able to obtain data. It should be noted that all of the comparable properties we were able to obtain data from are located in Oneonta, as shown in the following table and map.

COMPARABLE PROPERTIES

#	Property Name	city
A	20 West Street	Oneonta
B	24 Cliff	Oneonta
C	26 Walnut Street	Oneonta
D	30 West	Oneonta
E	47 Center	Oneonta
F	Hillside Commons	Oneonta
G	Oak Square	Oneonta
H	Spaulding Apartments	Oneonta
I	Weidnan Place	Oneonta
J	Wilber Park	Oneonta
K	Wood Ridge Apartments	Oneonta



It should be noted that we attempted to contact the following properties, and none of our calls were returned at this time. Thus, they have been excluded from this analysis.

EXCLUDED COMPARABLE PROPERTIES

Property Name	City	Type
Klugo Parkview Place	Oneonta	Market
Oneonta Student Rentals	Oneonta	Market
General Clinton Apartments	Oneonta	Market
Neawah Apartments	Oneonta	Market
193-201 Main Street	Oneonta	Market
70 Market Street	Oneonta	Market
Oak Square Apartments	Oneonta	Market
40 Academy Street	Oneonta	Market

HOUSING NEEDS ASSESSMENT-OTSEGO COUNTY

SUMMARY MATRIX

Comp #	Project	Type / Built / Renovated	Market / Subsidy	Units	#	%	Restriction	Rent (Adj.)	Size (SF)	Max Rent?	Wait List?	Units Vacant	Vacancy Rate
1	20 West Street 20 West Street Oneonta, NY 13820 Otsego County County	Triplex Early 1900's	Market	Studio / 1BA 2BR / 2BA	1	33.30%	Market Market	\$300	300	n/a	No	0	0.00%
					2	66.70%		\$575	600	n/a	No	0	0.00%
					3	100%						0	0.00%
2	24 Cliff 24 Cliff Street Oneonta, NY 13820 Otsego County County	Duplex 1920	Market	4BR / 2BA	2	100.00%	Market	\$575	1,400	n/a	No	0	0.00%
					2	100%						0	0.00%
3	26 Walnut Street 26 Walnut Street Oneonta, NY 13820 Otsego County	Conversion 1890	Market	1BR / 1BA	8	100.00%	Market	\$700	600	n/a	No	0	0.00%
					8	100%						0	0.00%
4	30 West 30 West Street Oneonta, NY 13820 Otsego County County	Lowrise Early 1900's	Market	1BR / 1BA 2BR / 1BA	2	33.30%	Market Market	\$575	500	n/a	No	0	0.00%
					4	66.70%		\$575	800	n/a	No	1	25.00%
					6	100%						1	16.70%
5	47 Center 47 Center Street Oneonta, NY 13820 Otsego County County	Conversion Late 1800's	Market	3BR / 1BA	3	100.00%	Market	\$575	1,000	n/a	No	1	33.30%
					3	100%						1	33.30%
6	Hillside Commons 150 Blodgett Drive Oneonta, NY 13820 Otsego County County	Midrise 2014	Market	1BR / 1BA 2BR / 2BA 3BR / 3BA	6	5.30%	Market Market Market	\$1,100	687	n/a	No	0	0.00%
					18	15.80%		\$900	875	n/a	No	0	0.00%
					90	78.90%		\$890	1,144	n/a	No	0	0.00%
					114	100%						0	0.00%
7	Oak Square 120 River Street Oneonta, NY 13820 Otsego County	Garden (3 stories) 1979	Market	1BR / 1BA 2BR / 1BA	5	16.70%	Market Market	\$670	700	n/a	Yes	0	0.00%
					25	83.30%		\$810	750	n/a	Yes	0	0.00%
					30	100%						0	0.00%
8	Spaulding Apartments 6-8 Market Street Oneonta, NY 13820 Otsego County County	Lowrise Early 1900's / 1981	Market, Commercial	Studio / 1BA 1BR / 1BA 2BR / 1BA 3BR / 1BA 4BR / 1BA	5	20.00%	Market Market Market Commercial Market	\$600	450	n/a	No	0	0.00%
					10	40.00%		\$650	650	n/a	No	0	0.00%
					8	32.00%		\$1,200	800	n/a	No	0	0.00%
					1	4.00%		\$0	1,000	n/a	No	0	0.00%
					1	4.00%		\$2,300	1,400	n/a	No	0	0.00%
					25	100%						0	0.00%
9	Weidnan Place 7-9 Weidnan Place Oneonta, NY 13820 Otsego County County	Lowrise 1920's / 1990s	Market	2BR / 1BA 3BR / 1BA 4BR / 1BA	3	50.00%	Market Market Market	\$1,000	800	n/a	No	0	0.00%
					2	33.30%		\$1,500	1,000	n/a	No	0	0.00%
					1	16.70%		\$2,000	1,200	n/a	No	0	0.00%
					6	100%						0	0.00%
10	Wilber Park 20 Gardner Place Oneonta, NY 13820 Otsego County	Garden (2 stories) 1989	Market	1BR / 1BA 2BR / 1.5BA 3BR / 1.5BA	49	44.50%	Market Market Market	\$954	960	n/a	No	0	0.00%
					49	44.50%		\$1,073	1,150	n/a	No	2	4.10%
					12	10.90%		\$1,160	1,560	n/a	No	0	0.00%
					110	100%						2	1.80%
11	Wood Ridge Apartments 15 Farone Dr Oneonta, NY 13820 Otsego County	Garden (3 stories) 1960	Market	1BR / 1BA 2BR / 1BA	18	33.30%	Market Market	\$805	750	n/a	Yes	0	0.00%
					36	66.70%		\$885	950	n/a	Yes	0	0.00%
					54	100%						0	0.00%

UNIT MATRIX REPORT

	20 West Street	24 Cliff	26 Walnut Street	30 West	47 Center	Hillside Commons	Oak Square	Spaulding Apartments	Weidman Place	Wilber Park	Wood Ridge Apartments
Comp #	1	2	3	4	5	6	7	8	9	10	11
Property Information											
Property Type	Triplex	Duplex	Conversion	Lowrise	Conversion	Midrise	Garden	Lowrise	Lowrise	Garden	Garden
Year Built / Renovated	Early 1900's	1920	1890	Early 1900's	Late 1800's	2014	1979	Early 1900's / 1981	1920's / 1990's	1989	1960
Market (Conv./Subsidy Type)	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market
Utility Adjustments											
Cooking	no	no	no	no	no	yes	no	no	no	no	no
Water Heat	no	no	no	no	no	yes	no	no	no	yes	yes
Heat	no	no	no	no	no	yes	no	no	no	yes	yes
Other Electric	no	no	no	no	no	yes	no	no	no	no	no
Water	yes	yes	yes	yes	yes	yes	yes	no	no	yes	yes
Sewer	yes	yes	yes	yes	yes	yes	yes	no	no	yes	yes
Trash Collection	yes	yes	yes	yes	yes	yes	yes	no	no	yes	yes
In-Unit Amenities											
Balcony/Patio	no	no	no	no	no	no	no	no	no	yes	yes
Blinds	yes	yes	yes	yes	yes	no	yes	yes	yes	yes	no
Cable/Satellite/Internet	no	no	no	no	no	no	no	no	yes	no	no
Carpet/Hardwood	no	no	no	no	yes	no	no	no	no	no	no
Carpeting	yes	yes	yes	yes	no	yes	yes	yes	yes	yes	yes
Central A/C	no	no	no	no	no	yes	yes	no	no	yes	yes
Coat Closet	no	no	no	no	no	yes	yes	no	no	yes	yes
Dishwasher	no	no	no	no	no	yes	no	no	no	yes	yes
Exterior Storage	no	no	no	no	no	no	no	no	no	no	yes
Ceiling Fan	no	no	no	no	no	yes	no	no	no	no	no
Furnishing	no	no	no	no	no	yes	no	no	no	no	no
Hand Rails	no	no	no	no	no	no	no	no	no	no	no
Microwave	no	no	no	no	no	yes	no	no	no	no	no
Oven	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Pull Cords	no	no	no	no	yes	no	no	no	no	no	no
Refrigerator	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Walk-In Closet	no	no	no	no	no	yes	no	no	no	yes	no
Washer/Dryer	no	no	no	no	yes	yes	no	no	no	no	no
Washer/Dryer hookup	no	yes	no	yes	yes	yes	no	no	no	no	no
Property Amenities											
Business Center/Computer Lab	no	no	no	no	no	yes	no	no	no	no	no
Clubhouse/Community Room	no	no	no	no	no	yes	no	no	no	no	no
Courtyard	no	no	no	no	no	yes	no	no	no	no	no
Elevators	no	no	no	no	no	no	no	no	no	no	no
Exercise Facility	no	no	no	no	no	yes	no	no	no	no	no
Central Laundry	yes	no	yes	no	no	no	yes	yes	yes	yes	yes
Off-Street Parking	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
On-Site Management	no	no	no	no	no	yes	no	no	no	no	yes
Picnic Area	no	no	no	no	no	yes	no	no	no	no	no
Playground	no	no	no	no	no	no	yes	no	no	no	no
Security											
Intercom (Buzzer)	no	no	no	no	no	no	yes	no	no	no	no
Limited Access	no	no	no	no	no	no	no	no	no	no	no
Other Amenities											
Other	n/a	n/a	n/a	n/a	n/a	n/a	Tanning beds, media room	n/a	n/a	n/a	n/a

Unit Mix

The table below illustrates the unit mix breakdown of the surveyed market rate comparables from which we were able to obtain data.

UNIT MIX				
Unit Type	Total Units	Percent	# of Properties that Offer Unit Type	% of Properties that Offer Unit Type
Studio	6	2%	2	18%
1 BR	98	27%	7	64%
2 BR	145	40%	8	73%
3 BR	108	30%	5	45%
4 BR	4	1%	3	27%
Total	361	100%	11	

As indicated by the known unit mix, the multifamily market is predominantly two- and three-bedroom units. Out of the total number of units, two-bedroom units comprise 40 percent of the housing stock, and three-

bedroom units comprise 30 percent of the housing stock. Additionally, one-bedroom units comprise of 27 percent of the housing stock. Out of the 11 market rate properties surveyed, 64 percent offer one-bedroom units and 73 percent offer two-bedroom units. Further, 45 percent of the comparables offer three-bedroom units. Studio and four-bedroom units are the least common in the market.

Unit Size

The following table illustrates the unit sizes for market rate properties from which we were able to obtain data.

Unit Type	Surveyed Min (SQFT)	Surveyed Max (SQFT)	Surveyed Average (SQFT)
Studio	300	450	375
1 BR	500	960	692
2 BR	600	1,150	841
3 BR	1,000	1,560	1,182
4 BR	1,200	1,400	1,350

The previous table illustrates the unit sizes among the surveyed comparables for the overall market. As demonstrated, the unit sizes vary widely.

Vacancy

The table following illustrates current vacancy rates among the surveyed comparables from which we were able to obtain data.

Property name	Rent Structure	Total Units	Vacant Units	Vacancy Rate
20 West Street	Market	3	0	0.0%
24 Cliff	Market	2	0	0.0%
26 Walnut Street	Market	8	0	0.0%
30 West	Market	6	1	16.7%
47 Center	Market	3	1	33.3%
Hillside Commons	Market	114	0	0.0%
Oak Square	Market	30	0	0.0%
Spaulding Apartments	Market	25	0	0.0%
Weidnan Place	Market	6	0	0.0%
Wilber Park	Market	110	2	1.8%
Wood Ridge Apartments	Market	54	0	0.0%
Total		361	4	1.1%

The vacancy rates among the market rate comparables range from zero to 33.3 percent, with an overall vacancy rate of 1.1 percent. 30 West and 47 Center reported the highest vacancy rates of 16.7 to 33.3 percent, respectively. However, both of these properties offer less than 10 units total and only reported two vacancies. Excluding these properties, vacancy at the comparables ranges from zero to 1.8 percent, with an average of 1.7 percent. Further, eight of the comparables reported zero vacancies. Overall, the market is stabilized.

Turnover

Turnover information was obtained from six of the surveyed market properties, as shown in the table below.

TURNOVER		
Property name	Rent Structure	Turnover
26 Walnut Street	Market	50%
Oak Square	Market	20%
Spaulding Apartments	Market,	50%
Weidnan Place	Market	50%
Wilber Park	Market	25%
Wood Ridge Apartments	Market	<u>20%</u>
Average Turnover		36%

The turnover percentage ranges from 20 to 50 percent, with an average of 36 percent. The contacts of each respective property noted that the amount of turnover reported is consistent with the historical turnover rates experienced at their respective properties. Further, turnover is elevated in the area due to short-term summer and student leases.

Concessions

None of the properties surveyed are offering a concession at the current time. Therefore, comparison is not meaningful.

Waiting Lists

Only two of the surveyed properties with market rate units reported a waiting list at this time. According to the contact at Oak Square, the property currently maintains a two to three month waiting list. Further, the contact at Wood Ridge Apartments reported a two person waiting list for both unit types.

Market Rent Analysis

The comparable properties command a wide variety of rents based upon location, size, condition and amenities. The table below shows the current rental rates at the market rate comparables from which we were able to obtain data. It should be noted that Hillside Commons leases units on a per-bedroom basis. Per bedroom, the asking rent at Hillside Commons for a one-, two-, and three-bedroom unit is \$1,100, \$900, and \$890, respectively. However, for comparison purposes, we have reflected the Hillside Commons asking rents on a per-unit basis. Per unit, the asking rent at Hillside Commons for a one-, two-, and three-bedroom unit is \$1,100, \$1,800, and \$2,670, respectively.

MARKET RENT COMPARISON							
Property Name	City	Year Built	Studio	1BR	2BR	3BR	4BR
20 West Street	Oneota	Early 1900's	\$300	-	\$1,150	-	-
24 Cliff	Oneota	1920	-	-	-	-	\$2,300
26 Walnut Street	Oneota	1890	-	\$700	-	-	-
30 West	Oneota	Early 1900's	-	\$575	\$1,150	-	-
47 Center	Oneota	Late 1800's	-	-	-	\$1,725	-
Hillside Commons	Oneota	2014	-	\$1,100	\$1,800	\$2,670	-
Oak Square	Oneota	1979	-	\$670	\$810	-	-
Spaulding Apartments	Oneota	Early 1900's/1981	\$600	\$650	\$1,200	-	\$2,300
Weidnan Place	Oneota	1920's/1900's	-	-	\$1,000	\$1,500	\$2,000
Wilber Park	Oneota	1989	-	\$954	\$1,073	\$1,160	-
Wood Ridge Apartments	Oneota	1960	-	\$805	\$885	-	-
Overall Average			\$450	\$779	\$1,134	\$1,764	\$2,200

As shown above, all of the market rate comparables are located within Oneonta. Seven of the 11 comparables were constructed between the late 1800's through the early 1900's, while the remaining comparables were constructed between 1960 and 2014. The most recently constructed comparable, Hillside Commons, is achieving rents well above the rents at the other comparables, suggesting high variance between comparables based on age. Further, Hillside Commons targets students attending university, and units are leased on a per-bedroom basis.

Rental Rates for Properties Advertised in Classifieds

We have researched local classified listings in Otsego County and the City of Oneonta. These are listed in the following table.

CLASSIFIED RENTAL LISTINGS

Address	City	Bedrooms	Type	Price
5 Myrtle Avenue	Oneonta	0	Single-family	\$658
7 Otsego Street	Oneonta	0	Single-family	\$663
7 Otsego Street	Oneonta	0	Single-family	\$720
22 Maple Street	Oneonta	0	Single-family	\$620
22 Maple Street	Oneonta	0	Single-family	\$562
31 Watkins Avenue	Oneonta	0	Single-family	\$572
31 Watkins Avenue	Oneonta	0	Single-family	\$662
33 Grove Street	Oneonta	0	Single-family	\$648
8 Ford Avenue #1	Oneonta	0	Single-family	\$525
20 West Street #3	Oneonta	0	Single-family	\$475
76 Main Street	Oneonta	0	Single-family	\$1,800
293 Main Street	Oneonta	0	Condo	\$400
Average OBR				\$692
2 Brook Street	Oneonta	1	Single-family	\$898
265 Main Street	Oneonta	1	Single-family	\$758
162 Main Street	Oneonta	1	Single-family	\$912
5 Myrtle Avenue	Oneonta	1	Single-family	\$898
7 Otsego Street	Oneonta	1	Single-family	\$576
7 Otsego Street	Oneonta	1	Single-family	\$720
80 Ford/Linden Avenues	Oneonta	1	Single-family	\$624
9 West Street	Oneonta	1	Single-family	\$816
21 Myrtle Avenue	Oneonta	1	Single-family	\$689
22 Maple Street	Oneonta	1	Single-family	\$668
25 Cedar Street	Oneonta	1	Single-family	\$735
199 Main Street #H	Unadilla	1	Single-family	\$750
49 Center Street Apt 2L	Oneonta	1	Single-family	\$800
6 East Street #3	Edmenston	1	Single-family	\$535
1587 County Highway 11	Laurens	1	Single-family	\$575
Average 1BR				\$730
234 Lakeshore Drive	Oneonta	2	Single-family	\$1,100
2 Brook Street	Oneonta	2	Single-family	\$1,364
5 Myrtle Avenue	Oneonta	2	Single-family	\$1,240
30 Maple Street	Oneonta	2	Single-family	\$1,124
30 Maple Street	Oneonta	2	Single-family	\$1,240
31 Watkins Avenue	Oneonta	2	Single-family	\$1,124
80 Ford/Lindend Avenues	Oneonta	2	Single-family	\$1,200

Classifieds Continued

CLASSIFIED RENTAL LISTINGS

Address	City	Bedrooms	Type	Price
162 Main Street	Oneonta	2	Single-family	\$1,152
265 Main Street	Oneonta	2	Single-family	\$1,200
273 Main Street	Oneonta	2	Single-family	\$1,440
1672 State Highway 205	Oneonta	2	Single-family	\$1,050
156 Huff Road	Cooperstown	2	Single-family	\$2,000
1640 State Highway 7	Unadilla	2	Single-family	\$650
7 Emmons Farm	Oneonta	2	Single-family	\$950
21 Pine Street	Cooperstown	2	Duplex	\$875
Average 2BR				\$1,181
25 Cedar Street	Oneonta	3	Single-family	\$1,944
31 Watkins Avenue	Oneonta	3	Single-family	\$1,686
31 Watkins Avenue	Oneonta	3	Single-family	\$1,686
33 Grove Street	Oneonta	3	Single-family	\$1,944
75 Center Street	Oneonta	3	Single-family	\$1,944
9 West Street	Oneonta	3	Single-family	\$1,944
38 Elm Street	Oneonta	3	Single-family	\$1,200
5668 State Highwat 7	Oneonta	3	Single-family	\$1,500
6202 State Highway 28	Fly Creek	3	Single-family	\$1,000
2 Thorn Street	Oneonta	3	Single-family	\$1,200
Rose Avenue	Oneonta	3	Single-family	\$1,200
4121 State Highway 51	Garrattsviile	3	Single-family	\$750
Average 3BR				\$1,500
1217 County Highway 26	Fly Creek	4	Single-family	\$2,200
131 Aztell Road	Maryland	4	Single-family	\$1,400
5665 State Highway 7	Oneonta	4	Single-family	\$1,500
Route 7	Oneonta	4	Single-family	\$1,500
County Highway 26	Cooperstown	4	Single-family	\$2,250
Random Knolls at Whalen	Penfield	4	Single-family	\$2,100
81 Chestnut Street	Cooperstown	4	Single-family	\$3,000
Average 4BR				\$1,993
46 Center Street	Oneonta	5	Single-family	\$3,445
4 Glen Avenue	Cooperstown	5	Single-family	\$2,400
166 Cattown Road	Fly Creek	5	Single-family	\$1,800
West Main Street	Sidney	5	Single-family	\$1,350
Main Street	Oneonta	5	Single-family	\$2,500
43 Cliff Street	Oneonta	6	Single-family	\$1,260
Average 5BR+				\$2,126

The table above illustrates rents found in the classified listings. Many of the classified listings are historic buildings that have been converted for use as apartments. Further, the majority of the single-family home rentals are marketed towards students attending school in the Oneonta area. It should be noted that the

majority of the classified listings for units located outside of the city of Oneonta are listed for less than similar units located within the city of Oneonta. Overall, the studio units in the market have an average rent of \$692. The one-bedroom rental units in the market have an average rent of \$730. The two -bedroom rental units in the market have an average rent of \$1,181. The three-bedroom units have an average rent of \$1,500. The four-bedroom units have an average rent of \$1,993. Additionally, five-bedroom or larger units in the market have an average rent of \$2,126. Additionally, the following graph demonstrated the median rent per month in Oneonta over the past year.



Source: Trulia, 8/2017

Affordable Rental Characteristics

Affordable rental properties are examined on the basis of physical characteristics, i.e. building type, age/quality, level of common amenities, absorption, as well as similarity in rent. We attempted to survey all existing affordable developments within the market area in order to provide a picture of the health and available affordable supply in the market.

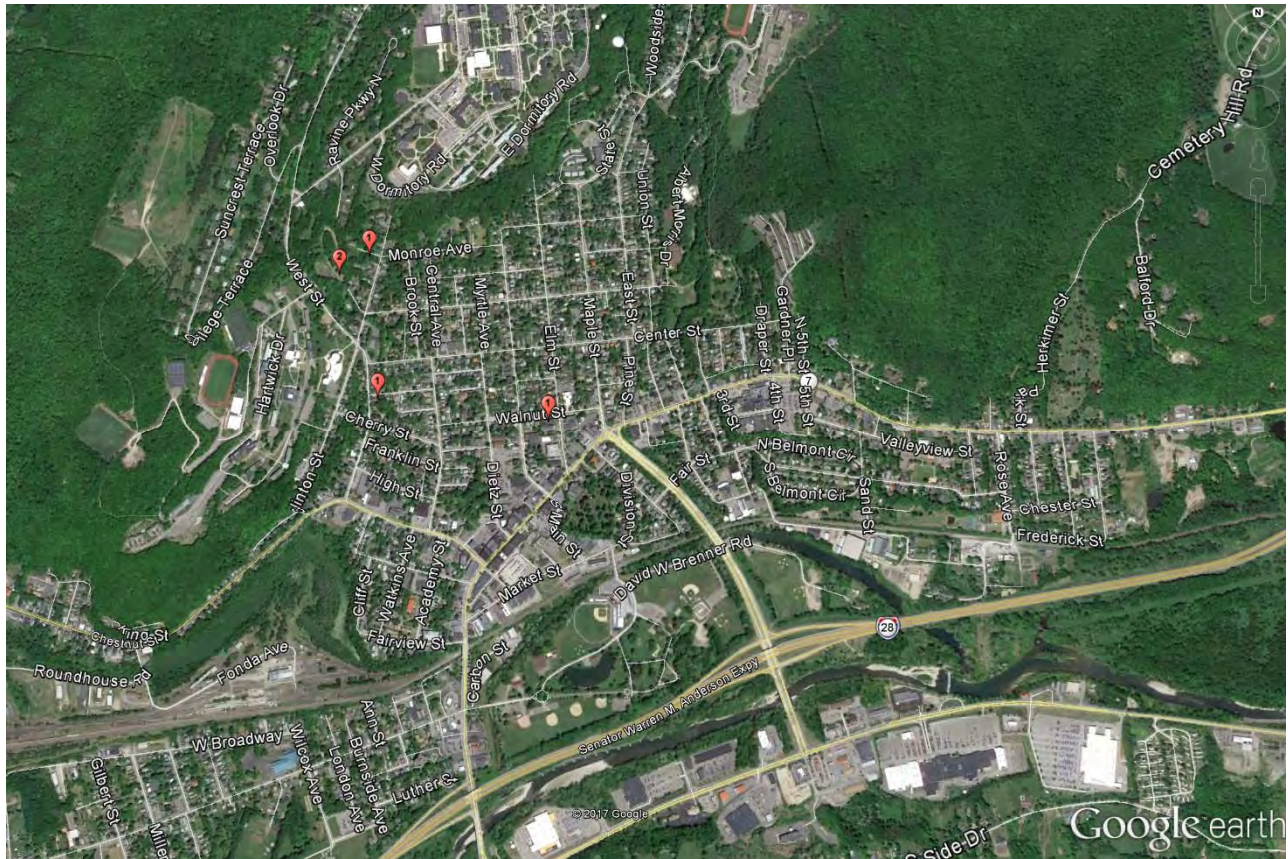
Description of Property Types Surveyed

We performed a field survey of affordable housing properties within Otsego County and Oneonta. For purposes of our analysis, “affordable housing” is defined as properties encumbered by one or more of the following programs: LIHTC, Section 8, and/or public housing. We identified approximately nine combined affordable developments, including two LIHTC, three Section 8, and two USDA Rural Development in Otsego County and the City of Oneonta. It should be noted that there is no public housing in Otsego County or the City of Oneonta.

We were able to survey two unsubsidized affordable developments in Otsego County. These properties include 60 units total, which accounts for approximately one percent of the existing rental housing stock within Otsego County. It should be noted that 22 two-bedroom units at Oneonta Heights- Senior receive Project Based Rental Assistance (PBRA). Due to the rent subsidies, we have excluded the PBRA units from the LIHTC rent analysis later in this report. The following pages include various summary reports that compare various data points as reported by the two unsubsidized affordable comparables.

LIHTC Rentals

The map below illustrates the location of the LIHTC rental properties from which we were able to obtain data. It should be noted that Oneonta Heights- Family has three locations, as shown in the map below.



COMPARABLE PROPERTIES

#	Property Name	City	Type
1	Oneonta Heights - Family	Oneonta	@50%, @60% @40%, @50%, @50% (Project Based Rental Assistance - PBRA), @60%
2	Oneonta Heights - Senior	Oneonta	Rental Assistance - PBRA), @60%

It should be noted that we attempted to contact the following properties, and none of our calls were returned at this time. Thus, they have been excluded from this analysis.

EXCLUDED COMPARABLE PROPERTIES

Property Name	City	Type
50 West Main Street	Milford	LIHTC
Milford Family Housing	Oneonta	LIHTC

SUMMARY MATRIX

Comp #	Project	Type / Built / Renovated	Market / Subsidy	Units	#	%	Restriction	Rent (Adj.)	Size (SF)	Max Rent?	Wait List?	Units Vacant	Vacancy Rate
1	Oneonta Heights - Family 2&4 Monroe Ave., 34&38 St, 23-25 Columbia Oneonta, NY 13820 Otsego County	Duplex (2 stories) 2016&2017	@50%, @60%	1BR / 1BA	4	20.00%	@60%	\$537	730	no	No	0	0.00%
				2BR / 1.5BA	3	15.00%	@50%	\$575	986	no	No	0	0.00%
				2BR / 1.5BA	3	15.00%	@60%	\$620	986	no	No	0	0.00%
				3BR / 1.5BA	5	25.00%	@50%	\$660	1,163	no	No	0	0.00%
				3BR / 1.5BA	5	25.00%	@60%	\$745	1,163	no	No	0	0.00%
					20	100%							
2	Oneonta Heights - Senior 1 Silver Ave Oneonta, NY 13820 Otsego County	Lowrise (age-restricted) (4 stories) 2017	@40%, @50%, @50% (Project Based Rental Assistance - PBRA), @60%	1BR / 1BA	2	5.00%	@40%	\$445	651	no		N/A	N/A
				1BR / 1BA	9	22.50%	@50%	\$560	651	no		N/A	N/A
				1BR / 1BA	22	55.00%	@50% (PBRA)	\$646	651	n/a		N/A	N/A
				1BR / 1BA	5	12.50%	@60%	\$624	651	no		N/A	N/A
				2BR / 1BA	2	5.00%	@40%	\$543	835	no		N/A	N/A
					40	100%							

UNIT MATRIX REPORT

	Oneonta Heights - Family	Oneonta Heights - Senior
Comp #	1	2
	4	
Property Information		
Property Type	Duplex	Lowrise (age-restricted)
Year Built / Renovated	2016&2017	2017
Market (Conv.)/Subsidy Type	@50%, @60%	@40%, @50%, @50% (Project Based Rental Assistance - PBRA), @60%
Utility Adjustments		
Cooking	no	yes
Water Heat	no	yes
Heat	no	yes
Other Electric	no	yes
Water	yes	yes
Sewer	yes	yes
Trash Collection	yes	yes
In-Unit Amenities		
Balcony/Patio	yes	no
Blinds	yes	yes
Carpeting	yes	yes
Central A/C	yes	yes
Coat Closet	yes	yes
Exterior Storage	yes	yes
Grab Bars	no	yes
Oven	yes	yes
Refrigerator	yes	yes
Washer/Dryer hookup	yes	no
Property Amenities		
Clubhouse/Meeting Room	no	yes
Elevators	no	yes
Central Laundry	no	yes
Off-Street Parking	yes	yes
Security		
Limited Access	no	yes

LIHTC Rental Market Property Characteristics

We have provided a brief overview of the low income housing tax credit program in the State of New York provided by New York State Homes and Community Renewal (NYSHCR).

The Low-Income Housing Credit Program (LIHC) was established under the Tax Reform Act of 1986 to promote private sector involvement in the retention and production of rental housing that is reserved for low-income households. The LIHC program provides a dollar-for-dollar reduction in federal income tax liability for project owners who develop rental housing that serves low-income households with incomes up to 60% of area median income. The amount of LIHC available to project owners is directly related to the number of low-income housing units that they provide. Most projects receiving an allocation of LIHC also utilize another governmental subsidy as part of their project financing. Federal subsidies such as the Community Development Block Grant (CDBG), HOME and USDA RHS 515 have been used in conjunction with the LIHC. On the State level, the LIHC has been allocated to projects employing Housing Trust Fund and New York State HOME Program subsidies. Local government capital subsidies have been employed extensively in projects located in New York City. Project owners use the LIHC allocation as a gap filler in their development budgets. The LIHC is turned into equity to fill the project gaps through the sale of the project and the credit to investors. DHCR is the lead Housing Credit Agency for New York State. Other Housing Credit Agencies are the New York State Housing Finance Agency, the New York City Department of Housing Preservation and Development and the Development Authority of the North Country.

Unit Mix

The following table illustrates the unit mix of LIHTC rental properties from which we were able to obtain data.

UNIT MIX				
Unit Type	Total Units	Percent	# of Properties that Offer Unit Type	% of Properties that Offer Unit Type
1 BR	42	70%	2	100%
2 BR	8	13%	2	100%
3 BR	10	17%	1	50%
Total	60	100%	2	100%

The only unit types at the surveyed comparables are one, two, and three-bedroom units. The majority of LIHTC units are one-bedroom units, which account for 70 percent of units at the surveyed comparables.

Unit Size

The following table illustrates the unit sizes for LIHTC properties from which we were able to obtain data.

UNIT SIZE COMPARISON			
Unit Type	Surveyed Min (SQFT)	Surveyed Max (SQFT)	Surveyed Average (SQFT)
1 BR	651	730	691
2 BR	835	986	911
3 BR	1,163	1,163	1,163

As shown above, unit sizes are generally similar at the surveyed comparable properties with minimal variance.

Vacancy

The table following illustrates the vacancy rates of LIHTC developments from which we were able to obtain data. It should be noted that Oneonta Heights- Senior is still under construction and has been excluded from this analysis. However, the property manager reported that 23 units, or 58 percent of units, have tenant applications currently being processed.

OVERALL VACANCY

Property name	Rent Structure	Total Units	Vacant Units	Vacancy Rate
Oneonta Heights - Family	@50%, @60%	20	0	0%

As illustrated, Oneonta Heights-Family reported 100 percent occupancy, which is low and indicates a supply constrained market.

Turnover

None of the surveyed comparables were able to report turnover information at this time.

Concessions

There are no concessions offered at the surveyed rentals at this time.

Waiting Lists

None of the surveyed comparables reported maintaining a waiting list at this time. Further, it should be noted that Oneonta Heights- Senior is still under construction and undergoing lease-up. Thus, this comparable property has been excluded from this analysis. As previously noted, the property manager reported that 58 percent of units have tenant applications currently being processed.

Affordable Rent Analysis

In order to create appropriate comparisons between the properties, we have established a standard utility basis. As previously noted, 22 two-bedroom units at Oneonta Heights- Senior receive PBRA. Due to the rent subsidies, we have excluded the PRRA units from the LIHTC rent analysis.

LIHTC Rent Comparison - @40%

Property Name	1BR	2BR
2017 LIHTC Maximum (Net)	\$469	\$563
Oneonta Heights - Family	-	-
Oneonta Heights - Senior	\$445	\$543

LIHTC Rent Comparison - @50%

Property Name	1BR	2BR	3BR
2017 LIHTC Maximum (Net)	\$586	\$703	\$812
Oneonta Heights - Family	-	\$575	\$660
Oneonta Heights - Senior	\$560	-	-

LIHTC Rent Comparison - @60%

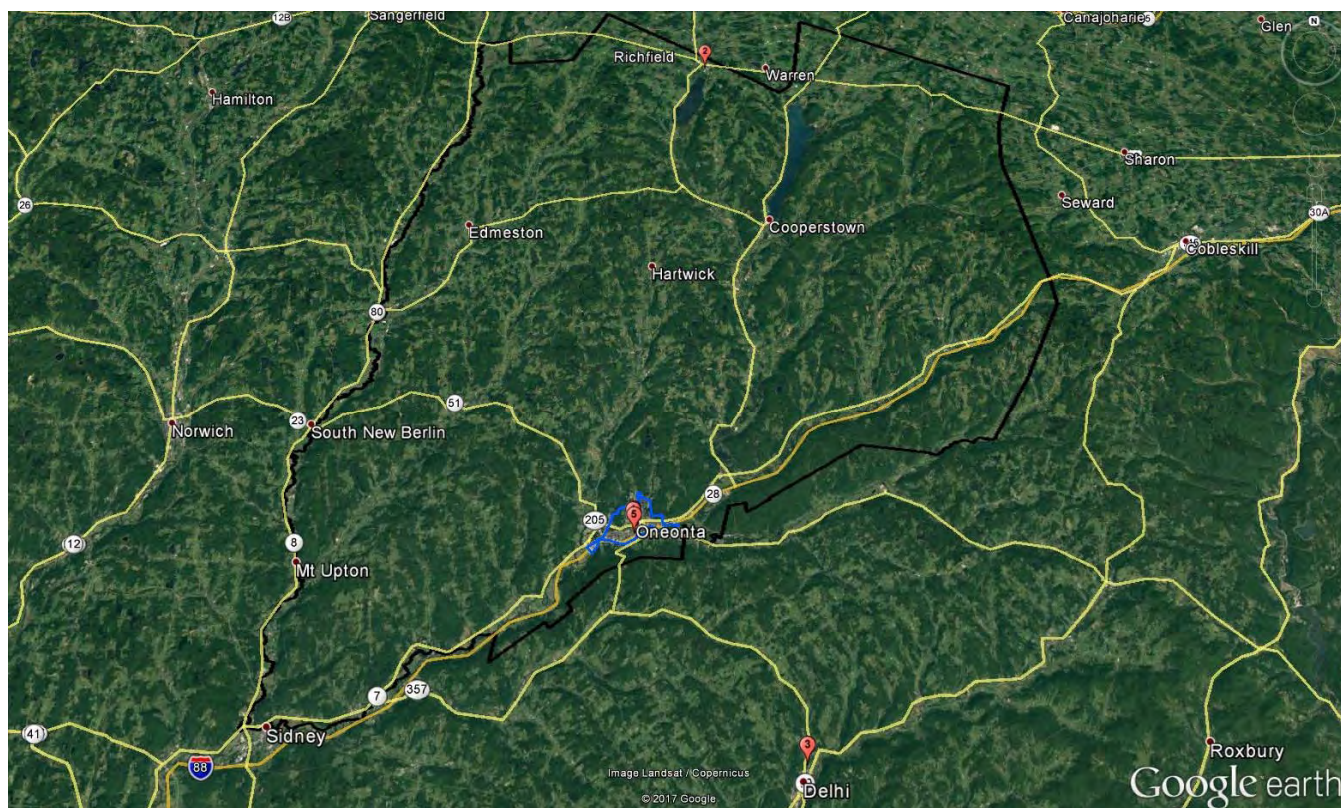
Property Name	1BR	2BR	3BR
2017 LIHTC Maximum (Net)	\$703	\$844	\$975
Oneonta Heights - Family	\$537	\$620	\$745
Oneonta Heights - Senior	\$624	-	-
Average	\$581	\$620	\$745

As demonstrated in the tables above, none of the surveyed LIHTC properties in Otsego County are achieving rents at the maximum allowable levels. Further, the average LIHTC rents are well below the maximum allowable levels at each level of AMI.

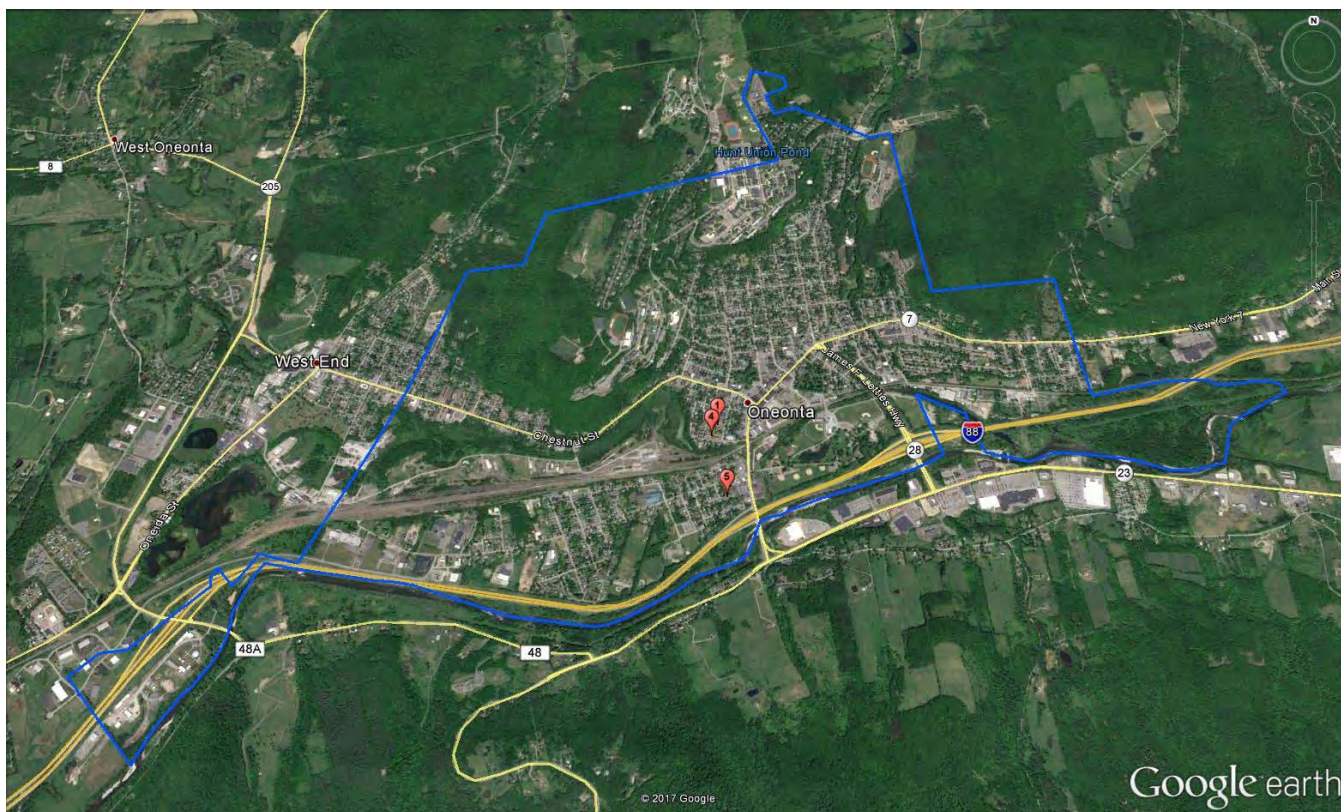
SECTION 8/USDA PROPERTY CHARACTERISTICS

Subsidized Property Maps

The maps and table below illustrate the location of the Section 8 and USDA rental properties in Otsego County from which we were able to obtain data. The boundaries of Otsego County are outlined in black, and the City of Oneonta is outlined in blue.



The map below illustrates the location of the Section 8 and USDA rental properties in the City of Oneonta from which we were able to obtain data. The boundaries of Oneonta are outlined in blue.



COMPARABLE PROPERTIES

#	Property Name	City	Type
1	Academy Arms Apartments	Oneonta	Section 8
2	Bronner Manor	Richfield Springs	Rural Development
3	Delhi Manor	Delhi	Rural Development
4	James F. Lettis Apartments	Oneonta	Section 8
5	Nader Towers	Oneonta	Section 8

Tenants pay 30 percent of their monthly adjusted income towards housing costs at these properties. The total housing stock contains 226 units of subsidized housing. There are 62 family units and 164 senior units.

It should be noted that we attempted to contact the following properties, and none of our calls were returned at this time. Thus, they have been excluded from this analysis.

EXCLUDED SUBSIDIZED COMPARABLE PROPERTIES

Property Name	City	Type
Unadilla Neighborgood	Unadilla	Rural Development
West Hill Terrace	Edmeston	Rural Development
Mayrose Apartments	Oneonta	Rural Development

Unit Mix

The following table illustrates the unit mix of the subsidized rental properties from which we were able to obtain data.

UNIT MIX

Unit Type	Total Units	Percent	# of Properties that Offer Unit Types	% of Properties that Offer Unit Types
Studio	64	28%	1	20%
1 BR	101	45%	4	80%
2 BR	55	24%	3	60%
3 BR	6	3%	1	20%
Total	226	100%	5	

The only unit types in Otsego County are studio, one, two, and three-bedroom units. The majority of subsidized units are studio and one-bedroom units, accounting to a total of 73 percent of the surveyed rental units. Three-bedroom units are the least common units in the market.

Unit Size

The following table illustrates the unit sizes for the subsidized properties from which we were able to obtain data.

UNIT SIZE COMPARISON

Unit Type	Surveyed Min	Surveyed Max	Surveyed Average
Studio	400	400	400
1 BR	500	600	508
2 BR	800	900	833
3 BR	950	950	950

The previous table illustrates the unit sizes among the surveyed comparables for the overall market. Unit sizes are generally similar with minimal variance.

Vacancy

The table following illustrates the vacancy rates of subsidized rental developments from which we were able to obtain data.

OVERALL VACANCY

Property name	Rent Structure	Total Units	Vacant Units	Vacancy Rate
Academy Arms Apartments	Section 8	28	0	0.00%
Bronner Manor	Rural Development	24	0	0.00%
Delhi Manor	Rural Development	32	0	0.00%
James F. Lettis Apartments	Section 8	30	0	0.00%
Nader Towers	Section 8	<u>112</u>	<u>0</u>	<u>0.00%</u>
Total		226	0	0.00%

As illustrated, the subsidized properties reported 100 percent occupancy, which is low and indicates a supply constrained market.

Turnover

Turnover information was obtained from four subsidized developments, as shown in the table below.

TURNOVER

Property name	Rent Structure	Turnover
Academy Arms Apartments	Section 8	10%
Bronner Manor	Rural Development	10%
Delhi Manor	Rural Development	15%
James F. Lettis Apartments	Section 8	10%
Average Turnover		11%

The turnover percentage ranges from 10 to 15 percent, with an average of 11 percent. The contacts of each respective property noted that the amount of turnover reported is consistent with the historical turnover rates experienced at their respective properties.

Concessions

There are no concessions offered at the rentals from which we were able to obtain data at this time.

Waiting Lists

The table following illustrates the waiting lists at subsidized rental developments from which we were able to obtain data.

WAITING LIST

Comparable Property	Rent Structure	Waiting List
Academy Arms Apartments	Section 8	Yes; 2 years
Bronner Manor	Rural Development	Yes; 1 year
Delhi Manor	Rural Development	Yes; 10 applicants
James F. Lettis Apartments	Section 8	Yes; 2 years
Nader Towers	Section 8	Yes, 2 years

All of the subsidized housing properties maintain a waiting list, ranging from 10 applicants to two years in length. Thus, it appears that there is a demand for housing in which tenants pay 30 percent of their monthly adjusted income towards housing costs.

PUBLIC HOUSING PROPERTY CHARACTERISTICS

There are no public housing developments in Otsego County or the City of Oneonta.

SPECIAL NEEDS HOUSING**Mental and Physical Disabilities**

We spoke with the Otsego County Department of Social Services regarding housing for individuals with physical and mental disabilities. The department indicated that there were no multifamily properties in the area that catered specifically to the populations in question, and that many individuals rely heavily on assistance from family. It was also noted that there are a number of congregate care communities that provide on-site medical care and services to disabled residents. Additionally, Springbrook and Pathfinder Village, two of the area's largest employers, offer robust residential options to mentally disabled individuals. Springbrook serves over 1,000 adults and children with developmental disabilities from areas throughout New York State. For adults, Springbrook offers 24 staffed community homes, as well as an Alternative Living Services program that helps clients and their families coordinate their own residential arrangements. Additionally, Springbrook operates a residential school for children with developmental disabilities.

Pathfinder Village is a residential facility for individuals with Down Syndrome. The campus is staffed 24 hours a day and houses over 90 residents.

Senior

Oneonta and Otsego County have both experienced significant growth in their senior populations and such trends are expected to continue for the foreseeable future. With growth in the senior population comes increased demand for senior housing. A number of the local stakeholders we interviewed echoed this, indicating that there is significant need for both market rate and affordable senior housing. It was reported that many area seniors seek to downsize from larger, older homes that have become difficult to maintain. Smaller, higher quality apartments and townhomes have seen strong demand from this portion of the senior population. Local properties such as Hampshire Heights and Heritage at the Plains offer senior living ranging from independent living with amenities such as meals and housekeeping to assisted living and memory care units. Property managers at these facilities indicated strong demand and anticipated continued demand growth in the future. Other seniors find affordability to be a challenge given strong demand for senior housing and the inflationary effects of the student housing market on local rental rates. Subsidized senior housing properties in the area such as Academy Arms, Nader Towers, and Bronner Manor uniformly report 100 percent occupancy and waitlists up to two years in length, which underscores the demand for affordable senior housing in the area. Of note, the new Oneonta Heights development by Housing Visions will set aside 40 affordable units for seniors. The property is scheduled to open in October 2017 and is processing 23 applications at the time of this report.

Homeless

Otsego County Department of Social Services provides funding for the non-profit organization Opportunities for Otsego, which works to alleviate poverty in the county. Opportunities for Otsego maintains an 18-bed temporary shelter called Opportunity House for the homeless population in Oneonta which is open 24 hours a day, seven days a week. The organization also provides a number of housing services to the area's homeless and at risk population, including temporary housing assistance, rent/mortgage assistance, housing location, counseling, assistance in speaking with landlords, budget assistance, linkage to legal services, transportation assistance, ongoing case management, and referral to other community service organizations. The Otsego County government also operates an independent Mental Health Department, which provides access to confidential services from licensed mental health professionals at its clinic in Oneonta. The clinic accepts most health insurance plans, including Medicare and Medicaid, and implements a sliding scale fee schedule for those facing financial hardship. Otsego County Department of Veterans Affairs provides localized support for the county's veterans, including transportation assistance, assistance navigating federal and state programs, employment assistance, and a discount program – all of which homeless veterans are eligible to take advantage of. Additionally, Catholic Charities of Delaware, Otsego, and Schoharie Counties maintain three single room occupancy (SRO) residences with a capacity of 27 residents. The SRO residences offer permanent housing for homeless individuals in need of low cost housing, and provide supportive services including case management, meal programs, and referrals. Additionally, Crossroads Inn offers transitional housing for people that are coming from rehab, jail, prison, and the homeless.

According to The Continuum of Care (CoC), a HUD program designed to promote communitywide commitment to the goal of ending homelessness, the homeless population is homeless for a variety of reasons, the most common of which are job loss, mental health issues, substance abuse, and foreclosure. Problems at home, including domestic violence and divorce, also play in a role in homelessness. The Continuum of Care's 2016 Point in Time data for Broome, Otsego, Chenango, and Delaware Counties, the most localized and recent data available for this area, reveals that approximately 100 homeless persons were served by emergency shelters in the listed counties in 2016. This number included 25 families with at least one child. An additional 148 homeless persons were sheltered in the counties' transitional housing,

including 13 homeless households with at least one child. An additional 28 homeless persons remained unsheltered in any kind of housing.

Given the relative lack of permanent facilities available for the homeless population in Otsego County, it appears there is a need for additional supportive housing. Please see the *Future Housing Needs* section of this report for additional details on Otsego County's projected housing needs.

Conclusion

Single-family home value has remained stable in both Oneonta and Otsego County since 2012, while area inventory and number of sales has declined. At the median home value, the majority families in both Oneonta and Otsego County at and above 60% AMI would not need assistance to purchase a home. However, without incentives, construction of new single-family homes in the area is not financially feasible from a developer's standpoint. Otsego County has a renter tenure of approximately 29 percent, slightly below the national average. The City of Oneonta has a much higher renter tenure at approximately 59 percent. This is largely attributable to the dominance of the student population in the Oneonta market. Vacancy rates at affordable and subsidized properties are very low in Oneonta and Otsego County. The county has existing supportive housing options for the mentally disabled, senior, and homeless populations. Please see the *Future Housing Needs* section of this report for additional details on Otsego County's projected housing needs.

VI. FUTURE HOUSING NEEDS

FUTURE HOUSING NEEDS

In order to gain a better understanding of the challenges and opportunities facing the local housing market, Novogradac & Company LLP interviewed several area stakeholders, and are summarized below.

Oneonta Housing Authority

We spoke with Ms. Jennifer Beams, Section 8 Coordinator for the Otsego County Housing Authority regarding the county's affordable housing. The Oneonta Housing Authority manages Housing Choice Vouchers for the City and Town of Oneonta, as well as the nearby localities of Laurens, Maryland, Morris, and Otego. Ms. Beams stated that the county issues 79 total Housing Choice Vouchers, 53 of which are used in Oneonta. As of the date of this report, all of the county's 79 vouchers are in use. The waiting list for Housing Choice Vouchers is currently open and is presently in the process of being purged. Ms. Beams indicated that the waitlist length is currently at three years. Of note, Ms. Beams stated that a significant portion of the applications and wait list occupants for the Section 8 program are from New York City and apply in hopes of obtaining a voucher to use in the New York metro area. While such applicants rarely – if ever – follow through with obtaining a voucher and settle in Otsego County, the volume does demand a significant amount of time and resources that could be better used to address local needs. Additionally, Ms. Beams did indicate that there was a need for affordable housing in the community, and was unsure whether recent developments such as Oneonta Heights and possible downtown development would meet demand.

Opportunities for Otsego

We spoke with Daniel Maskin, Director of Opportunities for Otsego, a community action agency providing numerous services and resources to the low income population of Otsego County. Mr. Maskin reported the organization has difficulty finding affordable housing for the individuals it serves. He indicated that the inability to provide permanent housing forced the at-risk population of Otsego County to utilize their emergency shelters, which is a more expensive and less effective solution to housing problems. Mr. Maskin cited the 60 unit Oneonta Heights development by Housing Visions as an example of a successful and impactful development, and indicated there is demand for more similar projects. Mr. Maskin also pointed out the city's cap on unrelated residents in housing units as an obstacle to finding affordable housing. He indicated that a majority of the demand for such units comes from single adults, and that restricting housing units to three unrelated adults makes finding affordable housing for such individuals even more difficulty. In terms of improvement, Mr. Maskin expressed support for raising or removing the cap on unrelated residents in the city's housing units, as well as expanding investment in the rehabilitation of existing vacant housing stock.

Otsego County Planning Department

We spoke with Mr. Erik Schreivner, Senior Planner in Otsego County's Planning Department, regarding residential development in Otsego County. Mr. Schreivner reported no residential developments proposed, planned, or under construction at the present time. He also reported no new multifamily residential development in the unincorporated areas of Otsego County. Of note, the previously discussed plan by SUNY Oneonta to rehabilitate vacant housing the city could result in future multifamily development.

CDO Workforce

We spoke with Alan Sessions, Outreach Coordinator with CDO Workforce, a regional workforce and business development agency serving Otsego, Chenango, and Delaware Counties. With regards to housing, Mr. Sessions mentioned that he has heard from local employers – particularly SUNY Oneonta and Hartwick College – that the local housing stock has proven to be an obstacle in recruiting for higher paid, professional positions. With the area's larger homes generally being older – and sometimes vacant with significant repairs needed – and a general lack of newer market rate apartments, it is difficult for professionals both with and without families to find suitable housing. Mr. Sessions also indicated that it has become difficult for

lower skilled workers in Oneonta to find housing due to the large student population, which dominates the market and has an inflationary effect on rents. Mr. Sessions specifically cited a need for affordable housing to accommodate this cohort, as well as market rate construction or rehab to make the area more attractive to higher skilled professionals.

Local Real Estate Professionals

We spoke with a number of prominent realtors, landlords, developers, and investors in the Oneonta community. Hearing the perspective of each of these individuals allowed us to evaluate the area's housing market holistically. While opinions varied between individuals, common themes included the need to attract employers and economic development, a generally low level of quality in current housing stock, demand for development geared towards professionals and seniors looking to downsize, and the need to strengthen standards and enforcement of city building code.

Joan Fox, a local real estate agent with over 25 years of experience in the area, cited the need to jump start the employment landscape in the area. She indicated that the sluggish local economy has proven challenging, as it has rendered development of new supply impractical, and leaves existing owners without the resources to properly maintain properties. Ms. Fox specifically indicated a need for affordable, market rate housing for professionals, as well as affordable housing for senior citizens, many of whom would like to move out of larger homes that they no longer wish to maintain or pay high taxes for. She noted the success of mixed-use developments in the downtown area as something that could be built on, and recalled the city's program to subcontract renovations and improvements of existing housing stock a mistake due to their lack of expertise. Furthermore, Ms. Fox praised the work of the Oneonta Housing Authority and expressed a desire to see the city government involve the agency more in future plans.

We also spoke to Michelle Stoeger of the Otsego-Delaware Board of Realtors. Ms. Stoeger echoed the need for development of smaller housing units aimed at seniors looking to downsize, noting that such developments tend to sell quickly. She stated that such market rate units would also be favored amongst professionals looking to move to the area for employment at the colleges or medical centers. Ms. Stoeger noted the lack of recent development, stating that there had not been major development since the recession, which she attributed to a mix of tighter federal and state regulations as well as risk aversion on the part of developers. Ultimately, Ms. Stoeger shared the sentiment that the core issue is the economic outlook for the area, noting that job creating investments and incentive policies would provide a spark to the housing market with increased demand as people look to move to or remain in the area.

Keith Wilbur of Rental Company One specifically mentioned the need for a stricter and more strongly enforced building code. Mr. Wilbur stated that much of the existing supply was in poor condition due to lax enforcement and high numbers of students and elderly who are unable or unwilling to properly upkeep homes. He indicated that the new Hillside Commons student housing complex and renovated units have helped raise market standards, but that a stronger code department was needed long term. Mr. Wilbur noted that while the opening of Hillside Commons has saturated the student rental market, the State of New York's shift to offering free tuition at public colleges would likely help re-balance the market by bringing more students to the city. Similar to other stakeholders, Mr. Wilbur expressed the opinion that the policy focus should be on attracting employers and economic development rather than housing.

Michael Reneri is both a realtor for the Benson Real Estate Agency as well as a landlord in Oneonta. Mr. Reneri expressed concerns about the development of affordable and low income housing in the city, stating that the influx of lower income households from the New York City area was sending the local market into a downward spiral, as Oneonta lacks the industry and economic strength to absorb such a population. Mr. Reneri also expressed a desire to see more openness to smaller, modern market rate developments given the demand from professionals and the elderly. He noted that the zoning and permitting processes for such developments have been painstakingly slow and discourage needed development.

Ed May is a local landlord, developer, and business owner who has also served on the City of Oneonta's Planning Commission. Mr. May indicated a clear need for market rate housing catered to professionals and seniors looking to downsize. Mr. May also expressed concern with the volume of affordable housing being built in the area, noting that the influx of low income residents is fueling a downward economic spiral. Mr. May also voiced his desire for a stronger and better enforced building code, noting that the large amount of student renters – who will pay high rents for housing in inferior condition – allows landlords to ignore city code without market punishment. This, Mr. May observed, has lowered housing standards across the market, contributing to the recruiting issues local employers have faced. Mr. May stated his skepticism that mixed-use development in the downtown area will appeal to the professional demographic it is aimed at.

Rick Weinberg, also of Rental Company One, spoke of the need to attract jobs and investment to jump start the area's economy. He described the city's housing policy as "putting the cart before the horse," indicating that he believes the city should focus on policy initiatives to create jobs, and that housing will follow. Mr. Weinberg noted a general oversupply of multifamily units, particularly since the completion of the large Hillside Commons development, but did agree that there is a need for housing to accommodate seniors looking to downsize. Mr. Weinberg noted that renovation and conversion of existing housing stock would be a better development strategy than new construction, but emphasized that the ultimate issue is employment and economic development.

We also spoke with Bryan Shaughnessy, a local landlord specializing in student housing. Mr. Shaughnessy noted that the city's existing plans center on building housing for professionals, families, and seniors in very close proximity with high-traffic student nightlife areas. Further, he was adamant that such units would not be a good fit given the potential issues with noise, traffic, and community relations, and lobbied for such developments to be placed elsewhere.

We spoke with Nancy Scanlon, a local realtor with Keller Williams. Ms. Scanlon indicated that the single-family home supply in Oneonta suffers from a severe lack of quality inventory. Ms. Scanlon noted that houses that have been maintained well and are move-in ready sell very quickly, but that sales in Oneonta are down 25 percent year-over-year due to the state of disrepair in the housing stock. Ms. Scanlon indicated that the best way to improve the area's supply would be to renovate existing houses, as that would be cheaper and allow for higher quality builds than would new construction. Ms. Scanlon also stated that the economic climate was the underlying cause for the market's woes. She indicated that only one major employer in the area – SUNY Oneonta – had the kind of well paying, full time jobs that encourage purchase and upkeep of homes, and that without more similar positions the low quality of inventory would continue to pervade the market. Similar to other stakeholders, Ms. Scanlon also noted that there is a major shortage of high quality market rate units in the rental market, and noted that there is significant demand for such units.

Conclusion

There is general consensus among the local stakeholders is that the area's current housing stock is inadequate for current market demand, and that the issue is related to equal parts quantity and quality of the current supply. Many stakeholders noted that the lack of newer market rate housing has hindered the area's ability to attract well paid, higher skilled workers to the city and leaves a significant number of elderly homeowners looking to downsize from larger homes without attractive local options. Stakeholders specifically pointed out smaller housing options – one and two bedroom apartments and townhome units – as units that have immense market rate potential. Additionally, the city has a plethora of larger single family homes that have proven too burdensome for aging owners or renters to properly maintain. These houses are falling to disrepair and many have been left completely vacant. This deterioration of quality has proven a deterrent to professionals with families, and many stakeholders have identified renovation of these properties into market rate single and multi-family units as another potentially strong development opportunity.

Furthermore, the city’s housing stock is dominated by student housing, which has lowered the standards of quality upkeep across the market. Desire for stronger and better enforced city code to address this issue was expressed by multiple stakeholders. Desire for affordable workforce housing was also noted by many stakeholders, who noted that the large student presence in the market has driven up rents even for lower quality units.

Many stakeholders also strongly emphasized the need to expand employment opportunities in the area before devoting resources to housing development. Stakeholders from the business community noted the lack of major industry in Oneonta and the decades since the last major business expansion in the area. Stakeholders noted the relatively stagnant population and employment figures as reasons housing developers have avoided investing resources in projects in the area. Ultimately, these stakeholders felt that jumpstarting the local economy with expanded employment and creating increased demand for housing would be the best way to entice builders to invest in development of housing in the area.

Potential Sites for Development

The consensus among local stakeholders is that the City of Oneonta is largely built out and that there are no particularly strong locations for new developments. Instead, stakeholders uniformly expressed a desire to see the area’s existing stock undergo renovation to bring market standards higher and better meet the area’s current needs, such as newer, smaller market rate housing for middle and upper income workers and seniors with a desire to downsize. Stakeholders did indicate that there is land for new development available outside the city, with one stakeholder specifically mentioning the town of Portlandville as an ideal site for investment in new development. However, it was also noted that such development would encounter challenges with utilities, access to services, and current land owners.

As previously discussed, the City of Oneonta was awarded \$10,000,000 in grant funds from the State of New York as part of the Downtown Revitalization Initiative (DRI). The nine winning projects for Oneonta’s DRI grant are listed in the table below.

DRI WINNING PROJECTS	
Project	Description
Westcott Lot Mixed Use Development	New mixed use building on Main Street in Oneonta including 4,000-6,000 square feet of commercial space and 27-30 apartments.
Small Business Revolving Loans and Sign Grants	Small loans and establishment of a revolving loan fund for renovations of commercial spaces and storefronts in. Micro-grants to business owners to develop signage.
Activate Upper Story Housing	Grants to property owners to renovate upper stories of buildings on Main Street in Oneonta for use as rental housing.
Transit Hub and Parking Garage Renovation	Renovation of existing public parking garage and construction of a new transit hub facility.
Mueller Plaza Passage	Construction of a pedestrian passageway between Mueller Plaza and Water Street to improve downtown connectivity.
Water Street Boardwalk	Construction of a pedestrian passageway between Water Street and Market Street to improve downtown connectivity.
Market Street and South Main Improvements	Infrastructure and streetscape improvements.
Downtown District Signage	Signage design and location plan, placement of markets along regional roads and at other regional destinations; new signage and wayfinding.
Branding and Marketing Downtown Oneonta	Develop a marketing theme and network with which to regularly disseminate marketing materials promoting downtown.

Future Housing Development Needs

For the purposes of this report, we have provided a projected needs analysis for Otsego County and the city of Oneonta. We have examined the demand for single-family homes as well as multifamily developments, both affordable and market rate.

To assess the likely number of tenants in Otsego County and the City of Oneonta eligible to live in a single-family home or multifamily development (affordable, both with and without subsidy, and market rate), we used Census information as provided by ESRI Demographics and Ribbon Demographics. It should be noted that we have further broken down the analysis by age restriction.

Based upon our assessment of the current housing market in Otsego County and the City of Oneonta, we believe there are three types of housing that are in short supply in the area: good quality low to moderate-income owner-occupied single-family homes, affordable housing for seniors, and market rate housing, which will be discussed after determining the number of households in Otsego County and the City of Oneonta that are income-eligible to reside at the three identified types of housing.

Existing Demand - Losses to Inventory via Conversion or Demolition (includes factor for frictional vacancy):

Demand from Otsego County will stem from several sources in addition to new growth. These sources include demand from households that are forced from existing housing due to demolition or conversion of the housing units. Further, demand will stem from existing households that live in the area but move to a new home because people are searching for better housing or housing in a desired location (frictional vacancy). The calculation begins by determining the year 2017 base level eligible demand.

This figure is then adjusted for losses of inventory via conversion or demolition (which also accounts for frictional vacancy in the market). To determine an appropriate percentage within the market we utilized/analyzed various housing characteristics.

The following table illustrates age of housing stock within the City of Oneonta and Otsego County.

	AGE OF HOUSING STOCK			
	CITY OF ONEONTA		OTSEGO COUNTY	
	<i>Number</i>	<i>Percent of Housing Stock</i>	<i>Number</i>	<i>Percent of Housing Stock</i>
Built 2014 or later	4	0.1%	52	0.2%
Built 2010 to 2013	27	0.6%	208	0.7%
Built 2000 to 2009	73	1.6%	2,720	8.9%
Built 1990 to 1999	128	2.7%	3,291	10.7%
Built 1980 to 1989	217	4.6%	3,081	10.0%
Built 1970 to 1979	349	7.5%	3,092	10.1%
Built 1960 to 1969	290	6.2%	2,026	6.6%
Built 1950 to 1959	419	9.0%	1,927	6.3%
Built 1940 to 1949	389	8.3%	1,160	3.8%
Built 1939 or earlier	2,778	59.4%	13,108	42.7%
Total Housing Units	4,674	100.0%	30,665	100.0%

Source: American Community Survey, 2015

As indicated in the tables above, 42.7 percent of Otsego County's housing stock was built prior to 1939, while 59.4 percent of the City of Oneonta's housing stock was built prior to 1939. In addition, 31.0 percent of the housing stock in the City of Oneonta and 26.8 percent of the housing stock in Otsego County was built

between 1940 and 1979. Construction from 1990 to present represents 5.0 percent of the housing stock in the City of Oneonta and 20.5 percent of the housing stock in Otsego County, demonstrating that most of the existing residential improvements in Otsego County are older vintage and may be more likely to exhibit fair to poor condition and functional obsolescence. This also contributes to the difficulty of accepting Housing Choice Vouchers for local landlords as homes must pass an inspection for quality and safety in order to be part of the Section 8 program. It is reasonable to assume that a portion of the existing housing units constructed prior to 1939 will leave the market based upon the loss of functional or physical inadequacies of the units; therefore, we will assume approximately 5.0 percent of these units will leave the market, or 2.1 percent of the total housing supply in Otsego County and 3.0 percent of the total housing supply in the City of Oneonta.

It is also important to recognize demand for new housing will come from the market from households in inadequate living situations. According to the most recent census, approximately 1.3 percent of households in Otsego County and 1.7 percent of households in the City of Oneonta lack complete plumbing or kitchen facilities in their housing units. We have estimated that approximately 1.5 percent or less of the housing units (mostly single-family) are demolished or converted every year within Otsego County and the City of Oneonta.

Further, the demand needs to be adjusted for frictional vacancy within the market. According to The Dictionary of Real Estate Appraisal 6th Edition published in 2015 by the Appraisal Institute, frictional vacancy is the amount of vacant space in the market needed for orderly operation. It allows for relocations as households relocate, and is considered a typical vacancy rate in a given market operating in equilibrium. We believe a frictional vacancy rate of approximately 5.0 percent is appropriate for this market. The following table illustrates our conclusion:

LOSSES TO INVENTORY VIA CONVERSION OR DEMOLITION		
	CITY OF ONEONTA	OTSEGO COUNTY
Housing Stock older than 1939 to leave market due to functional or physical inadequacies	5.0%	5.0%
Lacking Complete Plumbing or Kitchen Facilities	1.7%	1.3%
Demolition or Conversion	1.5%	1.5%
Frictional Vacancy	5.0%	5.0%
Total Percentage	13.2%	12.8%

In order to account for demand created by the previously described factors, we believe that adjusting the demand by 13.2 and 12.8 percent for losses of inventory via conversion or demolition, as well as frictional vacancy is reasonable for all scenarios.

New Household Growth

Household population change as a result of new households moving in or out of the area: This was previously calculated, with the household population estimated to slightly decrease from 2017 to 2021.

Capture Rate Analysis – Projected Need

The following analysis will take the reader through a multi-step process in determining an appropriate capture rate for the Subject. For the purposes of this study, it is necessary to define the market area, or the area from which potential tenants for the project are likely to be drawn. In some areas, residents are very much “neighborhood-oriented” and are generally very reluctant to move from the area in which they have grown up. In other areas, residents are much more mobile and will relocate to a completely new area, especially if there is an attraction such as affordable housing at below-market rents. A certain percent of the Subject’s tenants are expected to hail from the PMA; demand estimates will be adjusted to reflect the potential for “leakage.”

The PMA area encompasses the city of Oneonta while the secondary market area is defined as the larger Otsego County. We believe the Subject will experience some leakage from outside the PMA. We have estimated that 15 percent of the Subject’s tenants will come from outside these boundaries. Additionally, we have performed a capture rate analysis on the City of Oneonta.

Demographic Information

The basic demographic information is based upon the definition of a primary market area (“PMA”) and an estimate of the characteristics of the people living within that geographic definition.

Demographic data originates from the Census and is compiled by a third party data provider. Novogradac & Company uses data provided by the ESRI Business Analyst. Business Analyst brings in data as produced by ESRI’s team of demographers. Sources include the US Census, American Community Survey, and other reputable sources. Housing characteristics are derived from several data sources, including construction data from Hanley Wood Market Intelligence, building permits from counties, the USPS, HUD, BLS, and the Census bureau. Owner and renter occupied units come from the Current Population Survey (BLS) and the Housing Vacancy Survey (Census). Data has been ground-truthed by ESRI staff and proven effective.

ESRI’s products have been used by almost all US federal agencies (including HUD and USDA) , top state level agencies, over 24,000 state and local governments worldwide, as well as many industry leading technology users—AT&T, Citrix, SAP, Oracle, Microsoft. ESRI produces timely updates based on new releases of data.

Assumptions and Data necessary for this calculation are:

Appropriate Municipality: City of Oneonta and Otsego County, NY
 AMI for four-person household: \$62,200
 Tenancy (Family vs Senior): General Population and Seniors 65+
 Affordability percentage: 35% and 40%, respectively
 Leakage: 15%

First, we estimate the minimum and maximum income levels. Since the income bands by household data presented relates to total households, we have assumed that any current household existing in the market would consider new housing, if they meet the income requirements.

GENERAL POPULATION INCOME LIMITS - WITH SUBSIDY

Unit Type	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income
	30% AMI		50% AMI		60% AMI		Market Rate	
1BR	\$0	\$14,070	\$0	\$23,450	\$0	\$28,140	\$32,400	\$200,000+
2BR	\$0	\$16,890	\$0	\$28,150	\$0	\$33,780	\$40,944	\$200,000+
3BR	\$0	\$19,500	\$0	\$32,500	\$0	\$39,000	\$52,800	\$200,000+

GENERAL POPULATION INCOME LIMITS - ABSENT SUBSIDY

Unit Type	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income
	30% AMI		50% AMI		60% AMI		Market Rate	
1BR	\$12,857	\$14,070	\$21,429	\$23,450	\$25,714	\$28,140	\$32,400	\$200,000+
2BR	\$14,469	\$16,890	\$24,103	\$28,150	\$28,937	\$33,780	\$40,944	\$200,000+
3BR	\$16,046	\$19,500	\$26,777	\$32,500	\$32,126	\$39,000	\$52,800	\$200,000+

SENIOR 65+ INCOME LIMITS - WITH SUBSIDY

Unit Type	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income
	30% AMI		50% AMI		60% AMI		Market Rate	
1BR	\$0	\$14,070	\$0	\$23,450	\$0	\$28,140	\$32,400	\$200,000+
2BR	\$0	\$16,890	\$0	\$28,150	\$0	\$33,780	\$40,944	\$200,000+
3BR	\$0	\$19,500	\$0	\$32,500	\$0	\$39,000	\$52,800	\$200,000+

SENIOR 65+ INCOME LIMITS - ABSENT SUBSIDY

Unit Type	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income	Minimum Allowable Income	Maximum Allowable Income
	30% AMI		50% AMI		60% AMI		Market Rate	
1BR	\$11,250	\$14,070	\$18,750	\$23,450	\$22,500	\$28,140	\$32,400	\$200,000+
2BR	\$12,660	\$16,890	\$21,090	\$28,150	\$25,320	\$33,780	\$40,944	\$200,000+
3BR	\$14,040	\$19,500	\$23,430	\$32,500	\$28,110	\$39,000	\$52,800	\$200,000+

Second, we illustrate the household population segregated by income band in order to determine those who are income-qualified to reside in the Subject property.

RENTER HOUSEHOLD INCOME

Income Cohort	City of Oneonta					
	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	465	18.9%	431	17.8%	-7	-1.5%
\$10,000-19,999	562	22.8%	518	21.4%	-9	-1.6%
\$20,000-29,999	385	15.6%	351	14.5%	-7	-1.8%
\$30,000-39,999	245	10.0%	263	10.9%	4	1.4%
\$40,000-49,999	201	8.2%	181	7.5%	-4	-1.9%
\$50,000-59,999	113	4.6%	131	5.4%	4	3.2%
\$60,000-74,999	133	5.4%	125	5.2%	-2	-1.3%
\$75,000-99,999	69	2.8%	73	3.0%	1	1.0%
\$100,000-124,999	137	5.6%	144	6.0%	1	1.0%
\$125,000-149,999	47	1.9%	59	2.5%	3	5.4%
\$150,000-199,999	42	1.7%	62	2.6%	4	9.9%
\$200,000+	60	2.4%	83	3.4%	5	7.5%
Total	2,460	100.0%	2,421	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

RENTER HOUSEHOLD INCOME

Income Cohort	Otsego County					
	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	933	13.1%	886	12.4%	-9	-1.0%
\$10,000-19,999	1,493	21.0%	1,376	19.3%	-23	-1.6%
\$20,000-29,999	1,189	16.8%	1,128	15.8%	-12	-1.0%
\$30,000-39,999	855	12.0%	864	12.1%	2	0.2%
\$40,000-49,999	722	10.2%	729	10.2%	1	0.2%
\$50,000-59,999	423	6.0%	428	6.0%	1	0.2%
\$60,000-74,999	444	6.3%	442	6.2%	0	-0.1%
\$75,000-99,999	392	5.5%	422	5.9%	6	1.5%
\$100,000-124,999	260	3.7%	307	4.3%	9	3.5%
\$125,000-149,999	131	1.8%	173	2.4%	9	6.5%
\$150,000-199,999	132	1.9%	191	2.7%	12	8.9%
\$200,000+	123	1.7%	195	2.7%	14	11.6%
Total	7,098	100.0%	7,140	92.2%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, August 2017

RENTER HOUSEHOLD INCOME 65+

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	31	7.1%	38	8.2%	2	5.1%
\$10,000-19,999	98	22.9%	98	21.0%	0	0.0%
\$20,000-29,999	61	14.3%	58	12.5%	-1	-0.9%
\$30,000-39,999	46	10.7%	53	11.4%	2	3.3%
\$40,000-49,999	33	7.6%	36	7.8%	1	2.3%
\$50,000-59,999	20	4.8%	26	5.6%	1	5.7%
\$60,000-74,999	73	17.1%	70	14.9%	-1	-1.0%
\$75,000-99,999	14	3.3%	16	3.5%	0	2.6%
\$100,000-124,999	23	5.5%	20	4.3%	-1	-2.8%
\$125,000-149,999	22	5.2%	36	7.8%	3	12.4%
\$150,000-199,999	5	1.2%	12	2.6%	1	27.5%
\$200,000+	1	0.2%	2	0.4%	0	0.0%
Total	428	100.0%	466	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, October 2017

RENTER HOUSEHOLD INCOME 65+

Income Cohort	2017		2021		Annual Change 2017 to 2021	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	147	7.6%	168	7.9%	4	2.9%
\$10,000-19,999	467	24.0%	464	21.8%	-1	-0.2%
\$20,000-29,999	347	17.9%	362	17.0%	3	0.8%
\$30,000-39,999	305	15.7%	334	15.7%	6	1.8%
\$40,000-49,999	147	7.6%	167	7.8%	4	2.7%
\$50,000-59,999	93	4.8%	100	4.7%	1	1.4%
\$60,000-74,999	150	7.7%	160	7.5%	2	1.4%
\$75,000-99,999	93	4.8%	113	5.3%	4	4.2%
\$100,000-124,999	81	4.2%	97	4.6%	3	3.9%
\$125,000-149,999	45	2.3%	68	3.2%	5	10.3%
\$150,000-199,999	47	2.4%	68	3.2%	4	8.9%
\$200,000+	19	1.0%	28	1.3%	2	9.2%
Total	1,943	100.0%	2,128	100.0%		

Source: HISTA Data / Ribbon Demographics 2017, Novogradac & Company LLP, October 2017

Third, we combine the allowable income bands with the income distribution analysis in order to determine the number of potential income-qualified households. The Cohort Overlap is defined as the income amount within income bands defined above that falls within the ESRI provided Income Cohort. The % in Cohort is simply the cohort overlap divided by the income cohort range (generally \$10,000). The # in Cohort is determined by multiplying total renter households by the % in Cohort determination. In some cases the income-eligible band overlaps with more than one income cohort. In those cases, the cohort overlap for more than one income cohort will be calculated. The sum of these calculations provides an estimate of the total number of households that are income-eligible, both by AMI level and in total.

City of Oneonta- General Population

FAMILY INCOME DISTRIBUTION 2017 - ABSENT SUBSIDY

CITY OF ONEONTA																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	465	6,643	66.44%	373	7,917	79.18%	305	4,285	42.85%	165	7,599	76.00%	186	7,917	79.18%	305
\$10,000-19,999	562															
\$20,000-29,999	385				2,500	25.00%	61	9,000	90.01%	221	9,999	100.00%	201	9,999	100.00%	245
\$30,000-39,999	245										9,999	100.00%	113	9,999	100.00%	201
\$40,000-49,999	201										14,999	100.00%	133	14,999	100.00%	113
\$50,000-59,999	113										24,999	100.00%	69	24,999	100.00%	133
\$60,000-74,999	133										24,999	100.00%	137	24,999	100.00%	69
\$75,000-99,999	69										24,999	100.00%	47	24,999	100.00%	137
\$100,000-124,999	137										49,999	100.00%	42	49,999	100.00%	47
\$125,000-149,999	47										200,000	100.00%	60	200,000	100.00%	42
\$150,000-199,999	42															60
\$200,000+	60															60
Total	2,460		15.18%	373		14.88%	366		15.68%	386		40.20%	989		70.16%	1,726

FAMILY INCOME DISTRIBUTION 2017 - WITH SUBSIDY

CITY OF ONEONTA																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	465	9,999	100.00%	465	9,999	100.00%	465	9,999	100.00%	465	7,599	76.00%	186	9,999	100.00%	465
\$10,000-19,999	562	9,500	95.01%	534	9,999	100.00%	562	9,999	100.00%	562				9,999	100.00%	201
\$20,000-29,999	385				9,999	100.00%	385	9,999	100.00%	385				9,999	100.00%	385
\$30,000-39,999	245				2,500	25.00%	61	9,000	90.01%	221				9,999	100.00%	245
\$40,000-49,999	201										7,599	76.00%	186	9,999	100.00%	201
\$50,000-59,999	113										9,999	100.00%	113	9,999	100.00%	113
\$60,000-74,999	133										14,999	100.00%	133	14,999	100.00%	133
\$75,000-99,999	69										24,999	100.00%	69	24,999	100.00%	69
\$100,000-124,999	137										24,999	100.00%	137	24,999	100.00%	137
\$125,000-149,999	47										24,999	100.00%	47	24,999	100.00%	47
\$150,000-199,999	42										49,999	100.00%	42	49,999	100.00%	42
\$200,000+	60										200,000	100.00%	60	200,000	100.00%	60
Total	2,460		40.62%	999		59.90%	1,474		66.39%	1,633		40.20%	989		100.00%	2,460

Otsego County- General Population

FAMILY INCOME DISTRIBUTION 2017 - ABSENT SUBSIDY

OTSEGO COUNTY																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	933	6,643	66.44%	992	7,917	79.18%	942	4,285	42.85%	510	7,599	76.00%	650	6,643	66.44%	992
\$10,000-19,999	1,493															
\$20,000-29,999	1,189				2,500	25.00%	214	9,000	90.01%	770	9,999	100.00%	722	7,917	79.18%	942
\$30,000-39,999	855										9,999	100.00%	423	9,999	100.00%	855
\$40,000-49,999	722										9,999	100.00%	423	9,999	100.00%	722
\$50,000-59,999	423										14,999	100.00%	444	14,999	100.00%	423
\$60,000-74,999	444										24,999	100.00%	392	24,999	100.00%	444
\$75,000-99,999	392										24,999	100.00%	260	24,999	100.00%	392
\$100,000-124,999	260										24,999	100.00%	131	24,999	100.00%	260
\$125,000-149,999	131										24,999	100.00%	131	24,999	100.00%	131
\$150,000-199,999	132										49,999	100.00%	132	49,999	100.00%	132
\$200,000+	123										200,000	100.00%	123	200,000	100.00%	123
Total	7,098		13.97%	992		16.28%	1,156		18.02%	1,279		46.17%	3,277		76.30%	5,416

FAMILY INCOME DISTRIBUTION 2017 - WITH SUBSIDY

OTSEGO COUNTY																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	933	9,999	100.00%	933	9,999	100.00%	933	9,999	100.00%	933	7,599	76.00%	650	9,999	100.00%	933
\$10,000-19,999	1,493	9,500	95.01%	1,418	9,999	100.00%	1,493	9,999	100.00%	1,493				9,999	100.00%	722
\$20,000-29,999	1,189				9,999	100.00%	1,189	9,999	100.00%	1,189				9,999	100.00%	1,189
\$30,000-39,999	855				2,500	25.00%	214	9,000	90.01%	770				9,999	100.00%	855
\$40,000-49,999	722										7,599	76.00%	650	9,999	100.00%	722
\$50,000-59,999	423										9,999	100.00%	423	9,999	100.00%	423
\$60,000-74,999	444										14,999	100.00%	444	14,999	100.00%	444
\$75,000-99,999	392										24,999	100.00%	392	24,999	100.00%	392
\$100,000-124,999	260										24,999	100.00%	260	24,999	100.00%	260
\$125,000-149,999	131										24,999	100.00%	131	24,999	100.00%	131
\$150,000-199,999	132										49,999	100.00%	132	49,999	100.00%	132
\$200,000+	123										200,000	100.00%	123	200,000	100.00%	123
Total	7,098		33.13%	2,352		53.95%	3,829		61.78%	4,385		46.17%	3,277		100.00%	7,098

City of Oneonta- Senior Population

SENIOR INCOME DISTRIBUTION 2017 - ABSENT SUBSIDY

CITY OF ONEONTA																	
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units			
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	
\$0-9,999	31																
\$10,000-19,999	98	8,250	82.51%	81	1,249	12.49%	12								8,250	82.51%	81
\$20,000-29,999	61				9,999	100.00%	61	7,499	75.00%	46					9,999	100.00%	61
\$30,000-39,999	46				2,500	25.00%	11	9,000	90.01%	41	7,599	76.00%	35	9,999	100.00%	46	
\$40,000-49,999	33										9,999	100.00%	33	9,999	100.00%	33	
\$50,000-59,999	20										9,999	100.00%	20	9,999	100.00%	20	
\$60,000-74,999	73										14,999	100.00%	73	14,999	100.00%	73	
\$75,000-99,999	14										24,999	100.00%	14	24,999	100.00%	14	
\$100,000-124,999	23										24,999	100.00%	23	24,999	100.00%	23	
\$125,000-149,999	22										24,999	100.00%	22	24,999	100.00%	22	
\$150,000-199,999	5										49,999	100.00%	5	49,999	100.00%	5	
\$200,000+	1										200,000	100.00%	1	200,000	100.00%	1	
Total	428		18.86%	81		19.82%	85		20.36%	87		53.14%	227		88.86%	380	

SENIOR INCOME DISTRIBUTION 2017 - WITH SUBSIDY

CITY OF ONEONTA																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	31	9,999	100.00%	31	9,999	100.00%	31	9,999	100.00%	31				9,999	100.00%	31
\$10,000-19,999	98	8,250	82.51%	81	9,999	100.00%	98	9,999	100.00%	98				9,999	100.00%	98
\$20,000-29,999	61				9,999	100.00%	61	9,999	100.00%	61				9,999	100.00%	61
\$30,000-39,999	46				2,500	25.00%	11	9,000	90.01%	41	7,599	76.00%	35	9,999	100.00%	46
\$40,000-49,999	33										9,999	100.00%	33	9,999	100.00%	33
\$50,000-59,999	20										9,999	100.00%	20	9,999	100.00%	20
\$60,000-74,999	73										14,999	100.00%	73	14,999	100.00%	73
\$75,000-99,999	14										24,999	100.00%	14	24,999	100.00%	14
\$100,000-124,999	23										24,999	100.00%	23	24,999	100.00%	23
\$125,000-149,999	22										24,999	100.00%	22	24,999	100.00%	22
\$150,000-199,999	5										49,999	100.00%	5	49,999	100.00%	5
\$200,000+	1										200,000	100.00%	1	200,000	100.00%	1
Total	428		26.00%	111		46.96%	201		53.93%	231		53.14%	227		100.00%	428

Otsego County- Senior Population

SENIOR INCOME DISTRIBUTION 2017 - ABSENT SUBSIDY

OTSEGO COUNTY																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	147															
\$10,000-19,999	467	8,250	82.51%	385	1,249	12.49%	58							8,250	82.51%	385
\$20,000-29,999	347				9,999	100.00%	347	7,499	75.00%	260				9,999	100.00%	347
\$30,000-39,999	305				2,500	25.00%	76	9,000	90.01%	275	7,599	76.00%	232	9,999	100.00%	305
\$40,000-49,999	147										9,999	100.00%	147	9,999	100.00%	147
\$50,000-59,999	93										9,999	100.00%	93	9,999	100.00%	93
\$60,000-74,999	150										14,999	100.00%	150	14,999	100.00%	150
\$75,000-99,999	93										24,999	100.00%	93	24,999	100.00%	93
\$100,000-124,999	81										24,999	100.00%	81	24,999	100.00%	81
\$125,000-149,999	45										24,999	100.00%	45	24,999	100.00%	45
\$150,000-199,999	47										49,999	100.00%	47	49,999	100.00%	47
\$200,000+	19										200,000	100.00%	19	200,000	100.00%	19
Total	1,943		19.84%	385		24.81%	482		27.55%	535		46.75%	908		88.24%	1,714

SENIOR INCOME DISTRIBUTION 2017 - WITH SUBSIDY

OTSEGO COUNTY																
Income Cohort	Total Renter Households	30% AMI			50% AMI			60% AMI			Market Rate			All Units		
		cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort	cohort overlap	% in cohort	# in cohort
\$0-9,999	147	9,999	100.00%	147	9,999	100.00%	147	9,999	100.00%	147				9,999	100.00%	147
\$10,000-19,999	467	8,250	82.51%	385	9,999	100.00%	467	9,999	100.00%	467				9,999	100.00%	467
\$20,000-29,999	347				9,999	100.00%	347	9,999	100.00%	347				9,999	100.00%	347
\$30,000-39,999	305				2,500	25.00%	76	9,000	90.01%	275	7,599	76.00%	232	9,999	100.00%	305
\$40,000-49,999	147										9,999	100.00%	147	9,999	100.00%	147
\$50,000-59,999	93										9,999	100.00%	93	9,999	100.00%	93
\$60,000-74,999	150										14,999	100.00%	150	14,999	100.00%	150
\$75,000-99,999	93										24,999	100.00%	93	24,999	100.00%	93
\$100,000-124,999	81										24,999	100.00%	81	24,999	100.00%	81
\$125,000-149,999	45										24,999	100.00%	45	24,999	100.00%	45
\$150,000-199,999	47										49,999	100.00%	47	49,999	100.00%	47
\$200,000+	19										200,000	100.00%	19	200,000	100.00%	19
Total	1,943		27.40%	532		53.41%	1,038		63.63%	1,236		46.75%	908		100.00%	1,943

At this point we know how many income eligible renter households there are within the PMA by AMI level. Using that household figure we have also calculated percentage of income eligible households to total households by AMI level (AMI percentage eligible). However, in order to provide a demand analysis by bedroom type the number of households must now be allocated to a bedroom mix. The first step in that

process is to determine the number of income qualified renter households by the number of persons per household. This can be completed by applying the total number of rental households by person by the AMI percentage eligible. The total number of renter households by person is information provided by ESRI and illustrated in the demographic discussion.

Fourth, we assumed the household size is 1.5 persons per bedroom for LIHTC rent calculation purposes. Additionally HUD assumes that one-person households are accommodated in one-bedroom units. For LIHTC income purposes, the actual size of the household is used.

The distribution of households by unit type is dependent on the following assumptions. This table has been developed by Novogradac as a result of market research.

HOUSEHOLD DISTRIBUTION MATRIX - GENERAL POPULATION

Household Size	Bedrooms				
	1BR	2BR	3BR	4BR	5BR
1 person	80%	20%	-	-	-
2 persons	20%	80%	-	-	-
3 persons	-	60%	40%	-	-
4 persons	-	-	70%	30%	-
5+ persons	-	-	-	50%	50%

HOUSEHOLD DISTRIBUTION MATRIX - SENIORS (65+)

Household Size	Bedrooms				
	1BR	2BR	3BR	4BR	5BR
1 person	80%	20%	-	-	-
2 persons	20%	80%	-	-	-

The projected renter household demand by bedroom size can then be determined by applying these weightings to the number of income qualified renter households previously determined.

Finally, the capture rate is simply determined by dividing the number of units by unit type for the subject by the total number of qualified renter households for that unit type. This calculation is then adjusted for leakage to arrive at a final determination of capture rate by bedroom type and AMI level. The following tables illustrate the projected housing needs for the general population and seniors within the City of Oneonta and Otsego County at 30, 50 and 60 percent AMI, respectively.

City of Oneonta: 30% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy	
Calculation	CITY OF ONEONTA
Number of Renter Households in 2017	2,460
Increase in Number of Renter Households	(39)
Number of Renter Households in 2021	2,421
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	59.0%
Percentage of Income-Qualified Renter Households	15.2%
Number of Income-Qualified Renter Households	373
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	218
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	63.0%
Number of Owner-Occupied Units built Prior to 1939	1077
Percentage of Income-Qualified Owner Households	65.0%
Number of Income-Qualified Owner Households	700
Loss of Inventory via Conversion or Demolition	12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	89
Existing Income-Qualified Renter/Owner Households	307
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	(8)
Percentage of Income-Qualified Renter Households	15.2%
New Rental Income Qualified Households	(1)
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Total Demand (Turnover and Growth) from within City of Oneonta	306
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	360
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0
<i>Appropriate Sized Households</i>	
One-Bedroom Units	360 * 44% = 158
Two-Bedroom Units	360 * 39% = 142
Three-Bedroom Units	360 * 11% = 39
Four-Bedroom Units	360 * 4% = 14
Five-Bedroom Units	360 * 2% = 7
Total Demand after Competition (Turnover and Growth)	360

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 360 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: 50% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy	
Calculation	CITY OF ONEONTA
Number of Renter Households in 2017	2,460
Increase in Number of Renter Households	(39)
Number of Renter Households in 2021	2,421
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	59.0%
Percentage of Income-Qualified Renter Households	14.9%
Number of Income-Qualified Renter Households	366
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	214
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	63.0%
Number of Owner-Occupied Units built Prior to 1939	1077
Percentage of Income-Qualified Owner Households	65.0%
Number of Income-Qualified Owner Households	700
Loss of Inventory via Conversion or Demolition	12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	89
Existing Income-Qualified Renter/Owner Households	303
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	(8)
Percentage of Income-Qualified Renter Households	14.9%
New Rental Income Qualified Households	(1)
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Total Demand (Turnover and Growth) from within City of Oneonta	302
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	355
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0
<i>Appropriate Sized Households</i>	
One-Bedroom Units	355 * 44% = 156
Two-Bedroom Units	355 * 39% = 140
Three-Bedroom Units	355 * 11% = 38
Four-Bedroom Units	355 * 4% = 14
Five-Bedroom Units	355 * 2% = 7
Total Demand after Competition (Turnover and Growth)	355

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 355 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: 60% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy	
Calculation	CITY OF ONEONTA
Number of Renter Households in 2017	2,460
Increase in Number of Renter Households	(39)
Number of Renter Households in 2021	2,421
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	59.0%
Percentage of Income-Qualified Renter Households	15.7%
Number of Income-Qualified Renter Households	386
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	226
Percentage of Total Units that are Owner-Occupied	17.11
Percentage Housing Units built 1939 or Prior	63.0%
Number of Owner-Occupied Units built Prior to 1939	1077
Percentage of Income-Qualified Owner Households	65.0%
Number of Income-Qualified Owner Households	700
Loss of Inventory via Conversion or Demolition	12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	89
Existing Income-Qualified Renter/Owner Households	315
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	(8)
Percentage of Income-Qualified Renter Households	15.7%
New Rental Income Qualified Households	(1)
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Total Demand (Turnover and Growth) from within City of Oneonta	314
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	369
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0
<i>Appropriate Sized Households</i>	
One-Bedroom Units	369 * 44% = 162
Two-Bedroom Units	369 * 39% = 145
Three-Bedroom Units	369 * 11% = 40
Four-Bedroom Units	369 * 4% = 15
Five-Bedroom Units	369 * 2% = 7
Total Demand after Competition (Turnover and Growth)	369

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 369 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: Annual Market Rate Demand – General Population

ANNUAL DEMAND - Absent Subsidy					
Calculation					CITY OF ONEONTA
Number of Renter Households in 2017					2,460
Increase in Number of Renter Households					(39)
Number of Renter Households in 2021					2,421
<i>Existing Demand</i>					
Percentage of Total Households that are Renter					59.0%
Percentage of Income-Qualified Renter Households					40.2%
Number of Income-Qualified Renter Households					989
Percentage of Rent-Overburdened					58.6%
Existing Income-Qualified Renter Household Turnover					579
Percentage of Total Units that are Owner-Occupied					1711
Percentage Housing Units built 1939 or Prior					63.0%
Number of Owner-Occupied Units built Prior to 1939					1077
Percentage of Income-Qualified Owner Households					65.0%
Number of Income-Qualified Owner Households					700
Loss of Inventory via Conversion or Demolition					12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition					89
Existing Income-Qualified Renter/Owner Households					668
<i>New Income-Qualified Demand, Stated Annually</i>					
Increase in Renter Households per Annum					(8)
Percentage of Income-Qualified Renter Households					40.2%
New Rental Income Qualified Households					(3)
<i>Total Demand (Turnover and Growth) from within Oneonta</i>					
Total Demand (Turnover and Growth) from within City of Oneonta					665
Portion Originating within City of Oneonta					85%
Total Demand (Turnover and Growth) from within City of Oneonta					782
Less: Existing LIHTC Projects in Absorption Process (Number of Units)					0
<i>Appropriate Sized Households</i>					
One-Bedroom Units	782	*	44%	=	343
Two-Bedroom Units	782	*	39%	=	308
Three-Bedroom Units	782	*	11%	=	84
Four-Bedroom Units	782	*	4%	=	31
Five-Bedroom Units	782	*	2%	=	15
Total Demand after Competition (Turnover and Growth)					782

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded market rate rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 782 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

The tables following illustrate senior demand (65+) in the City of Oneonta.

City of Oneonta: 30% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy	
Calculation	CITY OF ONEONTA
Number of Senior Renter Households in 2017	428
Increase in Number of Senior Renter Households	39
Number of Senior Renter Households in 2021	466
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	59.0%
Percentage of Income-Qualified Renter Households	18.9%
Number of Income-Qualified Renter Households	81
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	47
Percentage of Total Units that are Owner-Occupied	17.11
Percentage Housing Units built 1939 or Prior	63.0%
Number of Owner-Occupied Units built Prior to 1939	1077
Percentage of Income-Qualified Owner Households	48.4%
Number of Income-Qualified Owner Households	521
Loss of Inventory via Conversion or Demolition	12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	66
Existing Income-Qualified Renter/Owner Households	114
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	8
Percentage of Income-Qualified Renter Households	18.9%
New Rental Income Qualified Households	2
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Total Demand (Turnover and Growth) from within City of Oneonta	115
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	135
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	40
<i>Appropriate Sized Households</i>	
One-Bedroom Units	135 * 70% = 94
Two-Bedroom Units	135 * 30% = 41
Total Demand after Competition (Turnover and Growth)	95

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 95 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: 50% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy	
Calculation	CITY OF ONEONTA
Number of Senior Renter Households in 2017	428
Increase in Number of Senior Renter Households	39
Number of Senior Renter Households in 2021	466
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	59.0%
Percentage of Income-Qualified Renter Households	19.8%
Number of Income-Qualified Renter Households	85
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	50
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	63.0%
Number of Owner-Occupied Units built Prior to 1939	1077
Percentage of Income-Qualified Owner Households	48.4%
Number of Income-Qualified Owner Households	521
Loss of Inventory via Conversion or Demolition	12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	66
Existing Income-Qualified Renter/Owner Households	116
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	8
Percentage of Income-Qualified Renter Households	19.8%
New Rental Income Qualified Households	2
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Total Demand (Turnover and Growth) from within City of Oneonta	117
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	138
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	40
<i>Appropriate Sized Households</i>	
One-Bedroom Units	138 * 70% = 96
Two-Bedroom Units	138 * 30% = 42
Total Demand after Competition (Turnover and Growth)	98

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 98 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: 60% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy		CITY OF ONEONTA
Calculation		
Number of Senior Renter Households in 2017		428
Increase in Number of Senior Renter Households		39
Number of Senior Renter Households in 2021		466
<i>Existing Demand</i>		
Percentage of Total Households that are Renter		59.0%
Percentage of Income-Qualified Renter Households		20.4%
Number of Income-Qualified Renter Households		87
Percentage of Rent-Overburdened		58.6%
Existing Income-Qualified Renter Household Turnover		51
Percentage of Total Units that are Owner-Occupied		1711
Percentage Housing Units built 1939 or Prior		63.0%
Number of Owner-Occupied Units built Prior to 1939		1077
Percentage of Income-Qualified Owner Households		48.4%
Number of Income-Qualified Owner Households		521
Loss of Inventory via Conversion or Demolition		12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition		66
Existing Income-Qualified Renter/Owner Households		117
<i>New Income-Qualified Demand, Stated Annually</i>		
Increase in Renter Households per Annum		8
Percentage of Income-Qualified Renter Households		20.4%
New Rental Income Qualified Households		2
<i>Total Demand (Turnover and Growth) from within Oneonta</i>		
Total Demand (Turnover and Growth) from within City of Oneonta		119
Portion Originating within City of Oneonta		85%
Total Demand (Turnover and Growth) from within City of Oneonta		140
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	40	
<i>Appropriate Sized Households</i>		
One-Bedroom Units	140	* 70% = 97
Two-Bedroom Units	140	* 30% = 42
Total Demand after Competition (Turnover and Growth)		100

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 100 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

City of Oneonta: Annual Market Rate Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy		CITY OF ONEONTA
Calculation		
Number of Senior Renter Households in 2017		428
Increase in Number of Senior Renter Households		39
Number of Senior Renter Households in 2021		466
<i>Existing Demand</i>		
Percentage of Total Households that are Renter		59.0%
Percentage of Income-Qualified Renter Households		53.1%
Number of Income-Qualified Renter Households		227
Percentage of Rent-Overburdened		58.6%
Existing Income-Qualified Renter Household Turnover		133
Percentage of Total Units that are Owner-Occupied		1711
Percentage Housing Units built 1939 or Prior		63.0%
Number of Owner-Occupied Units built Prior to 1939		1077
Percentage of Income-Qualified Owner Households		48.4%
Number of Income-Qualified Owner Households		521
Loss of Inventory via Conversion or Demolition		12.7%
Total additional Income-Qualified Owner Households due to Conversion/Demolition		66
Existing Income-Qualified Renter/Owner Households		199
<i>New Income-Qualified Demand, Stated Annually</i>		
Increase in Renter Households per Annum		8
Percentage of Income-Qualified Renter Households		53.1%
New Rental Income Qualified Households		4
<i>Total Demand (Turnover and Growth) from within Oneonta</i>		
Total Demand (Turnover and Growth) from within City of Oneonta		203
Portion Originating within City of Oneonta		85%
Total Demand (Turnover and Growth) from within City of Oneonta		239
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	40	
<i>Appropriate Sized Households</i>		
One-Bedroom Units	239	* 70% = 167
Two-Bedroom Units	239	* 30% = 72
Total Demand after Competition (Turnover and Growth)		199

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded age-restricted market rate rental units per year in the City of Oneonta that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 199 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the City of Oneonta's housing stock.

The following tables illustrate the projected housing needs of Otsego County.

Otsego County: 30% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy					
Calculation					Otsego County
Number of Renter Households in 2017					7,098
Increase in Number of Renter Households					42
Number of Renter Households in 2021					7,140
<i>Existing Demand</i>					
Percentage of Total Households that are Renter					28.7%
Percentage of Income-Qualified Renter Households					14.0%
Number of Income-Qualified Renter Households					992
Percentage of Rent-Overburdened					58.6%
Existing Income-Qualified Renter Household Turnover					581
Percentage of Total Units that are Owner-Occupied					1711
Percentage Housing Units built 1939 or Prior					42.4%
Number of Owner-Occupied Units built Prior to 1939					725
Percentage of Income-Qualified Owner Households					57.9%
Number of Income-Qualified Owner Households					419
Loss of Inventory via Conversion or Demolition					12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition					52
Existing Income-Qualified Renter/Owner Households					633
<i>New Income-Qualified Demand, Stated Annually</i>					
Increase in Renter Households per Annum					8
Percentage of Income-Qualified Renter Households					14.0%
New Rental Income Qualified Households					1
<i>Total Demand (Turnover and Growth) from within Oneonta</i>					
Occupied Units at Subject With Vacancy of:	5%				119
Units Pre-Leased					0
Total Demand (Turnover and Growth) from within City of Oneonta					634
Portion Originating within City of Oneonta					85%
Total Demand (Turnover and Growth) from within City of Oneonta					746
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0				
<i>Appropriate Sized Households</i>					
One-Bedroom Units	746	*	44%	=	327
Two-Bedroom Units	746	*	39%	=	294
Three-Bedroom Units	746	*	11%	=	80
Four-Bedroom Units	746	*	4%	=	30
Five-Bedroom Units	746	*	2%	=	14
Total Demand after Competition (Turnover and Growth)					746

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 746 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to Otsego County's housing stock.

Otsego County: 50% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy					
Calculation					Otsego County
Number of Renter Households in 2017					7,098
Increase in Number of Renter Households					42
Number of Renter Households in 2021					7,140
<i>Existing Demand</i>					
Percentage of Total Households that are Renter					28.7%
Percentage of Income-Qualified Renter Households					16.3%
Number of Income-Qualified Renter Households					1,156
Percentage of Rent-Overburdened					58.6%
Existing Income-Qualified Renter Household Turnover					677
Percentage of Total Units that are Owner-Occupied					1711
Percentage Housing Units built 1939 or Prior					42.4%
Number of Owner-Occupied Units built Prior to 1939					725
Percentage of Income-Qualified Owner Households					57.9%
Number of Income-Qualified Owner Households					419
Loss of Inventory via Conversion or Demolition					12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition					52
Existing Income-Qualified Renter/Owner Households					729
<i>New Income-Qualified Demand, Stated Annually</i>					
Increase in Renter Households per Annum					8
Percentage of Income-Qualified Renter Households					16.3%
New Rental Income Qualified Households					1
<i>Total Demand (Turnover and Growth) from within Oneonta</i>					
Occupied Units at Subject With Vacancy of:	5%				119
Units Pre-Leased					0
Total Demand (Turnover and Growth) from within City of Oneonta					730
Portion Originating within City of Oneonta					85%
Total Demand (Turnover and Growth) from within City of Oneonta					859
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0				
<i>Appropriate Sized Households</i>					
One-Bedroom Units	859	*	44%	=	377
Two-Bedroom Units	859	*	39%	=	338
Three-Bedroom Units	859	*	11%	=	93
Four-Bedroom Units	859	*	4%	=	34
Five-Bedroom Units	859	*	2%	=	16
Total Demand after Competition (Turnover and Growth)					859

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 859 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to Otsego County's housing stock.

Otsego County: 60% Annual Demand – General Population

ANNUAL DEMAND - Absent Subsidy	
Calculation	Otsego County
Number of Renter Households in 2017	7,098
Increase in Number of Renter Households	42
Number of Renter Households in 2021	7,140
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	28.7%
Percentage of Income-Qualified Renter Households	18.0%
Number of Income-Qualified Renter Households	1,279
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	749
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	42.4%
Number of Owner-Occupied Units built Prior to 1939	725
Percentage of Income-Qualified Owner Households	57.9%
Number of Income-Qualified Owner Households	419
Loss of Inventory via Conversion or Demolition	12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	52
Existing Income-Qualified Renter/Owner Households	801
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	8
Percentage of Income-Qualified Renter Households	18.0%
New Rental Income Qualified Households	2
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Occupied Units at Subject With Vacancy of: 5%	119
Units Pre-Leased	0
Total Demand (Turnover and Growth) from within City of Oneonta	802
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	944
Less: Existing LIHTC Projects in Absorption Process (Number of Units) 0	
<i>Appropriate Sized Households</i>	
One-Bedroom Units	944 * 44% = 414
Two-Bedroom Units	944 * 39% = 372
Three-Bedroom Units	944 * 11% = 102
Four-Bedroom Units	944 * 4% = 38
Five-Bedroom Units	944 * 2% = 18
Total Demand after Competition (Turnover and Growth)	944

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 944 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to Otsego County's housing stock.

Otsego County: Annual Market Rate Demand – General Population

ANNUAL DEMAND - Absent Subsidy		
Calculation		Otsego County
Number of Renter Households in 2017		7,098
Increase in Number of Renter Households		42
Number of Renter Households in 2021		7,140
<i>Existing Demand</i>		
Percentage of Total Households that are Renter		28.7%
Percentage of Income-Qualified Renter Households		46.2%
Number of Income-Qualified Renter Households		3,277
Percentage of Rent-Overburdened		58.6%
Existing Income-Qualified Renter Household Turnover		1,919
Percentage of Total Units that are Owner-Occupied		1711
Percentage Housing Units built 1939 or Prior		42.4%
Number of Owner-Occupied Units built Prior to 1939		725
Percentage of Income-Qualified Owner Households		57.9%
Number of Income-Qualified Owner Households		419
Loss of Inventory via Conversion or Demolition		12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition		52
Existing Income-Qualified Renter/Owner Households		1,971
<i>New Income-Qualified Demand, Stated Annually</i>		
Increase in Renter Households per Annum		8
Percentage of Income-Qualified Renter Households		46.2%
New Rental Income Qualified Households		4
<i>Total Demand (Turnover and Growth) from within Oneonta</i>		
Occupied Units at Subject With Vacancy of:	5%	24
Units Pre-Leased		0
Total Demand (Turnover and Growth) from within City of Oneonta		1,974
Portion Originating within City of Oneonta		85%
Total Demand (Turnover and Growth) from within City of Oneonta		2,323
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	0	
<i>Appropriate Sized Households</i>		
One-Bedroom Units	2,323	* 44% = 1020
Two-Bedroom Units	2,323	* 39% = 915
Three-Bedroom Units	2,323	* 11% = 251
Four-Bedroom Units	2,323	* 4% = 93
Five-Bedroom Units	2,323	* 2% = 44
Total Demand after Competition (Turnover and Growth)		2,323

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded market rate rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 2,323 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to Otsego County's housing stock.

The tables following illustrate senior demand (65+) in Otsego County.

Otsego County: 30% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy	
Calculation	Otsego County
Number of Senior Renter Households in 2017	1,943
Increase in Number of Senior Renter Households	186
Number of Senior Renter Households in 2021	2,128
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	28.7%
Percentage of Income-Qualified Renter Households	19.8%
Number of Income-Qualified Renter Households	385
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	225
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	42.4%
Number of Owner-Occupied Units built Prior to 1939	725
Percentage of Income-Qualified Owner Households	68.5%
Number of Income-Qualified Owner Households	496
Loss of Inventory via Conversion or Demolition	12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	61
Existing Income-Qualified Renter/Owner Households	287
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	37
Percentage of Income-Qualified Renter Households	19.8%
New Rental Income Qualified Households	7
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Occupied Units at Subject With Vacancy of: 5%	143
Units Pre-Leased	0
Total Demand (Turnover and Growth) from within City of Oneonta	294
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	346
Less: Existing LIHTC Projects in Absorption Process (Number of Units) 40	
<i>Appropriate Sized Households</i>	
One-Bedroom Units 346 * 70% =	241
Two-Bedroom Units 346 * 30% =	105
Total Demand after Competition (Turnover and Growth)	306

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 306 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the Otsego County housing stock.

Otsego County: 50% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy	
Calculation	Otsego County
Number of Senior Renter Households in 2017	1,943
Increase in Number of Senior Renter Households	186
Number of Senior Renter Households in 2021	2,128
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	28.7%
Percentage of Income-Qualified Renter Households	24.8%
Number of Income-Qualified Renter Households	482
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	282
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	42.4%
Number of Owner-Occupied Units built Prior to 1939	725
Percentage of Income-Qualified Owner Households	68.5%
Number of Income-Qualified Owner Households	496
Loss of Inventory via Conversion or Demolition	12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	61
Existing Income-Qualified Renter/Owner Households	343
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	37
Percentage of Income-Qualified Renter Households	24.8%
New Rental Income Qualified Households	9
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Occupied Units at Subject With Vacancy of:	5%
Units Pre-Leased	143
Total Demand (Turnover and Growth) from within City of Oneonta	0
Portion Originating within City of Oneonta	353
Total Demand (Turnover and Growth) from within City of Oneonta	85%
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	415
	40
<i>Appropriate Sized Households</i>	
One-Bedroom Units	415 * 70% = 289
Two-Bedroom Units	415 * 30% = 125
Total Demand after Competition (Turnover and Growth)	375

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 375 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the Otsego County housing stock.

Otsego County: 60% Annual Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy					
Calculation					Otsego County
Number of Senior Renter Households in 2017					1,943
Increase in Number of Senior Renter Households					186
Number of Senior Renter Households in 2021					2,128
<i>Existing Demand</i>					
Percentage of Total Households that are Renter					28.7%
Percentage of Income-Qualified Renter Households					27.6%
Number of Income-Qualified Renter Households					535
Percentage of Rent-Overburdened					58.6%
Existing Income-Qualified Renter Household Turnover					313
Percentage of Total Units that are Owner-Occupied					1711
Percentage Housing Units built 1939 or Prior					42.4%
Number of Owner-Occupied Units built Prior to 1939					725
Percentage of Income-Qualified Owner Households					68.5%
Number of Income-Qualified Owner Households					496
Loss of Inventory via Conversion or Demolition					12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition					61
Existing Income-Qualified Renter/Owner Households					374
<i>New Income-Qualified Demand, Stated Annually</i>					
Increase in Renter Households per Annum					37
Percentage of Income-Qualified Renter Households					27.6%
New Rental Income Qualified Households					10
<i>Total Demand (Turnover and Growth) from within Oneonta</i>					
Occupied Units at Subject With Vacancy of: 5%					143
Units Pre-Leased					0
Total Demand (Turnover and Growth) from within City of Oneonta					385
Portion Originating within City of Oneonta					85%
Total Demand (Turnover and Growth) from within City of Oneonta					452
Less: Existing LIHTC Projects in Absorption Process (Number of Units) 40					
<i>Appropriate Sized Households</i>					
One-Bedroom Units 452 * 70% =					316
Two-Bedroom Units 452 * 30% =					137
Total Demand after Competition (Turnover and Growth)					412

*A proposed development scheme is not applicable to this report.

The previous table illustrates an estimated number of demanded senior affordable rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 412 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the Otsego County housing stock.

Otsego County: Annual Market Rate Demand – Seniors (65+)

ANNUAL DEMAND - Absent Subsidy	
Calculation	Otsego County
Number of Senior Renter Households in 2017	1,943
Increase in Number of Senior Renter Households	186
Number of Senior Renter Households in 2021	2,128
<i>Existing Demand</i>	
Percentage of Total Households that are Renter	28.7%
Percentage of Income-Qualified Renter Households	46.8%
Number of Income-Qualified Renter Households	908
Percentage of Rent-Overburdened	58.6%
Existing Income-Qualified Renter Household Turnover	532
Percentage of Total Units that are Owner-Occupied	1711
Percentage Housing Units built 1939 or Prior	42.4%
Number of Owner-Occupied Units built Prior to 1939	725
Percentage of Income-Qualified Owner Households	68.5%
Number of Income-Qualified Owner Households	496
Loss of Inventory via Conversion or Demolition	12.3%
Total additional Income-Qualified Owner Households due to Conversion/Demolition	61
Existing Income-Qualified Renter/Owner Households	593
<i>New Income-Qualified Demand, Stated Annually</i>	
Increase in Renter Households per Annum	37
Percentage of Income-Qualified Renter Households	46.8%
New Rental Income Qualified Households	17
<i>Total Demand (Turnover and Growth) from within Oneonta</i>	
Occupied Units at Subject With Vacancy of:	5%
Units Pre-Leased	0
Total Demand (Turnover and Growth) from within City of Oneonta	610
Portion Originating within City of Oneonta	85%
Total Demand (Turnover and Growth) from within City of Oneonta	718
Less: Existing LIHTC Projects in Absorption Process (Number of Units)	40
<i>Appropriate Sized Households</i>	
One-Bedroom Units	718 * 70% = 501
Two-Bedroom Units	718 * 30% = 217
Total Demand after Competition (Turnover and Growth)	718
*A proposed development scheme is not applicable to this report.	

The previous table illustrates an estimated number of demanded senior market rate rental units per year in Otsego County that would result in fairly low capture rates and subsequent, fairly rapid absorption. In this case, there is a total demand of 718 units. Any unaccommodated units of demand will be forced to leave the market or remain rent overburdened without the addition or rehabilitation of units to the Otsego County housing stock.

Single-Family Income Eligibility – City of Oneonta

We have also calculated demand for single-family owner-occupied homes in Oneonta, as explained below.

According to the models used by most mortgage lenders, a monthly mortgage payment should represent no more than 30 percent of a household's gross monthly income. Using this standard we have estimated the income levels necessary to purchase a typical single-family home in Oneonta. The necessary income level to purchase a single-family home in Oneonta is approximately \$54,803. There is no maximum limit.

We have utilized a prevailing interest rate of 4.5 percent. A home value of \$147,000 was utilized in Oneonta, which is based on the median home value of a single-family home according to the American Community Survey. The calculations for Oneonta focus areas can be found following.

Oneonta: Single-Family Home Income Calculation – Purchase price of \$147,000

CITY OF ONEONTA SINGLE FAMILY HOME INCOME CALCULATION		
Inputs		Ownership
Average Price		\$147,000
Down payment	10%	\$14,700
Total of 1st Mortgage		\$132,300
Closing Costs	3%	\$3,969
Principal		\$132,300
Interest Rate	4.50%	
Amortization period	30	
Monthly Payment		\$670
Annual Payment		\$8,044
Real Estate Taxes	2.00%	\$2,940
Private Mortgage Insurance	0.50%	\$735
Homeowner's Insurance	1.50%	\$2,205
Utilities	\$150 per/month	\$1,800
Maintenance and Repairs	2.00%	\$2,940
Tax Benefit		
Marginal Tax Bracket	25%	
Annual Interest		\$5,954
Annual Tax Savings		(\$2,223)
Total Annual Cost		\$16,441
Total Monthly Cost		\$1,370
Monthly Income Required		\$4,567
Annual Income Required		\$54,803

OTSEGO COUNTY OWNER HOUSING COST BY AMI LEVEL AND HOUSEHOLD SIZE

AMI Level	AMI In Otsego County	Maximum Annual Housing Costs	Maximum Monthly Housing Costs ₁	Equivalent Mortgage (Present Value) ₂	Price Gap Using Median Home Value of \$142,800 ₃
<i>One-Person Household</i>					
30%	\$13,140	\$3,942	\$329	\$58,501	(\$84,299)
50%	\$21,900	\$6,570	\$548	\$97,501	(\$45,299)
60%	\$26,280	\$7,884	\$657	\$117,002	(\$25,798)
80%	\$34,040	\$10,212	\$851	\$151,550	\$8,750
<i>Two-Person Household</i>					
30%	\$15,000	\$4,500	\$375	\$66,782	(\$76,018)
50%	\$25,000	\$7,500	\$625	\$111,303	(\$31,497)
60%	\$30,000	\$9,000	\$750	\$133,563	(\$9,237)
80%	\$40,000	\$12,000	\$1,000	\$178,085	\$35,285
<i>Three-Person Household</i>					
30%	\$16,890	\$5,067	\$422	\$75,196	(\$146,345)
50%	\$28,150	\$8,445	\$704	\$125,327	(\$17,473)
60%	\$33,780	\$10,134	\$845	\$150,392	\$7,592
80%	\$45,040	\$13,512	\$1,126	\$200,523	\$57,723
<i>Four-Person Household</i>					
30%	\$18,750	\$5,625	\$469	\$83,477	(\$138,003)
50%	\$31,250	\$9,375	\$781	\$139,129	(\$3,671)
60%	\$37,500	\$11,250	\$938	\$166,954	\$24,154
80%	\$50,000	\$15,000	\$1,250	\$222,606	\$79,806
<i>Five-Person Household</i>					
30%	\$20,250	\$6,075	\$506	\$90,155	(\$52,645)
50%	\$33,750	\$10,125	\$844	\$150,259	\$7,459
60%	\$40,500	\$12,150	\$1,013	\$180,311	\$37,511
80%	\$54,000	\$16,200	\$1,350	\$240,414	\$97,614

(1) Includes all principal, interest, taxes, and insurance (including private mortgage insurance)

(2) Assumes a 30-year mortgage with a 4.5 percent interest rate

(3) Source: American Community Survey, August 2017

Single-Family Annual Demand – City of Oneonta

The following table illustrates the calculation of the anticipated demanded single-family units in Oneonta per year through 2019. Based on the data we obtained through local realtors, an estimated one-third of buyers are expected to be first-time homeowners. As such, we believe that five percent is a reasonable estimation of annual renter-to-owner conversion. Additionally, we have previously estimated that approximately 12.7 percent of existing households will relocate due to either conversion/demolition of existing or typical frictional vacancy within the market.

SINGLE-FAMILY DEMAND SUMMARY	
City of Oneonta	
Minimum Income	\$54,803
Maximum Income	\$200,000+
Number of Income Qualified Renters	1,112
% of Renters Becoming Homeowners	5.00%
Estimated Income Qualified First Time Homeowners	56
Number of Income Qualified Owners	7,098
% of Owners Moving to a New Home	12.70%
Estimated Income Qualified Owners Transferring	901
Portion Originating from Oneonta	85%
Total Income Qualified Households	1,061
Number of Homes to be Absorbed	0
Estimated Need	50
Overall Capture Rate	4.71%

Single-Family Income Eligibility – Otsego County

We have also calculated demand for single-family owner-occupied homes in Otsego County, as explained below.

According to the models used by most mortgage lenders, a monthly mortgage payment should represent no more than 30 percent of a household's gross monthly income. Using this standard we have estimated the income levels necessary to purchase a typical single-family home in Otsego County. The necessary income level to purchase a single-family home in Otsego County is approximately \$53,408. There is no maximum limit.

We have utilized a prevailing interest rate of 4.5 percent. A home value of \$142,800 was utilized in Otsego County, which is based on the median home value of a single-family home according to the American Community Survey. The calculations for Otsego County focus areas can be found following.

Otsego County: Single-Family Home Income Calculation – Purchase price of \$142,800

OTSEGO COUNTY SINGLE FAMILY HOME INCOME CALCULATION

Inputs		Ownership
Average Price		\$142,800
Down payment	10%	\$14,280
Total of 1st Mortgage		\$128,520
Closing Costs	3%	\$3,856
Principal		\$128,520
Interest Rate	4.50%	
Amortization period	30	
Monthly Payment		\$651
Annual Payment		\$7,814
Real Estate Taxes	2.00%	\$2,856
Private Mortgage Insurance	0.50%	\$714
Homeowner's Insurance	1.50%	\$2,142
Utilities	\$150 per/month	\$1,800
Maintenance and Repairs	2.00%	\$2,856
Tax Benefit		
Marginal Tax Bracket	25%	
Annual Interest		\$5,783
Annual Tax Savings		(\$2,160)
Total Annual Cost		\$16,022
Total Monthly Cost		\$1,335
Monthly Income Required		\$4,451
Annual Income Required		\$53,408

OTSEGO COUNTY OWNER HOUSING COST BY AMI LEVEL AND HOUSEHOLD SIZE

AMI Level	AMI In Otsego County	Maximum Annual Housing Costs	Maximum Monthly Housing Costs ₁	Equivalent Mortgage (Present Value) ₂	Price Gap Using Median Home Value of \$142,800 ₃
<i>One-Person Household</i>					
30%	\$13,140	\$3,942	\$329	\$58,501	(\$84,299)
50%	\$21,900	\$6,570	\$548	\$97,501	(\$45,299)
60%	\$26,280	\$7,884	\$657	\$117,002	(\$25,798)
80%	\$34,040	\$10,212	\$851	\$151,550	\$8,750
<i>Two-Person Household</i>					
30%	\$15,000	\$4,500	\$375	\$66,782	(\$76,018)
50%	\$25,000	\$7,500	\$625	\$111,303	(\$31,497)
60%	\$30,000	\$9,000	\$750	\$133,563	(\$9,237)
80%	\$40,000	\$12,000	\$1,000	\$178,085	\$35,285
<i>Three-Person Household</i>					
30%	\$16,890	\$5,067	\$422	\$75,196	(\$146,345)
50%	\$28,150	\$8,445	\$704	\$125,327	(\$17,473)
60%	\$33,780	\$10,134	\$845	\$150,392	\$7,592
80%	\$45,040	\$13,512	\$1,126	\$200,523	\$57,723
<i>Four-Person Household</i>					
30%	\$18,750	\$5,625	\$469	\$83,477	(\$138,003)
50%	\$31,250	\$9,375	\$781	\$139,129	(\$3,671)
60%	\$37,500	\$11,250	\$938	\$166,954	\$24,154
80%	\$50,000	\$15,000	\$1,250	\$222,606	\$79,806
<i>Five-Person Household</i>					
30%	\$20,250	\$6,075	\$506	\$90,155	(\$52,645)
50%	\$33,750	\$10,125	\$844	\$150,259	\$7,459
60%	\$40,500	\$12,150	\$1,013	\$180,311	\$37,511
80%	\$54,000	\$16,200	\$1,350	\$240,414	\$97,614

(1) Includes all principal, interest, taxes, and insurance (including private mortgage insurance)

(2) Assumes a 30-year mortgage with a 4.5 percent interest rate

(3) Source: American Community Survey, August 2017

Single-Family Annual Demand – Otsego County

The following table illustrates the calculation of the anticipated demanded single-family units in Otsego County per year through 2019. Based on the data we obtained through local realtors, an estimated one-third of buyers are expected to be first-time homeowners. As such, we believe that five percent is a reasonable estimation of annual renter-to-owner conversion. Additionally, we have previously estimated that approximately 12.3 percent of existing households will relocate due to either conversion/demolition of existing or typical frictional vacancy within the market.

SINGLE-FAMILY DEMAND SUMMARY	
Otsego County	
Minimum Income	\$53,408
Maximum Income	\$200,000+
Number of Income Qualified Renters	1,761
% of Renters Becoming Homeowners	5.00%
Estimated Income Qualified First Time Homeowners	88
Number of Income Qualified Owners	10,193
% of Owners Moving to a New Home	12.30%
Estimated Income Qualified Owners Transferring	1,254
Portion Originating from OTSEGO COUNTY	85%
Total Income Qualified Households	1,475
Number of Homes to be Absorbed	0
Estimated Need	50
Overall Capture Rate	3.39%

Special Needs Housing

The following analysis accounts for the number of income-qualified households within Otsego County and the City of Oneonta for persons with mental handicaps.

Special Needs Analysis (Disabled) - City of Oneonta	
Total Population in City of Oneonta	13,677
Total # of people who suffer from a disability in City of Oneonta*	1,348
Percentage of renter households in City of Oneonta	59.0%
Total number of renter households who suffer from a disability in City of Oneonta	795
Percentage of renters in City of Oneonta income-qualified to reside at an affordable development**	15.7%
Number of disabled-income qualified persons in City of Oneonta	125
Number of existing units targeting persons with disabilities	0
Adjusted number of disabled income-qualified persons	125
Special Needs Analysis (Disabled) - Otsego County	
Total Population in Columbia County	62,792
Total # of people who suffer from a disability in Otsego County*	7,739
Percentage of renter households in Otsego County	28.7%
Total number of renter households who suffer from a disability in Otsego County	2,223
Percentage of renters in Otsego County income-qualified to reside at an affordable development**	18.0%
Number of disabled-income qualified persons in Otsego County	401
Number of existing units targeting persons with disabilities	114
Adjusted number of disabled income-qualified persons	401

Source: ACS, September 2017

*Cognitive Disabilities only, ages 18+

**Without Subsidy

Specific Housing Development Needs

As currently stated, we believe there are three types of housing that are in short supply in the area: good quality low to moderate-income owner-occupied single-family homes, market rate rental housing, and mixed-income or affordable housing. There are a significant number of households in Otsego County and the City of Oneonta that are income-qualified for each identified type of housing.

Moderate Income Owner-Occupied Single-Family Homes

Approximately 42.7 percent of Otsego County's housing stock was built prior to 1939, while 59.4 percent of the City of Oneonta's housing stock was built prior to 1939, demonstrating that most of the existing residential improvements in Otsego County are older vintage and may be more likely to exhibit fair to poor condition and functional obsolescence. The typical life of a single-family home is approximately 40 years before significant renovations and improvements are needed. As noted by local stakeholders, the area's housing stock is a potential concern to future employers, as there is a lack of new construction and readily available turnkey home for employees relocating to the area. There are also several challenges in the market for current borrowers. Given that home values have not rebounded to pre-recession highs, many current homeowners that would be classified as "move-up buyers," have not purchased a nicer, newer home in many years because they are still attempting to recoup their lost equity.

Approximately 24 percent of owner-occupied households within Otsego County earn between \$60,000 and \$99,999. However, there is a limited supply of low to moderate-income homes that are move-in ready. Many interviewees noted that it has been challenging for potential residents in the moderate income bracket to find a suitable home in Otsego County. There are roughly 5,909 households in Otsego County and approximately 742 households in the City of Oneonta in these income brackets, currently, indicating ample demand. The rehabilitation of 50 to 60 homes of the existing housing supply per year for the next five years would help alleviate the lack of low to moderate-income homes.

These low to moderate-income homes would likely need to contain two- to four-bedrooms, contain 1,000 to 3,000 square feet depending on the number of bedrooms, and be priced between \$100,000 and \$200,000.

Mixed-Income Rental Housing

There is a lack of good quality housing throughout Otsego County where the majority of housing stock likely exhibits poor to fair condition (both renter and owner-occupied). As illustrated by the previous income-eligibility tables, there is ample demand for additional affordable housing throughout all market areas, both with and without subsidy. However, there has been a lack of new construction since the recent recession. We believe that a 50 to 75-unit mixed-income multifamily development could be absorbed in the market without cannibalizing existing rental developments. We recommend utilizing a potential development site close to downtown Oneonta to attract tenants that would income-qualify for the unrestricted market rate units as well as affordable units. Further, based on the demand calculations provided previously, we believe an additional 100 units could be developed, county-wide. Further, based on high demand, up to 100 additional units with subsidies, and up to 100 market rate units, would be supported county-wide.

Special Needs Housing

The number of disabled persons in Otsego County and the City of Oneonta were previously quantified by disability data from the American Community Survey. According to this source, there are approximately 7,739 disabled persons in Otsego County, or 12.7 percent of the population. This figure includes six persons age five and younger, 1,275 persons between the ages of 65 and 74 years old, and 1,987 persons aged 75 and older.

To determine the need for housing that targets the disabled, we applied the percentage of renter households as well as the percent of income-qualified renter households within both market areas (absent subsidy) to the respective number of disabled persons. Our calculations indicate that there are approximately 1,348 and 7,739 disabled persons income-qualified to reside within this type of housing in the City of Oneonta and Otsego County, respectively, netting a total of 125 and 461 income-qualified renter households with disabilities, respectively.

According to The Continuum of Care (CoC), a program designed to promote communitywide commitment to the goal of ending homelessness, the homeless population is homeless for a variety of reasons, the most common of which are job loss, mental health issues, substance abuse, and foreclosure. Problems at home, including domestic violence and divorce, also play in a role in homelessness.

Given the high number of foreclosures in the Otsego County market and a lack of facilities available for the homeless in the area, it appears there is a need for additional supportive housing.

Conclusion

The *Demand Analysis* illustrates the housing needs of Otsego County based on capture rates of income-eligible households. We have provided an analysis for Otsego County by examining the demand for owner-occupied single-family homes as well as multifamily rental developments, both affordable (with and without subsidy) and market rate. We further broke down the demand analysis by age restriction. The table following summarizes the anticipated need of housing units for Otsego County's future housing stock ***either new construction or acquisition with rehabilitation of existing housing stock across both the general and senior population through 2021.***

PROJECTED ANNUAL HOUSING NEEDS SUMMARY					
Otsego County - General Population					
Unit Type	30% AMI Without Subsidy – Multifamily Rental	50% AMI Without Subsidy – Multifamily Rental	Market Rate Units – Multifamily Rental	Owner Occupied Single-Family Homes	Special Needs Units – Multifamily Rental
1BR	5	55	10	-	-
2BR	5	45	15	-	-
3BR	5	20	5	-	-
Single-Family Homes	-	-	-	50	-
Unspecified	-	-	-	-	100
Total	15	120	30	50	100
Otsego County - Senior Population (65+)					
Unit Type	30% AMI Without Subsidy – Multifamily Rental	50% AMI Without Subsidy – Multifamily Rental	Market Rate Units – Multifamily Rental	Owner Occupied Single-Family Homes	Special Needs Units – Multifamily Rental
1BR	5	100	25	-	-
2BR	5	45	10	-	-
Total	10	145	35	0	0

Further, we believe 75 percent of the total Otsego County's future housing stock would be supportable in the City of Oneonta.

The provided estimates are based on one year of typical demand, but not all years will be typical.

We have provided an estimate of the number of units demanded in a typical year, resulting in optimal capture rates. However, this does not necessarily mean that more units, in a well-conceived project(s), would not be feasible.

Given the scope of work, many assumptions had to be made regarding the market and proposed development(s). These projections should be considered preliminary and a "first glance" estimate of demand only.

VII. HOUSING RESOURCES

HOUSING RESOURCES

There are many resources in the Otsego County area that can be utilized to find and finance market rate and affordable housing. These resources are a combination of financial resources, public, private and nonprofit organizations and federal, state, and local government. The list below highlights some of these organizations.

Finance Program to Assist in the Planning Process

The following programs are available to communities and developers in the planning stages of affordable housing development.

Community Development Block Grant (CDBG):

CDBG funds are granted to projects which benefit low to moderate income beneficiaries and improve areas of slum & blight. CDBG includes planning as an eligible activity. The Plan must benefit specific groups including, persons who have been abused, who are elderly, disabled, homeless or persons living with disease. CDBG funding requires citizen participation and matching funds. There is an annual application process.

Homeownership Programs

The programs below provide financial assistance to existing homeowners and/or communities for the creation and preservation of low to moderate income housing.

Bank of America Foundation

Funds programs focused on creating and preserving affordable housing and homeownership opportunities, foreclosure counseling and mitigation, real-estate owned (REO) disposition and programs that help individuals and families create better money habits and become more financially capable. <http://about.bankofamerica.com/en-us/global-impact/charitable-foundationfunding.html>

Housing Application Packaging Grants, USDA

Housing Application Packaging Grants provide government funds to tax-exempt public agencies and private nonprofit organizations to package applications for submission to Housing and Community Facilities Programs.

Housing Counseling

Pre-purchase housing counseling for prospective buyers funded by the U.S. Department of Housing and Urban Development (HUD) grants.

Individual Water and Waste Grants, USDA

Individual Water and Waste Water Grants provide Government funds to households residing in an area recognized as a Colonia before October 1, 1989.

Public Housing, Homeownership Program, HUD

The Quality Housing and Work Responsibility Act (QHWRA) permits public housing authorities to make public housing dwelling units available for purchase by low-income families as their principal residence through the following eligible activities:

- Sell all or a portion of a public housing development to eligible public or non-public housing residents;
- Provide Capital Fund assistance to public housing families to purchase homes; or,
- Provide Capital Fund assistance to acquire homes that will be sold to low-income families.

Rural Housing Guaranteed Loan, USDA

Applicants for loans may have an income of up to 115 percent of the AMI. Families must be without adequate housing, but be able to afford the mortgage payments, including taxes and insurance. In addition, applicants must have reasonable credit histories.

Rural Housing Site Loans, USDA

Rural Housing Site Loans are made to provide financing for the purchase and development of housing sites for low to moderate-income families.

Rural Repair and Rehabilitation Loan and Grant, USDA

The Very Low-Income Housing Repair program provides loans and grants to very low-income homeowners to repair, improve, or modernize their dwellings or to remove health and safety hazards. Rural Housing Repair and Rehabilitation Grants are funded directly by the government. A grant is available to dwelling owner/occupant who is 62 years of age or older. Funds may only be used for repairs or improvements to remove health and safety hazards, or to complete repairs to make the dwelling accessible for household members with disabilities.

Section 502 Rural Housing Direct Loan, USDA

Section 502 loans are primarily used to help low-income individuals or households purchase homes in rural areas. Funds can be used to acquire, build (including funds to purchase and prepare sites and to provide water and sewage facilities), repair, renovate, or relocate a home.

Section 502 Mutual Self-Help Loans, USDA

The Section 502 Mutual Self-Help Housing Loan program is used primarily to help very low and low-income households construct their own homes.

Self-Help Technical Assistance Grants, USDA

Self-Help Technical Assistance Grants to provide financial assistance to qualified nonprofit organizations and public bodies that will aid needy very low and low-income individuals and their families to build homes in rural areas by the self-help method. Any state, political subdivision, private or public nonprofit corporation is eligible to apply.

Streamline 203(K), FHA

A 30-year, fixed-rate FHA first mortgage that includes up to \$35,000 for home improvements or energy efficiency upgrades. Down payment assistance programs may be used in conjunction with this loan.

Technical and Supervisory Assistance Grants, USDA

To assist low-income rural families in obtaining adequate housing to meet their family's needs and/or to provide the necessary guidance to promote their continued occupancy of already adequate housing. These objectives will be accomplished through the establishment or support of housing delivery and counseling projects run by eligible applicants.

Fannie Mae Foundation

The Fannie Mae Foundation creates affordable homeownership and housing opportunities through partnerships and initiatives that build healthy, vibrant communities across the country. Fannie Mae provides refinancing and mortgage modification to qualifying home owners. Notable programs include the Home Affordable Refinance Program (HARP) and Home Affordable Modification Program (HAMP). HARP provides eligible homeowners to refinance at a lower interest rate and more stable mortgage product despite underwater home values. HAMP is designed to help at risk homeowners (those currently in default or at imminent risk of default) by providing the borrower with affordable and sustainable monthly payments.

Federal Housing Administration

The Federal Housing Administration (FHA) provides eligible buyers with loan products for purchase or refinance of single-family homes. Purchase loans may offer down payment terms as low as 3.5 percent of the purchase price with the majority of closing costs rolled into the loan, helping ease the burden of the cash required upfront by first time homebuyers. FHA loans offer credit qualifications lower than that of typical conventional loan products; however, homeowners that utilize FHA loan products must pay a mortgage insurance premium for the life of the loan, increasing their monthly payment amount. Additionally, there is an upfront fee of 1.5 percent of the purchase price rolled into the loan, leaving buyers with very little upfront equity.

Loan products through the FHA such as the 203(k), allow for up to \$35,000 of rehabilitation costs to be rolled into the purchase amount, but the property must be owner-occupied. FHA also offers loan products for non-owner occupied properties with up to four units. All loans originated by lenders through the FHA program protect the lender from loss in the event of borrower default.

HUD 255 Home Equity Conversion Mortgage Program (HECM)

Reverse mortgages are increasing in popularity with seniors (homeowners 62 or holder) who have equity in their homes and want to supplement their income. The only reverse mortgage insured by the U.S. Federal Government is called a Home Equity Conversion Mortgage or HECM, and is only available through an FHA approved lender. The HECM enables seniors to withdraw some of the equity in their home as a fixed monthly amount or a line of credit or a combination of both. The HECM can be used to purchase a primary residence if the owner is able to use cash on hand to pay the difference between the HECM proceeds and the sales price plus closing costs for the property being purchased. The property owner must own the property outright or have paid down a considerable amount, occupy the property as a principal residence, not be delinquent on any federal debt and participate in a consumer information session given by a HUD-approved counselor. Single family homes, 2-4 unit homes with one unit occupied by the borrower, and manufactured homes that meet FHA requirements are eligible property types.

United States Department of Veterans Affairs

The VA provides patient care and benefits. The VA helps veterans and active duty personnel purchase and retain homes in recognition of their service to the nation. VA home loans include: no down payment; loan maximums up to 100.0 percent of the VA-established market value, not to exceed \$240,000; 30-year loans with a choice of repayment plans; an appraisal; limitations on closing costs; and no mortgage insurance premium. These loans are made by a local lender and the VA protects the lender against loss if the payments are not made.

HOUSING DEVELOPMENT PROGRAMS

The following programs assist developers in the procurement of affordable housing development.

Calvert Social Investment Foundation

Lends to established community organizations including, CDFIs, loan funds, microfinance institutions, affordable housing developers, and social enterprises. Funds may be used towards loan capital and pre-development costs. <http://www.calvertfoundation.org/>

Community Development Block Grant (CDBG)

CDBG funds are granted to projects that benefit low to moderate income beneficiaries and improve areas of slum and blight. Permanent housing structures are an eligible activity that must benefit specific groups including persons who have been abused, the elderly, disabled, homeless, or persons living with disease. CDBG funding requires citizen participation and matching funds. There is an annual application process.

Community Preservation Corporation (CPC)

CPC financing is available for the rehabilitation of rental housing. CPC works with private landlords and non-profit real estate developers to revitalize low-income neighborhoods. CPC's "Landlord Next Door" program encourages neighborhood residents to take on the purchase and rehabilitation of a nearby rental building, allowing the local community to maintain ownership and interest in rental properties in the area. Previous projects in Albany have helped secure federal CDFI funds to create a down payment grant assistance program for owner-occupied home purchases in targeted neighborhoods.

Farm Labor Housing Loans and Grants, USDA

The Farm Labor Housing Loan and Grant program provides capital financing for the development of housing for domestic farm laborers.

Federal Home Loan Bank of NY, AHP

AHP funding can be used to supplement renovation or rehabilitation of lower income, owner-occupied homes that are receiving HOME, CDBG, or AHC assistance.

FHA 203k Loan Financing

FHA 203k Loan Financing is a loan guarantee mortgage product offered by HUD through various lenders that allows homebuyers to purchase a home in need of renovation and make the necessary repairs in one combined mortgage.

Frost Foundation

Funds organizations and programs that can generate change beyond traditional boundaries, to encourage creativity that recognizes emerging needs and to assist with innovation that addresses current urgent problems. Frost Foundation also considers requests for operating funds. There is a bi-annual application process. <http://www.frostfound.org/index.html>

Guaranteed Rental Housing, USDA

The Rural Housing Programs guarantees loans under the Rural Rental Housing Guaranteed loan program for development of multifamily housing facilities in rural areas of the United States. Loan guarantees are provided for the construction, acquisition, or rehabilitation of rural multi-family housing.

HOME Program

Rental rehabilitation grants and/or loans can be used to improve rental units occupied by lower income tenants. The landlord must agree to continue renting to lower income tenants, and the rent charges are limited by a regulatory agreement.

Home Depot Foundation, Community Impact Grants Program

Awards up to \$5,000 to registered nonprofit organizations to help fund community projects.

Home Depot Foundation, Framing Hope

Provides a donation of materials to nonprofit organizations that focus on affordable housing. <http://www.homedepotfoundation.org/>

HOPE VI Main Street Funds, HUD

Governments of counties, cities, and townships with populations under 50,000 are eligible for grants to replace unused commercial space with affordable housing in historic or traditional central business districts.

Housing Preservation Grants, USDA

The Housing Preservation Grant (HPG) program provides grants to sponsoring organizations for the repair or rehabilitation of low and very low-income multifamily housing.

Local Fees attached to Services

Local municipalities and counties may include fees on applications and/or permits that may be used to fund a local general fund for affordable housing if a Home Rule municipality.

Local Funding, Bonds or General Fund

Local municipalities and counties may allocate general funds or issue bonds towards affordable housing that may include financing of acquisition, construction, and/or rehabilitation.

Low Income Housing Tax Credits (LIHTC), NYSHFA

A federally tax-based program that encourages private investment for the construction or rehabilitation of affordable rental housing. Each year, the New York State Housing Finance Agency (NYSHFA) awards funds on a competitive basis, as outlined in the Qualified Allocation Plan.

Mixed-Finance Public Housing, HUD

HUD allows a mix of public, private, and nonprofit funds to develop and operate housing developments. New developments may be made up of a variety of housing types: rental, homeownership, private, subsidized, and public housing. These new communities are built for residents with a wide range of incomes and are designed to fit into the surrounding community.

Multifamily Housing Preservation and Revitalization (MPR) Loans and Grants, USDA

The goal of the MPR program is to restructure Rural Rental Housing loans and Off-Farm Labor Housing loans and provide grants to revitalize multifamily housing projects in order to extend the affordable use of these projects without displacing tenants due to increased rents.

New York State Affordable Housing Corporation

New York State Affordable Housing Corporation (AHC) provides funds which can be used to provide grants to cover the cost of repair of substandard homes occupied by lower income owners. AHC funds can be combined with HOME and/or CDBG funds.

New York State Energy Research and Development Authority (NYSERDA)

NYSERDA provides a variety of grant and loan initiative to improve energy performance of existing buildings – residential and non-residential.

Public Housing, Asset Management, Operating Fund, HUD

HUD provides funding for public housing authorities to operate and maintain public housing. http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph

Public Housing, Capital Fund, HUD

HUD provides funding for public housing authorities for development, financing and modernization of public housing development and management improvements.

Risk Sharing Loans HUD 542(c) and USDA 538

Construction and permanent loan programs aimed at the production and preservation of affordable, low-income rental housing units. Both programs require set-asides for a specific number of units to be rented to lower income tenants. These loans are often combined with Federal Low Income Housing Tax Credits and/or HOME Rental loans. Risk Sharing loans can also provide credit enhancements for tax exempt bond financing.

Rural Housing Site Loans, USDA

Rural Housing Site Loans are made to provide financing for the purchase and development of housing sites for low to moderate-income families.

Rural Rental Housing, USDA

This program is adaptable for participation by a wide variety of owners. Loans can be made to individuals, trusts, associations, partnerships, limited partnerships, State or local public agencies, consumer cooperatives, and profit or nonprofit corporations.

US Bank

Provides grants to nonprofit organizations. One of the funding priorities is affordable housing. Eligible activities include:

- Organizations that support the preservation, rehabilitation and construction of quality affordable housing that assists low and moderate-income populations.
- Programs that provide home buyer counseling and related financial education to low and moderate-income individuals and families.

<https://www.usbank.com/community/charitable-giving.html>

Wells Fargo Foundation

Awards grants to nonprofit organizations, including qualified governmental entities. One of the grant priority areas is Community Development which includes building and sustaining affordable housing.

https://www.wellsfargo.com/about/charitable/nm_guidelines

Federal Emergency Management Agency

FEMA offers disaster assistance in several forms but most often in the form of low-interest loans to cover expenses not covered by state or local programs, or private insurance. People who do not qualify for loans may be able to apply for a cash grant. Housing assistance includes lodging expenses reimbursement, rental assistance, home repair/replacement cash grant, and, in rare circumstances, permanent housing construction.

Homeless & Rental Assistance Programs

The programs listed below are designed to assist the homeless and disadvantaged.

Acquired Property Sales for Homeless Providers Program, Veterans Administration

Makes all VA foreclosed properties available for sale to homeless provider organizations at a 20 to 50 percent discount to shelter homeless Veterans.

Continuum of Care (COC)

This program funds agencies that provide assistance for people experiencing homelessness. Services include prevention, street outreach, emergency shelter, transitional housing, and permanent supportive housing.

Homeless Providers Grant and Per Diem Program, Veterans Administration

Provides grants and per diem payments (as funding is available) to help public and nonprofit organizations establish and operate supportive housing and service centers for homeless Veterans.

Housing Choice Vouchers, HUD

HUD provides Housing Choice Vouchers to public housing authorities to provide rental assistance to low income households.

Housing Opportunity for Persons with AIDS (HOPWA)

Provides supportive housing and case management services to individuals who have been diagnosed with HIV/AIDS to prevent homelessness.

Public Housing, Family Self-Sufficiency (FSS) Program, HUD

The Family Self-Sufficiency (FSS) program enables families assisted through the Housing Choice Voucher (HCV) program, Public Housing (PH) residents, and residents of Native American Housing Assistance and Self-Determination Act to increase their earned income and reduce their dependency on welfare assistance and rental subsidies. Under the FSS program, low-income families are provided opportunities for education, job training, counseling and other forms of social service assistance, while living in assisted housing, so they can obtain skills necessary to achieve self-sufficiency.

http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/hcv/fss

Rural Rental Assistance Program, USDA

The Rural Rental Assistance (RA) program provides an additional source of support for households with incomes too low to pay the HCFP subsidized (basic) rent from their own resources.

Supportive Services for Veteran Families (SSVF) Program, VA

Provides grants and technical assistance to community-based, nonprofit organizations to help veterans and their families stay in their homes.

VA Supportive Housing (VASH) Program is a joint effort between the Department of Housing and Urban Development and VA.

HUD "Housing Choice" Section 8 vouchers allow veterans and their families to live in market rate rental units while VA provides case management services. A housing subsidy is paid to the landlord on behalf of the participating Veteran. The Veteran then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

VIII. RECOMENDATIONS

RECOMMENDATIONS

Barriers/Challenges to Housing

Based upon our analysis of the market and interviews with key stakeholders, there are several barriers and challenges that should be considered because they negatively affect the housing market in Otsego County and the City of Oneonta. There is no single factor that can prevent or reduce barriers, but any initiative taken to promote the preservation of the existing housing stock in addition to promoting new construction should be taken. Barriers include:

- Lack of newer, high-quality multifamily rental housing.
- Credit worthiness of potential buyers for homeownership (or renters).
- Cost to individuals including cost burdens such as paying over 30 percent of monthly income for rent/mortgage payment and utilities.
- Limited supply of moderate income homes in the area.
- Lack of newer, high-quality single-family homes that are move-in ready.
- Inferior housing stock keeps low-income families in substandard housing.
- Influx of affluent second homeowners raising home values throughout the county.
- Decreasing availability of affordable rental housing in the City of Oneonta proper.

RECOMMENDATIONS

In order to address the area's future housing needs, in light of the aforementioned barriers and challenges, we have established the following recommendations.

Objective #1: Preserve the City of Oneonta and Otsego County's existing single-family housing stock.

Analysis: Approximately 59.4 and 42.7 percent of the housing stock in the City of Oneonta and Otsego County, respectively, was built prior to 1939, indicating that the housing stock is very old. The typical life of a single-family home is approximately 40 years before significant renovations and improvements are needed. Many homes in Otsego County have fallen in disrepair due to neglect and lack of finances. These homes are in need of serious maintenance. Keeping up this maintenance is difficult for cost-burdened homeowners. However, poorly maintained and condemned homes are a concern for the community and bring down the value of homes in the area.

As illustrated in the table following, among all buyers, the greatest factor influencing a homebuyer's choice of where to live is the quality of the neighborhood. It is clear that preservation of the City of Oneonta's housing stock must be a top priority.

	AGE OF HOME BUYER					
	All Buyers	35 and younger	36 to 50	51 to 60	61 to 69	70 to 90
Quality of the neighborhood	59%	63%	63%	56%	56%	52%
Convenient to job	44	60	50	43	18	8
Overall affordability of homes	38	50	35	35	32	29
Convenient to friends/family	35	39	29	28	39	50
Design of neighborhood	26	26	24	28	26	26
Convenient to shopping	25	20	22	22	33	38
Quality of the school district	25	37	41	11	3	3
Convenient to entertainment/leisure activities	20	24	16	18	24	18
Convenient to schools	20	27	34	8	2	3
Availability of larger lots or acreage	18	20	20	18	15	8
Convenient to parks/recreational facilities	17	20	19	13	13	16
Convenient to health facilities	11	6	6	10	18	30
Home in a planned community	9	5	6	10	17	17
Convenient to public transportation	5	6	5	3	4	4
Convenient to airport	5	5	5	7	6	5
Other	5	3	5	8	7	8

Source: National Association of Realtors, "Home Buyer and Seller Generational Trends Report 2016," March 2016

Action:

- Create a mixed-income scattered-site LIHTC/market rate development of single-family homes. Revitalize dilapidated homes across the city; rehabilitate low and very-low income homes to keep them from failing housing code inspections and prevent condemnation.
- Provide home buyer education, credit and budget counseling, and continue local efforts.
- Encourage the creation of local funding incentives to lower income individuals to prevent homes from declining further.
- Prevent neighborhood deterioration by demolishing homes that have been condemned or are vacant in existing neighborhoods.
- Conduct asbestos, lead paint, and other contaminant abatement.
- Encourage infill development by waiving demolition fees, reducing building permit fees, or providing other city-based incentives.
- Create a purchase incentive program for first time homebuyers. For example, first time homebuyers that purchase a home in the City of Oneonta receive a \$10,000 credit to help rehabilitate the home.
- Create a purchase incentive program to relocate those who work in the City of Oneonta but live elsewhere. Incentives can include down payment assistance, rehabilitation assistance, or loans with lower interest rates.
- Sell property in escheat at a discounted rate to homebuyers who intend to utilize the property as their primary residence. Utilize a portion of the funds to demolish vacant structures, a kickback to the buyer to rehabilitate the property, or favorable financing in the form of a point buy-down, etc.

Funding/Incentives:

- Community Development Block Grant.

Objective #2: Enhance housing and amenities in downtown Oneonta and other cities throughout Otsego County.

Analysis: The current housing stock in the downtown area includes inexpensive market rate apartments as well as several affordable properties. Further, interviews with local stakeholders indicate that transportation poses a significant challenge to tenants of subsidized and low-income properties. Future subsidized and low-income housing should be located along existing public transportation routes and within proximity of existing amenities such as grocery stores, pharmacies, and schools. Affordable housing should be strategically located for ease of tenant commutes to work, school, and local amenities.

Action:

- Emphasize the pedestrian-friendly nature of the county's towns and villages and the conveniences of living in these more urban areas. In the CBD, residents of all demographics will be able to live closer to work, shops, restaurants, and nightlife.
- Continue to convert underutilized/vacant improvements to affordable multifamily rental housing.
- Create affordable multifamily rental housing in the Downtown Area so that empty-nesters looking to downsize and young professionals have housing options.
- Maximize infill developments in blocks or areas that are vacant or rundown.
- Enforce historic preservation district regulations to encourage the responsible historic reuse of properties rather than demolition and new construction.
- Involve out-of-town developers in the financing and construction of properties in downtown Oneonta and the county's other towns and villages to boost development capabilities.
- Establish neighborhood associates and provide association grants for the completion of beautification projects, creation of green space, and other projects beneficial to the city and the community.

Funding/Incentives:

- Section 42 Low Income Housing Tax Credit, Historic Tax Credits and HOME funding – To be used by developers in conjunction with the donated land to increase the area's affordable housing supply.
- Allocate a portion of delinquent property tax interest and penalties for the land bank to be used for funding to purchase land and homes.
- Provide tax abatements to developers to encourage residential housing in this area.

Objective #3: Implement a voluntary inclusionary zoning policy for multifamily housing within the City of Oneonta and other areas of Otsego County.

Analysis: Interviews with local stakeholders indicate that there is a lack of good quality affordable housing within the City of Oneonta and other areas of Otsego County. An inclusionary zoning policy will encourage developers to set aside a percentage of housing units for low- to moderate-income residents. Further, this strategy would increase the private-sector development, and put less reliance on state and federal programs that promote mixed-income developments.

Action:

- Create or implement an incentive, contract commitment, density bonus, or other voluntary program designed to increase the supply of moderate or lower-cost housing units.
- Allow the city to sell properties to be rehabilitated thus increasing the property values of the area as a whole.
- Donate excess land to nonprofit agencies to be used to construct affordable housing for families, young professionals, and seniors.
- Turn unusable land into parks or green space.

Funding/Incentives:

- Provide developers density bonuses as an incentive to build affordable units.
- Provide developer incentives including grants, infrastructure, and tax abatement.

Objective #4: Create additional, good quality mixed-income housing in the Oneonta area.

Analysis: Employment within the City of Oneonta and Otsego County are concentrated in the healthcare/social assistance and educational services sectors. Further, most of the major employers in the county are located within the City of Oneonta, including but not limited to A.O. Fox Hospital, Springbrook Hospital, SUNY Oneonta, Oneonta Job Corps, and Hartwick College. There are several vacant lots throughout Oneonta that could be developed with new, good quality multifamily housing. We have analyzed the creation of a land bank for the City of Oneonta. According to the Center for Community Progress, a 501(c)3 non-profit organization dedicated to reducing blight and advising communities on land bank creation,

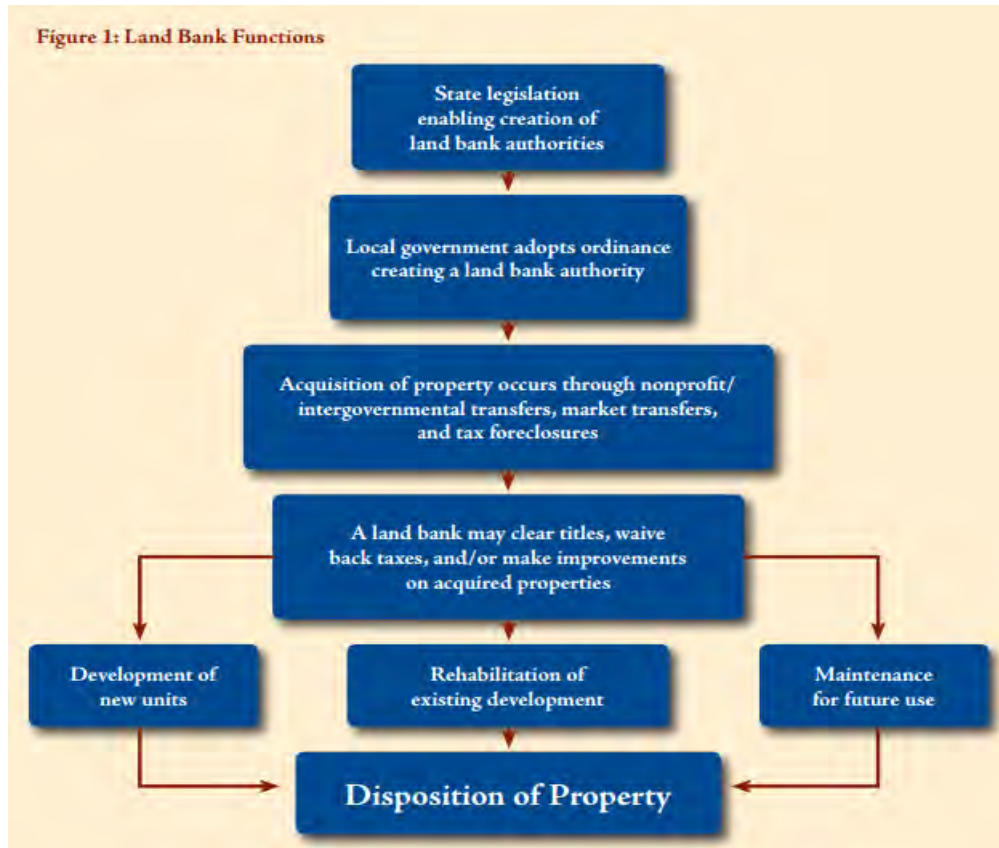
“Vacant, abandoned and neglected properties threaten the safety and stability of neighborhoods, drive down property values and – increasingly, with the recent epidemic of foreclosures – threaten the balance sheets of city and county governments. Too often, communities and governments feel helpless in the face of the magnitude of the problem, with few apparent tools to address the loss of revenue and the attendant problems that neglect and abandonment yield. Land banking as a strategic response – through the creation of land banks or other public authorities – have proven to be a powerful solution, allowing public control of abandoned property; assemblage of parcels for residential, recreational, commercial and industrial redevelopment; and empowerment of communities to reverse the social and economic consequences of neglected and abandoned property.”

Recently, several cities/municipalities in the region have created land banks where vacant properties are acquired mostly through tax foreclosures and set aside of rehabilitation or resale so that they can be reintroduced to the city and county’s tax rolls as well as providing maintenance and landscaping to lots. The Greater Mohawk Valley Land Bank services Herkimer, Montgomery, Otsego, and Schoharie counties, as well as the cities of Rome and Utica. According to the Greater Mohawk Valley Land Bank, they have been awarded \$1.6 million in funding. There are many vacant properties within the City of Oneonta which provides ample opportunity for revitalization and investment. The land bank would provide short-term fiscal benefits as well as long-term development control.

The land bank’s purpose in Oneonta is two-fold, it will help to both remove blight by improving or getting rid of some of the worst housing stock in the area and then increase property values for the surrounding homes. Vacant properties are often in such a state of disrepair that they remain unsold even at auctions. Some of the most feasible options for homes placed in the land bank are:

- Rehabilitate and sell
- Demolish and sell land to developers
- Turn into park or garden space

Land banks across the country operate uniquely. The legislative power among land banks varies as some land banks, such as that in Atlanta, can abate delinquent taxes, whereas others cannot but can set all terms when disposing of a property and/or transferring it to a community development corporation. This is very important as often when delinquent taxes exceed the property’s value, it is difficult to find a buyer for the property. The following chart illustrates the general functions of a land bank, with specific powers varying by location.



Source: Office of Housing and Urban Development, July 2014

There are numerous benefits to establishing a land bank, as illustrated in the following diagram:



Local schools benefit from land banks because they receive more funding when there is an increase in property owners in their school districts, and when homes are no longer vacant there is discouraged criminal activity that decreases the cost burden on the local police and fire departments. Another benefit that these communities have experienced from the creation of a land bank is the assemblage of parcels of land that can be targeted for redevelopment. The ability of the city to amass a larger parcel of land to sell to a developer down the road would be extremely beneficial since the city is so land constrained - with the exception of slight infill development, land for affordable multifamily and/or a single-family home development is extremely limited. Lastly, as an area becomes more populated the needs for services and amenities will grow, boosting the economy.

Overall, the land bank will allow for the public control of abandoned property, assemblage of parcels for residential, recreational, commercial and industrial redevelopment, and generally improve the quality of the housing stock.

Action:

- Move forward with the Greater Mohawk Valley Land Bank initiatives.
- Allow the city and county to sell properties to be rehabilitated, thus increasing the property values of the area as a whole.
- Provide short-term fiscal benefits to the city by getting rid of some of the worst properties in the area, then being able to bring them back onto the tax roll.
- Donate excess land to nonprofit agencies to be used to construct affordable housing for families and professionals.
- Acquire land for future development of low to moderate income housing.
- Gain entitlement to a specific time period's years of property tax payments on resold properties to boost tax revenue.
- Abate delinquent taxes for properties to encourage their purchase and redevelopment.

Objective #5: Create additional, good quality senior housing within the City of Oneonta and Otsego County to support the growing need for affordable senior housing.

Analysis: The senior population in the City of Oneonta and Otsego County are predicted to increase by 2.1 and 3.2 percent annually through 2021, respectively. Further, senior renter households in the City of Oneonta and Otsego are primarily comprised of the lowest four income cohorts, with 55 percent of all seniors earning less than \$40,000 per year in Oneonta, and 65.2 percent in those cohorts in Otsego County. There is a limited supply of senior properties in the area, and the number of lower income senior households is projected to grow in both areas through 2021, suggesting additional need for affordable senior housing.

Action:

- Increase housing supply targeted towards seniors, including smaller homes that require less maintenance in locations that are in close proximity to healthcare and retail amenities.
- Build condominiums and townhomes where seniors can enjoy homeownership instead of renting but do not have to worry about the maintenance of yards, common areas, etc.
- Entice developers through low-interest loans to increase the amount of LIHTC properties.
- Increase the awareness and knowledge of the LIHTC and other state and federally assisted housing programs.
- Allow the city and county to sell properties to be rehabilitated for the purpose of senior housing.
- Donate excess land to nonprofit agencies to be used to construct affordable housing for seniors.
- Acquire land for future development of low to moderate income housing for senior.

Objective #6: Create additional, good quality supportive housing within the City of Oneonta and Otsego County to support the need for additional supportive housing.

Analysis: According to the PIT count for 2016 (the most recent made publicly available by HUD) in Otsego, Broome, Delaware, Chenango, and Cortland Counties, there were 276 homeless people in the region. This is a decrease of approximately 33 homeless persons since 2014 (the first year data was gathered for this jurisdiction), when the number of homeless persons was approximately 309. However, the homeless are a transient population and can often move from place to place so it is difficult to estimate than number of homeless in the city, county, or even the reporting region at any point in time. Given the relative lack of permanent facilities available for the homeless population in Otsego County, it appears there is a need for additional supportive housing.

Action:

- Convert underutilized improvements to homeless facilities.
- Allow the city and county to construct additional homeless facilities.

Objective #7: Educate low to moderate income households on how they can purchase homes and encourage the use of first-time homebuyer incentive programs.

Analysis: Obtaining mortgage financing can be difficult for low to moderate income households due to poor credit and/or lack of funds for down payment assistance. Further, many households are unaware of home buying assistance programs in place in the area.

Action:

- Educate future and prior homebuyers on financing options access to capital and how to improve their credit worthiness by promoting KHRC's home buyer education programs and offering them in the community.
- Inform future homebuyers and potential residents on local home buying assistance programs.
- Provide seminars on how households can improve their credit scores and begin saving for down payments.

ADDENDUM A
Assumptions and Limiting Conditions

ASSUMPTIONS AND LIMITING CONDITIONS

1. In the event that the client provided a legal description, building plans, title policy and/or survey, etc., the market analyst has relied extensively upon such data in the formulation of all analyses.
2. The legal description as supplied by the client is assumed to be correct and the author assumes no responsibility for legal matters, and renders no opinion of property title, which is assumed to be good and merchantable.
3. All encumbrances, including mortgages, liens, leases, and servitudes, were disregarded in this valuation unless specified in the report. It was recognized, however, that the typical purchaser would likely take advantage of the best available financing, and the effects of such financing on property value were considered.
4. All information contained in the report, which others furnished, was assumed to be true, correct, and reliable. A reasonable effort was made to verify such information, but the author assumes no responsibility for its accuracy.
5. The report was made assuming responsible ownership and capable management of the property.
6. The sketches, photographs, and other exhibits in this report are solely for the purpose of assisting the reader in visualizing the property. The author made no property survey, and assumes no liability in connection with such matters. It was also assumed there is no property encroachment or trespass unless noted in the report.
7. The author of this report assumes no responsibility for hidden or unapparent conditions of the property, subsoil or structures, or the correction of any defects now existing or that may develop in the future. Equipment components were assumed in good working condition unless otherwise stated in this report.
8. It is assumed that there are no hidden or unapparent conditions for the property, subsoil, or structures, which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering, which may be required to discover such factors.
9. The investigation made it reasonable to assume, for report purposes, that no insulation or other product banned by the Consumer Product Safety Commission has been introduced into the Subject premises. Visual inspection by the market analyst did not indicate the presence of any hazardous waste. It is suggested the client obtain a professional environmental hazard survey to further define the condition of the Subject soil if they deem necessary.
10. Any distribution of total property value between land and improvements applies only under the existing or specified program of property utilization. Separate valuations for land and buildings must not be used in conjunction with any other study or market study and are invalid if so used.
11. Possession of the report, or a copy thereof, does not carry with it the right of publication, nor may it be reproduced in whole or in part, in any manner, by any person, without the prior written consent of the author particularly as to value conclusions, the identity of the author or the firm with which he or she is connected. Neither all nor any part of the report, or copy thereof shall be disseminated to the general public by the use of advertising, public relations, news, sales, or other media for public communication without the prior written consent and approval of the market analyst. Nor shall the market analyst,

firm, or professional organizations of which the market analyst is a member be identified without written consent of the market analyst.

12. Disclosure of the contents of this report is governed by the Bylaws and Regulations of the professional organization with which the market analyst is affiliated.
13. The author of this report is not required to give testimony or attendance in legal or other proceedings relative to this report or to the Subject property unless satisfactory additional arrangements are made prior to the need for such services.
14. The opinions contained in this report are those of the author and no responsibility is accepted by the author for the results of actions taken by others based on information contained herein.
15. Opinions of value contained herein are estimates. There is no guarantee, written or implied, that the Subject property will sell or lease for the indicated amounts.
16. All applicable zoning and use regulations and restrictions are assumed to have been complied with, unless nonconformity has been stated, defined, and considered in the market study report.
17. It is assumed that all required licenses, permits, covenants or other legislative or administrative authority from any local, state, or national governmental or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
18. On all studies, Subject to satisfactory completion, repairs, or alterations, the report and conclusions are contingent upon completion of the improvements in a workmanlike manner and in a reasonable period of time.
19. All general codes, ordinances, regulations or statutes affecting the property have been and will be enforced and the property is not Subject to flood plain or utility restrictions or moratoriums, except as reported to the market analyst and contained in this report.
20. The party for whom this report is prepared has reported to the market analyst there are no original existing condition or development plans that would Subject this property to the regulations of the Securities and Exchange Commission or similar agencies on the state or local level.
21. Unless stated otherwise, no percolation tests have been performed on this property. In making the market study, it has been assumed the property is capable of passing such tests so as to be developable to its highest and best use.
22. No in-depth inspection was made of existing plumbing (including well and septic), electrical, or heating systems. The market analyst does not warrant the condition or adequacy of such systems.
23. No in-depth inspection of existing insulation was made. It is specifically assumed no Urea Formaldehyde Foam Insulation (UFFI), or any other product banned or discouraged by the Consumer Product Safety Commission has been introduced into the property. The market analyst reserves the right to review and/or modify this market study if said insulation exists on the Subject property.
24. Estimates presented in this report are assignable to parties to the development's financial structure.

ADDENDUM B
Qualifications of Consultants

ADDENDUM B
Qualifications of Consultants

CURRICULUM VITAE
BRAD E. WEINBERG, MAI, CVA, CRE

I. Education

University of Maryland, Masters of Science in Accounting & Financial Management
University of Maryland, Bachelors of Arts in Community Planning

II. Licensing and Professional Affiliations

MAI Member, Appraisal Institute, No. 10790
Certified Valuation Analyst (CVA), National Association of Certified Valuers and Analysts (NACVA)

Member, The Counselors of Real Estate (CRE)

Member, Urban Land Institute

Member, National Council of Housing Market Analysts (NCHMA)

State of Alabama – Certified General Real Estate Appraiser, No. G00628

State of California – Certified General Real Estate Appraiser, No. 27638

Washington, D.C. – Certified General Real Estate Appraiser; No. GA10340

State of Florida – Certified General Real Estate Appraiser; No. RZ3249

State of Maine – Certified General Real Estate Appraiser, No. CG3435

State of Maryland – Certified General Real Estate Appraiser; No. 6048

Commonwealth of Massachusetts – Certified General Real Estate Appraiser; No. 103769

State of Michigan – Certified General Real Estate Appraiser, No. 1201074327

State of Nebraska – Certified General Real Estate Appraiser, No. CG2015008R

State of New Jersey – Certified General Real Estate Appraiser; No. 42RG00224900

State of Ohio – Certified General Real Estate Appraiser; No. 2006007302

State of Pennsylvania – Certified General Real Estate Appraiser; No. GA004111

State of South Carolina – Certified General Real Estate Appraiser; No. 4566

III. Professional Experience

Partner, Novogradac & Company LLP

President, Capital Realty Advisors, Inc.

Vice President, The Community Partners Realty Advisory Services Group, LLC

President, Weinberg Group, Real Estate Valuation & Consulting

Manager, Ernst & Young LLP, Real Estate Valuation Services

Senior Appraiser, Joseph J. Blake and Associates

Senior Analyst, Chevy Chase F.S.B.

Fee Appraiser, Campanella & Company

IV. Professional Training

Appraisal Institute Coursework and Seminars Completed for MAI Designation and Continuing Education Requirements

Commercial Investment Real Estate Institute (CIREI) Coursework and Seminars Completed for CCIM Designation and Continuing Education Requirements

V. Speaking Engagements and Authorship

Numerous speaking engagements at Affordable Housing Conferences throughout the Country
Participated in several industry forums regarding the Military Housing Privatization Initiative

Authored "New Legislation Emphasizes Importance of Market Studies in Allocation Process," *Affordable Housing Finance*, March 2001

VI. Real Estate Assignments

A representative sample of Due Diligence, Consulting or Valuation Engagements includes:

- On a national basis, conduct market studies and appraisals for proposed Low-Income Housing Tax Credit properties. Analysis includes preliminary property screenings, market analysis, comparable rent surveys, demand analysis based on the number of income qualified renters in each market, supply analysis and operating expense analysis to determine appropriate cost estimates.
- On a national basis, conduct market studies and appraisals of proposed new construction and existing properties under the HUD Multifamily Accelerated Processing program. This includes projects under the 221(d)3, 221(d)4, 223(f), and 232 programs.
- Completed numerous FannieMae and FreddieMac appraisals of affordable and market rate multifamily properties for DUS Lenders.
- Managed and completed numerous Section 8 Rent Comparability Studies in accordance with HUD's Section 9 Renewal Policy and Chapter 9 for various property owners and local housing authorities.
- Developed a Flat Rent Model for the Trenton Housing Authority. Along with teaming partner, Quadel Consulting Corporation, completed a public housing rent comparability study to determine whether the flat rent structure for public housing units is reasonable in comparison to similar, market-rate units. THA also requested a flat rent schedule and system for updating its flat rents. According to 24 CFR 960.253, public housing authorities (PHAs) are required to establish flat rents, in order to provide residents a choice between paying a "flat" rent, or an "income-based" rent. The flat rent is based on the "market rent", defined as the rent charged for a comparable unit in the private,

unassisted market at which a PHA could lease the public housing unit after preparation for occupancy. Based upon the data collected, the consultant will develop an appropriate flat rent schedule, complete with supporting documentation outlining the methodology for determining and applying the rents. We developed a system that THA can implement to update the flat rent schedule on an annual basis.

- As part of an Air Force Privatization Support Contractor team (PSC) to assist the Air Force in its privatization efforts. Participation has included developing and analyzing housing privatization concepts, preparing the Request for Proposal (RFP), soliciting industry interest and responses to housing privatization RFP, Evaluating RFP responses, and recommending the private sector entity to the Air Force whose proposal brings best value to the Air Force. Mr. Weinberg has participated on numerous initiatives and was the project manager for Shaw AFB and Lackland AFB Phase II.
- Conducted housing market analyses for the U.S. Army in preparation for the privatization of military housing. This is a teaming effort with Parsons Corporation. These analyses were done for the purpose of determining whether housing deficits or surpluses exist at specific installations. Assignment included local market analysis, consultation with installation housing personnel and local government agencies, rent surveys, housing data collection, and analysis, and the preparation of final reports.
- Developed a model for the Highland Company and the Department of the Navy to test feasibility of developing bachelor quarters using public-private partnerships. The model was developed to test various levels of government and private sector participation and contribution. The model was used in conjunction with the market analysis of two test sites to determine the versatility of the proposed development model. The analysis included an analysis of development costs associated with both MILCON and private sector standards as well as the potential market appeal of the MILSPECS to potential private sector occupants.

**STATEMENT OF PROFESSIONAL QUALIFICATIONS
LINDSEY SUTTON**

EDUCATION

Texas State University, Bachelor of Business Administration in Finance

LICENSING AND CERTIFICATIONS

Certified General Real Estate Appraiser – State of Texas (TX 1380684-G)

EXPERIENCE

Novogradac & Company LLP, Manager, December 2012- Present

Novogradac & Company LLP, Real Estate Analyst, September 2011- December 2012

Novogradac & Company LLP, Real Estate Researcher February 2010 – September 2011

REAL ESTATE ASSIGNMENTS

A representative sample of work on various types of projects:

- Performed market studies for proposed new construction and existing Low Income Housing Tax Credit, USDA Rural Development, Section 8 and market rate multifamily and age-restricted developments. This included property screenings, market and demographic analysis, comparable rent surveys, supply and demand analysis, determination of market rents, expense comparability analysis, and other general market analysis. Property types include proposed multifamily, acquisition with rehabilitation, historic rehabilitation, adaptive reuse, and single-family development.
- Conduct physical inspections of subject properties and comparables to determine condition and evaluate independent physical condition assessments.
- Assist on appraisals using the cost approach, income capitalization approach, and sales comparison approach for Low Income Housing Tax Credit, USDA Rural Development, and Section 8 properties. Additional assignments also include partnership valuations and commercial land valuation.
- Prepared HUD Market-to-Market rent comparability studies for Section 8 multifamily developments.
- Perform valuations of General and/or Limited Partnership Interest in a real estate transaction, as well as LIHTC Year 15 valuation analysis.
- Prepare Fair Market Value analyses for solar panel installations in connection with financing and structuring analyses performed for various clients. The reports are used by clients to evaluate with their advisors certain tax consequences applicable to ownership. Additionally, these reports can be used in connection with application for the Federal grant identified as Section 1603 American Recovery & Reinvestment Act of 2009 and the ITC funding process.
- Analyze historic audited financial statements to determine property expense projections.
- Perform market studies and assist on appraisals for proposed and existing multifamily properties under the HUD MAP program. These reports meet the requirements outlined in Chapter 7 of the HUD MAP Guide for the 221(d)4, 223(f), and the LIHTC Pilot Program.
- Consult with lenders and developers and complete valuation assignments for developments converting under the RAD program.

- Completed assignments in the following states:

California

Texas

New Jersey

Georgia

Oklahoma

Virgin Islands

Maryland

Tennessee

Florida

Washington

Louisiana

North Carolina

Missouri

Minnesota

Delaware

South Carolina

Illinois

Utah

Arizona

Oregon

Michigan

New York

Arkansas

Connecticut

Mississippi

Iowa

Tennessee

Indiana

Nebraska

Wisconsin

West Virginia

Ohio

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DEANNA L. UNGER

Education

Saint Edward's University

- Bachelor of Business in Finance

Experience

Real Estate Analyst, Novogradac & Company, LLP (December 2015 – Present)

Junior Analyst, Novogradac & Company, LLP (June 2014 December 2015)

- Performs market studies for proposed new construction and existing Low Income Housing Tax Credit, USDA Rural Development, Section 8 and market rate multifamily and age-restricted developments. This includes property screenings, market and demographic analysis, comparable rent surveys, supply and demand analysis, determination of market rents, expenses comparability analysis, and other general market analysis. Property types include proposed multifamily, acquisition with rehabilitation, historic rehabilitation, adaptive reuse, and single-family development.
- Conducts physical inspections of subject properties and comparable properties to determine condition and evaluate independent physical condition assessments.
- Assists on appraisals using the cost approach, income capitalization, and sales comparison approach for Low Income Housing Tax Credit, USDA Rural Development and Section 8 properties. Additional assignments also include commercial land valuations.
- Prepare HUD Market-to Market rent comparability studies for Section 8 multifamily developments.

Real Estate Assignments: The researcher has conducted research and completed assignments in the following states and U.S. Territories:

Alabama	Kansas	North Carolina
Alaska	Louisiana	Ohio
Arkansas	Massachusetts	Oklahoma
California	Maryland	Pennsylvania
Colorado	Michigan	South Carolina
Delaware	Minnesota	Tennessee
Florida	Mississippi	Texas
Georgia	Missouri	Virginia
Hawaii	Nebraska	Washington
Illinois	Nevada	Wisconsin
Indiana	New Jersey	
Iowa	New York	